



AIPCN Section française



Journées Méditerranéennes de l'AIPCN et Assises du port du futur du Cerema 25 au 27 octobre 2023 à Sete France

Les publications de l'AICN / RecCom et leur utilité
pour les ports de plaisance

AIPCN – Commission Navigation de Plaisance



AIPCN

L'association pour les infrastructures
maritimes et fluviales

Commission Navigation de Plaisance

Journées méditerranéennes

26 Octobre 2023, Sète

Activités principales

La Commission est chargée de mettre en place et de gérer :

- **Des groupes de travail** pour la publication de rapports;
- **Le prix "Jack Nichol" du Marina Excellence Design (MEDA)**, pour la promotion de l'excellence dans la conception des ports de plaisance ;
- **Le Marina Design Training Program (MDTP)** : cours sur l'aménagement des ports de plaisance au niveau international ;
- **Des activités de sensibilisation** dans le cadre des événements de l'AIPCN, avec les associations sœurs, et dans les événements de l'industrie des ports de plaisance.

Les membres

The image features a dark blue background with abstract, overlapping shapes in yellow, cyan, and various shades of blue. The shapes are layered, with some appearing to be behind others, creating a sense of depth. The text 'Les membres' is positioned in the upper left quadrant, rendered in a bold, yellow, sans-serif font.

Liste des Membres

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Members	Country/Role	Role
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Ian Dobson	United Kingdom	Principal Representative
Jonathan Armbruster	USA	Principal Representative
Mark Pirrello	USA	Alternate Representative
	USA	YP Representative
Greg Fisk	Australia	Observer
		Observer
Martinho Fortunato	Portugal	ICOMIA/IMG
Oscar Siches	Spain	ICOMIA/IMG
Roberto Perocchio	Italy	ICOMIA/IMG

Les groupes de travail

The background is a solid dark blue. In the lower-left quadrant, there is an abstract graphic composed of several overlapping, curved shapes. A bright yellow shape is at the top left, tapering towards the center. Below it is a cyan shape, also tapering towards the center. At the bottom left, there are two overlapping shapes in shades of blue, one lighter and one darker, creating a layered effect.

Groupes de travail (WG) en cours (1/2)

- RECOMMANDATIONS POUR LA **CONCEPTION DES PORTS DE PLAISANCE** (*GUIDELINES FOR MARINA DESIGN*) – WG 149
- SYSTÈMES DE **DÉTECTION ET CONTRÔLE DES INCENDIES** DANS LES PORTS DE PLAISANCE (*FIRE SYSTEM DETECTION AND CONTROLS IN MARINAS*) – WG169
- IMPACT DES INFRASTRUCTURES DE PLAISANCE SUR LES **PROJETS DE FRONT DE MER** (*INFLUENCE OF RECREATIONAL NAVIGATION INFRASTRUCTURE ON WATERFRONT PROJECTS*) – WG 202
- RECOMMANDATIONS POUR **L'UTILISATION DES DONNÉES AIS** POUR LES PORTS DE PLAISANCE (*RECOMMENDATIONS FOR USE OF AIS DATA FOR RECREATIONAL NAVIGATION INFRASTRUCTURE*) – WG 209
- L'IMPACT DES **PROPULSIONS À CARBURANT ALTERNATIF** POUR BATEAUX DE PLAISANCE SUR LA CONCEPTION ET LA GESTION DES PORTS DE PLAISANCE (*THE IMPACTS OF ALTERNATIVE FUEL PROPULSION SYSTEMS FOR RECREATIONAL VESSELS IN MARINA DESIGN AND MANAGEMENT*) – WG 217

