Second Announcement



September

22-26, 2026

9th International Conference on Estuaries and Coasts

Qinzhou, Guangxi Zhuang Autonomous Region, China

Theme: Estuaries and Coasts under Modern Civilizations, Entering a New Era of Artificial Intelligence

Host: China Institute of Water Resources and Hydropower Research (IWHR)

Qinzhou Municipal People's Government, China

Department of Water Resources of Guangxi Zhuang Autonomous Region, China

Department of Transportation of Guangxi Zhuang Autonomous Region, China

Organizer:

Supporter:

Website: https://ICEC2026.scimeeting.cn

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INVITATION

We are very pleased to invite you to the 9th International Conference on Estuaries and Coasts (ICEC). The conference will be held in Qinzhou, Guangxi Zhuang Autonomous Region, China, from September 22 (Tue) to 26 (Sat), 2026.

The ICEC is a triennial event initiated by the International Research and Training Center on Erosion and Sedimentation Under the auspicious of UNESCO (IRTCES). Eight conferences have been held in Hangzhou (China), Guangzhou (China), Sendai (Japan), Hanoi (Vietnam), Muscat (Oman), Caen (France), Shanghai (China), and Quebec (Canada) respectively, from 2003 to 2024.

Estuarine and coastal zones are essential interfaces between land and ocean, playing crucial roles in nurturing biodiversity, sustaining livelihoods, buffering against hazards, and supporting thriving communities. In an era of climate change and rapid urbanization, understanding their evolution has become more urgent than ever.

The ICEC aims to bring together leading academic scientists, researchers, and scholars to exchange and share their experiences and research findings on all aspects of estuaries and coasts. This conference provides a premier interdisciplinary platform for researchers, practitioners, and educators to present and discuss the latest innovations, trends, concerns, practical challenges, and the solutions adopted in the fields of estuaries and coasts.

The 9th ICEC, “Estuaries and Coasts under Modern Civilizations, Entering a New Era of Artificial Intelligence” combines traditional knowledge with innovative AI-driven strategies to examine how human civilization has shaped (and continues to reshape) these vital environments. The technical tour will feature a visit to the Pinglu Canal, the first canal built in the country to connect a river system directly to the sea since the founding of China.

We are looking forward to seeing you in Qinzhou for the 9th ICEC!



Prof. Dr. Jianhua WANG
Chairperson of the Local Organizing Committee
of the 9th International Conference on Estuaries and Coasts (ICEC)

HOST

China Institute of Water Resources and Hydropower Research (IWHR)

Qinzhou Municipal People's Government

Department of Water Resources of Guangxi Zhuang Autonomous Region

Department of Transportation of Guangxi Zhuang Autonomous Region

ORGANIZER

State Key Laboratory of Water Cycle and Water Security

International Research and Training Center on Erosion and Sedimentation (IRTCES)

Pinglu Canal Group Co., Ltd

Beibu Gulf University

Guangxi University

Guangxi Normal University

Guangxi Zhuang Autonomous Region Institute of Water Resource and Hydropower Research

State Key Laboratory of Estuarine and Coastal Research

China Ministry of Water Resources Key Laboratory of Sediment Science and Northern River Training

China Ministry of Water Resources Key Laboratory of the Pearl River Estuary Regulation and Protection

Guangxi Modern Canal Laboratory

Guangxi Key Laboratory of Marine Environmental Disaster Processes and Ecological Protection Technology

Guangxi Key Laboratory of Hydraulic Engineering Materials and Structures

SUPPORTER

World Association for Sedimentation and Erosion Research (WASER)

International Association for Hydro-Environment Engineering and Research (IAHR)

UNESCO Intergovernmental Hydrological Programme (IHP)

UNESCO International Sediment Initiative (ISI)

