



**EUDA SEMINAR ON
INNOVATIONS IMPROVING MARITIME SAFETY
THURSDAY 5TH MARCH 2015, 10.00 – PORT OF ZEEBRUGGE**

INTRODUCTION

At the initiative of the European Community Shipowners' Associations (ECSA), shipowners and shipping industry leaders have joined forces to launch the inaugural **European Shipping Week (ESW)** in the first week of **March 2015**. Centred around a Flagship conference, Europe's main shipping organisations as well as the European Commission are organising a series of high level events to bring together the major players in the shipping industry with the primary aim of promoting the strengths and the importance of European and global shipping to legislators in Brussels such as the European Commission, European Parliament and the Council of Ministers.

As shipping is of strategic importance to the EU economy, so is its safety. Maritime safety policy and related legislations promote high-quality standards and aim at increasing the protection of both human lives (e.g. passengers and crews) and the environment (reduce risks of pollution).

As a member of the ESW Steering Group, the European Dredging Association (EuDA) is organising a seminar on '*Innovations improving Maritime Safety*' which will be followed by a technical visit illustrating some aspects the available technological solutions. Opened by a keynote address by Mr Markku Mylly, EMSA Executive Director, the Maritime Safety aspect on which the seminar will focus is the '*safe place of refuge*'.

Indeed, during the seminar, EuDA aims at presenting specifically designed artificial islands using hydraulic engineering or naval architecture, combining sand and rock or metal, which could be used, amongst other purposes, as innovative solutions for safe places of refuge for sea vessels. The seminar should briefly touch on the feasibility of building a kind of safety belt around European Waters, linking such developments to the Blue Growth. Mrs Barbara Sellier, Policy Officer and EMSA Liaison for the Unit in charge of Maritime Safety, will give the closing address.

EuDA members strongly believe that the growth potential for the dredging industry in Europe and worldwide lies in the design, construction and maintenance of sustainable multipurpose maritime infrastructures: using, instead of fighting, the forces (physical and biological) of nature to build multipurpose maritime infrastructures providing services beneficial to the environment, the society and/or the economy.

The rising of the level of the oceans will also automatically generate the need of protecting vulnerable coastal areas. The coasts of the world have to be protected from erosion, from floods, from storms and raising sea level. Renewable offshore energy from wind, from tidal forces or from waves, are becoming also an ever increasing playfield for the dredging industry.

The future of the dredging industry lies in the sea and the growing world population will have to integrate the sea in its daily life.

Venue: Port of Zeebrugge, Isabellalaan 1, 8380 Zeebrugge, +32 50 / 543211.



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THURSDAY 5TH MARCH 2015, 10.15 – PORT OF ZEEBRUGGE**

PROGRAMME

08.00 *Boarding on bus in Brussels (Departure at 08.30)*

10.00 *Arrival at the port authority offices – welcome coffee*

10.15 Welcome Address

by Mr Joachim Coens, Port of Zeebrugge Managing Director

10.20 Opening Address

by Mr Markku Mylly, EMSA Executive Director

10.30 Programme Overview

1. Introduction to Seminar

by Seminar Moderator Mr John Richardson, FIPRA International

2. Multipurpose artificial reclaimed islands

by Mr Bernard Malherbe, JDN, Project Manager of Flanders Bays 2100

by Mr Frank Verschraegen, DEME, Project Leader of iLand

Q&A

3. Multipurpose artificial floating islands

by Mr Francois Duthoit, Chairman of the Waterborne WG on Blue Growth

Q&A

4. Possible sources of financing

by Mr Paris Sansoglou, EuDA

Q&A

11.30 Open discussion & conclusions

12.10 Closing Address

by Mrs Barbara Sellier, European Commission, Unit on Maritime Safety

12.20 *Lunch and Visit of port of Zeebrugge*

14.00 Technical Visits

Dredger in operation

Short introduction on **dredging and the dredging project** in Zeebrugge.

Q&A

Maritime Rescue and Coordination Center (Ostend)

16.00 Closing of the Event

16.00 *return by bus to Brussels*

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KEYNOTE SPEAKERS

WELCOME ADDRESS



Mr Joachim Coens is the Managing Director of the Port Authority Bruges-Zeebrugge.

Mr Coens graduated as civil engineer (construction) at the University of Louvain and then specialised at the Technical University of Delft. He started his professional career as supervisor of several harbour building projects in the Middle East (UAE) for the Besix Group and was responsible for project developments in Eastern Europe for Besix between 1990 and 1995. Mr Joachim Coens is a reserve officer of the Belgian Navy.

Since 1995 he has been Damme's Alderman and he is the city's current mayor. In May 1995, he was also elected as a Representative in the Flemish Parliament and seated in commissions dealing with Environment, Finances, Culture, Public Works, Mobility and Energy.