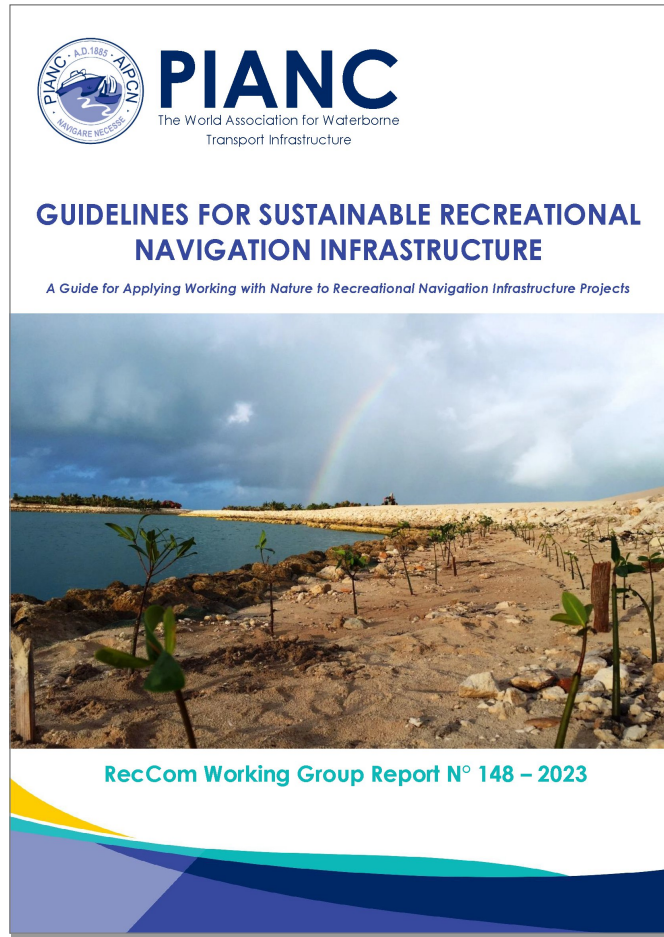
Groupes de travail en cours (2/2)

- RECOMMANDATIONS POUR LA PLANIFICATION, LA CONCEPTION ET LE FONCTIONNEMENT DES **SYSTÈMES DE POMPAGE** DANS LES INSTALLATIONS DE PLAISANCE (*PLANNING, DESIGN AND OPERATIONAL GUIDELINES FOR PUMP-OUT SYSTEMS IN RECREATIONAL FACILITIES*)
– WG 220
- LIGNES DIRECTRICES POUR LA CONCEPTION DES **CALES DE MISE À L'EAU** POUR LA NAVIGATION DE PLAISANCE (*DESIGN GUIDELINES FOR RECREATIONAL BOATING SLIPWAYS*)
- WG 221
- RECOMMANDATIONS POUR LA CONCEPTION DE **BRISE-LAMES FLOTTANTS DANS LES PORTS DE PLAISANCE** (*GUIDELINES FOR FLOATING BREAKWATERS IN MARINAS*) – WG 222
- INCLUSION SIGNIFICATIVE DES **COMMUNAUTÉS DE PÊCHEURS** DANS LES PORTS DE PLAISANCE – LIGNES DIRECTRICES POUR LA PLANIFICATION (*MEANINGFUL INCLUSION OF FISHING COMMUNITIES IN RECREATIONAL MARINAS – GUIDELINES FOR PLANNING*) – WG 223

Nouveaux groupes de travail

- **RECOMMANDATIONS POUR LA CONCEPTION DES PORTS DE PLAISANCE** (*GUIDELINES FOR MARINA DESIGN*) – WG 149 (PARTS 3 & 5)
- PLANIFICATION DE **L'ADAPTATION AU CHANGEMENT CLIMATIQUE** POUR LES PORTS DE PLAISANCE (*CLIMATE CHANGE ADAPTATION PLANNING FOR MARINAS AND BOAT HARBOURS*) - WG 244
- GESTION DU **BILAN CARBONE** POUR LES PORTS DE PLAISANCE ET LES PORTS POUR BATEAUX (*CARBON MANAGEMENT FOR MARINAS AND BOAT HARBOURS*) – WG 245
- **MAISONS FLOTTANTES** DANS LES PORTS DE PLAISANCE (*FLOATING HOMES IN MARINAS*) – WG 247
- MISE À JOUR DU WG 98 : PROTECTION DE LA **QUALITÉ DE L'EAU** DANS LES PORTS DE PLAISANCE (2008) (*UPDATE OF WG 98: PROTECTING WATER QUALITY IN MARINAS (2008)*)
- MISE À JOUR DU WG 134 : LIGNES DIRECTRICES POUR LA CONCEPTION ET L'EXPLOITATION DES **INSTALLATIONS POUR SUPERYACHTS** (2013) (*UPDATE OF WG 134: DESIGN AND OPERATIONAL GUIDELINES FOR SUPERYACHT FACILITIES (2013)*)

Publications



RECOMMANDATIONS POUR UNE INFRASTRUCTURE DE NAVIGATION DE PLAISANCE DURABLE – WG 148 (70 PAGES)

