



ANNUAL REPORT 2009

Dredging Starring Europe



EUROPEAN DREDGING ASSOCIATION



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EuDA members*



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Table of contents

industrial policy	6
message from the board	8
research and development	16
environmental policy	22
climate change	32
coastal protection	38
security policy	42
social policy	48
members	58
European institutions	60

“EuDA is the official interface between the European dredging industry and the European institutions.”

Excel





The maritime industry is deeply rooted in Europe's history. Maritime sectors have emerged and clusters have progressively been formed. Dredging companies were originally created to improve waterways and ports and have grown into a diversified niche market for highly technological industrial services. The decades (or even over a century) of experience of the European dredgers provide them with a significant head-start compared to their worldwide competitors, resulting in their current position of world market leaders.

In order to keep this position, it is absolutely necessary to **'excel'** and be better than the increasing competition from emerging countries (too often providing their national companies with unfair advantages). It is also necessary - even indispensable - that the European Union continues its support to the sector and cancels out these competition distortions. This is one of the many ways to secure the future of the success story that is the European dredging industry.

Through the concerted efforts of the European Dredging Association (EuDA), the European Commission has been sensitised to the issues affecting the dredgers and has integrated more appropriate measures in its policy lines. The vision expressed in the Communication on 'Maritime Transport Policy 2009-2018' contains the key strategic goals of maritime transport in Europe and the key areas for action by the Commission: shipping in globalised markets, human resources, quality shipping, Short Sea Shipping (incl. 'Motorways of the Sea', Marco Polo and TEN-T) and maritime research and innovation.

The European dredging companies, dynamic by tradition, always take a leading role and support initiatives contributing to the improvement of their working environment. So they can continue to excel.



2009 a year of economic and political transition ...

M. Stordiau, Chairman

2010 is now the year in which, according to some economic wizards, the global recession will slowly cease in most countries around the world. This will mark the end of an economic cycle and the beginning of a new one. Thanks to their diversified portfolio of activities, the European dredgers have managed to maintain high levels of activity and occupation rates in 2009. We hope that this new start of economic recovery will stimulate additional demand for the European dredging companies in 2010.

2009 was a crucial year for the European Institutions as the Treaty of Lisbon was finally ratified by all 27 Member States and the position of President of the European Council was created to become the new 'permanent face' of the EU. In 2009, the Commission (2005-2009) came to the end of its mandate and a new Commission Barroso II has been put in place. A few months before, a new European Parliament was elected.

EuDA would like to take this opportunity to welcome Mr Herman Van Rompuy as the first President of the European Council as well as all new Commissioners and new MEPs and in particular Mr José Manuel Barroso for his second term as the President of the Commission as well as Mr Jerzy Buzek as the new President of the European Parliament.

The economic recovery and the renewal of the European institutions entail new challenges, new ideas, reviewed procedures, restructuring, ...

Key changes have occurred, for instance DG TREN (transport and energy) was split and has become DG MOVE (transport and mobility) and DG ENER (energy). Moreover, some key competences were transferred from one DG to another: for instance, all state aid issues relating to transport have been transferred to DG COMP (Competition).

Presently three important matters will be influencing our industry:

- 1) The revision of the European State Aid Guidelines*
- 2) The new regulations with respect to emissions by marine vessels*
- 3) The implementation of the Maritime Labour Convention (MLC 2006)*

European State Aid Guidelines

With the transfer of competences on State Aid from DG MOVE to DG COMP, EuDA is worried about the lack of clarity inside the Commission about who is responsible for the revision of the State Aid Guidelines (due for revision in 2011!) and who is going to possibly adapt them. EuDA feels that its vigorous campaign of sensitisation and clarification of the interpretation of the exact definition of "Transport" when applying the State Aid Guidelines will probably need to be repeated.

Dredging is one of the great success stories of the European maritime industry: European dredging companies are world market leaders with about 80% of the worldwide open dredging market and a turnover of €8.8bn in 2008. And although 70% of operations take place outside Europe, 90% of the returns flow back to Europe.

However, it is important to remember that the European dredging contractors face fierce competition worldwide and particularly from the Far East, with China at the forefront.

Regionally-based, the Chinese dredging companies are State owned (and fully State sponsored). They have already developed a strong, growing presence on the African continent. The key issue for the

“European dredging companies are world leaders with a market share about 80% of the worldwide open dredging market.”



“EuDA pleads for the renewal of the State Aid Guidelines to Maritime Transport and for the inclusion of the modern self-propelled Cutter Suction Dredgers.”



European dredgers is that their Chinese competitors are benefiting from full state support which provides them with strong competitive advantages and incorporates them into state to state aid packages. On the other hand their market is largely protected and virtually closed to European companies. Their ambition to combine state aid for their projects and to penetrate of more markets for dredging across the world threatens the leadership of the European dredging industry in the world. We ask the support of the European authorities to palliate these disadvantages.

EuDA is therefore pleading for the renewal of the State Aid Guidelines to Maritime Transport and for the inclusion of the modern self-propelled Cutter Suction Dredgers in the scheme.

The new regulations with respect to emissions by marine vessels

The progress of new regulations to reduce GHG emissions by marine vessels remains slow. EuDA is of the opinion that the regulations on the emissions from ships should be implemented on a global basis and preferably by the International Maritime Organisation (IMO). With respect to the possible implementation of Market Based Instruments (MBI), EuDA supports the most practical, effective, transparent and fair approach. So far the proposal by Denmark of a GHG levy fund under the IMO is the closest to meeting these criteria and has won EuDA's support.

In its CO₂ position paper, EuDA has clearly stated that the design index for energy efficiency should not be applied to the dredging fleet. EuDA is con-

*Members
of the
EuDA
Board*



J. Rohde Christensen, Vice Chairman



F.A. Verhoeven, treasurer



W. Möbius



F. Heinis



G. Vandewalle



F. de Wit



C.J. van de Graaf

cerned with global climate change and is therefore taking action to help reduce collectively the CO₂ footprint of the European dredging fleet. EuDA is indeed among the first in the maritime industries to have made internally a precise calculation of its CO₂ emissions in 2008, revealing that European dredging vessels represent about 0.3% of the CO₂ shipping emissions.

EuDA will continue to follow very closely the developments in legislation and policies, relating to SO_x, NO_x and CO₂ emissions of maritime vessels.

The implementation of the Maritime Labour Convention (“MLC 2006”)

EuDA pleads for the full implementation by all Nations of the Maritime Labour Convention of 2006. The implementation of this ILO Convention in the national legislations is progressing well in the European Union but at different paces and with very dissimilar and discontinuous approaches. In cooperation with the competent authorities, EuDA members contribute to a more consistent and harmonious implementation of the MLC 2006 inside the EU. It is important to avoid discrepancies and differences among the EU Member States.

But it is even more important that a level playing field is secured and that all non-European Countries are urged by the Commission to implement these ILO-rules in their own national legislations.

EuDA always supports and encourages fair competition and free access to world markets.

With our best regards,
Marc STORDIAU Chairman
and his colleagues of the Board of EuDA.

Thank you, John! **Solid and Serious!**

On the occasion of the 10th anniversary of EuDA in 2003, a reflection led to a restructuring of EuDA both in terms of strategic vision and practical daily operations. In 2004, a new team was selected to manage the Association under my chairmanship and the Secretariat was restructured.

John van Herwijnen was part of the original management team which took up the challenge of changing the course of EuDA and regrouping its members behind its redefined goals. As from that moment, the interface with the European Institutions became our sole goal, our sole focus!

Discussions between competitors are never easy and we had some heated discussions in the board meetings over the years. However, we were all committed and have all dedicated resources from our own companies to steering the EuDA Committees. Van Oord chose to lead the newly created Environmental Committee and we thank John for making a good choice and sacrificing a valuable resource from his company!

On behalf of your colleagues in the EuDA Board of Directors, we would like to thank you, John, for your dedication and serious support during these years to EuDA.

We wish you all the best in your retirement and welcome your successor Mr Freek de Wit on board the deck of the EuDA ship.

Thank you, John.
Good luck to you and Farewell!

