



Final
04/02/2022

**PROGRAMME OF EUDA INTERNAL WORKSHOP ON
EU EMISSIONS TRADING SYSTEM &
OTHER ‘FIT FOR 55’ INITIATIVES FOR DREDGERS**
WEDNESDAY 16 FEBRUARY 2022, 10.00 VIA MS TEAMS

INTRODUCTION

The ‘Fit for 55’ package, adopted on 14/07/2021, is a major policy and legislative package designed to deliver the Green Deal’s objectives. The European Commission proposals aim to make the EU’s climate, energy, land use, transport and taxation policies fit in achieving a net greenhouse gas emissions by at least **55% by 2030**, compared to 1990 levels. The package consists of a set of inter-connected proposals, which all drive towards the same goal of ensuring a fair, competitive and green transition by 2030 and beyond, by applying the ‘Polluter-Pays’ principle. Where possible existing legislation is made more ambitious and where needed new proposals are put on the table.

Overall, the package strengthens **8 existing pieces of legislation** and presents **5 new initiatives**, across a range policy areas and economic sectors: climate, energy and fuels, transport, buildings, land use and forestry.

	Pricing¶	Targets¶	Rules/Standards¶
Relevant to Dredging	1°→ Stronger Emissions Trading System including in aviation¶	5°→ Updated Effort Sharing Regulation¶	9°→ Stricter CO ₂ performance for cars & vans¶
	2°→ Extending Emissions Trading to maritime, road transport, and buildings (New)¶	6°→ Updated Land Use Land Use Change and Forestry Regulation¶	10°→ New infrastructure for alternative fuels¶
	3°→ Updated Energy taxation Directive¶	7°→ Updated Renewable Energy Directive¶	11°→ ReFuelEU: More sustainable aviation fuels¶
	4°→ New Carbon Border Adjustment Mechanism¶	8°→ Updated Energy Efficiency Directive¶	12°→ FuelEU: Cleaner maritime fuels (New)¶
		Support measures¶	
	13°→ Using revenues and regulations to promote innovation, build solidarity and mitigate impacts for the vulnerable, notably through the new Social Climate Fund and enhanced Modernisation and Innovation Funds (New).¶		



PURPOSE

The purpose of the workshop is to understand the impact of selected ‘Fit for 55’ measures on the dredging industry. The workshop will focus on the Extension of the Emissions Trading System (ETS) to maritime transport and FuelEU, and identify their potential strategic implications for the dredging activities within the context of the ‘Fit for 55’ legislative package and the Broader framework of the European Green Deal.

The workshop intends to

- ☞ present the connections and hierarchy between ETS, Fit for 55 and Green Deal;
- ☞ understand the EU ETS and its current and future targets;
- ☞ identify the points of attention for implementing ETS to dredging;
- ☞ confirm the current scope of MRV and expected future evolution;
- ☞ highlight the key role of clients in driving sustainability.

The workshop also aims to:

- ☞ discuss points of attention for the dredgers in the other ‘Fit for 55’ initiatives;
- ☞ develop a common understanding of ETS and Fit for 55 for dredging;
- ☞ clarify whether there are different ETS treatments for different activities performed by dredgers ? (e.g. dredging, cable laying, sailing, ...);
- ☞ establish how the dredgers can contribute to the CO₂ emissions reduction efforts and how they can cooperate with the administrations to establish a proper legal framework;
- ☞ identify the pros and cons of the possible approaches for the dredgers: ETS by project (construction approach) or ETS by vessel (shipping approach);
- ☞ determine which approach (vessels vs projects) would suit dredgers better;
- ☞ develop a common position of dredgers on ETS and Fit for 55;

TARGETS

This workshop was designed in two parts:

- first as an exchange of views on between public officials, dredgers and project owners on environmental priorities and legislative measures, with selected external keynote speakers;
- second as an internal brainstorming workshop to further discuss, reflect and build a dredger’s understanding.



PROGRAMME

10.00 *Registration & workshop opening*

10.00 Statement of Compliance with Competition Law

This is a EuDA meeting and it will be held in compliance with all relevant (competition) laws. EuDA is fully committed to ensuring its compliance with all laws and expects nothing less than strict adherence to competition laws during its meetings.