ORGANIZING COMMITTEE

Chairperson	Jianhua Wang	President of China Institute of Water Resources and Hydropower Research (IWHR), Director-General of International Research and Training center on Erosion and Sedimentation (IRTCES)
Executive Chairperson	Yunzhong Jiang	Vice President, China Institute of Water Resources and Hydropower Research (IWHR),
Vice Chairperson	Kaichuang Li	Vice Mayor, Qinzhou Municipal People's Government of Guangxi Zhuang Autonomous Region, China
	Xing Gan	Deputy Director, Water Resources Department of Guangxi Zhuang Autonomous Region, China
	Guoxun Huang	Deputy Director, Department of Transportation of Guangxi Zhuang Autonomous Region, China
	Jianli Zhang	Deputy Director-General, International Research and Training center on Erosion and Sedimentation (IRTCES)
Member	Yanwei Wang	Director, division of international cooperation, IWHR
	Jianguo Li	Deputy Secretary-General of Qinzhou Municipal People's Government, Guangxi Zhuang Autonomous Region, China
	Jian Kang	Director, division of the Science and Technology, Water Resources Department of Guangxi Zhuang Autonomous Region, China
	Yingying Lv	Director, Division of Water Transport Management (Canal Management), Department of Transportation of Guangxi Zhuang Autonomous Region, China
	Wei Huang	Director, General Office, State Key Laboratory of Water Cycle and Water Security
	Hongling Shi	Deputy Director, Division of Research and training, IRTCES
	Yuanbo Feng	Director, Qinzhou Municipal Water Resources Bureau, Guangxi Zhuang Autonomous Region
	Qiang Yan	Director, Department of the Science and Information, Pinglu Canal Group Co., Ltd
	Jian Miao	President, Beibu Gulf University
	Lihua Chen	Secretary of the Party Committee, College of Civil Engineering and Architecture, Guangxi University
	Zubin He	Director of Modern Canal Laboratory, Guangxi Normal University
	Kai Huang	President, Guangxi Institute of Water Resource and Hydropower Research
	Anjun Deng	Director, Key Laboratory of Sediment Science and Northern River Training, the Ministry of Water Resources

SCIENTIFIC AND TECHNICAL COMMITTEE

Chairperson	Hongwu Tang	Academician of the Chinese Academy of Engineering, President, Sun Yat-sen University, China
Vice Chairperson	Helmut Habersack	University of Natural Resources and Life Sciences, Vienna; President of WASER, Vice-Chair of the UNESCO Intergovernmental Hydrological Programme
	Philippe Gourbesville	President, International Association for Hydro-Environment Engineering and Research (IAHR)
	Vladimir Nikora	Fellow of the Royal Academy of Engineering, UK, University of Aberdeen, UK
	Weiming Wu	Clarkson University, USA; Vice-President of WASER
	Hongwei Fang	Tsinghua University, Vice President of Southern University of Science and Technology, China
	Qing He	East China Normal University, Director of the State Key Laboratory of Estuarine and Coastal Research, China
Member	Ahmad Sana	Sultan Qaboos University, Oman
	Anjun Deng	Key Laboratory of Sediment Science and Northern River Training, the Ministry of Water Resources, China
	Bruce William Melville	Fellow of the Royal Society Te Apārangi (New Zealand), The University of Auckland, New Zealand
	Cheng Liu	International Research and Training center on Erosion and Sedimentation
	Christopher Craft	Indiana University, USA
	Damien Pham Van Bang	National Research Council Canada
	Dejian Wei	Pinglu Canal Group Co., Ltd, China
	Fang Yang	Pearl River Water Resources Research Institute, China
	Fuqun Xiao	Guangxi Normal University, China
	Hitoshi Tanaka	Tohoku University, Japan
	Houjie Wang	Ocean University of China
	Hubert Chanson	The University of Queensland, Australia
	Jian Zeng	Zhejiang Institute of Hydraulics and Estuary, China
	Kai Huang	Guangxi Institute of Water Resource and Hydropower Research, China
	Kim Dan Nguyen	University of Caen Normandy, France
	Mark Stewart	University of Technology Sydney, Australia
	Marwan Hassan	The University of British Columbia, Canada
	Matjaž Mikoš	University of Ljubljana, Slovenia; UNESCO Chair on Reducing Water-related Disaster Risk
	Nguyen Trung Viet	Thuyloi University, Vietnam
	Qiang Yan	Pinglu Canal Group Co., Ltd, China
	Shu Gao	Nanjing University, China
	Songyin Yan	Beibu Gulf University, China
	Tao Liu	Guangxi University, China
	Wei Huang	State Key Laboratory of Water Cycle and Water Security, China
	Xungui Li	Guangxi University, China
	Yanhong Wang	Nanjing Hydraulic Research Institute, China
	Yee Meng Chiew	Nanyang Technological University, Singapore
	Yongsheng Wu	Bedford Institute of Oceanography, Canada
	Yuchuan Bai	Tianjin University, China
	Zaijin You	Dalian Maritime University, China
	Zhengbing Wang	Deltares (Netherlands), Delft University of Technology, Netherlands
	Zhiguo He	Zhejiang University, China

