



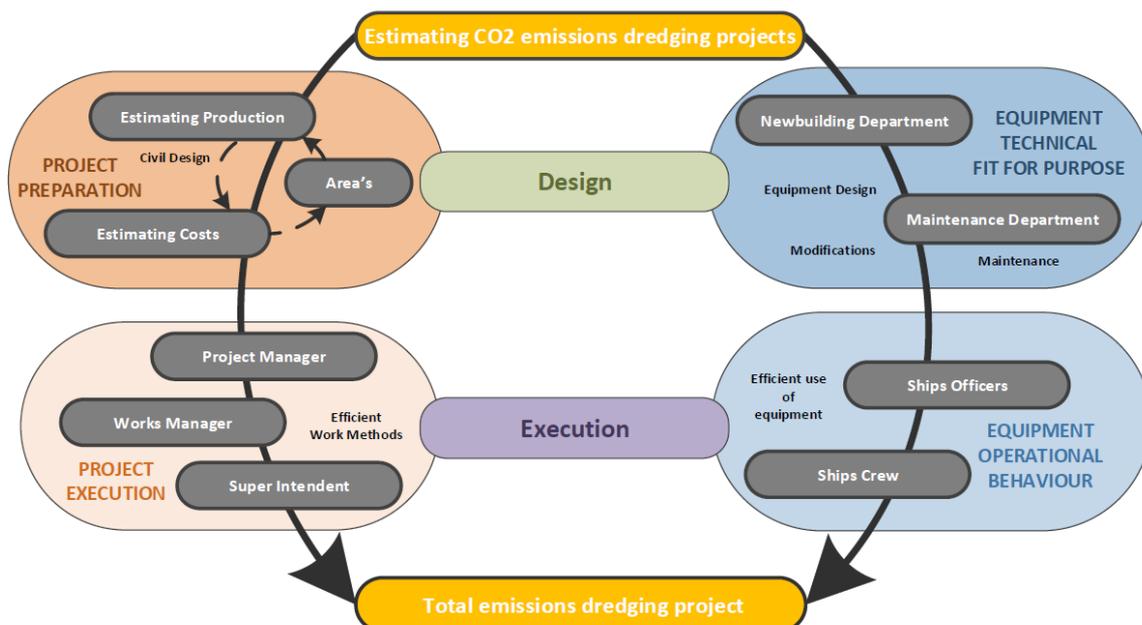
EUROPEAN DREDGING ASSOCIATION SUMMARY PAPER ON DECARBONISATION OF DREDGING PROJECTS

This short paper is intended for the public administrations, including IMO, European Commission and Flag States, regulating and enforcing reduction of ships' CO₂ emissions. This paper aims at providing an overview of policy insights on how to reduce CO₂ emissions from dredging projects but not on carbon accounting, reporting on carbon, the EU Emission Trading System, the EU Green Deal or Green Taxonomy definitions.

Dredging is a global industry, which needs a **global level playing field**, as dredging is a maritime sector providing globally its specialised services to the waterborne infrastructures and offshore energy cluster.

Dredging activities are using energy for working (e.g. relocating soil) and for sailing. The European Dredgers are reducing their CO₂ emissions by investing €11 bn from 2008 to 2017 in technology developments, innovative solutions and in further optimisation of dredging operations. No dredging projects are identical, and their diversity requires **operational flexibility** that should be taken into consideration when regulating these vessels. Indeed, the operational profiles of dredging equipment differ significantly per project. The project, not the vessel, provides the most appropriate frame for the optimisation of its CO₂ emissions.

When considering the optimisation of CO₂ emissions from dredging projects, the following comprehensive approach provides insights on the four interconnected drivers of CO₂ emissions for a dredging project: the **design** of projects (often determined by clients) and of equipment (translating the vision and know-how of dredgers), as well as the **execution** of projects (working methods, type of equipment) and the **operational use** of equipment (optimal efficiency and skilled crew).





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The European Dredgers' decade of investments have mainly improved the energy efficiency profiles of their equipment (through design and operational use). Beside these investments, European Dredgers have initiated and co-funded research programmes (such as Building with Nature and Vlaamse Baaien) to explore innovative and sustainable design solutions (where CO₂ is one of the environmental criteria to optimise).

The aggregated EuDA fleet CO₂ emissions are published yearly since 2008, and to quantify CO₂ emissions from dredging projects, EuDA established an industry-backed methodology¹ that is promoted as best practice by PIANC², the World Association for Waterborne Transport Infrastructures, gathering dredging-relevant national authorities.

With regard to the International and European **CO₂ emissions Regulations**:

- ☞ European dredging vessels are exempted from the scope of the EU MRV, due to the complexity of their operations, but they are obliged to report total annual CO₂ emissions per vessel to EU flags and IMO;
- ☞ the data collected by the EU flags and IMO on emissions from vessels should be meaningful for working vessels, such as dredgers and marine contracting vessels in general, therefore the requested data should be adapted accordingly; moreover, the IMO and EU systems should be aligned;
- ☞ CO₂ emissions should be optimised per project (not per ship) using the industry-backed methods.

When developing regulations on CO₂ or establishing CO₂ targets for dredging projects, it is important to consider all the aspects driving the CO₂ emissions in a comprehensive manner. Legally enforced Market-Based Measures (MBM) and Operational Measures will provide incentives to reduce CO₂ emissions. EuDA considers that a **GHG Levy Fund** is more suitable than an emissions trading scheme for the dredging industry and should warrant a worldwide level playing field.

¹ “*Estimating the Carbon Footprint of a dredging project by TSHD, CSD and BHD*”, available on demand only, addressed to any EuDA member.

² <https://www.pianc.org/about>

**EuDA**

Celebrating its 25th Anniversary in 2018, 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 8.6bn Euro in 2018. Although 70% of operations take place outside Europe, 90% of the returns flow back to Europe.

The Association assists its members with all kinds of requests related to dredging issues, presently strongly focusing on Social, Environmental, Technical and Trade issues. These issues are coordinated by the Secretariat and executed by its specialised working groups composed of experts from the member companies.

EuDA has registered as Interest Representative Nr 2492574893-58 under the EU transparency register. 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.