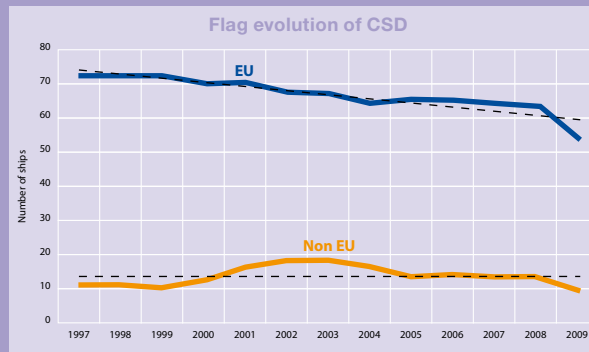
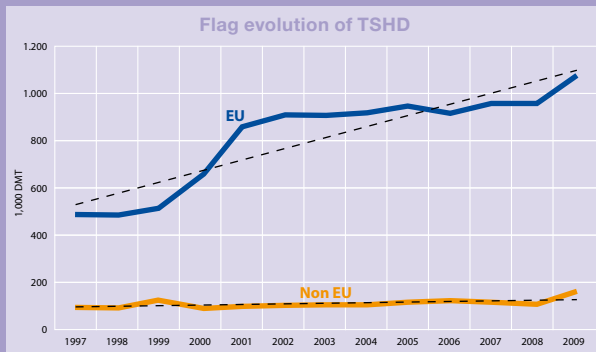


Marc STORDIAU,
Chairman

‘Future developments concerning State Aid to EU Maritime Transport, considering the rising threat from China’.

Key messages on European State Aid Guidelines

- The Guidelines for State Aid to EU Maritime Transport should be prolonged for at least another term.
- The meaning of the word ‘dredging’ should be clarified in the Guidelines and include all dredging activities executed during a dredging cycle.
- The inclusion of the Trailing Suction Hopper Dredgers (TSHD) in the scheme of State Aid to EU Maritime Transport has positively impacted their EU re-flagging.
- The exclusion of the Cutter Suction Dredgers (CSD) from the scheme of State Aid to EU Maritime Transport has negatively impacted their EU flagging.



- The whole dredging cycle should be eligible for State Aid to EU Maritime Transport. The Guidelines for State Aid to EU Maritime Transport should include the self-propelled Cutter Suction Dredgers (CSD) as they operate in a global fiercely competitive market; as they are clearly at risk of “flagging-out” or re-locating to where the fiscal treatment is more accommodating; as they face the same legal environment in the labour, technical and safety fields as the other sectors of maritime transport; as they need highly qualified, trained and skilled seafarers; as they need (and generate) a significant amount of maritime know-how; and as they contribute significantly to the European economy and employment.

European Commission

“The revision of the Guidelines for State Aid to EU Maritime Transport will mainly aim to maintain and clarify.”



Participants and guests at the EuDA Conference

EuDA Conference involved a wide spectrum of different technical and political know-how from the dredging and maritime related sectors.









Key points about China

Market access

- The European dredgers would like China:
 - to allow temporary import of dredging equipment again;
 - to use a 25-year depreciation basis for the prorata taxation;
 - to take foreign capital, personnel and equipment into account to give dredging qualification licenses;
 - to allow WOFE* or EJV** to work on projects with the mother company permits.
- The European dredgers would like the EU to include dredging in the (2002) EU-China agreement on maritime transport.

Fiscal Treatment

Level playing field should be translated into equal treatment and fair tax regime: the foreign dredging companies should not have to pay significantly (30%) more than the local Chinese (e.g. import VAT and Customs Duties; higher withholding tax).

Conditional Development Aid

Government supported practices, such as conditional development aid, resulting in unfair competitive advantages for the national companies on international markets should be banned.

Business Europe

- 'Buy China' provisions go beyond government stimulus plans and are applied in a protectionist manner.
- Market access hurdles should be lifted (e.g. complicated legislation sometimes contradictory between central and regional regulations as well as restrictions on foreign investment).
- WTO rules should be complied to and incompatible subsidies should be stopped.
- IPR protection should be improved.



* WOFE: Wholly Owned Foreign Enterprise

** EJV: Equity Joint Venture

Innovate

The ever increasing complexity, size and number of dredging projects as well as the development of the dredging fleet and the management of dredged material require a continuous flow of analysis and innovation. In a fiercely competitive environment it is indispensable to optimise the work processes and make sure that the 'top end' technology truly delivers the optimal and expected result.

The only way forward is to continue the investments in R & D.

Here too the European Commission has an important role to play, particularly through their Research funding programmes such as the Seventh Framework Programme (FP7).

Having established a Maritime Research Strategy for Europe, the European Technology Platform (ETP) WATERBORNE and its supporting coordination actions (CASMARE & EMAR²RES) aim now at maintaining the Strategy by providing an up-to-date vision (2020/2025) with the associated strategic research agenda and implementation route map. With the development of the Maritime Policy, the ETP WATERBORNE is expanding its cooperation network to the marine science community.

In a high-tech niche market such as dredging, **'Innovation'** is of paramount importance to maintain and improve the competitive position of our companies and to pave the way to a greener and brighter future.



The European dredgers' Strategy for Growth in the Future is to keep Innovating

In high-tech maritime market segments such as dredging, the only way for Europeans to maintain their global leadership and keep growing is to innovate. The European dredging companies continuously invest in R&D and Innovation for their fleet as well as in new vessels and equipment.

To be world leaders is a moving target and not a destination.

EuDA members invest in improving the efficiency of their operations and systems but they also invest significant amounts in new exploring and testing equipment to improve global environment conditions. In this context, it is worth mentioning initiatives such as 'Building with Nature' which is an approach to dredging much more respectful of Nature and which uses Nature's forces instead of fighting them. In the Netherlands, ECOSHAPE is the concrete implementation of this concept, funding research and pilot cases with public (European and national) and private money. In Belgium, the same concept has been materialised in the "Vlaamse Baaien 2100" initiative (as featured in this annual report under Coastal Protection).

FP7 joint Call 'The Ocean of Tomorrow'

Initiated by the Maritime Policy and its research component the "EU Strategy for Marine and Maritime Research" (COM (2008) 534), more and more research is being funded by the European Commission to join the efforts and bridge the knowledge gap between the two research communities of the Marine Sciences and the Maritime Technologies. 'The Ocean of Tomorrow' is the first FP7 joint call to implement this commitment. Launched on 30th July 2009 and closed on 14th January 2010, this call for proposals opened three research topics requiring a cross-thematic approach.

EuDA is convinced that the concept of 'Building with Nature' perfectly fits in the strategy and policy of the Commission and is confident that it has its place in future joint calls such as 'The Ocean of Tomorrow'.

"The only way to maintain our global leadership and keep growing is to innovate."

The Ocean of Tomorrow at a glance

The main objective of this joint call is to build the knowledge base for a sustainable growth of sea-based activities by improving understanding of marine ecosystems' response to a combination of natural and anthropogenic factors, on the one hand, and by providing a scientific foundation for feasible, sustainable management measures supporting policies and possible related technologies on the other hand.

The call will be implemented through three topics:


- Topic 1: Quantification of climate change impacts on economic sectors in the Arctic. (11 million Euro)
- Topic 2: Vectors of changes in marine life, impact on economic sectors. (12.5 million Euro)
- Topic 3: Sub-seabed carbon storage and the marine environment. (10.5 million Euro)



The European dredging fleet is unique in its diversity and performance.



The ultra-modern European dredging fleet combines tradition and experience with state-of-the-art high-tech equipment.



Amoras project, silt treatment, storage and water purification plant.

The European Technology Platform WATERBORNE

Since its launch in January 2005, the European Technology Platform (ETP) WATERBORNE has developed a growing influence on the content of the FP7 chapter for Maritime Transport.

Thanks to its dual approach (top-down and bottom-up), the ETP WATERBORNE has developed a solid Maritime Research Strategy, composed of the Vision 2020, the Strategic Research Agenda (WSRA) and the Implementation Route Map (WIRM).

EuDA was from the beginning actively involved as a partner in ACMARE, the EU project aiming at establishing the platform and its strategy, and as an active member of the Support Group of Maritime Stakeholders, the main engine of the platform.

This work is now bearing its fruits and all of the last 3 calls on Sustainable Surface Transport concerning maritime transport have a direct link with the WIRM.

ETP WATERBORNE is actively involved in bridging the gaps between the two research communities of the Marine Sciences and the Maritime Technologies. In this it is supported by EU funded projects CASMARE, EMAR²RES and other coordination actions such as MARPOS and MARCOM+.

Research funding in the Member States

Not only is the impact of the ETP WATERBORNE reflected in the Commission's research programmes but also in the EU Member States, where countries like Italy have taken the relevant research topics directly from the WATERBORNE Strategic Research Agenda (WSRA) and the WATERBORNE Implementation Route Map (WIRM) to establish and update their maritime research funding programmes.

Other European initiatives, such as the ERANet MARTEC are actively participating in the discussions inside WATERBORNE and contribute to the convergence of the research policies across Europe.

“To be world leaders is a moving target and not a destination.”



Respect

The dredging companies work in and build with Nature. One of the most important targets of the dredgers is to find sustainable solutions which spare or even improve the diverse natural environments they come across.

Every human intervention, ever so small, will undeniably bring changes which could affect the local eco-systems. The art is to understand and anticipate these changes in order to eliminate them or to cancel them out by using a well thought out approach. In this particular field, our extended experience would be very valuable.