THEME

Estuaries and Coasts under Modern Civilizations, Entering a New Era of Artificial Intelligence

SUBTHEME

1. **Artificial Intelligence Technology and Innovation in Estuarine and Coastal Zones**
   - Integrated and Intelligent Management of Estuarine and Coastal Zones
   - Construction of Artificial Canals in Estuarine and Coastal Regions
   - Intelligent Scheduling of Canal Port and Ship Lock Groups
2. **Natural Processes and Mechanisms in Estuarine and Coastal Zones**
   - Hydrodynamics and Sediment Transport in Estuaries and Coastal Zones: Fundamentals and Modeling
   - Morphological Evolutions of Estuaries, Coasts and Deltas
   - Monitoring, Early Warning and Forecasting for Estuarine and Coastal Zones
3. **Ecological Protection and Sustainable Development of Estuarine and Coastal Zones**
   - Eco-Environmental Protection in Estuarine and Coastal Zones
   - Impacts of Watershed Development on Estuarine and Coastal Zones
   - Climate Change, Human Activities and Their Impacts on Estuaries and Coasts
   - Durability Enhancement Technologies for Estuarine and Coastal Hydraulic Engineering
4. **Culture, Economy and Governance of Estuaries and Coasts**
   - Culture of Estuaries, Coasts and Canal Zones
   - Society, Economy and Policies of Estuaries and Coasts

PRELIMINARY AGENDA

Date	Morning	Afternoon	Evening
September 22 (Tuesday)	Registration		
September 23 (Wednesday)	Opening Ceremony, Keynote Lectures	Invited Presentations, Parallel Sessions Poster Sessions	Welcome dinner
September 24 (Thursday)	Keynote Lectures, Invited Presentations, Parallel Sessions, Poster Sessions	Invited Presentations, Parallel Sessions, Poster Sessions, Closing Ceremony	Buffet dinner
September 25 (Friday)	Technical Visits	Technical Visits	Buffet dinner
September 26 (Saturday)	Departure		

TECHNICAL VISITS

The morning itinerary focuses on the "dragon-head" project of the Pinglu Canal and its supporting infrastructure. It includes an on-site visit to the Madao Hub—the canal's "dragon head"—as well as an inspection tour of Guangxi's largest and most fully equipped comprehensive waterway service area. This provides an opportunity to observe both the strength behind the construction of this inland waterway corridor and the care embedded in its operational support.

Madao Hub of Pinglu Canal

A crucial component of the New International Land-Sea Trade Corridor, the Pinglu Canal is a monumental Chinese infrastructure project designed to enhance trade connectivity between China and the members of the Association of Southeast Asian Nations. The completion of the canal's full water filling represents a key step toward its planned opening for full navigation in September. The flagship project with an investment of $10.2 billion under China's strategy to develop the Guangxi Zhuang autonomous region and Yunnan province is a gateway to and for ASEAN. Stretching 134.2 kilometers from Nanning to Qinzhou Port facing the Beibu Gulf, the canal is the first direct river-to-sea canal project since the founding of the People's Republic of China. Connecting the upper reaches of the Xijiang River system directly to the sea, the canal provides a more cost-effective alternative route to the traditional, longer route via Guangdong province for vessels up to 5,000 tonnes. It is estimated that it will save 5.2 billion yuan ($753 million) a year in logistics costs.