*(GUIDELINES FOR SUSTAINABLE RECREATIONAL NAVIGATION INFRASTRUCTURE)
– WG 148*

*Ci-dessous quelques exemples de plans, méthodes, diagrammes, plans et
photos extraits des WG 134 (superyacht facilities), WG 148 (infrastructures
durables) et WG 149 (conception des marinas)*



PIANC

Report n° 149/part I - 2016



GUIDELINES FOR MARINA DESIGN

The World Association for Waterborne Transport Infrastructure

WG 149 – Guidelines for Marina Design

Report of PIANC RecCom Working Group 149

(Plan of the entire report – in bold Parts already published)

PART 1 – CHAPTERS:

- 1 - Scope and General** (Elio Ciralli, Esteban Biondi, Sip Meijer, Tho
- 2 - Recommended Design Approach** (Mike Chemaly, Esteban Bio
- 3 - Surveys and Investigations** (Alfonso Capote)
- 4 - Vessels Characteristics** (Simon Burchett, Thomas Pehlke, Osci

PART 2 – CHAPTER:

- 5 - Marina Protection and Coastal Aspects** (Jack Cox, Elio Ciralli)

PART 3 – CHAPTERS:

- 6 - Master Plan Development
- 7 - Layout of Water Areas
- 8 - Layout of Land Side Facilities

PART 4 – CHAPTERS:

- 9 - Design Criteria and Loading Conditions** (Thomas Pehlke, Mar
- 10 - Berthing Systems** (Thomas Pehlke, Kathleen Bernaert, Simc
- 11 - Utilities** (Esteban Biondi, Tim Mason, Sip Meijer, Elio Ciralli,
- 12 - Materials** (Thomas Pehlke, Wally Mosher, Terence Browne, 1
- 13 - Aids to Navigation** (Sip Meijer, Oscar Siches)
- 14 - Emergency Equipment** (Elio Ciralli, Oscar Siches, Thomas P

PART 5 – CHAPTERS:

- 15. Disabled Access
- 16. Superyacht
- 17. Operations and Maintenance
- 18. Environmental Issues and Sustainability
- 19. Architecture and Landscaping
- 20. References, Standards and Bibliography

Vessel type	Typical characteristics ¹		
	Length Overall	Draft	Beam
Day boat (motor)	< 10 m	< 1 m	< 4 m
Day boat (sail)		< 2 m	< 4 m
Small cruising (motor)	10-15 m	< 1.5 m	< 5 m
Small cruising (sail)		< 3 m	< 5 m
Large cruising (motor)	15-20 m	< 2 m	< 6.5 m
Large cruising (sail)		< 3.5 m	< 6 m
Luxury (motor)	20-25 m	< 2 m	< 7 m
Luxury (sail)		< 4 m	< 7 m
Super-yacht ²	> 25 m	See note 2	

¹ Typical characteristics apply to mono-hull vessels only.

² For specific guidance relating to superyacht, megayacht and gigayacht vessel characteristics the designer should refer to PIANC RecCom Report No. 134 – 'Design and Operational Guidelines for Superyacht Facilities' (2013).

Table 4-1: Typical vessels covered by this guidance

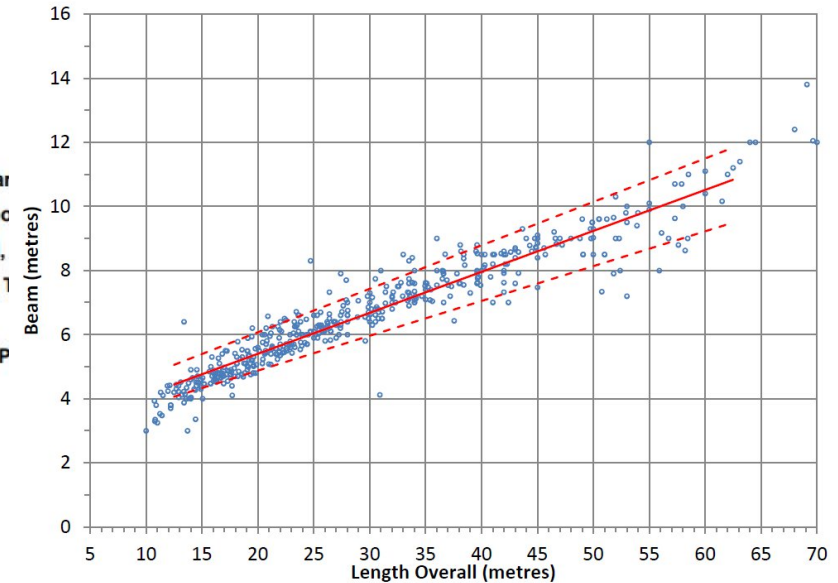


Figure 4-1: Beam to Length Overall Relationship (motorboats)