In 2001, Mr Coens became President-CEO of the Bruges-Zeebrugge Port Authority and resigned from the Flemish Parliament. He is also chairman of Portconnect Ltd and of the Council consultations of the port of Bruges-Zeebrugge; member of the board of several port related companies and organisations (including Portinvest Ltd, Portfineco Ltd, the Port Commission of Flanders, Voka-Chamber of Commerce West-Flanders, Archonaut).



OPENING ADDRESS



Mr Markku Mylly is the Executive Director of the European Maritime Safety Agency (EMSA) since 2012.

Mr Markku Mylly obtained a Bachelor of Science in maritime studies and qualified as an Officer and Master Mariner in 1980 at the Rauma Maritime College of the Satakunta University of Applied Science. His long maritime career started in 1973 sailing for the Finnish Merchant Shipping. And from 1987 to 2009, Mr Mylly held various positions in the Finnish Maritime Administration (FMA): pilot, project manager, director of the Bothnian Gulf Maritime District (in 1993), head of the traffic department (in 1999) and finally Director General (in April 2004). As FMA Director General, his responsibilities included maritime infrastructures, maritime safety and security, sea traffic management and control, pilotage, icebreaking and sea charting.

Before he became its Executive Director, Mr Mylly was member of EMSA's Administrative Board (2004-2009) and member of the board's evaluation committee, assessing the Agency's work. He was member of numerous development projects in Finland and Baltic countries.

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CLOSING AND MODERATION

CLOSING ADDRESS



Mrs Barbara Sellier is Policy Officer at the European Commission's Unit on Maritime Safety (DG MOVE).

Mrs Barbara Sellier graduated in European affairs and political science. She works for the European Commission for more than ten years and dealt with issues relating to the transport and energy domains. Mrs Barbara Sellier is currently in charge of overall relations with the European Maritime Safety Agency (EMSA) within the Maritime Safety Unit of DG MOVE. Recently she contributed to the preparation of the Athens Declaration on the mid-term review of the European Maritime Transport Strategy.



MODERATION



Mr John Richardson, FIPRA International Special Adviser on Maritime Affairs, Former Head of European Maritime Policy Task Force.

John B. Richardson provides consultancy services as Special Adviser on Maritime Affairs with FIPRA International. He has degrees in chemistry and economics. John spent 4 years with Unilever, before joining the European Commission to work on environmental policy in 1973. From 1978 to 1996 he occupied various posts in the External Relations part of the European Commission, finishing his diplomatic career as Ambassador and Head of Delegation to the UN in New York. For three years from May 2005 he headed the Task Force which developed the Integrated Maritime Policy for the EU, adopted by the European Council in December 2007. John left the European Commission after 35 years service in July 2008, but has retained a keen interest and an extensive network in maritime affairs. He is Chairman of the ESPO award committee and a member of the Board of Trustees of Sail Training International and provides consultancy services through FIPRA. He has been a Member of the Board of the Salzburg Global Seminar for many years.



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SEMINAR SPEAKERS

MULTIPURPOSE ARTIFICIAL RECLAIMED ISLANDS



Bernard Malherbe is Project Manager of Flanders Bays 2100.

Bernard Malherbe graduated as marine geologist at the University of Leuven (KULeuven, 1975) and as geological engineer at the Polytechnic Institute ENSG (Nancy, France, 1980). He started his career as marine geological engineer at the Contractor's JV Zeebouw Zeezand in charge of the extension of the port of Zeebrugge (B). He joined the consulting – engineering company Haecon (dredging, coastal protection, port developments, surveys, ...), where he was employed as business development manager. Since 2004 he is employed by dredging and reclamation contractor Jan De Nul as project-development director. He

is a member of the Managing Board of the project iLand.



ir. Frank Verschraegen is the project leader of “iLand”.

Frank Verschraegen has degrees in Electromechanical Engineering (University of Gent – 1987) and in Industrial Management (Catholic University of Louvain – 1988).

After the successful completion of innovative projects at, amongst others, Samsonite and the Flemish Institute for Technological Research (VITO), he became General Manager of the European Operations for IMCORP, a company specialised in monitoring and diagnosing high voltage cables.

In 2011 he joined the company DEME as project leader of innovative offshore energy storage projects, such as the energy storage island project “iLand”.





MULTIPURPOSE ARTIFICIAL FLOATING ISLANDS

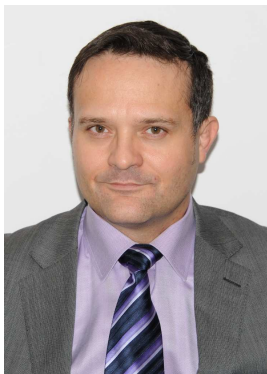


François Duthoit is Innovation Director at DCNS and Chairman of the WATERBORNE ETP Working Group on Blue Growth.