10.00 Welcome and Programme Overview

by Paul Vercrujssse, DEME, EmWG Chairman

10.05 Tour de Table

short introduction of the speakers and the participants

short overview of the represented companies' expectations from the workshop

10.15 Legislative Background and recent developments (Fit for 55)

European MRV, European ETS and dredging

by Mr Tim Noël, DG CLIMA

Q&A

FuelEU within Fit for 55 initiatives

by Mr Ricardo Batista, DG MOVE

Q&A

11.00 Greening Strategy of Dredging Clients

What drives offshore dredging clients' greening strategy ?

by Mrs Virginia Dundas, Head of Strategic Environment Programmes at Ørsted

Q&A

11.25 *Short coffee Break*

11.30 Overview of EuDA's analysis on ETS and on possible proxies for Dredgers under IMO (DCS)

NB : this part is reserved for members to further discuss and brainstorm.

by Pieter van der Klis, VO, TGEF Chairman

1. Introduction

2. Pros and cons of ETS

3. ETS for ship or ETS for project ?

4. Issues with possible proxies for dredging vessels under IMO DCS

Q&A



11.45 Strategic discussion on options and ways forward

by Paul Verduynjans, DEMA, EmWG Chairman

Q&A

12.25 Conclusions

Wrap-up, way forward, next steps

12.35 Short Lunch Break



SPEAKERS



Mr Paul Vercruijse obtained a M.Sc. in Mechanical Engineering from Technical University Delft in 1994. He started his professional career with Royal IHC's dredging and offshore technology institute IHC MTI. In his latter position at IHC MTI Paul was responsible for the general management of IHC MTI's R&D group, directed major R&D programs like Royal IHC's Sustainability Program and acted as principal consultant regarding the development, design and application of excavation tools and pumps for the dredging as well as (deep sea) mining industry.

In 2011 Paul joined the DEME Group where he is Head of Research & Development in the Research, Method, Production and Engineering (RMPE) department, with the prime responsibility of the strategic management of technology development & innovation processes. His major challenge is the bridging of gaps between science, engineering & operations.

Additionally, Paul is also Chair of the EuDA Emissions Working Group, member of the EuDA Task Group Emission Figures & member of the EuDA Environment Committee; and Chair of the CEDA Working Group Energy Efficiency. Paul is Lector dredging technology, sustainability & economics at a.o. Avans University and KU Leuven and Member of the Executive Board of Blue Mining & Blue Nodules (both these international consortia received European Commission funding to develop breakthrough solutions for the sustainable exploration, extraction and processing of deep sea mineral resources).



Mr Timothée Noël is an engineer and obtained a Diplôme d'Ingénieur and a MSc in Applied Energy.

Currently, Tim is Team Leader at the European Commission's Directorate-General for Climate Action. He is working on greenhouse gas emissions reduction in the shipping sector and he is part of the unit in charge of Air, Rail, Water and Intermodal Policy.

Prior to joining DG CLIMA, Timothée was working at the Directorate General for Energy on energy efficiency policies and at the Executive Agency for Small and Medium Enterprises (EASME).

He also worked as an energy Purchaser and energy Manager in the private sector. He is.





ORGANISING ASSOCIATION

SPEAKERS



Mr Ricardo Batista is a Naval Architect and Marine Engineer, who specialised and is working on sustainable energy systems for ships. Currently working at European Commission, Directorate-General for Mobility and Transport – Maritime Transport unit. In the Commission, Ricardo is engaged in the development, negotiation and preparatory work for implementation of the FuelEU regulation, under the Fit for 55 package. In addition, In DG-MOVE, Ricardo is also the chair of the European Sustainable Shipping Forum on Sustainable Alternative Fuels & Power Systems for ships (ESSF – SAPS), an expert group assisting the Commission with all different aspects related to the development, promotion, identification of barriers and scientific discussion related to alternative fuels and power systems. At international level, Ricardo is part of the IMO working group on development of the IGF Code and associated interim guidelines for the safe use of alternative fuels.

Before joining the European Commission, Ricardo worked in the European Maritime Safety Agency (EMSA) for seven years, responsible for technical and scientific support to the Commission on several topics of Ship Safety and Sustainability/Pollution Prevention.

In addition to the above, Ricardo has Classification Society experience, having worked in the American Bureau of Shipping (ABS), in London, integrating the Advanced Analysis team, as well as previous experience as a Marine Engineer onboard naval ships and Naval Architect responsible for shipyard/dockyard work.



Ms Virginia Dundas obtained an Msc. in Business Administration from Universidad Nacional del Litoral (Argentina) and an MSc. in International Business and Development Studies from Copenhagen Business School.

Virginia is Head of Strategic Environment Programmes in Ørsted, responsible for strengthening Ørsted's position as a globally recognised climate and environmental leader. Her team oversees the organisation's portfolio of strategic environmental programmes, including Ørsted's science-approved net-zero by 2040 target and programme to decarbonise the Ørsted supply chain of renewable energy towards 2040. Prior to joining Ørsted Virginia worked across different industries with integrating Sustainability into the business strategy, including shipping & logistics and commodity materials.





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Mr Pieter van der Klis 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, in 2012, Pieter became programme manager for EcoShape – Building with Nature and is case manager Southwest Delta in this programme. Since 2012 Pieter is the Chairman of the Environment Committee of EuDA since 2012. 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. He is a senior hydraulic engineer at Van Oord, specialised in coastal/marine structures.





EuDA

Having celebrated 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 8.2bn Euro in 2020. 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 (for more info [click here](#)).



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