PIANC
‘Setting the Course’

Report n° 134 - 2013



DESIGN AND OPERATIONAL GUIDELINES FOR SUPERYACHT FACILITIES

The World Association for Waterborne Transport Infrastructure

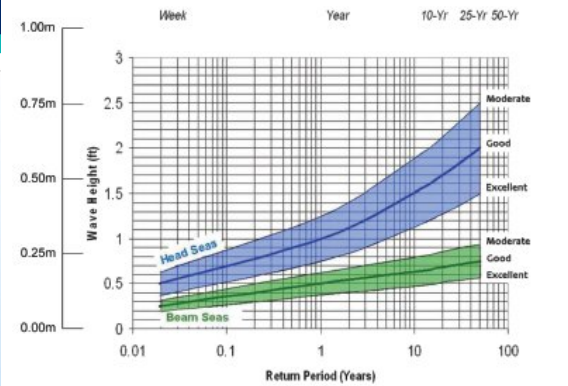


Figure 6.1: Tolerance for harbour tranquility criterion [ASCE, 2012]

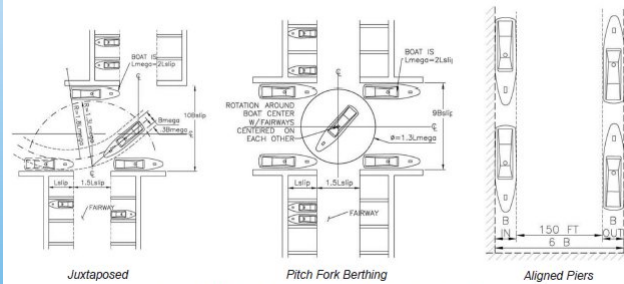


Figure 6.5: Minimum fairway widths for other dock configurations [ASCE, 2012]



Figure 7.2: Example of insufficient dock width

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2. MEMBERS	24-27	63	400	3 Ø	44	4
3. ACKNOWL	28-32	125	400	3 Ø	85	5
4. INTRODUC	33-45	250	400	3 Ø	170	6
4.1. Existin	46-60	400	400	3 Ø	275	6
4.2. Definit	61+	600 to 1000	400	3 Ø	415 to 690	7
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Figure 8.6: Pumpout by barge and truck



Report No. 148

Guidelines for Sustainable Recreational Navigation Infrastructure

A Guide for Applying Working with Nature to Recreational Navigation Infrastructure Projects

Edition No. 1
30 Dec 2022



In Practice, Most Common Approach:

- Preponderance of Economic
- Environmental is a Concern to "Manage"
- Regulatory Approach to Environmental Issues
- Limited Linkages / "Intersection" / Synergies

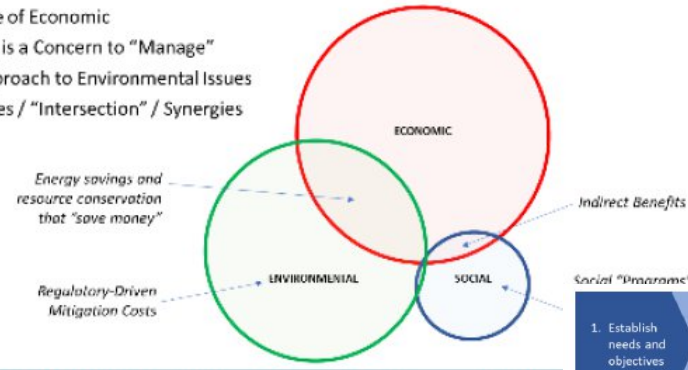


Figure 2-1: Sustainability planning approach practical challenges (from Bio)

