



CENTRAL DREDGING ASSOCIATION - BRITISH SECTION

CHAIRMAN'S REPORT - 2008-9

3 March, Institution of Civil Engineers, London

Ladies and Gentlemen, members of CEDA and guests. Welcome to our AGM. 2008 to 2009 has been a busy year for CEDA generally, despite the global credit crisis, so I will just attempt to highlight some of the activities with which we have been involved.

1.0 EVENTS AND ACTIVITIES 2008-2009

In line with our remit to provide an independent forum for the exchange of information on all aspects of dredging and to bring together professionals from all spectra of the dredging and maritime fields a number of varied events have been held in the past year.

2.0 TECHNICAL SEMINARS

Three technical seminars were hosted at the ICE. The currency and relevance of the seminar topics ensured that they attracted considerable interest with audiences drawn from those working across the maritime area. Due to its involvement in developing legislation CEDA recognised that members were dealing with several new pieces of legislation and, in May 2008, hosted a seminar on Marine Legislation bringing together experts to explain the requirements and implications to practitioners.

In October 2008 the FDC and CEDA jointly organised a seminar for the dredging industry to present a number of ongoing dredging projects to an educated audience. The final seminar of the year, and CEDA's most well attended meeting for many years, was an opportunity for DP World, the developers of London Gateway, to introduce their project to the wider maritime industry. Both of these seminars attracted many technical questions from the clearly interested and informed audiences.

Summaries of the seminars are appended to my report.

3.0 SITE VISITS

Two site visits were undertaken:

South Felixstowe Flood Alleviation Scheme (13 June 2008)

Rock Groyne Construction and Beach Nourishment (225,000m³)
Approx. 40 attendees (maximum that site could accommodate).

Great Yarmouth Outer Harbour (31 October 2008)

Rock Breakwaters and Dredging & Reclamation
Approx. 40 attendees (maximum that site could accommodate).

Maximum attendance was achieved on both visits reinforcing the useful nature of these visits which can form part of the ongoing professional development of CEDA members.

4.0 CEDA INPUT TO LEGISLATION

CEDA continued to take an interest in the development of national and European legislation that may affect the dredging industry. While due to our nature we cannot take a lobbying role we do provide a forum of experts to advise Government on the implications of their policy proposals.

CEDA - PIANC Ports, Navigation and Dredging Sector Group

This group has continued with meetings being held at regular intervals. Notwithstanding that significant progress with implementation of the EU **Water Framework Directive** is now being made at a regional level, there remains much to be done at a national level - not least to ensure consistency in application between river basin districts. In this respect, the **Navigation and Dredging Sector Group** (chaired by CEDA) continues to provide a useful forum for discussion between Defra, the Environment Agency, the Department for Transport, the Department for Trade and Industry and the wider sector. In addition to providing the opportunity for navigation interests to engage in focused, bilateral discussion with the regulators, the group's activities are also much valued by Defra in enabling Government to remain apprised of the potential implications of the WFD for ports and navigation.

Meetings continue to be well attended, with agenda items covering both EU and UK level issues. Amongst the important items at recent meetings have been how dredging will be affected by the ongoing uncertainty associated with the chemical status in the now adopted Daughter Directive, the application of Article 4(7) which relates to new developments and the importance of the process for considering disproportionate cost.

EA WRAP Waste Protocol

CEDA is represented on the Technical Advisory Group (TAG) who are considering the development of a Protocol to define the point at which

navigational dredged material can be considered to no longer be a waste. If successful the Protocol should help dredged material to be used beneficially in land-based projects without the associated complications of the Waste Management Regulations. This process will take place during 2009.

5.0 WIDER CEDA ACTIVITIES

CEDA Dredging Days 2008

This year's CEDA Dredging Days 2008 was held on October 1-3, 2008 at the Conference Centre 't Elzenveld Antwerpen, Belgium. With the title '*Dredging facing Sustainability*' CEDA Belgium raised a wider awareness of the stakeholders to the efforts made by the dredging world - sponsors of dredging projects, dredging contractors, shipyards and consultants - to sustainable development.

CEDA Development Committee

In recognition that CEDA needs to become more appealing to younger professionals within the Dredging Industry, you may recall that a "Development Committee " has been established to advise the Board on a strategy to rejuvenate the association.

Judging by the composition of the audience today....it has clearly been very successful in attracting young members!

Presently, efforts are being focussed on the following:

Wikipedia

During the last Main Board meeting it was decided to have a CEDA Wikipedia site. The aim being to disseminate dredging information in a reasonable and accurate format. The DC has taken on the mantle, along with Anna Csiti, in the form of CEDA Wiki instead of Wikipedia. Primarily this has been to avoid the issues with Wikipedia where everybody can change the contents - with a Wiki I am reliably informed that you can limit the number of people allowed to change the content.

Online forum

The online forum is still only running for DC members, but it is hoped that gremlins will be overcome shortly. It is hoped that shortly, members will be able to log in automatically and facilitate a freer flow of information exchange.

Environmental Commission (CEC)

The Environmental Steering Committee has recently been renamed the Environment Commission to reflect its increasingly important role. The EC has continued involvement with the London Convention (aiming to ensure realistic guidelines are secured), The Oskar Convention, the Danube Commission and various stakeholder forums associated with numerous EU Directives. Whilst interaction with some of these conventions and Directives can be thankless tasks, CEDA continues to persevere to ensure (hope) that Regulation can be appropriately informed by science and be of relevance to our members.

CEDA conference in Qatar (May 2008)

This conference was an important first step for CEDA in the Middle East. This region is part of CEDA, and (in parts) a lot is happening there in terms of dredging and maritime construction. We should continue to build up our presence in the area.

