

Annual Report 2003

European Dredging Association 



E u D A A n n u a l R e p o r t 2 0 0 3

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Message by the President

A market perspective

At the end of 2002 the perspective for the dredging industry remained generally positive and - despite the unforeseen developments in Singapore and Indonesia - the European dredging companies faced the future confidently with order books filled well into 2003.

Because of the longlasting problem in neighbouring countries with sand supply for the reclamation project in Singapore, some of the EuDA member companies are confronted with considerable delays in project execution. This in turn commenced to have a disturbing effect on the order books and work-schedules of several dredging contractors.

On the other hand during the past year there has been a significant increase in dredging activity in the Middle East, driven primarily by leisure and commercial developments. The expectation is that this trend will continue for the short to medium term and may even be reinforced by major contracts for big pipeline projects in this region.

Indeed, dredging contractors need to be prepared for major shifts between market segments. In general, dredging can be defined as work involving the handling underwater of natural materials such as silt, sand, gravel, clay and rock. Within that context, contractors can be involved in a wide range of operations, including:

- Sea-bed excavation.
- Widening, deepening and maintenance of ports and access channels.
- Creation and maintenance of beaches.
- Land reclamation.
- Restoration of aquatic and wetland habitats.
- Excavation of pipeline, cable and tunnel trenches.

Each of these activities has its own characteristics and consequently its own specialists.

For the **medium and longer term** the industry remains reasonably positive about trends in the global market for dredging services. As for **the future in Asia**, the strong development of the Chinese economy demands heavy investment in new and existing ports, a new target for the European dredging industry. This is even more relevant now that China has become a member of the WTO; it will hopefully prove to be a positive factor in opening a large market of port development works.

The 'European' scene

- During the year, the EuDA Secretariat devoted an important part of its attention to environmental questions and issues, both in regulatory space and on implementation aspects. The industry emphasises that it can play an important role in habitat development and in building 'compensation' projects in or near areas of conservation.
- EuDA welcomes the issuance of revised 'Guidelines for state aid to the maritime sector'. We are confident that these constructive guidelines will prove to be of great help for the shipping sector as well as for the broader maritime cluster to which the dredging industry belongs.

EuDA 10 years

When the founding fathers of our Association, Mr. Jean-Jacques De Cloedt and Mr. Koos van Oord (back in 1992/1993), discussed the idea of founding a European industry association, their main goal was to ensure fair and healthy market conditions for the European dredging industry.

Over the years this has been translated into **four** specific aims:

- Act in the regulatory context.
- Proper functioning of the internal market for works.
- Elimination of trade barriers in world markets.
- Support for European policies to invest in infrastructure.

EuDA in the meantime has proven to be "sustainable" and we want - on this occasion - to commend the founding fathers with their far-reaching vision.

The Board has taken the initiative to appoint an Evaluation Committee to review past performance and prepare recommendations for the future direction. A special thanks for the time and effort invested is well deserved.

The anniversary was accentuated by an Academic Session on 'Building in Nature / Building with Nature' and by an Exhibition on 'Coasts of Europe', while during a reception we could welcome many of our colleagues, friends and associates.

We trust that EuDA can continue in its role as European organisation in this rapidly changing European Union with 10 new Member States soon to join. Its aim is to defend the common interests of the dredging sector.

J. Allaert, President

1. European Affairs

1.1. Transport & Energy

Guidelines for State Aid

The Commission approved the revised and updated guidelines for allowable state aid to the maritime (transport) sector in October 2003. EuDA welcomes these updated guidelines for several reasons:

- Firstly, because they recognise the maritime sector as an industry cluster of strategic importance for Europe and one which is exposed to strong global competition.
- Secondly, because the guidelines recognise that seagoing dredging vessels have an important transport component, such that they qualify to benefit from the guidelines.

- Thirdly, because the guidelines have been extended to allow the application of a tonnage tax regime to dredging vessels under certain specific restrictions.

The guidelines are mainly of relevance to vessels under a flag of one of the EU Member States; this link with national flags is expected to be a stimulus for keeping much of the EU owned dredging fleet under one of the European flags.

The flag link is important, but even more critical is the fact that only EU nationals may qualify for reduced social costs and taxes. The dredging industry is built on the skills of its crew-members and it is keen to keep a substantial part of the seagoing workforce as EU nationals, since their know-how and skills are the true capital of dredging contractors. The sector thus expects that these guidelines will

Recommendations on Institutional Matters *Box 1*

- The development of infrastructure is a national competence. Trans-border projects are tackled via bilateral agreement. In spite of the EU agreement on the development of Trans-European Networks there are no institutional means to commit national governments to the realisation of important TEN projects.
- There is no known mechanism to evaluate the European (transport) dimension of TEN projects, apart from the national perspective. This

could explain why certain projects in the waterway network are being delayed on the basis of national priority setting.

- The competence of the European institutions to realise Trans-European Networks should be broadened: ultimately the European significance of transport connections could be underlined via European sources of financing.
- In the meantime it may be helpful to assign to the Commission a clearer role in coordinating TEN trans-border projects.

EuDA Report 'Bottlenecks in Waterways', November 2000

proof to be of critical importance for maintaining an EU work force of qualified seafarers and qualified dredgers.