The Pinglu Canal

The Madao Hub is the first of three planned locks along the Pinglu Canal. Designed as a dual-line ship lock, it features effective chamber dimensions of 300 meters in length, 34 meters in width, and 8 meters in water depth, with a maximum operating head of 29.6 meters. It is equipped with three-stage water-saving basins and is the largest inland water-saving ship lock currently under construction in the world. The total volume of earthwork excavation at the Madao Hub amounts to 39.8 million cubic meters, while the designed concrete placement volume for the main lock structure totals 2.59 million cubic meters. As the "dragon-head" hub of the Pinglu Canal, its construction plays a vital role in providing access to the sea for Guangxi's inland areas and the broader southwestern region of China, as well as in optimizing the regional waterway transport network.



Madao Hub, Pinglu Canal

Qinzhou Comprehensive Waterway Service Area

The Qinzhou Comprehensive Waterway Service Area encompasses a total site area of 172,700 square meters, with a gross floor area of 11,900 square meters. This facility includes a complex building, a biodiversity observation station, auxiliary buildings, a shore-based bunkering and gas station for vessels, and an automobile fueling station. It is the largest and most fully equipped modern waterway service area in Guangxi. The facility features two 5,000-tonne-class bunkering and gas berths, three 5,000-tonne-class service berths, and one work vessel berth. Additionally, there are two double-banked berths for survey vessels or navigation aid vessels located at the corner section. The excavated harbor basin includes five 5,000-tonne-class berths designated for lock-waiting and emergency mooring. Upon completion, the service area will provide integrated functions such as shipping management, vessel berthing, environmental protection services, and material supply, offering comprehensive, high-quality services to passing vessels. It serves as a vital support facility to ensure the efficient operation of the Pinglu Canal.



Qinzhou Comprehensive Waterway Service Area

The afternoon includes visits to the construction achievements of China’s first sea-rail intermodal automated container terminal and the open platform established under the China-Malaysia "Two Countries, Twin Parks" cooperation model.

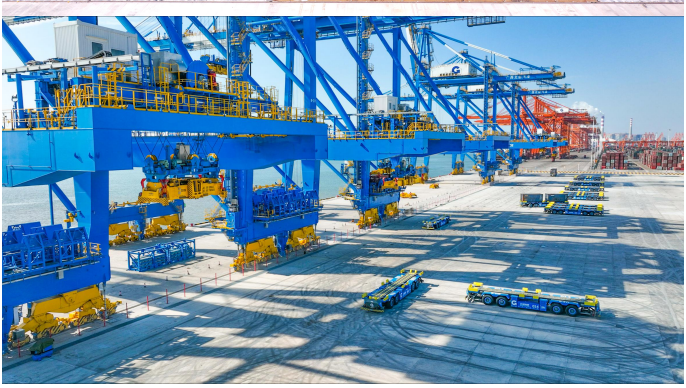
Beibu Gulf Port Qinzhou Automated Container Terminal

The Beibu Gulf Port Qinzhou Automated Container Terminal is a significant project for the Guangxi Zhuang Autonomous Region, aimed at supporting the national strategy of the New Western Land-Sea Corridor. The development occurs in two phases. Phase I involves upgrading Berths No. 7 and No. 8 at the Dananping South Operation Zone of Qinzhou Port. This phase includes the construction of two fully automated container berths, each capable of handling 100,000 tonnes, with a combined quay length of 518.5 meters. These berths commenced operations on June 28, 2022. Phase II entails the construction of Berths No. 9 and No. 10, which will consist of two additional fully automated container berths capable of handling 200,000 tonnes, with a total quay length of 783 meters.

