**Kaplan Opens IADC 50th Anniversary Meeting in Hong Kong**

**BY MARSHA COHEN**

“Ninety Percent of world trade is done by sea,” declared Robert D. Kaplan, keynote speaker at International Association of Dredging Companies (IADC) Conference, “From Birth to Boom: Asian Maritime Megastructures,” held at the Island Shangri-La Hotel, Hong Kong on October 23, 2015.

Kaplan is the author of 15 books on foreign affairs, and has been named by Foreign Policy magazine as one of the world’s “Top 100 Global Thinkers.”

While geopolitically the world may sometimes seem unstable, Kaplan emphasized that “technology has made the world smaller... The increase in the number of ports has created an interconnected world... This is a great age in history to be a civil engineer.”

The event was one of several celebrating the 50th anniversary of the founding of the IADC. Hong Kong was chosen as the location to commemorate the turning point of today’s dredging and maritime infrastructure sector, which is rooted in the city’s Airport Core Projects – especially the Chek Lap Kok land reclamation in the 1990s.

Other speakers on the program were Kevin Poole, acting executive director of Hong Kong’s Third Runway Airport Authority; Elvis Au Wai Kwong of the Hong Kong Environmental Protection Department; Tyrrell Duncan, technical advisor for transport at the Asian Development Bank, and Peter Scott Caldwell, a chartered arbitrator and director of Caldwell Limited, Hong Kong. Each shared insights from his own viewpoint as to the planning, environmental, financial and legal requirements, respectively, of working with maritime infrastructure development in Asia.

With more than 100 top-level executives and sponsors attending, the atmosphere at the pre-meeting networking event and during the conference was electric. Sponsors included ABB, ABN-AMRO Bank, Ben Line Agencies, CGNMB LLP, DAMEN, Royal IHC, ING Commercial Banking, Offshore Independents bv, and Royal HaskoningDHV.

After a lunch pause, the conference resumed with a panel comprising the speakers and Peter de Ridder, IADC’s president, and moderated by Julius Sen of the London School of Economics. The ensuing question-and-answer session was dynamic: Attendees seized the opportunity to probe more deeply into the proposals for the construction of the third runway at Hong Kong airport, as well as investment information on financing infrastructure for developing nations and the global need and search for energy, which continue to shape the policies of China and the Russian Far East.

**Dredging Company Fined Half A Million in 2012 Death**

**BY DAVID MURRAY**

Louisiana-based dredging firm C.F. Bean, LLC pleaded guilty to criminal negligence in the September 2012 boating death of Biloxi, Mississippi, businessman Mark Barhanovich, and was fined the maximum amount allowed: $500,000. The company must also pay a special assessment of $400 and will be on probation for five years.

The sentence was imposed October 28 in Biloxi by Chief U.S. District Judge Sul Ozerden. The amount of the fine was determined by the statute under which the company pled guilty, commonly known as the Seaman’s Manslaughter Act.

Barhanovich died near the eastern tip of Deer Island after his 23-foot fishing vessel struck an object that caused the outboard motor to break free from the stern. The motor flipped into the boat and its propeller struck him in the back, according to a report from the Mississippi Department of Marine Resources and the U.S. Coast Guard.

Barhanovich’s widow and son filed a suit against Bean and Archer Western Contractors, the contractor for the $38 million restoration project, in 2013. The family reportedly reached a settlement with Bean for an undisclosed amount shortly before criminal charges were filed October 16.

The dredging operation near Deer Island was part of a port restoration project at the Mississippi State Port at Gulfport, which involved dredging and transporting dredged materials to a site at Deer Island. The dredge barge Bean 20 was situated near Deer Island and received dredged material that was then pumped to the island through a dredge pipeline.

The company pled guilty to failing to properly mark the submerged pipeline with lights and markings. One report said the markings were taken down in response to a hurricane warning, but not replaced in a timely fashion. Investigation revealed numerous other complaints by boaters of striking the pipeline before Barhanovich’s accident.

U.S. Attorney Gregory Davis said, “Boaters depend on dredging companies to properly follow rules for marking their dredge operations, so that mariners can avoid hazards that can prove highly dangerous or even fatal, as was the sad situation here. It is hard to understand how an experienced maritime business like this could have failed in its duty at such a high cost.”

Davis praised the efforts of the U.S. Coast Guard Investigative Service, the U.S. Coast Guard Sector Mobile, and the Mississippi Department of Marine Resources for their investigative work in the case.