Trans-European Networks

The Commission took advice of a 'High Level Group' that reviewed the list of priority projects and formulated an advice on the implementation aspects. This group produced solid recommendations that were largely followed by the Commission.

EuDA, on its own and together with other trade associations, issued several position statements on the structure of the TEN waterways; meetings took place with key players. The process has resulted in a revised list of priority projects.

For the network of inland waterways the list includes removal of bottlenecks in the Danube, including

the most important stretch between Straubing and Vilshofen and the project 'Seine-Nord', which will effectively result in a waterway connection between the Seine basin and the waterways network in Belgium, The Netherlands and Germany. Both projects are critically important for the further integration of the waterways network across Europe and the ultimate goal to increase the volume of waterborne transport.

EuDA is also pleased to note that the recommendations of the High Level Group pickup on some of the points that were brought forward during the seminar on 'Bottlenecks in Waterways' in 2000 (co-organised by EuDA) (Box 1, Box 2).

Recommendations 39, 40

In general, the national authorities show a clear reluctance to finance the cross-border sections, not only owing to the complexity of coordination between Member States to define and carry out a project, but also to budgetary arbitration to the profit of infrastructures benefiting the national priorities, without having considered the broader European interest. It must be remembered that the majority of the cross-border sections identi-

Box 2

fied in this report will only be carried out only after 2010, unlike the other sections.

The Group defends the idea that the Community could play a more active role in promoting the carrying out of cross-border connections, and that a possible increase of the Community intervention rate under the TEN budget, as the Commission had already proposed in its proposal of 3 December 2001, should be carefully investigated.

High Level Group Van Miert, June 2003

1.2. DG Internal Market

Public Procurement


After lengthy debates on public procurement, political agreement was reached on the two legislative proposals for updated public procurement rules. The Council and the European Parliament reached agreement on these two proposals:

- Directive on coordination of procedures for the award of public supply contracts, public services contracts and public works contracts (“classical” directive).
- Directive on coordination of procurement procedures of entities operating in the water, energy, transport and postal services sectors (“utilities” directive).

In the context of a global compromise package, the Conciliation Committee settled all the questions arising from the amendments adopted by the European Parliament in second reading. The amendments aimed mainly at the acceptable criteria for bid evaluation (including environmental and social aspects).

As of December 2003 the agreement must still be endorsed by the Parliament (majority of votes cast) and the Council (qualified majority voting procedure) for the Directive to be adopted. This should not pose a problem.

Revision of the rules can thus most likely be implemented in 2004 after a procedure **that took more than 6 years**. It is clear that the new rules clarify and streamline the procedures, but it is not clear whether procedures will become simpler.



“Large infrastructure projects are tendered via

Another question still to be resolved at EU level concerns the tender procedure for public-private partnership (PPP), which is in our view not covered by the new directives.

In the new utilities directive a provision is included stating that contractors outside of the EU may be asked to demonstrate that they meet international labour standards. This consideration may be of help in maintaining fair competition for dredging services within the EU when facing bids from low cost suppliers.

In the rules for public works contracts there is no provision on the use of qualification (or certification) systems for contractors. This point, which has been debated at length, remains open.

1.3. DG External Trade

EuDA is pleased with the pragmatic approach taken by DG Trade in compiling negotiation positions for the WTO DOHA round, but also in highlighting trade restrictions and barriers with some other countries. During the year exchanges took place with the Commission on problems with India, Korea, China.

Whereas dredging under the definition of the WTO is considered to be a construction service, it is usually performed by seagoing ships that comply with all maritime requirements. It is not difficult to conclude that the delineation between construction service and maritime service is not defined the same way from one country to another and this can easily cause misunderstandings or frictions between trade partners.



complicated Public-Procurement procedures”

1.4. DG Environment

Habitats and Birds Directives

In March 2003 a seminar was dedicated to implementation issues concerning mainly the Habitats Directive (see Association Activities). During the seminar Mr. D. Sterckx - MEP - listed his political concerns about the Directive, which in essence circle around legal uncertainty connected with implementation questions.

The criticism that stands out is that there are no provisions on how to deal with previously allocated user rights (e.g. space allocation in ports), or with existing concessions (e.g. gravel pits along rivers). In practice these established rights are often at odds with the designation of a site under the Habitats or Birds Directives. This leads to many undesir-

able effects, frictions, delays and uncertainty, at least for sites around estuaries and near seaports.

During the year two specific examples were brought to the attention of the Secretariate:

- In Germany long stretches of navigable rivers have been proposed as 'sites of community importance' with potentially negative consequences for navigation, maintenance of the waterway and interference with concessions for sand and gravel dredging.
- In Denmark large areas of sea and seabed have been designated as special conservation areas. It is now suggested that they should be provided with additional quiet zones in order not to disturb too much wild life. This would result in severe restrictions for the established gravel dredging sector.

“Les côtes européennes” Jan van Loon



Such unilateral decisions interfere with established user rights and are typically not justified on the basis of objective or 'scientific' criteria.