These berths became operational in 2023. The terminal has an overall handling capacity of 2.6 million TEUs (Twenty-foot Equivalent Units). Currently, expansion work is ongoing for Berths No. 9 and No. 10, and preliminary preparations are being made for Inland Berths No. 1 to No. 5 to facilitate river-sea intermodal transport, as well as for Berths No. 11 and No. 12. As the fifth fully automated container terminal in China, this project features advanced intelligent automated handling and transport equipment. It has implemented a Terminal Operating System (TOS), an Equipment Control System (ECS), and a Gate Operating System (GOS), integrating technologies like artificial intelligence, big data, and cloud computing. This combination allows a high degree of informatization, standardization, and complete automation of operations, creating a smart port that is "intelligent, efficient, green, and convenient." It also establishes a replicable and scalable model known as the "Beibu Gulf Solution." Since 2025, the terminal has been operated by Guangxi Qinzhou Bonded Port Area Honggang Terminal Co., Ltd. This includes four operational berths (No. 7 through No. 10) and an additional five production berths that are leased out. Container throughput from 2023 to 2025 reached 905,000 TEUs, 1.656 million TEUs, and 2.259 million TEUs, respectively, displaying strong growth. To date, 40 domestic and international container shipping routes have been launched, including 26 foreign trade routes, one of which is an ocean-going route.







Beibu Gulf Port Qinzhou Automated Container Terminal

China-Malaysia Qinzhou Industrial Park

The China-Malaysia Qinzhou Industrial Park was established in March 2012 with the approval of the State Council. This industrial park oversees the integrated development of the China-Malaysia Qinzhou Industrial Park, the Qinzhou Port Area of the China (Guangxi) Pilot Free Trade Zone, and other industrial zones, covering a jurisdiction of 260 square kilometers adjacent to the port. The park aims to establish "One Port, Two Zones," serving as an international gateway port for the New Western Land-Sea Corridor, promoting a maritime economy cluster, and acting as a demonstration zone for China-ASEAN cooperation. The focus is on developing port and shipping logistics, international trade, green chemicals, and various other industries. From 2021 to 2025, the park's GDP grew at an average annual rate of 7.5%, while the gross industrial output value above the designated size increased by an average of 9.1% per year. During this period, total import and export trade surged at an impressive average annual rate of 35.6%. In 2025, the port's cargo throughput reached 230 million tonnes, and container throughput hit 7.462 million TEUs. Additionally, the New Western Land-Sea Corridor rail-sea intermodal trains completed 518,000 TEUs. Qinzhou Port ranks among the world's top 30 container ports and features 96 operational berths, 61 of which are designed for vessels of 10,000 tonnes and above. It is home to Guangxi's first 300,000-tonne-class oil terminal and China's first sea-rail intermodal automated container terminal. The port has opened 89 domestic and international shipping routes, connecting to 581 ports across 127 countries and regions worldwide. The park has attracted prominent enterprises such as CNPC and CSSC, with 13 major industrial projects, each worth over RMB 10 billion, settled in the area. During the 14th Five-Year Plan period, total investment exceeded RMB 260 billion, and the Qinzhou Petrochemical Industrial Park ranks 17th nationwide in comprehensive strength among chemical parks. A China-ASEAN bird's nest cross-border industrial chain has developed, and over 220 innovative institutional achievements have been made, 106 of which have been replicated and promoted across Guangxi. Moreover, the Beibu Gulf (Guangxi) Bulk Commodity Trading Platform has surpassed RMB 120 billion in cumulative transaction volume, establishing the park as a significant platform for China-Malaysia cooperation and engagement with ASEAN.



China-Malaysia Qinzhou Industrial Park

CONFERENCE VENUE AND HOTEL ACCOMMODATION

The Tianjiao International Hotel provides a great place for travelers to relax after a busy day. The Tianjiao International Hotel is an ideal choice for travelers who want to take in the sights and sounds of Qinzhou. The nearby area boasts an abundance of attractions including Liu Yongfu Former Residence, Harmony Tower and Qinzhou Old Street Scenic Area.

Tianjiao International Hotel makes a great place to kick back and relax after a long day of sightseeing. Our guests rate this hotel as one of the best hotels for cleanliness.