6.0 FUTURE EVENTS

You will be pleased to note that we are presently finalising a Climate Change Seminar (May or June 2009) which will include speakers from Port of New York, Belfast, Defra and the Environment Agency.

It is too early to formally announce the full UK programme of events for the coming year but it is expected to focus on site visits, probably in association with the ICE regional groups, technical seminars and regional meetings based on the CEDA beneficial use initiative.

There is the possibility of CHIDA sending a delegation to the UK. CEDA has volunteered to host a visit to London, and, should this materialise, more details will be published shortly.

CEDA's next trademark conference **CEDA Dredging Days 2009** will be held on 5-6 November at Ahoy Rotterdam, the Netherlands. The conference and exhibition is held in conjunction with Europort 2009 Exhibition.

Details of events will be found on the CEDA website.

7.0 LIAISON WITH KINDRED ORGANISATIONS

The Committee have continued to liaise with kindred organisations including the ICE Maritime Board (Ben Hamer and Paul Hesk), the Federation of Dredging Contractors (Paul Hesk/Bob Kidd), the Dredging Liaison Group (Nicola Clay), the Defra Marine Licensing Group (Nick Smith) and, of course, the CEDA Main Board. CEDA continues with its official observer roles in the London and OSPAR Conventions.

8.0 PERSONNEL

Paul Hesk retires at this year's AGM. Paul has served on the committee for a number of years now, and his contribution to CEDA during that time has been consistent and significant. I wish him all the very best with his transfer to Van Oord in the Netherlands.

Payam Faroudi has joined the Committee as a Co-opted member to maintain the representation of major consulting engineers.

Adam Kirkup, who was our Secretary at the time of the last AGM, is still our Secretary now.....so we must be doing something right! His efforts are much appreciated by the Committee who are reasonably sure that CEDA Committee meetings are not a poisoned chalice!

And finally, I would like to thank the members of the Committee for their efforts during the past year which, because of them, I have greatly enjoyed. I also thank the Institution of Civil Engineers for their continued support of the British Section of CEDA.

Mike Costaras
March 2009
m.costaras@hrwallingford.co.uk

Appendix A Seminar Summaries

1 CEDA Marine Legislation Seminar (13 May 2008)

In May the CEDA British Section held a half-day seminar entitled 'Marine Legislation Update'. The aim of the seminar was to provide a forum for key stakeholders to explain their role or views on various aspects of marine legislation. Speakers from Marine & Fisheries Agency, Natural England, Associated British Ports and the Environment Agency gave presentations on the following issues:

- The Marine Works' Environmental Impact Assessment (EIA) Regulations–
- The Natural Environment and Rural Communities (NERC) Act
- The Water Framework Directive and the Marine Strategy Directive
- A ports perspective on the Practical Consequences of Escalating Legislation
- The Environment Agency's Role in the Marine Environment

This seminar was very well attended (in excess of 80 people) reflecting the interest in a topical issue that has currently even more attention due to the proposed changes in UK marine legislation and increasing number of European Directives. The seminar was also broadcast live on the web and recorded via the ICE's Interwise facility. Feedback received from participants was positive however it was acknowledged that it was not possible cover all of the issues of interest within a single seminar, therefore there was support for subsequent seminars focusing on marine legislation in the future.

2 CEDA / FDC Dredging Seminar (13 October 2008)

In conjunction with the Federation of Dredging Contractors (FDC), the CEDA British Section held a successful half day "Dredging Seminar" during October. Speakers from the FDC included representatives from the 4 long-standing members (Dredging International, Jan de Nul, Van Oord and Westminster Dredging) together and one from a recently enrolled member, Land and Water.

The FDC Vice-Chairman chaired the Seminar and provided an introduction to their recently re-launched body, explained its aims and identified the members, namely:

- Dredging International
- Humber Work Boats
- Jan de Nul
- Land & Water
- Rohde Nielsen

- Van Oord
- Westminster Dredging.

Following this, the FDC members gave presentations on:

- The Practical Aspects of the Beneficial Re-use of Dredged Material;
- An update of UK Shore Protection and Coastal Construction Works;
- The Great Yarmouth Outer Harbour Development; and
- Dredging Works associated with the Olympic Infrastructure Developments.

Judging by the number and range of questions that came from the 60 strong audience, this seminar proved to be a valuable opportunity to hear from the UK Dredging Contractors.

3 Building London Gateway: the most technologically advanced port (9/12/08)

An audience of over 200 technical specialists, CEDA's biggest ever audience for a technical seminar, gathered at the ICE to hear DP World, the developers of London Gateway, describe their project. The seminar was chaired with characteristic confidence and humour by Colin Morris from the Department for Transport.

The session was introduced by Tim Bismire, the project's Engineering Director, with a description of the overall port and park project. London Gateway will comprise a port with 3km of quay length, to be built mainly on land reclaimed from the Thames Estuary and a 'park', a logistics and distribution centre that will provide a well located alternative to existing distribution centres.

A detailed explanation of the reclamation, quay wall, dredging and two proposed managed realignment sites was given by David Lind, the Senior Manager Maritime Works. The existing navigation channel will be deepened to give water depths of at least -14.5m CD with the removal of ~29 million m³ of seabed material. The reclamation for the port will be created using the material dredged during the deepening of the navigation channel and the quay wall will be constructed using the diaphragm wall technique.

Alex Mortley from the Port of London Authority described the work required to assess the nature of the many obstructions that lie on the bed of the Thames. The latest techniques of high resolution multibeam survey, sidescan, diving and archaeological expertise were used to evaluate the likely historic interest potential of wreck sites. Records of

the work carried out were prepared and evaluated in partnership with English Heritage and mitigation measures agreed.

The seminar concluded with a presentation from Marcus Pearson, Environment Manager, who described the extensive environmental mitigation and monitoring programmes associated with the port and park projects.