The second objection concerns the criteria laid down in Art. 6 of the Habitats Directive concerning the justification of new construction projects in conservation areas for "imperative reasons of public interest". The decision process is both cumbersome and complex and can easily derail; this happened with the plans for port expansion of the Flushing Port on the Scheldt. The plans were rejected in court because the formal presentation of alternatives as required by the Directive, was incomplete according to the court. In stating these formal considerations, the actual benefit of the project is not even questioned and it should be clear that such interpretation of the Directive causes major economic damage.

EuDA for its part will continue to plead for amending the Habitats Directive in order to create more legal certainty.

Water Framework Directive

The Water Framework Directive is very ambitious in its goals in aiming to improve water quality across Europe to what is defined as 'good'. The implementation process of the WFD runs through 2010. By the end of 2003 Member States should have incorporated the legislation at national level. Guidance documents that define what 'quality' means and which set threshold values, have been published during 2003.

The WFD is, even more than a framework, a sort of umbrella under which many other rules and Directives are swept together. The European rules con-



cerning water management are very far-reaching and at the same time complex because of the many different aspects involved. EuDA is closely monitoring the implementation process, but has not found indications that the WFD could hamper future dredging works. (See Fig. 1)

This conclusion may change as the implementation process progresses. For example the Habitats Directive may eventually play a critical role in the development of river basin management plans under the WFD called for.

Waste & Shipment

The EU has a host of rules on waste and waste-transport. One could conveniently distinguish 3 different clusters:

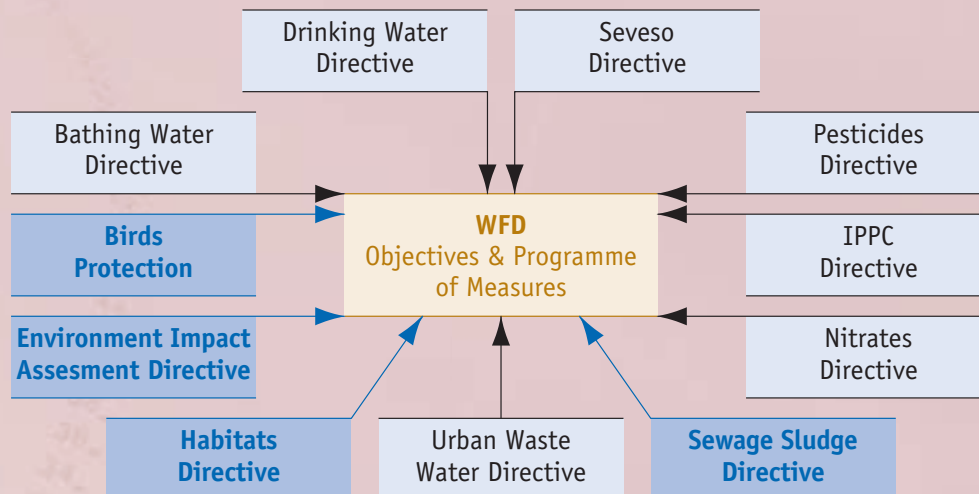
- Waste, hazardous waste, land-fill disposal.

- Waste shipment - linked to Basel Convention.
- Under development is a regulation to deal with mining, extraction, etc. This will cover gravel, sand and soil to some extent.

EuDA members have specific problems with:

- The definition of waste under EU law (too broad).
- The lists under waste shipment (Basel Convention) which are not explicit on (clean) soil and are sometimes misinterpreted, if not by the EU Directives at least by some national bodies.
- Perceived inconsistencies between rules on waste and waste disposal versus rules on waste shipments.

Fig. 1.: The Framework for European Water Policy



(In dark blue: indirectly connected to dredging)

Practical examples are:

- Dredged material for disposal would fall under the definition of “waste” if it is placed on land, but not if it is replaced in water.
- Rules for landfill disposal (provisionally) exclude dredging, but no alternatives have been put forward.
- Clean soil, produced as a “by-product” would be defined as “waste” and require heavy export controls. This is not in agreement with the intent of the Basel Convention on ‘The control of trans-boundary movements of hazardous wastes’.

New rules for shipment of waste have been proposed in 2003 in order to reflect changes in the Basel Convention and to eliminate misinterpretations.

An EuDA Working Group on waste issues will deal with all 3 problems and develop specific recommendations for the European Commission, particularly directed towards a revised Directive on Shipment of Waste (COM 2003/379).

Emissions

There are several parallel initiatives for stricter regulation of emissions affecting both inland - and maritime dredging. The diversity of the fields of application results in a variety of (draft) directives. The following provides a brief overview.

• Sulphur content

Council Directive 1999/32/EC regulates the maximum sulphur content in fuels. It requires for fuels used in territory of EU Member States:

- Heavy fuel oil 1,0% S as of January 2003 (but marine fuels exempt).

- Gas oil, including marine gas oils 0,2% S as of July 2000 and < 0,1% S as of January 2008.

Thus all dredging vessels used on inland waterways are subject to the limit of 0,2% S. Compliance depends on availability of fuel.

For seagoing vessels the situation is less clear. The Commission has taken initiatives to further reduce sulphur releases:

- **For international shipping** outside the territorial waters heavy fuel oil would be regulated by the IMO Convention MARPOL, Annex VI, on air emissions.

MARPOL VI sets a limit of 4,5% S on heavy fuel oil. This figure is not restrictive. Moreover, this Annex to the MARPOL Convention has not yet entered into force.

