



PIANC

The World Association for Waterborne Transport Infrastructure.

Report No. 214-2022

(draft)

**Advocating Beneficial Use for
Waterborne Transport Infrastructure Projects**

Objective and scope

The primary objective of this report is to provide **common ground** to **establish BU as a preferred practice** in **navigation infrastructure projects** when dealing with **dredge sediments**.

Report under revision. Publication expected in Q2 2022

Keywords:

- Promoting *sustainability-based assessment* for greater sediment use,
- Increased circularity,
- Enhanced sustainability by overcoming common obstacles to sediment BU,
- Encouraging greater use through advocacy.
- (Accept that sometimes BU may not be the preferred option, from sustainability-based and risk assessment)

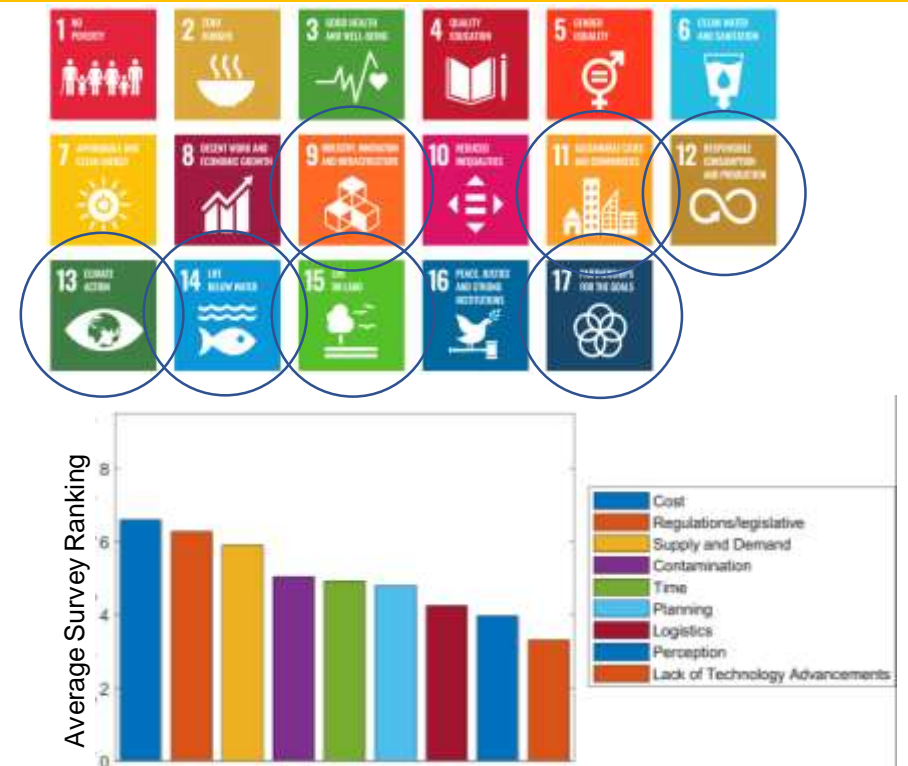
Target audience

- **Port authorities**, navigation and river authorities and commissions, as well as terminal operators
- **Regulators**, government agencies and elected officials
- **Project designers**, contractors, ecologists, civil engineers, planners, and architects
- **Environmental stakeholders**, NGOs, public interest groups and other waterway users
- **Project financiers** and international funding institutions (IFIs).

Approach

From barriers to catalysts:

The focus is on turning barriers into catalysts and on value creation / maximization. The sustainability theme and the contribution of BU to it has a central role.



Results from the WG 214 survey, ranking different potential barriers to BU of sediments

Conclusions

- There is economic benefit in including BU in projects when the focus is on value (longer term, larger scale)
- For maximum efficacy, link supply and demand, searching for cross-sectoral projects
- Stakeholder perception is key in creating support for BU projects as well as ideas for BU
- Contaminated material is encouraged when safe for human and nature. It should be evaluated on risk-assessment basis and for a specific application.