EuDA is a fervent supporter of well defined European legislation that would be based on good background understanding and that would promote '**respect** for nature'. In recent years, EuDA has successfully defended that dredged sediments are not to be considered systematically as 'waste' by the European Commission.

Be it natural habitats, fauna and flora, our members always look for and apply 'low-impact' approaches, respectfully.





Members of the EnvCom are:

Wouter Dirks (Chairman, Van Oord)

Dirk Poppe (DEME)

Gerard van Raalte (Boskalis)

Mark Russell (BMAPA)

Erik Mink (Interel)

Jens Schmidt (Hegemann) since 2009, representing

Vereinigung der Nassbaggerunternehmen

Paris Sansoglou (EuDA)

Fay van Dongen (as from 2010,

representing Vereniging van Waterbouwers)

Main Subjects dealt with by the Environment Committee (EnvCom):

Revised Waste Directive

Building on the technical and lobby work of the last three years, resulting in the removal of 'dredged material' from the Waste Framework Directive in 2008, the EnvCom has continued its work on this issue and prepared a position paper to provide guidance to the Member States on transposition into national rules of the Directive and to specifically ensure that the non-hazardous category is defined correctly.

One essential problem that the national legislators are faced with is that the definition of the non-

hazardous category needs further interpretation. In practice, this means that screening instruments to target dredged material with hazardous properties should be agreed. The EuDA position paper was informally presented to the "Dutch German Exchange on dredged material"* and well received.

The key challenge in the national implementation of the Waste Directive is the establishment of a fair and economically manageable procedure to verify whether dredged material is non-hazardous. The criteria to be developed should be unambiguous and practical to implement. Member States should be free to develop their own threshold values for the applicable criteria in order to be able to develop a screening system that suits the local situation.



Members EuDA Environment Committee from left to the right: W. Dirks (Chairman EuDA Environment Committee); M. Russell (BMAPA); E. Mink (Interel Cabinet Stuart); G. van Raalte (Royal Boskalis Westminster N.V.); J. Schmidt (VdN, Hegemann); D. Poppe (DEME); F. van Dongen (VvW) and P. Sansoglou (EuDA).

* The Dutch German Exchange is a cooperation between public authorities that contract dredging works. Initially the cooperation was Dutch German but today other countries like Belgium and Denmark participate as well.



*“The Marine Strategy
Framework Directive
aims to conserve or restore
‘Good Environmental Status’
of entire marine regions
and seas by 2020.”*



Marine Strategy & Maritime Policy

The Marine Strategy Framework Directive (MSD) aims at improving the quality of the marine ecosystems. It is quite ambitious as it:

- aims to conserve or restore 'Good Environmental Status' (GES) of entire marine regions and seas by 2020.
- imposes an ecosystem-based approach to the management of human activities that represent pressures for the marine environment.
- lists 11 descriptors of pressures and impacts on marine regions and characteristics that should be taken into account in determining 'Good Environmental Status' and setting environmental targets.

In order to be able to aim for such an ambitious goal a number of preparatory steps and implementation measures are necessary that together should form the Marine Strategy.



The Marine Strategy Framework Directive overlaps in part with some other Directives, notably the Water Framework Directive (WFD) for coastal waters and the Habitats Directive for Marine Protected Areas. Moreover, the directive aims to provide an umbrella structure for the various regional seas conventions to which EU Member States are signatories (OSPAR, HELCOM, Barcelona and Black Sea Conventions). Each of these conventions is autonomous and may have developed its own strategies.

The aim of the Commission is to provide more effective coordination between Member States and between conventions in order to develop and implement effective instruments to improve the quality of EU marine environment. These strategic questions are addressed by the Marine Directors of the Member States and also by the Strategic Coordination Group.

Similarly to the Water Framework Directive, the Marine Strategy Framework Directive provides a Framework: a structure and a timeline, but no detail. The details will be developed while going along. The Commission has instituted a College of Marine Directors, a Marine Strategy Coordination Group and is in the process of organising several Working Groups.

The initial working groups are:

- definition of 'Good Environmental Status';
- data compilation;
- a further group on the ecosystem's approach ('an ecosystem approach to the management of human activities').

Marine Strategy Framework Directive key dates

- 15/07/2008: entry into force
- 15/07/2010: transpose in Member States' law
- 2012: assess current environmental status;
- 2012: define 'good environmental status';
- 2012: establish environmental targets;
- 2014: implement monitoring programme;
- 2015/2016: develop and implement a programme of measures.

Emissions: CO₂

Pursuing its efforts for the last two years, the Environment Committee has established a dedicated CO₂ working group. The aim of the working group was to tackle the issue of CO₂ emissions by the dredging fleet and prepare a EuDA position on the regulation of emissions; as well as to calculate the CO₂ footprint (maritime emissions) of the European Dredging Sector. (for a presentation of the position paper, see under climate change)

Other air emissions (especially around ports)

The concerns about air quality, specifically the concentration of particulate material, affect several ports in Europe. Action plans are being prepared, or have been defined (Rotterdam, Antwerp); this could eventually have an impact on maintenance dredging. The EnvCom is collecting information and will put effort into this subject if required. EuDA has been invited to attend the ESPO Sustainable Development Working Group meetings and one of these meetings was attended this year. EuDA and ESPO exchange the agendas of their respective environment committees and this enables EuDA to follow more closely the development on European Ports Policies.

Ballast Water

The subject is on the agenda of IMO and the regional conventions such as OSPAR and HELCOM. IMO has adopted a Ballast Water Convention in 2004 but the convention has not yet been ratified. So far in the discussion on regulating Ballast Water Management residual load in hoppers is not an issue. Ballast Water Management may become prominent in the European Marine Strategy implementation. EuDA EnvCom will follow the developments and strive for coherence of any EU regulation with IMO and existing regional conventions.

Expert Group on estuaries and coastal zones

Following the complaints by the ports sector and others, including the dredging sector, the Commission organised an expert group on estuaries and coastal zones. The mission of this group was to emphasise the particulars of dynamic marine environments and the possible consequences on habitats and navigation in view of the requirements laid down in the Habitat Directive. The focus is the decision-making procedure in art.6.1 in combination with the goal to provide more legal certainty for the ports sector in planning development projects.

The EnvCom provided expertise and actively participated in the Expert Group of the Commission. Jointly with ESPO, EuDA prepared an 'Estuary Guidance Paper'.

Although the progress was slow, the work within the Expert Group has come to an end and a final report is expected soon. It remains to be seen whether the final report will be useful in realising a more pragmatic approach towards working in and near Natura 2000 sites.

The Commission is still struggling to find the balance between nature protection and port's policy and navigation. On the other hand, many of the implementation problems arise from national legislation and procedures that are out of the control of the Commission. It remains therefore to be seen whether the guidance will have a real positive effect.



Ems River Case

During the summer, EuDA was informed on the Ems case. This case is about the dredging of the river Ems to allow the transport of large newbuilt vessels from one or the other the Meyer Werft yard to the estuary. As the yard is located in Papenburg and the opposition came from environmental groups, a case was brought to court by the city of Papenburg opposing the Federal State of Germany. The fall out of this case could potentially result in big increases of costs for maintenance dredging of rivers (estuaries) across Europe. The Advocate General of the European Court of Justice (ECJ) provided an opinion on the interpretation of the implementation of the Habitat Directive which did not distinguish between capital and maintenance dredging. This was commented on by EuDA with strong support by ESPO. However no formal consultation during the legal process was possible.

There is little that can be done until final judgement. However, ESPO and EuDA gave a few interviews to specialised press and started a dialogue with the lawyer of



Papenburg. Papenburg has requested without success to reopen the case. No decision of the German Court has been issued yet but it is expected before the end of 2010. The recent ECJ decision, although not disastrous, offering a “practical way out”, does not fully satisfy EuDA and ESPO.





Thank you, Wouter!

You have been our “eco-missionary”!...

Six years ago, when the Environment Committee of EuDA was established, Wouter was designated the first Chairman. He proved to be a nice present from Van Oord to the EuDA Community!

Since then it has been a long journey to develop good contacts and relationships with the representatives of the European Commission, of the European Parliament and of the Member States. Through transparent communication, the EnvCom has managed to help the dredging industry in many instances. Just to take one among the recent ones: in the context of the Waste Framework Directive two years ago, the EnvCom under the leadership of Wouter helped clarify that dredged material should not be considered automatically as waste. Lately Wouter has initiated the calculation of the CO₂ footprint of the entire dredging industry.

On behalf of the EuDA Board of Directors, we would like to take this opportunity to thank you for your dedication and commitment during the last six years to the EuDA Environment Committee and the environmental legislative issues threatening to affect the European dredgers. Environmental matters are not an easy subject for all of us, simple and pragmatic builders ... but Wouter has animated his working group and committee with the fresh and positive mind of a missionary!

We appreciated your synthetic updates and your enthusiasm at the board and AGM meetings. However, the fight will continue with your successor Eugen Jansen who we welcome onboard and to whom we wish all the best.