- **For restricted areas**, designated as Sulphur Emission Control Areas (SECA), which includes the Baltic Sea and the North Sea, a 1,5% S limit would be imposed for all heavy marine fuels used by seagoing ships.

The Commission seeks to speed up the introduction of this limit, either by accelerating the ratification process of MARPOL VI or by establishing EU legislation that would cover EU territorial waters.

- **For seagoing vessels** at berth in EU ports an 0,2% S limit on fuel used in auxiliary boilers would be imposed, similar to Directive 1999/32/EC.

In particular the last bullet point is still under discussion. Issues are:

- Does the 0,2% S limit apply to heavy fuel as well ?
- Availability of fuel (depends on oil companies).

- Practicability and effectiveness of such a rule (switchover between fuels, delays in port caused by the requirement).
- Problems in verifying compliance.
- Competence of EU versus IMO.
- Substitution effect ? Lowering S in the EU raises S level elsewhere.

Alternatives such as the provision of scrubber installations should be considered.

The European Parliament has proposed further restrictions on the above values, which met with resistance from the Council. The file will continue to be discussed in 2004.

EuDA supports the objectives of reducing sulphur content. The large majority of the dredging ves-

sels used in the EU use a grade of marine gas oil as fuel and can thus meet the goal of the regulation provided that the available fuel complies with the requirement.

On larger dredgers using heavy fuel oil we are still reviewing the technical aspects and practical implications of a possible ruling.

- *Other emissions*

Other engine emissions, in particular NO_x and particulates, become a growing concern. Over the years much has been done to improve strict limits on engine emissions of trucks on the road. Attention is now being given to non-road mobile machinery. While initial regulation has been imposed by Directive 97/68/EC, these rules excluded inland vessels.



New proposals should cover inland vessels as well. A proposal has been introduced by the Commission, but the discussion on limit values and dates of application are continuing.

The overall objective is to reach harmonisation between the US rules established by the Environmental Protection Agency (EPA) and the European rules. EuDA fully supports this goal.

Another consideration is the role of the CCNR (Central Commission for Navigation on the Rhine). The CCNR has proposed similar rules for inland vessels (which include smaller dredging vessels), but the competence of CCNR for air emission standards is being questioned.

EuDA is of the opinion that the recommendations of the international engine suppliers on this matter should be taken very seriously as far as availability of suitable technology is concerned.

The European Association of Internal Combustion Engine Manufacturers (EUROMOT) proposes to follow the TIER 2 U.S. EPA rules, which in summary foresee the following: (see table below)

These proposals are more comprehensive than draft proposals prepared by the European Commission.

As an observation on the timeliness of these developments we submit that it is quite understandable that the standards for air emissions in non-road mobile engines are lagging behind the road sector. The market volume is considerably smaller. In order to limit the costs of new developments and innovation, much of the technology developed for the road sector can be applied.

The non-road mobile sector will thus benefit from technology included in EURO 1, EURO 2 and EURO 3 truck diesel engines.

The second important parameter is of course the compliance date for existing engines. There must be a grace period of many years in order to reflect the value of the investment and the costs of backfitting.

1.5. Horizontal issues

Quality of legislation

The initiative of the Commission, supported by the European Parliament, to streamline and simplify European legislation is regrettably moving much too slowly through the institutions and has not led to tangible results during 2003.

The only project that made progress were the updated directives on public procurement. Indeed, the existing 6 directives have been compiled into 2 new

	NO_x + HC (gr/kWh)	Particulate matter (gr/kWh)	CO (gr/kWh)	Introduction date
Mobile non-road engines < 560 kW	7,2	0,3	5,0	31/12/2006
Locomotive type 500 - 3300 kW	8,7	0,5	5,0	31/12/2008
Locomotive type > 3300 kW	9,8	0,5	5,0	31/12/2008

ones, but the structure of the new rules is still very complex and one wonders if this is real simplification?

The European Parliament has taken an own initiative to form a special committee for impact evaluation of new rules or proposed amendments. This procedure is expected to bring some realism into the legislative process, in particular in the environmental domain.

Areas where the dredging industry experiences problems with complex and inconsistent rules have been indicated in this report and include the waste management field and the implementation of the Natura 2000 network under the Habitats Directive. In other domains that touch upon the interests of EuDA members grey areas exist in the delineation of competence of the EU versus national competencies

on the one hand and international treaties on the other hand.

National vs. EU competence	EU vs. International competence
<ul style="list-style-type: none"> • Competence for infrastructure projects under TEN. • Cross-border projects. • Criteria for and implementing of navigability projects. 	<ul style="list-style-type: none"> • Act of Mannheim for navigation on the Rhine (CCNR). • IMO SOLAS Convention for safety of life at sea.

Self-regulation

EuDA is of the opinion that for sector specific environmental issues and other questions for which harmonisation within a sector is desirable, "self-



regulation" in the sense of concluding a covenant between industry and competent authority, is to be preferred above specific legislation.

It was noted that Commission and Parliament reached an agreement in principle on how to follow-up on the concept of self-regulation. We express full support for implementation of such a practical agreement (Box 3).

