



**EuDA
2016**

Annual General Meeting Conference Programme

Tuesday 15 November 2016
Stanhope Hotel Brussels

*“GLOBAL CO₂ EMISSIONS:
New Business opportunities for the
European Dredgers?”*

Conference Moderator



Pieter van der Klis
Chairman of EuDA Environment Committee
Engineering Manager, Van Oord

Speakers



Alistair Hull
International Chamber of Shipping
Technical Director
*Overview of the IMO initiatives to reduce
CO₂ emissions from ships*



Heidi Hiltunen
European Commission – DG CLIMA
Deputy Head of Unit B3 for International Carbon Market,
Aviation and Maritime
*Overview of the European Commission's initiatives to reduce
CO₂ emissions from ships*



Rijkswaterstaat
Ministerie van Infrastructuur en Milieu

Harry Zondag
Rijkswaterstaat
Strategic Advisor for Dredging Programmes, Projects
and Maintenance
*Experiences in tendering with the CO₂ performance scale
in The Netherlands*



Paris Sansoglou
Secretary General
European Dredging Association
Possible Solutions from the European Dredgers



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Since the Kyoto Protocol of 1992, the political wheel has been set in motion to prevent the threat from excessive Climate Change. The main attention and efforts have focused on the biggest anthropogenic source of greenhouse gas (GHG) emissions: CO₂ emissions. All human activities need energy for their proper functioning and execution. The most commonly available energy sources being of fossil origin, the carbon footprint of human activities have kept growing along with the development of the global society, sometimes at a faster pace.

At the Paris Conference of the Parties (COP21) of the Climate Change Convention in December 2015, politicians agreed to set the absolute global target for the rise of the Earth temperature to 1.5°C, and to take differentiated actions at national level and at sector level. Among these sectors, transportation is a significant source of CO₂ emissions and has to contribute to the global reduction efforts. Maritime transport is the lifeblood of modern society, supplying energy, food and commodities as well as catalysing global economic development and prosperity. Although shipping is the most environmentally-friendly and energy efficient mode of mass transport (on a tonne-mile basis), it also needs to contribute its share to the global CO₂ emissions reduction efforts. As members of the shipping community, European Dredgers continuously work on reducing their emissions, by improving fuel efficiency of their equipment (through ship design, better performing engines, etc.) and by improving their best practices to optimise the fuel consumption during operations.

CO₂ emissions reductions however cannot be fully disconnected from global economy nor from global trade. Therefore, the absolute emission targets set in Kyoto or in Paris cannot be achieved with relative measures improving performance and efficiency of vessels unless the global economy and its related demand for waterborne transport are collapsing. In order to achieve absolute targets regardless of the general state of global economy, actions on the improvement of vessels' efficiency and performance should be complemented with actions targeting directly atmospheric CO₂ concentrations. With their expertise, European Dredgers can contribute to this objective by creating new or restoring marine habitats that are natural carbon sinks, known as Blue Carbon. European industries should pursue their efforts of reducing their CO₂ footprint but should also consider integrating Blue Carbon components into their strategies. European Dredgers can build multipurpose waterborne infrastructures that would contribute to these CO₂ strategies to the project owner's through increased carbon capture and long term storage of CO₂.

After describing political initiatives at IMO, in the EU and in the Netherlands regarding CO₂ reduction measures, the conference presents the possible solutions offered by the European Dredgers.



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Chairman of EuDA Environment Committee
Engineering Manager, Van Oord



Pieter van der Klis is the Chairman of the Environment Committee of EuDA. In this capacity he was the main author of papers on Blue Carbon that were presented to the World Dredging Congress (WODCON): “*Carbon Offsetting ? Blue Carbon provides Opportunities for the Dredging Industry*” in 2013 and “*Sustainable Strategies for Carbon Management in Coastal Zones- Role for the Dredging Sector*” in 2016 (see Annexes 1 & 2 hereafter). He is a senior hydraulic engineer at Van Oord, specialised in coastal/marine structures.

Pieter obtained a M.Sc. in Civil Engineering from Technical University Delft and has developed a long experience in civil engineering and dredging projects. He has been responsible for the Environmental Monitoring Campaign at the Oresund Link Project in Denmark in the nineties.

Since 2004, he works for marine contractor Van Oord, in the Department for Estimating and Engineering. He was responsible for the design of Maasvlakte 2 breakwater and involved in many projects in the Middle East. Furthermore, since 2012, he also became programme manager for EcoShape – Building with Nature and is case manager Southwest Delta in this programme.



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Alistair Hull

**International Chamber of Shipping
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Alistair Hull is Technical Director with the International Chamber of Shipping (ICS), having joined ICS in July 2008.

Prior to this he was Head of the Marine Technology Unit within the UK Maritime and Coastguard Agency. Over a period of seven years with the UK MCA he was involved in: plan approval, port state control, ISM audits, and policy development at both national and international level.

Previous experience included: nine years in the offshore oil and gas industry working in structural engineering, naval architecture, project management and safety case verification work; along with twelve years shipyard experience incorporating both design and production aspects.



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European Commission – DG CLIMA
**Deputy Head of Unit B3 for International Carbon Market,
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*Overview of the European Commission's initiatives to reduce
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Heidi Hiltunen works since 2014 in Directorate General Climate Action of the European Commission as deputy Head of Unit B.3. This Unit is in charge of issues related to the international carbon market as well as aviation and maritime emissions.

Before DG CLIMA, Heidi worked for four years at the EU Delegation in Beijing, China dealing with cooperation with China on climate change and other environmental issues. Previously she has worked on enterprise policy, EU enlargement and external relations in the different policy departments of the European Commission. Before coming to the European Commission, she worked as an academic in Finland and in the UK. She has a M.Sc. degree in International Relations with specialisation in development and environmental issues.



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Rijkswaterstaat
Ministerie van Infrastructuur en Milieu

Harry Zondag is strategic advisor for Rijkswaterstaat on dredging business.

Rijkswaterstaat is part of the Dutch Ministry of Infrastructure and the Environment and responsible for the design, construction, management and maintenance of the main infrastructure facilities in the Netherlands. This includes the main road network, the main waterway network and watersystems.

Harry is advising projects and management on their procurement strategy for dredging works. He advises on combinations of works, tendering procedures and contract conditions. He thereby translates Rijkswaterstaat goals on sustainability, knowledge development and purchasing policy to project and research choices in this specific market. He also is the Rijkswaterstaat accountmanager to suppliers in the dredging market.

Harry studied Public Administration at University of Twente. He worked for Infram as an advisor on Infrastructural Management until 2006. He since then worked for Rijkswaterstaat as a senior advisor in procurement management, as team leader of professionals in stakeholder management and realization of infrastructure and now as a strategic advisor in dredging. He is vice-president of the board of the Dutch section of CEDA on behalf of Rijkswaterstaat.



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Paris Sansoglou holds a degree of Commercial Engineer from the Solvay Business School 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).

Paris 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 a portfolio of strategic activities including research (coordinating FP5 & FP6 projects), technical & environmental issues, statistics, market monitoring, ship repair, maintenance & conversion.

Paris joined the European Dredging Association (EuDA) in April 2009 as Secretary General. In 2013 and 2016, he was the co-author of two EuDA papers on Blue Carbon (see Annexes 1 & 2 hereafter).