Thank you, Wouter. Good luck to you and success in your new endeavours!



Wouter Dirks

Marc STORDIAU,
Chairman

Reduce impact

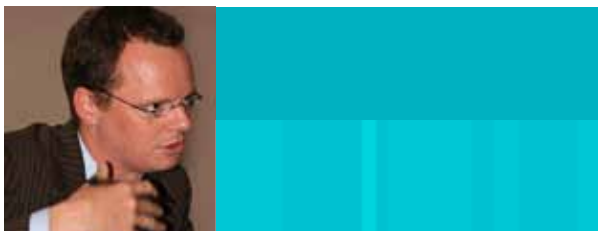
Climate Change will affect everybody and does not leave EuDA members indifferent. EuDA is conscious that its fleet also emits GreenHouse Gases (GHG) in the atmosphere, contributing to the rise in temperature and consequently to climate change.

Our engineers work hard to find better solutions. And over time they have achieved a 40% reduction in fuel consumption on similar types of projects by new-generation dredgers compared to the ones of 30 years ago. 40% reduction in fuel consumption translates into 40% reduction in emissions.

Our efforts are maintained at unreduced levels. We follow with interest European Commission initiatives such as the 'greening of transport'. For there is only one type of 'good impact': the '**minimum impact**'.







W. Dirks, Chairman EuDA CO₂ Working Group

Members of the CO₂ Working Group:

Wouter Dirks (Chairman, Van Oord)

Eric van Wellen (DEME)

Pierre Tison (JDN)

Fay van Dongen (Vereniging van Waterbouwers)

Joost Rijnsdorp (Boskalis)

Erik Mink (Interel)

Paris Sansoglou (EuDA)

René Kolman (IADC)

Emissions: CO₂

Following the decision of EuDA's 2008 AGM, a CO₂ working group was established and prepared a position on reduction of CO₂ emissions in the European dredging sector. This position includes the calculation of CO₂ emissions of the European Dredging Sector.

Extract from the Position Paper on emission reduction of Greenhouse Gases (GHG) by the European Dredging Sector

Summary Position

- The European dredging industry is operating a large fleet of dredging ships worldwide.
- The dredging industry is prepared to contribute its share to the current and future efforts to reduce the emission of greenhouse gases, in particular CO₂.
- The particulars of the dredging operations and dredging equipment need special consideration in development of any regulation to reduce GHG emissions by the dredging sector.
- The industry supports the introduction of fair, effective and equitable market-based instruments that should be applied on a global basis and is in favour of developing a GHG levy fund under the IMO as proposed by Denmark.
- The particulars of the industry may necessitate the application of regional or national regimes which could be different from the international approach.
- The dredging sector is fully committed to further innovation of its technology and optimisation of its operations.
- The CO₂ emissions of the European Dredging Industry in 2008 was 3.6 million tonnes which equals approximately 0.3% of the total International Shipping CO₂ emissions.



Members EuDA CO₂ Working Group from left to the right:
 E. van Wellen (DEME); P. Tison (Jan De Nul); F. van Dongen (Vereniging van Waterbouwers); J. Rijnsdorp (Boskalis); E. Mink (Interrel); R. Kolman (IADC) and P. Sansoglou (EuDA).

1. The European Dredging Industry

The European Dredging Industry is an important and specialised sector which is not only part of the maritime transport industry but also serving the maritime transport infrastructure.

The European dredging industry is operating a large fleet of dredging ships worldwide, which is deployed to construct and maintain ports and waterways, to execute coastal protection, land reclamation and environmental remediation projects.

The European Dredging Industry is world leader in the dredging and reclamation market with a 80% share of the worldwide open dredging market. Dredging is an important export product for Europe.

Dredging projects all over the world are constructed under rapidly increasing environmental requirements to which the European Dredging Industry is responding by offering specialised equipment and environmentally sound execution methods.

2. The European Dredging Industry and future reduction of CO₂ emissions

The dredging industry is committed to making a contribution to the reduction of Greenhouse Gases (GHG) by further improving on energy efficiency, regardless of the expected future growth of the industry and the progress already made on making dredging ships more energy efficient.

Regulation to reduce GHG emissions by the shipping industry, including dredging ships, should be developed and implemented globally by the IMO.

CO₂ regulation should:

1. effectively reduce CO₂ emissions;
2. be binding and include all flag states;
3. be cost effective;
4. not distort competition;
5. be based on sustainable development without restricting trade and growth;
6. be goal-based and not prescribe particular methods;
7. stimulate technical research and development in the entire maritime sector;
8. take into account new technology;
9. be practical, transparent, free of fraud and easy to administer.

3. Figures

EuDA has collected the actual fuel consumption figures of the dredging fleet operated in 2008 by EuDA members. The EuDA CO₂ emission figures can be compared against the estimated total emissions of the maritime sector and the emissions of the world dredging fleet.

Table 1 presents the estimated emissions of the Maritime sector under IMO regime.

Table 2 presents the emissions of the dredging sector. A global estimate is made by EuDA/IADC on the basis of the 2008 IADC plant list “Dredgers of the World”. This list also contains small dredging equipment that is not ocean going and not IMO registered.

The emissions by EuDA members are based on actual fuel consumption figures as reported by the individual EuDA members. The emissions by the world dredging fleet have been obtained by extrapolation and estimation of the average degree of deployment of the world dredging capacity in 2008.

Table 3 presents the emission figures for that part of the EuDA fleet that is IMO registered.

Table 1

Entire maritime sector	CO ₂ emissions in tonnes
Estimate IMO 2007 - MEPC 59/4/7 Source: Second IMO GHG Study 2009)	1,046,000,000
100% of world Maritime CO₂ emissions	

Table 2

All dredging equipment (based on IADC 2008, database “Dredgers of the world”)	installed power kW	fuel consumption tonnes	CO ₂ emissions tonnes
Global operations EuDA members (all equipment - 2008)	1,640,000	1,160,000	3,660,000
European operations EuDA members (all equipment - 2008)	470,000	300,000	950,000
World fleet, EuDA/IADC estimate (1171 vessels - 2008)	5,400,000	2,500,000	7,700,000
0,74% of world Maritime CO₂ emissions			

Table 3

Sea-going dredging equipment (all dredging equipment with IMO registration in IADC 2008 database “Dredgers of the World”)	installed power kW	fuel consumption tonnes	CO ₂ emissions tonnes
Global operations EuDA members (2008)	1,510,000	1,090,000	3,440,000
European operations EuDA members (2008)	420,000	280,000	880,000
World fleet, EuDA/IADC estimate (637 vessels - 2008)	4,140,000	1,990,000	6,300,000
0,60% of world Maritime CO₂ emissions			

* for full position paper, see EuDA website: <http://www.european-dredging.info/>


The European dredgers' pledge to reduce CO₂ emissions

In order to contribute to developing effective measures for dredging vessels, the Dredging industry will take the initiative to develop in the course of 2010 up to 2011:

- *a set of fact based emission figures for different types of dredging operations under normalised conditions;*
- *a transparent calculation method to estimate the energy performance of specific types of dredging vessels considering variable project specifications;*
- *a benchmark for future emissions reduction.*

Protect





The warming up of the planet brings new challenges for mankind and for the dredgers.
The rising sea levels are forcing sea bordering countries to find solutions to protect their coastline and their land.

It must have been written in the stars that the 'low lands', home to some of our most eminent members, would not watch passively the rising of the waters.

Visionary and ambitious projects, using our world class expertise, are being brought to fruition ... The 'Vlaamse Baaie 2100' is one of them. It constitutes the perfect mix of technical knowledge, vision and dare, with respect for the natural environment. These characteristics are the ones that made the European dredging companies worldwide market leaders in their trade.

Waters do not follow the borders of the countries. It is therefore crucial to consider the problem from an international point of view. It is important to think internationally and to bundle often non-negligible investments together.

EuDA is offering its skilful and helping hand to **protect** the European coasts.



“A long-term vision for sustainable coastal protection.”



Flanders Bays 2100 ('Vlaamse baaien 2100')

A comprehensive plan that combines a long-term vision for sustainable coastal protection with proposals for short-term action.

Sea level rising has been a hotly debated topic for quite a while: the sea level is now measured and monitored almost everywhere in the world. Scientists try to calculate the effect of climate change and predict an increase of 1 to 2 mm/year. This process is closely followed up all over the world.

A versatile group of Belgian dredging contractors, among which dredging companies, landscape architects, engineering and expert agencies, has taken the initiative to prepare a comprehensive coastal protection plan for the Belgian coast based on the keywords “safe, natural, attractive, sustainable and developing”.