Corporate Social Responsibility

Following a paper by the Commission on Corporate Social Responsibility (COM(2002)347) and its subsequent debate in the European Parliament, the EuDA Secretariat reviewed some of the issues involved.

Corporate Social Responsibility (CSR) is a term commonly used in a comprehensive societal context. It refers to the behaviour of companies in relation to

various stakeholders, such as customers, employees, suppliers, contractors and business partners, shareholders, local communities, governments and public authorities, trade unions, NGOs and society at large. Companies may be faced with different - and sometimes contradictory - expectations of various stakeholders and the challenge to weigh, prioritize and reconcile the different interests.

The concept thus defined goes beyond any legal obligations and leaves room for creative approaches that may be developed in the corporate world. **CSR is therefore in essence a voluntary approach** by industry and should not be the subject of European legislation.

EuDA fully supports the defence of this principle by the European employers organisation UNICE.

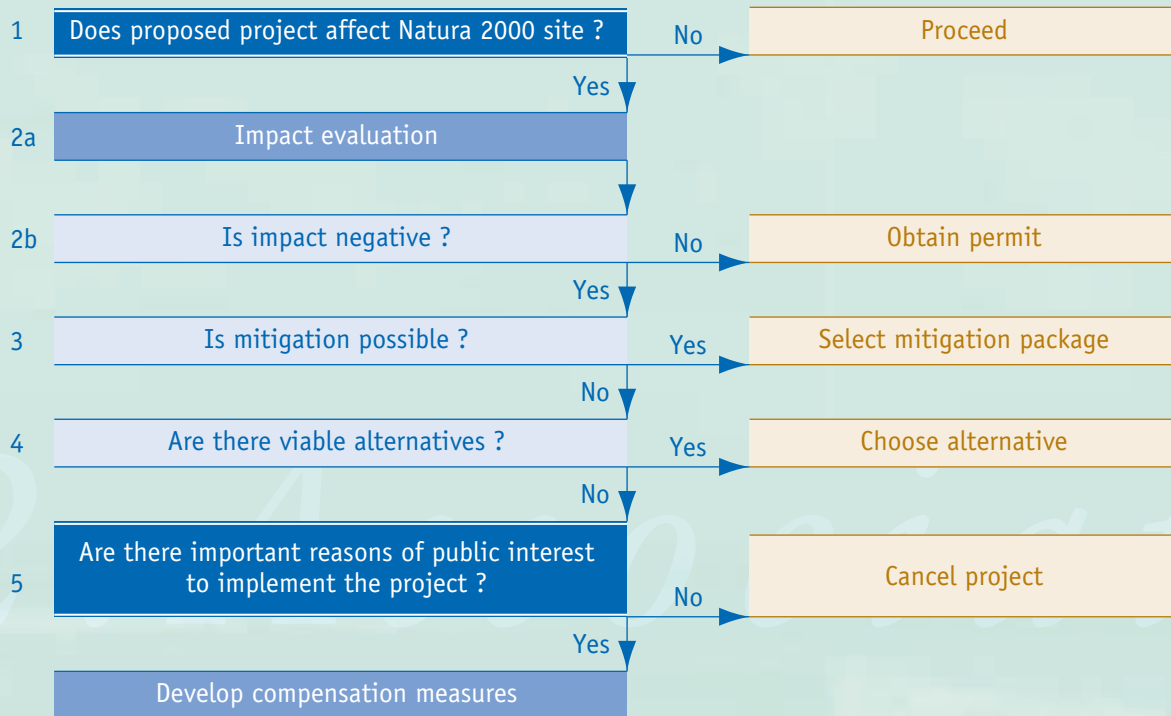
Box 3

Self-regulation is defined as the possibility for economic operators, the social partners, non-governmental organisations or associations to adopt amongst themselves and for themselves common guidelines at European level (codes of practice, sector-specific agreements, etc.).

As a general rule, this type of voluntary initiatives does not imply that the institutions have adopted any particular stance, in particular where such initiatives are undertaken in areas which are not covered by the Treaties or in which the EU has not hitherto legislated.

As one of its responsibilities, the Commission will scrutinise self-regulation practices in order to verify that they comply with the provisions of the Treaty. The Commission will notify the Parliament and the Council of the self-regulation practices which it regards, on the one hand, as contributing to the attainment of the Treaty objectives and as being compatible with the Treaty provisions and, on the other hand, as being satisfactory in terms of the representativeness of the parties concerned, sectoral and geographical cover and the added value of the commitments given.

Fig. 2.: Simplified logic of Art. 6 of the Habitats Directive



Conclusions of the Seminar

Box 4

- The EU Habitats and Birds Directives can have a very significant impact on nature conservation and on development plans.
- The approach prescribed by the Directives provides for a spectrum of possible solutions and alternatives, including the creation of compensation.
- Port development projects in particular face major problems as a result of the presence of protected areas in the vicinity.
- Valuable habitat sites can be created thanks to planned human intervention. Important expertise has been developed by the ports and dredging industries in Western Europe.
- Compensation projects are not cheap ! Experience thus far indicates costs between 10 and 20% of the total (port development) project.