Mr François Duthoit holds a double degree in Physics and Chemistry from the “Ecole Supérieure de Physique et Chimie industrielle” in Paris, and a master degree in Applied Electronics from the Paris VI Pierre et Marie Curie University. Scientist by training, and engineer by experience, François spent most of his professional career in technical direction, with Thales in Australia for 6 years, then in Sophia Antipolis in France, before joining DCNS, where he is as Innovation Director, in charge of the international development of DCNS’ R&D. François is also Chairman of the Waterborne Technology Platform “Blue Growth” working group. This group has been created on the basis that if “Oceans are the future of the Earth”, a significant opportunity exists for the Maritime Industry if it is able to recognise itself not only as shipbuilders and equipment providers, but as the Community of Maritime Engineering and Technologies, providing to anyone willing to do business at sea the means to do it.



POSSIBLE SOURCES OF FINANCING



Paris Sansoglou is Secretary General of the European Dredging Association (EuDA).

Mr Paris Sansoglou holds a degree of Commercial Engineer from the Solvay Business School in Brussels that he has complemented with degrees in Environmental Studies (ULB), Business Informatics (VUB) and Financial Analysis (CIAF) (member of the European and the Belgian Associations of Financial Analysts ABAF-BVFA). His professional experience is varied and includes research (on sustainable development), statistics (Business Statistics), knowledge management, economical, environmental & financial consulting activities (at Ernst & Young). He has spent most of his career on the ‘European’ scene working in the Commission (Eurostat) then in trade associations (representing the European manufacturers of synthetic fibres, the European shipbuilders and now the European dredgers). Mr Sansoglou developed a strong kinship with the sea and maritime affairs when he worked for the Community of European Shipyards’ Associations (CESA), where he was managing for the shipbuilders and shiprepairers a portfolio of strategic activities including research (coordination of several projects in FP5 & FP6), technical & environmental issues (CCNR, Commission & IMO related), as well as statistical, trade and market issues. He ran the secretariat of the European Technology Platform WATERBORNE from 2005 to 2009. Mr Sansoglou joined the European Dredging Association in April 2009 as Secretary General to represent with Mr Marc Stordiau, EuDA Chairman, the interests of the European Dredgers at the European Institutions.



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JOINT ORGANISERS



European Dredging Association, www.european-dredging.eu. Having celebrated its 20th Anniversary in 2013, the European Dredging Association (“EuDA”) was founded in 1993 as a non-profit industry organisation for European dredging companies and related organisations to interface with the various European Union’s (“EU”) Institutions and also some International Organizations (such as IMO, HELCOM or ILO).

EuDA members employ approximately 25,000 European employees directly “on land and on board of the vessels” and more than 48,300 people indirectly (through the suppliers and services companies). The combined fleet of EuDA’s members counts approximately 750 seaworthy EU-flagged vessels.

Dredging activities are not well known by the wider 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 8.3bn Euro in 2013. Although 70% of operations take place outside Europe, 90% of the returns flow back to Europe.

EuDA serves its members in all kinds of requests related to dredging issues, strongly emphasising Social, Trade and Environmental affairs. EuDA’s policy goals aim at the creation fair and equitable conditions for competition, the respect of applicable national, European and international rules and regulations as well as the safe, effective and responsible operation of its fleet of dredgers.

EuDA joined forces with European Community Shipowners’ Associations (ECSA) and the other European shipping associations to organise the **European Shipping Week (ESW)** to be held in the first week of **March 2015**. The events organised during that week will promote the strengths and the importance of European and global shipping to the European legislators from the Commission, the Parliament and the Council.

As member of the ESW Steering Group, the European Dredging Association (EuDA) is organising the meeting of its Board of Directors on 3rd March and a seminar on ‘*Innovations improving Maritime Safety*’ on 5th March, which will followed by a technical visit illustrating some aspects the available technological solutions.

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PORT OF ZEEBRUGGE, A logistic maritime crossroads
<http://www.portofzeebrugge.be/>.

Zeebrugge is one of Europe's prime container and roll-on/roll-off (RoRo) ports and handles 45 million tonnes of cargo every year.

The port predominantly handles container cargoes on the Europe – Middle East – Far East route. In addition, Zeebrugge has developed a European network for feeder traffics to convey box cargoes to all major European destinations.

Other core businesses in Zeebrugge include RoRo traffic, conventional cargoes, liquefied natural gas (LNG), cruises and last but not least the traffic of new cars and high & heavy cargoes. The shortsea network assures up to 20 daily links to destinations in the UK, Ireland, Scandinavia, the Baltic and Southern Europe.

The sheer multitude of transport links by ferry, container carrier, feeder ship, inland navigation barge, rail and road makes the port an ideal spot to set up European Distribution Centres.

Zeebrugge is indeed more than a mere maritime crossroads: it is foremost an ultramodern logistic platform to serve with excellence the European and intercontinental markets.

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