Flanders Bays 2100 ('Vlaamse baaien 2100'), as this plan is called, is an exploration looking towards horizon 2100, which puts together the possibilities and opportunities to create an integrated development of the Belgian Coast. Flanders Bays 2100 wants to paint a general and integrated picture of what can be created to change threats into opportunities. Opportunities to provide security to

the existing legacy: sea dikes, buildings, harbours, infrastructures, etc. Opportunities to redevelop nature. Opportunities to restore the attractiveness of the overbuilt Belgian coastal area. Opportunities to generate green and blue energy production. And opportunities to harmoniously expand urbanisation, tourism, harbour activities, leisure boating and other sea-bound activities, such as fishing.

Some 10 projects, spread over 100 years, make up the large-sized puzzle of the proposed vision, including a healthy mix of simple and quick interventions and future-oriented plans for development. Expansion of deep-water harbour facilities, building islands for development, allowing shipping through estuaries, creation of nature-compensating areas, sustainable offshore wind, wave and tidal energy. All these items will be integrated into the exploration.

The Flanders Bays 2100 initiators invite everyone to join them in thinking and working together towards a safe coastline, where life is good and the stay is pleasant, where opportunities are created for people in and with Nature.



Safeguard

Piracy can no longer be associated with romantic stories from another century: as it was cruelly reminded to EuDA in 2009 when the stone dumping vessel 'Pompei' was hijacked off the coast of Somalia. The fortunately happy-ending did not refrain EuDA from pursuing its intensive lobbying of the European institutions to improve the security of slow vessels and their crews, as they are by definition the most vulnerable and attractive targets for pirate attacks.

The EUNAVFOR 'Operation Atalanta' is the first EU initiated and coordinated defence programme. It aims to bring safety to the waters around the coast of Somalia and to put an end to pirate activities in this region of the world. The naval operation is still in full action and the daily demand for protection demonstrates its necessity.

The guarantee of a **'Safe Voyage'** should be provided to our personnel and fleet.





Hijacking of the Pompei

On the 18th April 2009, the stone dumping vessel Pompei was hijacked off the coast of Somalia. The ship, co-owned by the Belgian EuDA members (DEME 50%, Jan De Nul 25% and Herbosch Kiere 25 %), had 10 crew members onboard. This was the first time that an attack by Somali pirates reached as far as the Seychelles. The negotiations with the pirates lasted for 72 days and luckily concluded, after payment of a ransom, with the safe liberation of the crew and the vessel.

From the start, EuDA organised a press conference to alert the authorities and the greater public of the vulnerability of the dredging ships to such attacks, and to express its solidarity with the companies concerned and particularly its deepest sympathy with

the crew onboard and their anxious families. The Belgian Federal Government has to be commended for its discrete, persistent and efficient support.

Comprehensive approach needed

During its press conference, EuDA insisted on the need for a rapid, determined and decisive 'comprehensive approach' by the concerned European Authorities in support of all the European maritime industries. EuDA's understanding of a 'comprehensive approach' includes military as well as economic and humanitarian action.

The first EU naval operation 'Atalanta' has proven necessary and useful; however, the improvement of security in the Gulf of Aden region has been slow and is certainly still not satisfactory. Therefore, EuDA welcomed the Council decision on 15th June 2009 to extend the Operation's mandate for another year until 12th December 2010 and calls for another renewal of the operation for at least one more year.

Following nearly 20 years of ineffective central government, piracy has been able to develop in Somalia.

Since 2007, piracy has exploded in the Gulf of Aden and around the 3,000 kilometre coastline of Somalia, through which over 20,000 ships transit every year. Despite international navy patrols, piracy has surged by 38% in 2009: it was reported that Somali pirates perpetrated 217 attacks, effectively hijacking 47 vessels and taking 867 seafarers hostage. Moreover many attacks are supposed not to have been reported.



EU NAVFOR EU operation Atalanta at a glance

Deeply concerned by the outbreak of acts of piracy and armed robbery off the coast of Somalia, the European Union initiated on 13 December 2008 its first military operation within the framework of the European Security and Defence Policy (CSDP), EUNAVFOR Somalia (“Operation Atalanta”). In support of UN Security Council Resolutions 1814 (2008), 1816 (2008), 1838 (2008), 1846 (2008) and 1897 (2009), the primary mission of this operation is threefold:

- to protect the vessels of the United Nations World Food Programme (WFP) delivering food aid to displaced persons in Somalia;
- to protect vulnerable merchant vessels transiting through the Gulf of Aden or in proximity to Somalia;
- to deter, prevent and repress acts of piracy and armed robbery off the Somali coast.

The Operation Command Headquarters are based at Northwood, UK, with 76 staff, under the leadership of Rear Admiral Peter Hudson (Commander EU Naval Force), Rear Admiral Bartolomé Bauzá (Deputy Operation Commander EU Naval Force) and Rear Admiral Jan Thörnqvist (Force Commander EU Naval Force).

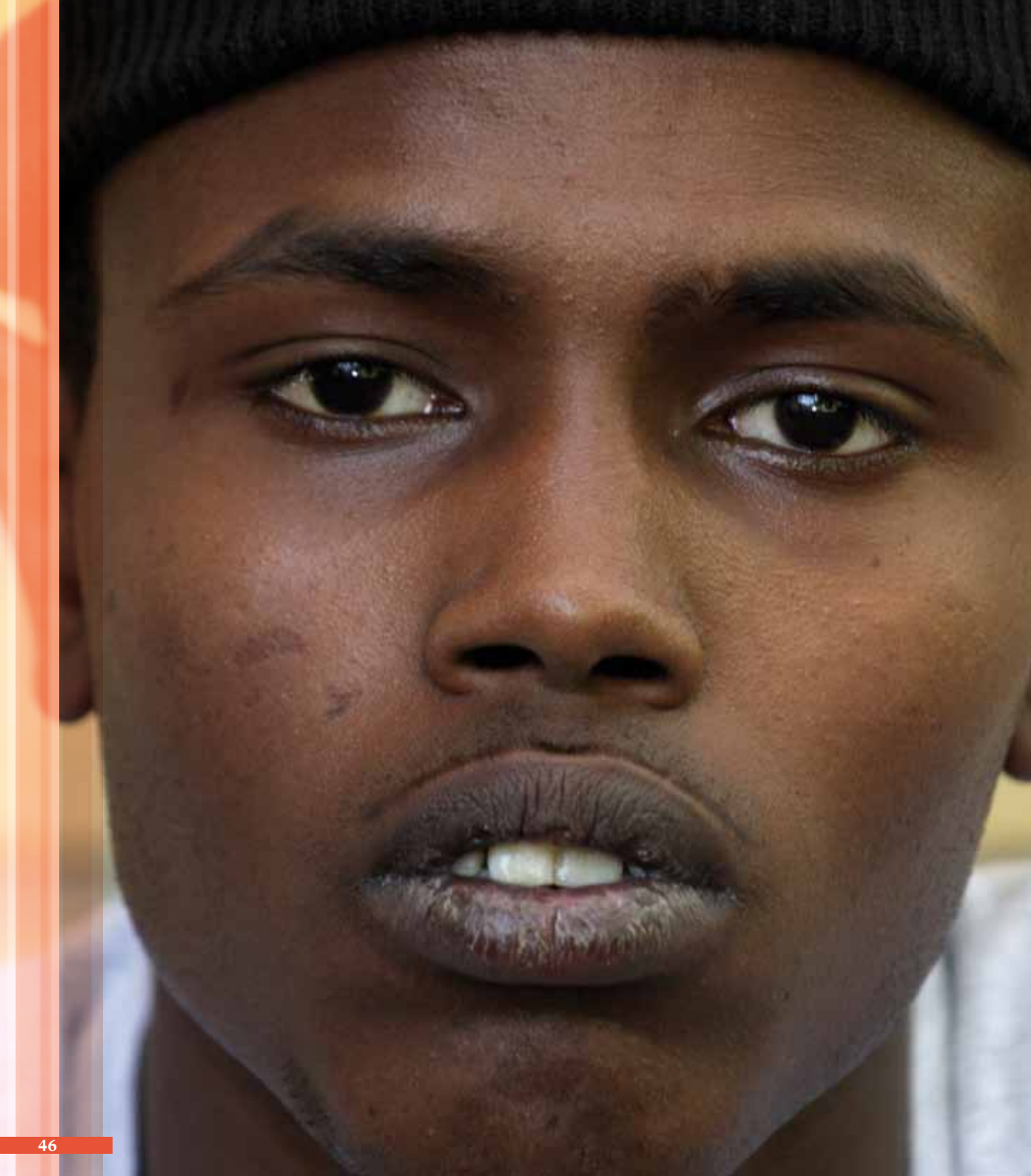
At any one time the EU NAVFOR will comprise of up to 6 Frigates and 3 to 5 Maritime Patrol Reconnaissance Aircraft (MPRA). More than 20 military vessels and aircraft, with around 1,800 military personnel, are currently committed to EUNAVFOR by Greece, France, Belgium, Croatia, Germany, Italy, Netherlands, Norway, Spain, Sweden and UK.