2. Association Activities

2.1. Seminar Ports & Habitats

In March 2003 a seminar was organised on the theme Ports & Habitats - Partners in Development. The Seminar was organised jointly by PIANC*, EBU, IMI and EuDA. The objective was to explore problems encountered by several European seaports in the application of the Habitats Directive and in particular to discuss the constraints on developing nature compensation projects for port development.

A summary of the conclusions is presented in Box 4.

The Seminar uncovered also other problems with the implementation of the Habitats Directive:

- The Directive itself does not include clear provisions on how to deal with established rights

of use; this creates major frictions if not legal conflicts, in particular in developing seaports, but probably also for certain navigable waterways.

- The Directive demands that special zones are designated on the basis of 'scientific criteria'. In many cases, involving in particular estuaries, these criteria have either not been spelled out or the data to apply them are not available.
- The procedure that may lead to the decision to develop compensation projects is complex and time consuming. The figure 2 shows a simplified logic to illustrate the many steps foreseen in the decision process.

* PIANC: Permanent International Association of Navigation Congress / EBU: European Barge Union / IMI: Institute for Infrastructure, Environment and Innovation

*Seminar: "Ports and Habitats – Partners in development"
20 March 2003*



There were also positive messages: a number of the largest seaports in Western Europe have been able to obtain approval for expansion projects, while respecting the spirit of the Directive (but at considerable cost).

The dredging industry is directly implied in these matters, because seaports are major clients, but also because it has built a wealth of experience with nature development in coastal areas.

2.2. Workshop on Waterways of Tomorrow

Under the chairmanship of MEP Jan Dhaene, a workshop was organised in the European Parliament in December 2003 to discuss questions concerning the relationship between the development of navigable waterways and the environmental aspects. The issues were discussed by looking at specific cases, in particular the project for the canal Seine-Nord

in France and the Danube stretch between Straubing and Vilshofen in Germany. Co-organisers were INE*, EBU* and EuDA.

Speakers from a very diverse background presented their views. Amongst them the constructive presentations by the environmental NGO's WWF, France Nature Environnement and the Bond Beter Leefmilieu provided a basis for further discussion between stakeholders.

While the workshop in its entirety was very stimulating, it became clear that the differences of opinion surrounding the necessary improvement of the navigability of the Danube between Straubing and Vilshofen are still major and difficult to reconcile. This raises many interesting questions that

** INE: Inland Navigation Europe / * EBU: European Barge Union / * ESO: European Shipowners Organisation*



touch upon the competence of Member States (i.e. Germany) and the European institutions. The debate is certainly not over.

We conclude by highlighting a recommendation by the High Level Group Van Miert on the development of trans-European waterways (see Box 5).

2.3. ISM Code

Following an internal survey of practical experiences with the introduction of the ISM Code (International Safety Management) a workshop took place in January 2003. The workshop benefited from close cooperation with ICS (the International Chamber of Shipping).

While seagoing dredgers fall under the scope of ISM, some requirements do not fit operational practice on-board dredgers.

The ICS representative pointed out that the Code should be interpreted pragmatically into a workable safety management system (SMS) rather than adapting ship operations to formal Code requirements. (Examples are: frequency of drills, indoctrination of ship procedures during crew change and navigation in shallow waters)

Representatives of dredging companies expressed concern that dredging vessels from Eastern European countries do not maintain effective ISM certification and may thus disturb fair competition by violating international obligations.

The Commission introduced in the meantime legislation to make ISM compulsory. EuDA took the opportunity to present to the Commission how ISM impacts on dredging operations.



Box 5

The Group observes that the Vilshofen-Straubing section constitutes a major bottleneck on the Rhine-Main-Danube line. It stresses that its upgrading should guarantee a draught of at least 2,50 metres during all seasons, in order to develop long-distance and reliable inland waterway transport, compatible with environment, from the North Sea to the Black Sea. However, the Group notes that the technical option taken by Germany for the Vilshofen-Straubing section does not ensure this level of navigability throughout the year.”

High Level Group Van Miert, June 2003

2.4. Security

Concerning the fight against terrorism, the most significant international development was the adoption by IMO in December 2002 of an International Ship and Port Facility Security (ISPS) Code that will apply to ships over 500 gt from July 2004.

There is a certain parallelism with the ISM Code. A principal provision is that companies must develop ship security plans approved by a security organisation recognised by the flag state. To develop and implement the plans, a Company Security Officer must be appointed, together with Ship Security Officers to be designated on board each ship.

In addition to undertaking security audits and complying with new documentary requirements, shipping companies will also need to comply with

new equipment requirements, including the accelerated installation of Automatic Identification System.

Companies found by their flag state to be in compliance with the Code must be issued with an International Ship Security Certificate, the absence of which could lead to the denial of entry into ports.

This is yet another case in point where international regulations have been developed for the shipping industry, but are subsequently applicable to all seagoing ships, including dredging vessels, offshore supply vessels or other work vessels that carry minimal security threats.

2.5. Eramar

EuDA continued its active participation in the Eramar network which was formed as part of the MIF*



industry platform. Its purpose is to coordinate an inventory of innovation needs and common research proposals within a European maritime research context. Several reports have been prepared on the needs for further research under the heading 'Marine Resources', which covers also the development of the marine coastal zone and the realisation of large-scale infrastructure off the coast (in relatively shallow water).

