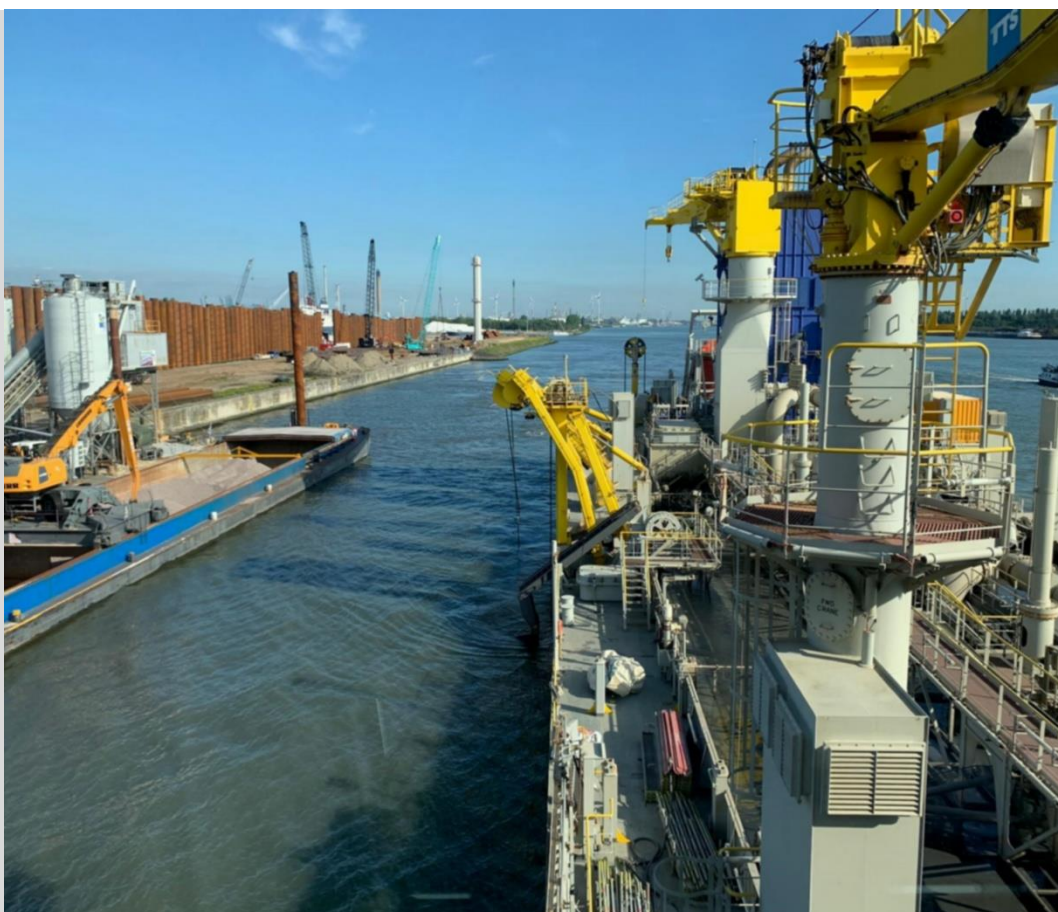


PROJECT FILE

SUSTAINABLE MAINTENANCE DREDGING WORKS IN THE MARITIME APPROACHES 2024



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Document control

Document information

Company name	Jan De Nul - JDN		
Document template	Report		
Language	English - en		
Document revision	00	Complete revision	<input type="checkbox"/>
Document title	Project File		
Document subtitle	SUSTAINABLE MAINTENANCE DREDGING WORKS IN THE MARITIME APPROACHES 2024		
Project code	BEZBROBW - 0127		
Initiating department	QHSSE department		
Author	Lheureux Randi		

Revision history

Revision	Date	Description and location of changes
00	16-Feb-2025	Initial version (H1 & H2 2024)

Review and approval

Endorsed for application within Jan De Nul Group by	Date
Bart Praet	17-Feb-2025

Reference documents

Reference	Title
JDN controlled documents	
	CO2-PL Certificate
Standards	
CO2 Performance ladder	Manual version 3.1