Tianjiao International Hotel Website:
https://www.tianjiaohotelqinzhou.cn/en

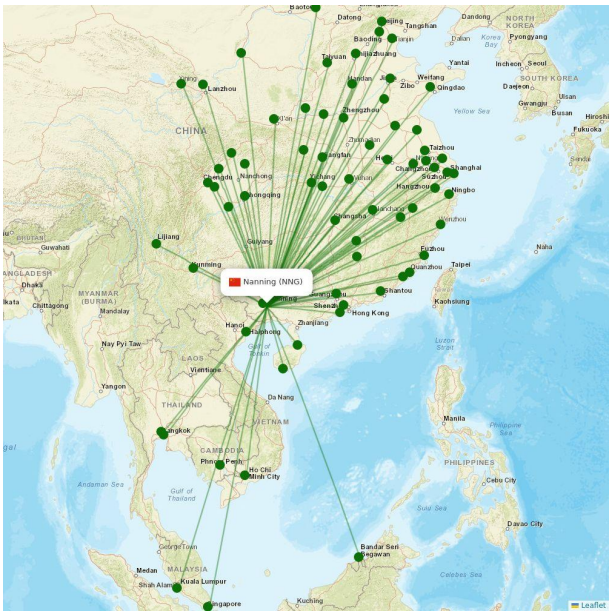
Hotel Address: No. 8 Jinhaiwan East Street, Qinnan District, Qinzhou, Guangxi, China

Business zone: Qinnan District district, No. 8 Jinhaiwan East Street, Qinnan District, Qinzhou, Guangxi, China

HOW TO GET TO QINZHOU

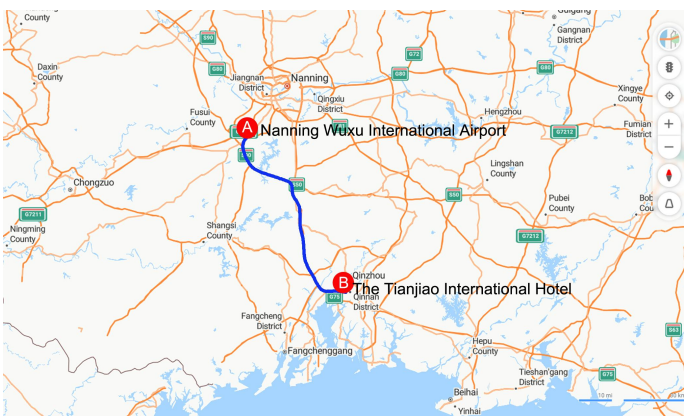
Nanning Wuxu International Airport

Airport Code: NNG



Nanning Airport is modernized with a 25-acre (99,706 square meters) parking apron, five boarding gates and a 39-acre (25,888 square meters) terminal building. It serves over 50 air routes and supports a yearly passenger flow of about 2.5 million.

Every year, a great amount of passengers travel through this airport. There are scheduled air routes to more than 50 cities in eastern, southern and western China, including Guangzhou, Shenzhen, Zhuhai, Shantou, Xiamen, Kunming, Chengdu, Guiyang, Shanghai, Nanjing, Wuhan as well as Beijing and Xian. Besides, 11 international flights that can take passengers to Hong Kong, Singapore, Kuala Lumpur, Bangkok, Djakarta, Ho Chi Minh, Phnom Penh, Rangoon, Vientiane, Seoul, Phuket and Cheju.



Shuttle buses will be available to transport attendees from Nanning Wuxu International Airport to the conference venue/hotel.

IMPORTANT DATE

Abstract submission deadline:	**July 31, 2026**
Abstract acceptance notification:	**August 10, 2026**
Early bird registration deadline:	**August 20, 2026**
Standard registration:	**August 21- September 23, 2026**

REGISTRATION FEES

Type	**Early-bird price**	**Cost**
WASER / IAHR members	550 USD	650 USD
Non-WASER / IAHR members	600 USD	700 USD
Students	350 USD	400 USD

CALL FOR ABSTRACTS

Abstract submissions will be accepted via the website (https://ICEC2026.scimeeting.cn), and a two-page extended abstract is required. Special session proposals will be accepted.

Welcome to Qinzhou, China !

Qinzhou, located at the center of the Beibu Gulf Economic Zone in Guangxi Zhuang Autonomous Region of China, boasts one of the departure ports on the ancient Maritime Silk Road, and a natural habitat of wild Chinese white dolphins.

The city is now a major access to the sea for the New Land-Sea Trade Corridor in western China, and is forging ahead with high-quality development, high-level opening-up, and high-quality lives as a coastal city and a canal city.



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