2.6. Beachmed

Many sections of the European coastline are subject to erosion phenomena. Regions around the Western Mediterranean basin have taken the initiative to define their long-term needs for coastal protection and beach restoration. This project is funded as an INTERREG III regional programme.

EuDA has been invited to represent the grouping of dredging contractors active in the region. The specific problems for regions in Spain, France and Italy concern the limited extent of the continental shelf and the remoteness of suitable sand borrow areas. Both trends tend to point towards the use of larger size dredging vessels for beach nourishment projects. This implies that beach nourishment projects should be carried out at a larger scale than was hitherto the case, in order to be cost-effective.

"Beachmed" will bring a clearer view of what are critical parameters and how they can be optimised. During the year EuDA contributed 'state-of-the-art' information and basic cost-impact data.

** MIF: Maritime Industries Forum*



3. 10 years EuDA

3.1. Academic Session

On the occasion of its 10th Anniversary, the European Dredging Association organised an Academic Session on 'Building *In* / *With* Nature'. The event took place on the 29th of October 2003 in Brussels. Speakers were Prof. Roger A. Falconer from Cardiff University and Ir. Ronald A. Waterman, professional advisor and lecturer on coastal zone development. Mr. Enthoven, a former Director General of DG Environment, chaired this session.

The choice of this topic on construction issues in the coastal environment is the outcome of a number of considerations:

- **Firstly**, dredging is often associated with mud and murky waters. EuDA wants to illustrate to a wider

audience that the dredging industry is first of all a key player in the development of marine coastal zones around the world.

- **Secondly**, the pressure on the coastal zones is ever more increasing and responsible management is essential. The coastal zone is the result of a dynamic balance between forces of nature and human intervention. This balance is often a very delicate one which can easily be disturbed. Whereas dredgers like to portray themselves as managers of the aquatic and coastal environment, it becomes their co-responsibility to respect this delicate equilibrium.
- **Thirdly**, by distinguishing between 'Building *In* Nature' and 'Building *With* Nature', we emphasise the dual responsibility of mankind to conserve natural resources and to build and develop, while

Academic Session on "Building In / With Nature"



respecting the dynamic forces shaping the coast and coastal zone. The dredging industry shares this responsibility to care as well as to construct.

The lectures highlighted the essential role of environmental assessment and monitoring as conditions for the successful completion of infrastructure projects in coastal areas and illustrated the importance of responsible coastal zone development for current and future generations.

3.2. Exhibition 'Coasts of Europe'

The theme of the academic session was complemented by an art exhibition on the 'Coasts of Europe'. The exhibition featured a series of oil paintings and watercolours made along the coasts of (Western) Europe, ranging from the Lofotes in Norway to

Tenerife, off the African coast, by the Dutch artist Jan van Loon.

This was complemented by the results of a project organised by the Fonso Art Academy in Brussels. For this project nine students were sent to the coast of Galicia in northern Spain in order to record with artistic means the visible and emotional traces of the oil pollution caused by the oil disaster with the tanker 'Prestige'.

The third element in the exhibition was formed by marine paintings from a private collection. The Pavilion Borgendael (Musées Bellevue) provided a beautiful setting for these works of art.

Coastal zones and ICZM

Box 6

Coastal zones are particularly valuable as they concentrate a diversity of natural habitats and a variety of resources. They are also extremely significant and delicate from an ecological viewpoint as they act as the boundary between land and sea and therefore need to be managed carefully. The sustainable development of coastal areas is constrained by the divergence of interests and the jurisdictional complications, given the involvement of a variety of authorities in the utilisation of coastal resources and the regulation of dissimilar activities.

Integrated Coastal Zone Management (ICZM) focuses on coordinating these activities and actions together within a combined management plan and involves the preparation of a strategic plan for the

coastal area, shaping the general objectives and policies to accomplish sustainable development.

Furthermore area specific management plans and actions for both land and sea are decided in accordance with the strategic plan. In most cases the implementation of these plans and actions demands the mobilisation of different policy and administrative mechanisms, procedures and controls as well as meeting legal institutional and financial requirements.

The long-term management strategy is transformed into concrete actions and projects during the implementation phase and engages regulatory instruments that support the sustainable management of coastal activities.

IPTS N° 80, December 2003 (Research Bulletin - Joint Research Center)

4. EuDA Organisation

The EuDA Board of Directors was until October 2003 composed as follows:

- Mr. J. Allaert, President
- Mr. K.G. van Nes, Treasurer
- Mr. J.H.M. Rovers
- Mr. J.-E. Hewicker

Mr. J.-E. Hewicker resigned as member of the Board at the end of 2003.

The EuDA Board requested a Committee to review and evaluate the functioning of EuDA as a trade association which represents the dredging industry in the heart of the European Union. A report was presented to the Annual General Meeting with detailed recommendations.

The Secretariat was manned by Mr. F.J. Mink and Mrs. A.C.F. de Meester and administrative assistance was provided by Miss S. Van Hende.