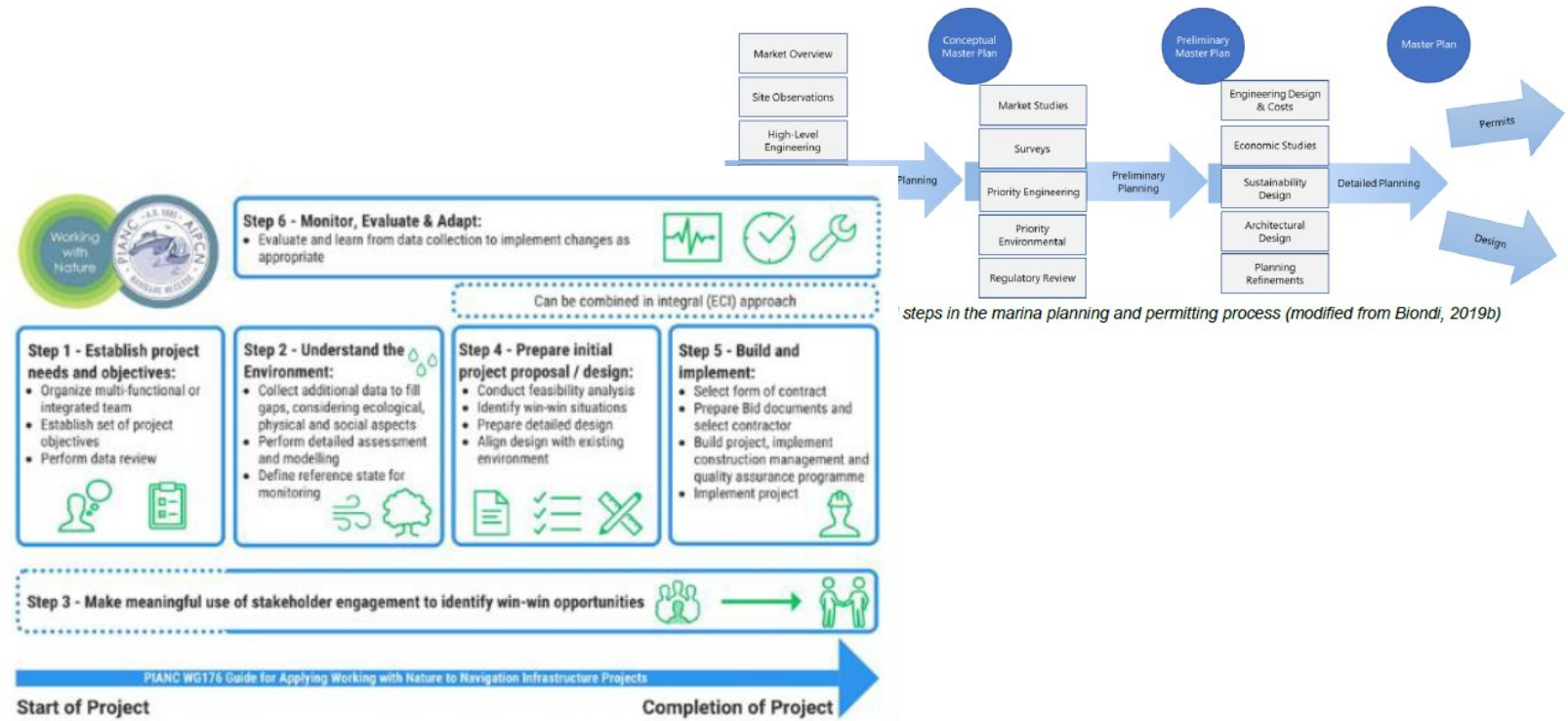


Figure 3-2: The Working with Nature Approach (PIANC, 2018)

Aperçu des sujets «brûlants»

Lors des conférences au ICOMIA World Congress (Portugal, 9-11 octobre 2023), PIANC a dévoilé plusieurs pré-publications sur des sujets de développement durable.

Parmi celles-ci :

- Marina Design Guidelines for **New Vessel Propulsion** Systems
- PIANC **Enhanced Sustainability** Context
- Fitting into **General Sustainability Drivers**

Potential Path Forward for Marinas

Drop-in Fuels

- Replace fossil fuel diesel by low- or no-emission alternative liquid fuels.
- Big variation in GHG performance!
- Fuel standards / certification of engine compatibility.

Electric – Liquid Fuel Hybrid

- Vessels between 12m and 30m can be efficiently powered by hybrid plug-in technology.
- Use no emission drop-in fuels in Hybrid systems to minimize GHG emissions.

Electric Propulsion

- Most vessels 12m or under could be fully electric.
- Full electric technology still has some limitations on autonomy and performance.