Operation ATALANTA has been prolonged until 12 december 2010.

The Maritime Security Centre - Horn of Africa (MSCHOA)

In September 2008 the Council established a small coordination cell in Brussels (EU NAVCO) to support surveillance and protection operations led by certain Member States in the Somali region. Then, on 10 November 2008 the Council of the European Union adopted a Joint Action on EUNAVFOR Somalia. EUNAVCO operations were subsumed into the Maritime Security Centre Horn of Africa, which was established in partnership with industry.

MSCHOA’s mission is to improve coordination between commercial shipping, through close dialogue with shipping companies, masters and other interested parties, and international military forces in the region. The MSCHOA centre provides 24-hour manned monitoring of vessels transiting through the Gulf of Aden whilst the provision of an interactive website enables the Centre to communicate the latest anti-piracy guidance to industry and for Shipping Companies and operators to register their movements through the region. So far, MSCHOA has provided a significant, coordinated military presence in the region.



Military action is useful, and even indispensable, but on its own it cannot eradicate the roots and causes motivating the activities of the Somali pirates.

In order to work towards local sustainability, key measures to implement and actions to take should include:

- the continuation and increase of humanitarian aid to these regions, food delivered by the World Food Programme feed more than 2 million people; moreover the EU pledge of 280m Euro in April 2009 will further improve the situation in the country;
- the fight against illegal fishing and dumping in the Somali territorial waters.

“A world in which embracing a career as a ‘pirate’ would not be the ideal or dream of any African youngsters.”

Concerning the attacks, key prevention measures and actions should be promoted, such as:

- the recommendations contained in the ‘Best Management Practices’ issued by the maritime transport industry, which include better training of seafarers, ships adapted and equipped with self protecting measures;
- the presence of military personnel onboard.

EuDA is in principle opposed to the use of private armed guards on board ships as this might create an escalation of violence in the pirate attacks.

Concerning piracy itself, the first step is the pacification of the littoral states concerned and the key measures to implement should include:

- improving the legal framework limiting the actions of the Navy;
- increasing the prosecution of captured pirates thanks to more agreements like the EU-Kenya one, also with non EU countries;
- keeping the payment of ransom legal (no ban on payment of ransom);
- improving the fight against money laundering;
- rebuilding the military capacity of the littoral states, by training local soldiers (on land) as well as local coastguards.

In this context, EuDA welcomes the 2010 Commission Recommendation (COM 2010/159/EU) on “*measures for self-protection and the prevention of piracy and armed robbery against ships*” using the ‘Best Management Practices’ developed by the industry.

Consider the entire African continent

Europe should also firmly focus on the political stability and economic growth, not only of Somalia, but of the entire African continent. Indeed, EuDA member companies are in permanent contact with all African coastal zones, not only the Eastern African coast, and witness the rift between rich and poor deepening in many African countries.

Pirate dens can only proliferate without improvement of the living conditions of the African population. A population driven to despair, without work or future, no longer abide by the rules and ignore the law.

Beyond the interest of our European dredging sector and of maritime shipping in general, the aim is to build together a fairer and more equitable world... a world in which embracing a career as a ‘pirate’ would not be the ideal or dream of any African youngsters.

European Maritime Security Policy

The overall objective of the EU’s maritime security policy is to protect the European citizens and economies from the consequences of unlawful intentional acts against shipping and port operations.

Since 16 June 2004, the Commission is assisted in matters of maritime security policy by a Regulatory Committee, composed of experts representing all the EU Member States: the Maritime Security Committee (MARSEC). In this forum, chaired by the Commission, periodical exchange of information on security issues, best practices and indications on national instructions take place between Member States, Norway and Iceland.

Since 11 September 2006, the Commission also meets with the Stakeholder Advisory Group on Maritime Security (SAGMaS) which is a forum where the stakeholders can regularly express their views on the work of the Regulatory Committee, MARSEC.

Following the hijacking of the Pompei, EuDA became member of SAGMaS on 11th May 2009 where EuDA has shared its concerns and voiced its views on piracy.

Accomplish



EuDA applies its home-grown European working standards all over the world. This is another proof of EuDA's commitment to defend the working conditions of its highly qualified and skilled workforce onboard its dredging vessels.

For EuDA, investing in human capital is as valuable as investing in fixed capital. Good working conditions have always been a key part of EuDA's Social Policy.

The safety of the personnel at work as well as the quality of the execution of the work are essentially the result of quality education and training. This is where Europe should continue to support development of the education and training systems in the Members States.

The European dredgers constantly need well trained and well educated personnel to keep functioning at their best in this continuously evolving and dynamic industry... to **accomplish** their destiny.





S. Hoek, Chairman of the Social Committee



Members of the SocCom are:

Simon Hoek (Chairman, Vereniging van Waterbouwers)

Bo Toft Franzen (Rohde Nielsen)

Robbert Veenstra (Boskalis)

Henry Bleker (Vereniging van Waterbouwers)

Philip Piron (Jan De Nul)

Ton van Schaik (Van Oord)

Patrick Demoor (DEME)

Frank Kröcher (Josef Möbius Bau-AG)

Paris Sansoglou (EuDA)

“Setting solid and uniform rules for the workers, employers and governments involved in commerce at sea.”

Members EuDA Social Committee from left to the right

above
B. Toft Franzen (Rohde Nielsen);
R. Veenstra (Boskalis); H. Bleker (Vereniging van Waterbouwers)

middle
P. Piron (Jan De Nul); T. van Schaik (Van Oord);
P. Demoor (DEME);

below
F. Kröcher (Josef Möbius Bau-AG); P. Sansoglou (EuDA).

Main Subjects dealt with by the Social Committee

The Social Committee (SocCom) of EuDA consists of the HR managers of Royal Boskalis Westminster, DEME, Jan De Nul, Josef Möbius, Rohde Nielsen, Van Oord as well as representatives from the Vereniging van Waterbouwers.

Building up on the work done in the last two years, the SocCom was actively involved in three main projects:

1. Implementation of the Maritime Labour Convention at European level.

Since the discussions at European level between the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) resulted in an EU Directive implementing the Maritime Labour Convention (MLC), the Social Committee focused its discussions and concentrated its efforts on the implementation at national level.

The Committee has observed that the EU Member States have chosen to implement the MLC in their national laws in different ways, following different time schedules. Some countries like Norway and

Germany have opted for a specific new legislation that covers the MLC. Other countries like The Netherlands or Denmark have decided to adjust their existing laws (approximately 10 different laws in The Netherlands and 66 in Denmark). The process in Belgium has hardly started, due to the political discussions between the Federal and Regional Governments.

As the Members of EuDA are operating in many Member States and under more than one Member State Flag, the Social Committee was concerned, even worried, and did raise awareness of the EuDA Members and urgently asked them to follow up and, if possible, influence the developments in the EU Countries under the flag of which they operate.

MLC 2006 at a glance

The International Labour Organisation (ILO) adopted a “bill of rights” for the world’s maritime workers in February 2006: the Maritime Labour Convention 2006 (MLC 2006). The necessary ratification conditions are: 30 countries representing 33% of world tonnage.

The new ILO Convention is setting solid and uniform rules for the workers, employers and governments involved in commerce at sea and modernises these standards to:

- **consolidate and update more than 60 earlier ILO Conventions and Recommendations;**
- **set minimum requirements for seafarers to work on a ship;**
- **address conditions of employment, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection;**
- **promote compliance by operators and owners of ships by giving governments sufficient flexibility to implement its requirements in a manner best adapted to their individual laws and practices;**
- **strengthen enforcement mechanisms at all levels, including provisions for complaint procedures available to seafarers, the shipowners’ and shipmasters’ supervision of conditions on their ships, the flag States’ jurisdiction and control over their ships, and port state inspections of foreign ships.**



2. EU State Aid.

The SocCom actively followed the developments in the Member States regarding the state aid discussions. The SocCom is happy to conclude that EuDA's actions have resulted in a specific position for the dredging industry regarding state aid in relation to personnel costs.

The SocCom also welcomes the clarifications that were given by the Commission in its recent decisions, particularly in the so called 'Danish Case' where it was clarified that nearly all activities of the entire dredging cycle are eligible to the scheme, with the exception of the extraction phase.

Danish Case at a glance

On 13th January 2009, the Commission published its State Aid Decision C 22/07 (ex N 43/07) as regards the extension to dredging and cable-laying activities of the regime exempting maritime transport companies from the payment of the income tax and social contributions of seafarers in Denmark. For the dredgers, this decision clarified the following:

1. Activities of the dredgers eligible for state aid

- sailing between the port and the extraction site;
- sailing between places of extraction;
- sailing between the place of extraction and the place where the extracted materials are to be unloaded, including the unloading itself;
- unloading of extracted material;
- sailing between the place of unloading and the port;
- sailing to provide assistance at the request of public authorities in connection with clearing up after oil spills etc.