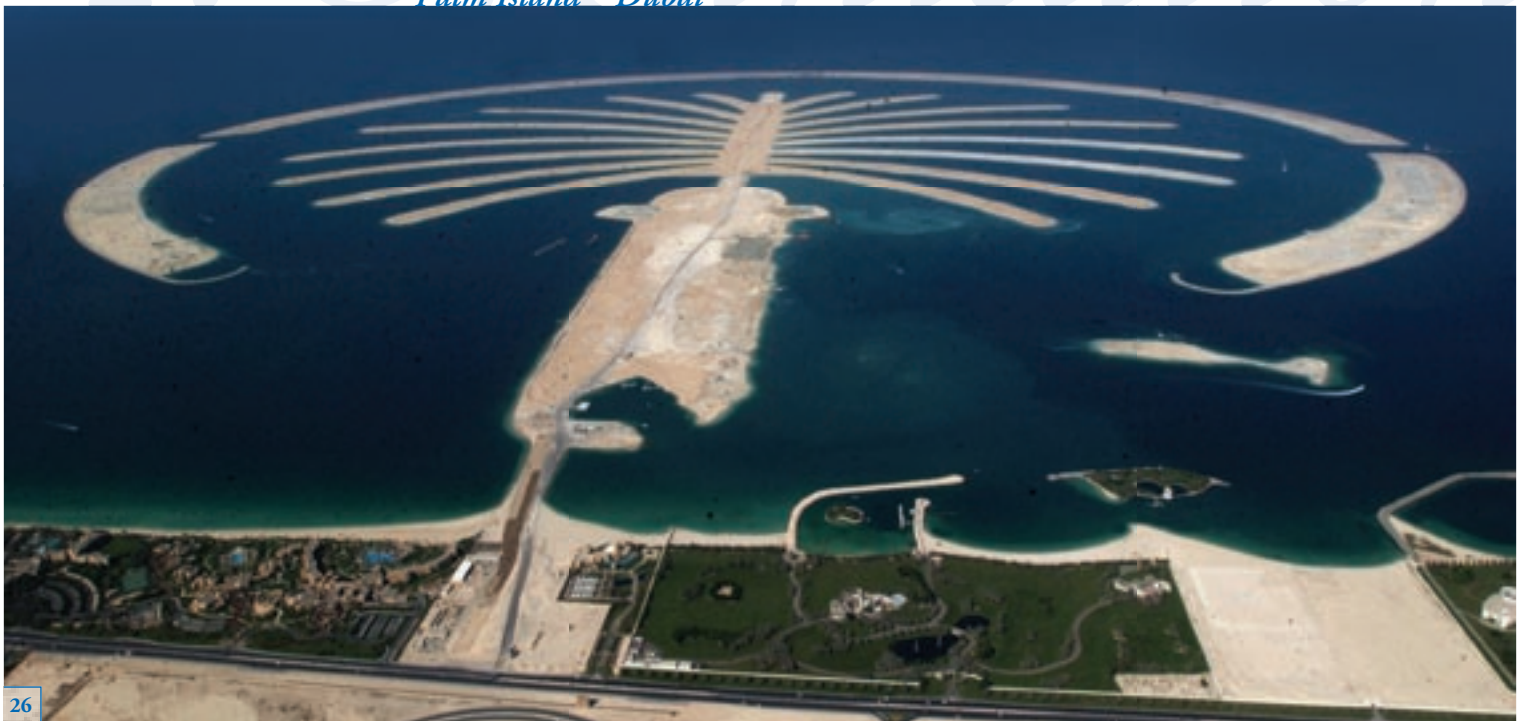
The Social Committee follows the common developments around social affairs, in particular the package of support measures for maritime industry (state aid) and monitors the status of seafarers and dredging crew in the light of EU social security rules.

Two new working groups are being formed:

- A WG to study the implications of waste regulations for winning, transport and disposal of soils and dredged material.
- A WG to review recommendations on environmental impact studies of marine zones where dredging takes place. It is of particular interest to verify consistency between EU, OSPAR, HELCOM and ICES* proposals.

* ICES: International Council for the Exploration of the Sea

Palm Island – Dubai



Notes





EuDA Members

EuDA Members

Baggerbedrijf De Boer B.V. -
Dutch Dredging B.V.
www.deutchdredging.nl

Baggerwerken DeCloedt en Zoon N.V.
www.deme.be

D. Blankevoort & Zoon B.V.
www.vbko.nl

BMAPA -
British Marine Aggregate Producers
Association
Fax : +44-20-77 30 43 55

Vereinigung der
Nassbaggerunternehmen e.V.
Fax : +49-40-37 46 00

Dragados y Construcciones SA
www.dragados.es

Dredging International N.V.
www.dredging.com – www.deme.be

EMCC Entreprise Morillon Corvol Courbot S.N.C.
www.vinci.com

Fédération du Dragage Belge ASBL
Fax : +32-2-771 30 93

The Federation of Dredging Contractors
www.alliots.com

Van den Herik B.V.
www.herik.nl

Irish Dredging Company
www.boskalis.com

Jan De Nul N.V.
www.jandenul.com

Van Oord N.V.
www.voacz.com

Rohde Nielsen S/A
www.rohde-nielsen.dk

Royal Boskalis Westminster N.V.
www.boskalis.com

Sidra - Societa Italiana Dragaggi SpA
www.dredging.com

VBKO - Vereniging van Waterbouwers
in Bagger - Kust en Oeverwerken
www.vbko.nl

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