Hydrogen

- Hydrogen powered vessels (superyachts) are presently rare and evolution is uncertain.

Methanol

- Methanol powered yachts are in research and development stages, but there is progress in non-recreational marine uses.

Marinas should start adapting now to serve these vessels

Future adaptations should be considered



Ongoing Working Groups on Climate Change

WG	RecCom Working Group Name	
217	THE IMPACTS OF ALTERNATIVE FUEL PROPULSION SYSTEMS FOR RECREATIONAL VESSELS ON MARINA DESIGN AND MANAGEMENT	MARINAS SUPPORT BOATING INDUSTRY GHG EMISSION REDUCTIONS
244	CLIMATE CHANGE ADAPTATION PLANNING FOR MARINAS AND BOAT HARBOURS	PHYSICAL IMPACT OF CLIMATE CHANGE, RISK MANAGEMENT, RETROFITTING, TCFD
245	CARBON MANAGEMENT FOR MARINAS AND BOAT HARBOURS	COMPREHENSIVE GHG ACCOUTING, GHG MANAGEMENT, MITIGATION CREDITS, TCFD

Multiple Layers and Dimensions of Sustainability

Three (or four) Pillars
 SDG - UN Sustainable Development Goals
 Taxonomy

ESG

Climate Adaptation

Climate Mitigation (Carbon emission reductions)

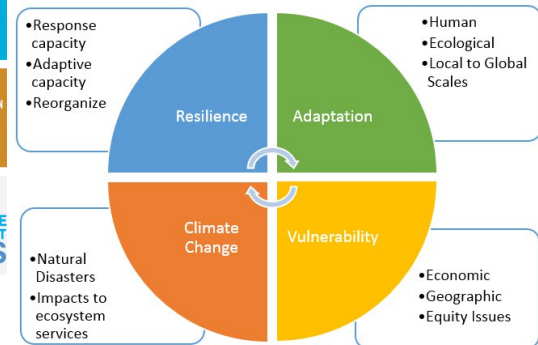
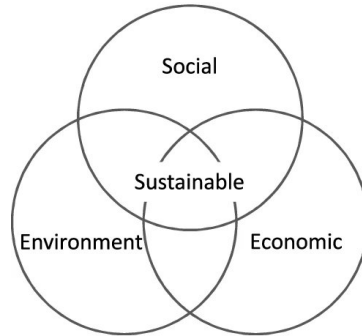
TCFD

Resilience

Engineering with Nature

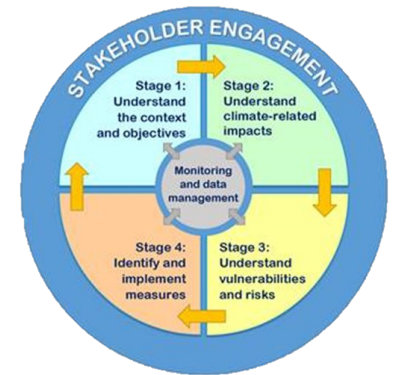
Building with Nature

PIANC Working with Nature



TCFD

TASK FORCE ON CLIMATE-RELATED FINANCIAL DISCLOSURES





AIPCN

L'association pour les infrastructures
maritimes et fluviales

Commission Navigation de Plaisance

Merci de votre attention!

De bonnes raisons de rejoindre PIANC / l'AIPCN

Les 7 raisons pour rejoindre l'AIPCN :

1. Rejoindre un réseau international d'experts
2. Profiter d'une expérience plus que centenaire
3. Avoir accès à une information technique de grande valeur
4. Partager vos connaissances et votre expérience au travers des groupes de travail et commission internationales et au sein de la section française
5. Exposer vos points de vue à la communauté sur une scène internationales
6. Utiliser notre tremplin unique pour les jeunes professionnels
7. Faire équipe avec les décideurs de l'action publique

Tarifs inchangés en 2023

Étudiant	35€
Jeune professionnel (- de 40 ans) *	50€
Membre individuel	110€
Petit collectif	760€
Grand collectif	1520€

Opportunités des WG pour les jeunes professionnels

Les jeunes ayant une expérience professionnelle limitée peuvent également apporter une contribution positive aux groupes de travail.

- Recherche documentaire et soutien éditorial
- Mentorat par des membres plus expérimentés



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L'association pour les infrastructures
maritimes et fluviales

Commission Navigation de Plaisance

Merci de votre attention!