2. Activities of the dredgers not eligible for state aid

- sailing at place of extraction;
- extraction.

However the SocCom would like to attract the attention of the Commission and the other competent authorities over the use of the word 'Dredging' in the state aid legislation which seems to be limited to some dredging activities while it should be understood as covering all the dredging activities and as including all the phases of a typical dredging cycle: sailing, extraction, transport and dumping.

The SocCom also regrets the current exclusion of the self-propelled Cutter Suction Dredgers, as they

- are in a global fiercely competitive market;
- are at risk of "flagging-out" or re-locating to where the fiscal treatment is more accommodating;
- face the same legal environment in the labour, technical and safety fields as the other sectors of maritime transport;
- need highly qualified, trained and skilled seafarers;
- need (and generate) a significant amount of maritime know-how;
- contribute significantly to the European economy and employment.

This state aid issue will be followed up closely in the coming months, as a review of the State Aid Guidelines to Maritime Transport is to take place in the near future.



3. Revision of the Standards for Training, Certification and Watch Keeping.

The International Maritime Organisation (IMO) is in the middle of the revision process of Standards for Training, Certification and Watch Keeping (STCW). After the radical revision of 1995, the current revision will focus on issues such as flag states' recognition procedures for foreign seafarers, quality standards reporting procedures for government approval of training or revalidation of basic training.

The Social Committee follows closely these discussions at IMO and pays particular attention to the discussions concerning the working hours regulation as the specifics of the dredging activities need particular understanding and as there might be potential contradictions with the ILO MLC legislation.

The SocCom aims at supporting and contributing to good social legislation as the human capital is a key asset of the dredging sector.



THANK YOU, Simon!

Fifteen years ago, when EuDA established its Social Committee, Simon was chosen to be the first Chairman. Simon has been involved in total for more than 37 years in dredging activities.

Since the creation of the SocCom, a lot of work has been done to develop good contacts and relationships with the representatives of the European Commission, of the European Parliament, of the Member States as well as representatives of the International Labour Organisation (ILO). Through transparent communication, the SocCom has helped the dredging industry on many occurrences.



Simon Hoek

Just to take one example from the recent actions: EuDA sent a delegation, including Simon Hoek and Marc Stordiau, to the ILO in Geneva. After discussing with several representatives dealing with the Maritime Labour Convention, this delegation managed

to raise the awareness of Mrs Cleopatra Doumbia-Henry, Director of the International Labour Standards Department, about the specificity of dredging activities. Thanks to this, EuDA was listened to and the dredgers were recognised by the ILO, where they were invited to the final Maritime Labour Convention Conference in February 2006.

On behalf of the EuDA Board of Directors, we would like to take this opportunity to thank you for your dedication and commitment during the last fifteen years to the EuDA Social Committee and the social legislative issues threatening to affect the European dredgers.

We appreciated your clear and enthusiastic feedbacks and advice at the board and AGM meetings.

However, the show must go on ... with your successor: Jan den Hartog, currently HR Director at Boskalis, who we welcome onboard and to whom we wish all the best.

Thank you, Simon
Good luck to you and Farewell Sailor!

Marc STORDIAU, Chairman

THANK YOU, Robbert!

With the arrival of Jan den Hartog, HR Director from Boskalis, the representative of Boskalis in the Committee, Robbert Veenstra, had to leave his seat in the SocCom.

On behalf of the EuDA Social Committee, we would like to take this opportunity to thank you for your dedication and commitment during these past years to the EuDA Social Committee and the social legislative issues threatening to affect the European dredgers.

We appreciated your enthusiastic contributions and clear points.



Robbert Veenstra

Thank you, Robbert
Farewell !

**On behalf of
the Social Committee**

Compete



Worldwide competition can only be faced with the same rules applying to everybody. EuDA and its members plea for a 'Level Playing Field' and an unhindered access to all world markets. The international legislation should be effectively applied worldwide in the same way.

Together with EuDA, the European Commission has to 'pull' the other countries and convince them to free the access to their markets as well as to refrain from unfair competition practices.

All EuDA members are committed to **competing** in a fair way and to working in a safe, efficient and responsible way.





Belgium

DEME Building Materials NV (DBM)
Dredging International N.V.
N.V. Baggerwerken Decloedt & Zoon
Jan De Nul nv
Fédération du Dragage Belge A.S.B.L.
Flanders Dredging Corporation NV



Cyprus

Boskalis Westminster Dredging & Contracting Ltd.
Van Oord Middle East Ltd



Denmark

Rohde Nielsen A/S



Estonia

Terramare Eesti OU



Finland

Terramare Oy



France

EMCC
Atlantique Dragage S.A.
Atlantique Dragage Sarl
Société de Dragage International 'SDI' SA
Sodranord SARL
Sodraco International SAS



Germany

Brewaba Wasserbaugesellschaft Bremen mbH
Heinrich Hirdes G.m.b.H.
Josef Möbius Bau-Aktiengesellschaft
Nordsee Nassbagger-und Tiefbau GmbH
Vereinigung der Nassbaggerunternehmen E.V.



Ireland

Irish Dredging Company
Van Oord Ireland Ltd



Italy

Boskalis Italia
Dravo SA
Societa Italiana Dragaggi SpA 'SIDRA'



Latvia

Baltic Marine Contractors SIA



Luxembourg

European Dredging Company S.A
Jan De Nul Group (Sodifra SA)



Netherlands

Aannemingsbedrijf L. Paans & Zonen
Baggerbedrijf De Boer B.V. / Dutch Dredging B.V.
Baggermaatschappij Boskalis B.V.
Ballast Nedam Baggeren bv
Boskalis B.V.
Boskalis International B.V.
Boskalis Offshore bv
Dredging and Contracting Rotterdam B.V.
Mijnster zand- en grinthandel bv
Tideway B.V.
Van den Herik B.V.
Van der Kamp B.V.
Van Oord ACZ Marine Contractors bv
Van Oord Nederland bv
Van Oord nv
Van Oord Offshore bv
Vereniging van Waterbouwers
Water Injection Dredging bv



Portugal

Dragapor Dragagens de Portugal S.A.
Dravo SA



Spain

Flota Proyectos Especiales, S.A. (Grupo ACS)
Dravo SA
Sociedade Española de Dragados S.A.



Sweden

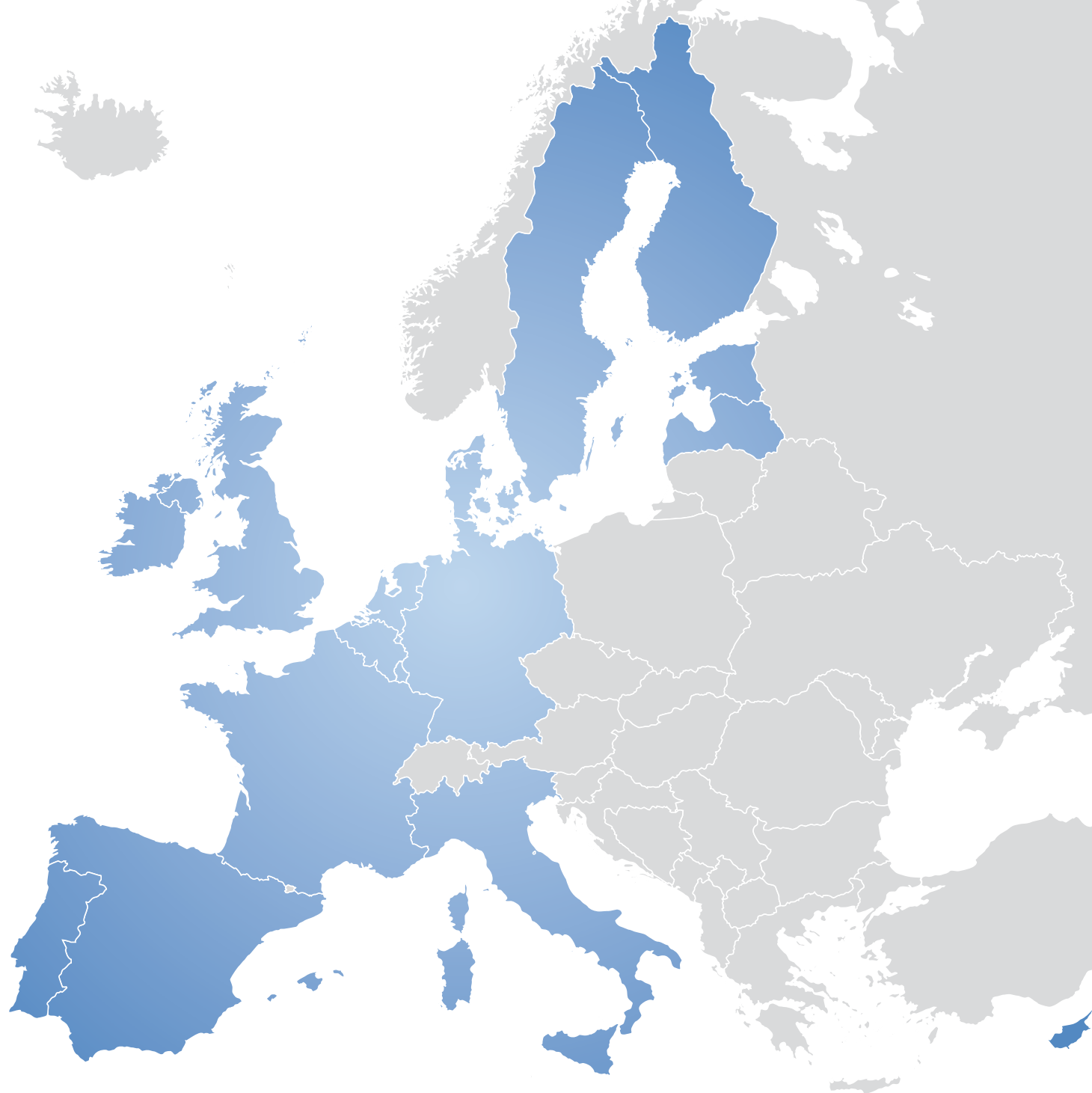
Boskalis Sweden AB



UK

British Marine Aggregate Producers Association
Dredging International (UK) Ltd.
Jan De Nul (U.K.) Ltd.
Rock Fall Company Ltd
Van Oord UK Ltd.
Westminster Dredging Co. Ltd.

“EuDA always supports and encourages fair competition and free access to world markets.”



Lisbon Treaty

The Treaty of Lisbon was signed by the Heads of State or Government of the 27 Member States in Lisbon on 13 December 2007 and entered into force on 1st December 2009, ending several years of long negotiations about institutional issues.

The Treaty of Lisbon amends the current Treaty on the European Union (TEU or Treaty of Maastricht) and the Treaty establishing the European Community (TEC or Treaty of Rome), without replacing them.

It provides the Union with the legal framework and tools necessary to meet future challenges and to respond to citizens' demands.

The treaty of Lisbon will provide:

A more democratic and transparent Europe, with a strengthened role for the European Parliament and national parliaments, more opportunities for citizens to have their voices heard and a clearer sense of who does what at European and national level.

A more efficient Europe, with simplified working methods and voting rules, streamlined and modern institutions for a EU of 27 members and an improved ability to act in areas of major priority for today's Union.

A Europe of rights and values, freedom, solidarity and security, promoting the Union's values, introducing the Charter of Fundamental Rights into European primary law, providing for new solidarity mechanisms and ensuring better protection of European citizens.

Europe as an actor on the global stage will be achieved by bringing together Europe's external policy tools, both when developing and deciding new policies. The Treaty of Lisbon gives Europe a clear voice in relation with its partners worldwide. It harnesses Europe's economic, humanitarian, political and diplomatic strengths to promote European interests and values worldwide, while respecting the particular interests of the Member States in Foreign Affairs.



- 1952 The European Steel and Coal Community (ESCC)
- 1958 The treaties of Rome: The European Economic Community (EEC)
The European Atomic Energy Community (EURATOM)
- 1987 The European Single Act: the Single Market
- 1993 Treaty of European Union - Maastricht (EU)
- 1999 Treaty of Amsterdam
- 2003 Treaty of Nice
- 2007 Treaty of Lisbon (signed)

The European Union

The Treaty of Lisbon does not fundamentally change the EU's institutional set-up. In total, there are now seven EU institutions: the European Parliament, the European Council, the Council, the European Commission, the European Court of Justice (renamed Court of Justice of the European Union), the European Central Bank and the European Court of Auditors. The EU's main three bodies are the European Parliament, the Council and the Commission. Two existing advisory bodies, foreseen by the Treaties, namely the European Economic and Social Council and the Committee of the Regions, shall assist them.

1. European Parliament

The new Treaty has boosted the European Parliament's powers as regards lawmaking, setting of the EU budget (the EP would enjoy full parity), approval of international agreements and scrutiny.

With a few exceptions, Members of the European Parliament would be on an equal legislative footing with the Council ("ordinary legislative procedure") including EU policy areas such as EU agriculture and fisheries policies, security and justice, trade policy, monetary policy and EU structural funds, as well as in new policy areas such as energy, border checks, European intellectual property rights (IPR),

space policy or implementation of the European research area.

The composition of the Parliament has also been changed. Although the current number of Members of the European Parliament (MEPs) is 736, as laid down in the Nice Treaty, under the Lisbon Treaty, the number of MEPs would be limited to 750, in addition to the President of the Parliament.

Following the European elections in June 2009, the 736 new MEPs, including the newly elected President of the European Parliament, Mr Jerzy Buzek, and 18 observers started to work in September 2009.

2. European Council (Heads of EU States Summit)

The European Council, composed of the Heads of States, the European Council President, the European Commission President & High Representative, has the role of driving EU policy-making and becomes from now on a full EU institution.

Although it will not gain any new powers, it will be headed by a newly created position of President of the European Council. Elected by the European Council for 2½ years (renewable once). The first President of the Council was elected on 19th No-

vember 2009: Mr Herman Van Rompuy.

The main job of the President will be to ensure the preparation and continuity of the Council's work in cooperation with the President of the Commission and to facilitate cohesion and consensus within the Council.

3. Council of the European Union (Member States' Ministers)

Its role is largely unchanged. It will continue to share lawmaking and budgetary power with the European Parliament and maintain its central role in common foreign and security policy (CFSP) and coordinating economic policies.

The main change brought by the Treaty of Lisbon concerns the decision making process: the default voting method for the Council will now be qualified majority voting, defined as at least 55 % of the Member States, representing at least 65 % of the population of the EU. There is also a blocking minority which must include at least 4 Member States, representing more than 35 % of the population of the EU.

4. European Commission

The new Commission "Barroso II", was confirmed at the beginning of 2010 and started work in February 2010.

The Treaty on the European Union (TEU), as amended by the Lisbon Treaty, provides that the 2010-2014 Commission shall consist of one national of each Member State (27 in total), including its President and the High Representative of the Union for Foreign Affairs and Security Policy. However, as from 1 November 2014, the Commission shall consist of a number of members, corresponding to 2/3 of the Member States.

In another major change, there will be a direct link between the results of the European elections and the choice of candidate for president of the Commission.

5. The EU High Representative for Foreign Affairs and Security Policy/ Commission Vice-President

The high representative will have a dual role: representing the Council on common foreign and security policy (CFSP) matters and also being Commissioner for external relations. The creation of this post is one of the major innovations of the Treaty of Lisbon. The new high representative is Baroness Catherine Ashton, whom we welcome onboard. Conducting both common foreign policy and common defence policy, she will chair the periodic meetings of member countries' foreign

ministers (the "Foreign Affairs Council"). She will represent the EU's common foreign and security policy internationally, assisted by a new European external action service, composed of officials from the Council, Commission and national diplomatic services.

6. The other institutions

No significant changes have been made to the role or powers of the European Central Bank or the Court of Auditors. The European Central Bank becomes officially an EU institution under the Treaty of Rome (Treaty of Functioning of the EU).

However, the new treaty broadens the scope of the European Court of Justice, especially as regards to police and judicial cooperation in criminal matters, and changes some of its procedures. The European Court of Justice is renamed the Court of Justice of the European Union.

EuDA

Founded in 1993, the European Dredging Association (EuDA) is a non-profit industry organisation for European dredging companies and related organisations, representing approximately 25,000 European employees "on land and on board of the vessels" in direct employment and more than 48,300 in indirect employment (supply and service companies) with approximately 750 seaworthy European flagged vessels. EuDA represents the interests of the European dredging industry, primarily at the European institutions.

Dredging activities are not well known by the larger public, but as a matter of fact, the European dredging companies, members of EuDA, are world market leaders with about 80% share of the worldwide open dredging market and a turnover of 6.8bn Euro in 2008. Although 70% of operations take place outside Europe, 90% of the returns flow back to Europe.

The Association serves its members in all kinds of requests related to dredging issues, presently strongly emphasising Social and Environmental affairs. These issues are coordinated by the Secretariat and executed by its specialised working groups composed of experts from the member companies.

The Association will pursue its goals by endorsing policies to create fair and equitable conditions for competition; commits to respecting applicable national, European and international rules and regulations; commits to operating its fleet safely, effectively and responsibly.



EuDA Secretariat Paris Sansoglou, Secretary General Isabelle Gourdin, secretary

148, Avenue Grandchamp 1150 Brussels Belgium T. +32 (0)2 646 81 83 F. +32 (0)2 646 60 63 E-mail info@euda.be www.european-dredging.info