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1 Introduction

1.1 Project details

ID data

Description	Performance of mainly maintenance dredging works using trailing suction hopper dredgers (TSHD) in maritime approaches in and towards the ports of Ostend, Zeebrugge and Antwerp, the maritime access on the North Sea, the maritime access of Wielingen to the sea lock at Wintam, in the maritime approaches to the Canal Ghent-Terneuzen.
Specification N°	MT/02554
Client	Flemish Authority Department Mobility and Public Works Maritime Access
Tender date	31.8.2021
Award date	13.10.2021 (Start works 16.01.2022)
Implementation period	16.01.2022 – 15.07.2027 (66 months)
Estimated value excl. VAT	The estimated value was not mentioned in the announcement of the contract
What part did CO2PL play in the tender	An award criterion sustainability and innovation accounted for 15/100 points in the award of the contract: <ul style="list-style-type: none"> • Emission parameters CO₂, nitrogen, dust particulates and sulphur (12/15) • Tier standardisation (2/15) • CO₂ performance ladder level (1/15)

1.2 Parties involved

Jan de Nul nv have a share of 50% in main contractor 'TMSZ' (Tijdelijke Maatschap Schelde & Zee) for this project and are responsible for:

- Deployment of TSHD and crew transfer vessel;
- Deployment of deep bucket-chain dredger;
- Project management and day-to-day supervision.

No sub-contractors are contracted.

2 Insight

2.1 Identification of energy and emission flows

List of material energy/emission flows

Scope 1 (Fuel consumption)

TSHD 1	5.01.2024 – 24.01.2024,9.09.2024- 2.11.204,8.12.2024- 23.12.2024
TSHD 2	24.01.2024 – 4.12.2024
TSHD 3	2.12.2024 – 23.12.2024
Crew tender	5.01.2024-23.12.2024
Backhoe dredger	15.01.2024- 9.02.2024,27.05.2024- 28.06.2024

Scope 2 (Electricity consumption, heating)

Electricity consumption of site shacks	Office at Desteldonk
Natural gas consumption of site shacks	Office at Desteldonk
Electricity consumption at the jetty	Zeebrugge

Scope 3

None	
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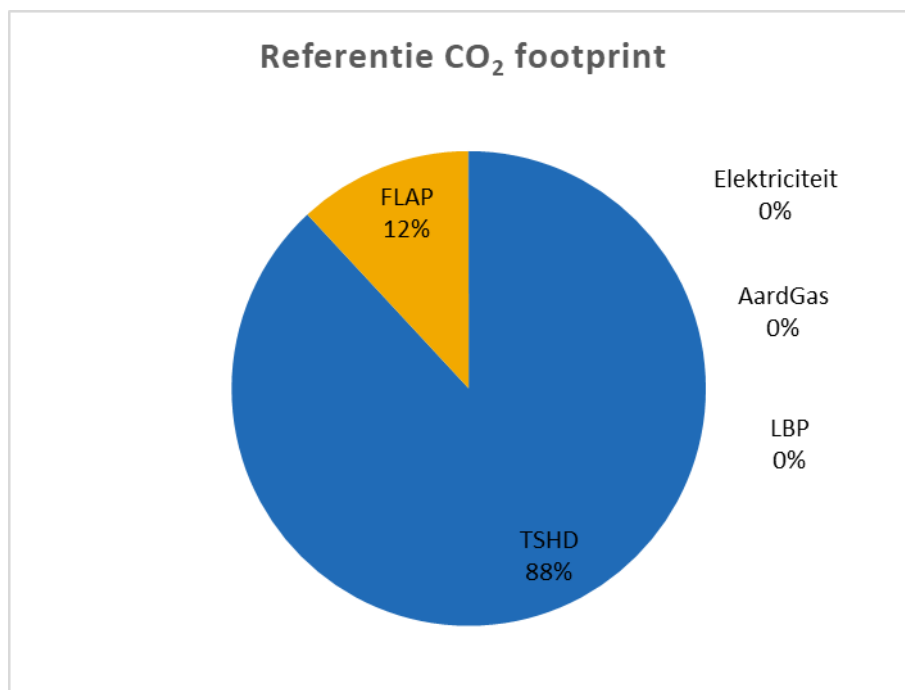
List of excluded energy/emission flows

Energy flow	Reason
Car transport (implementation)	Is recorded at corporate level and included in the communal parts
Car transport (crew)	Is recorded at corporate level and included in the communal parts
Airmiles (crew)	Is recorded at corporate level and included in the communal parts
Natural gas consumed in supporting department (e.g. offices in Aalst)	Is recorded at corporate level and included in the communal parts

2.2 CO₂ footprint and trends

2.2.1 Reference CO₂ footprint

On the basis of calculation at tendering, a reference CO₂ footprint was established:

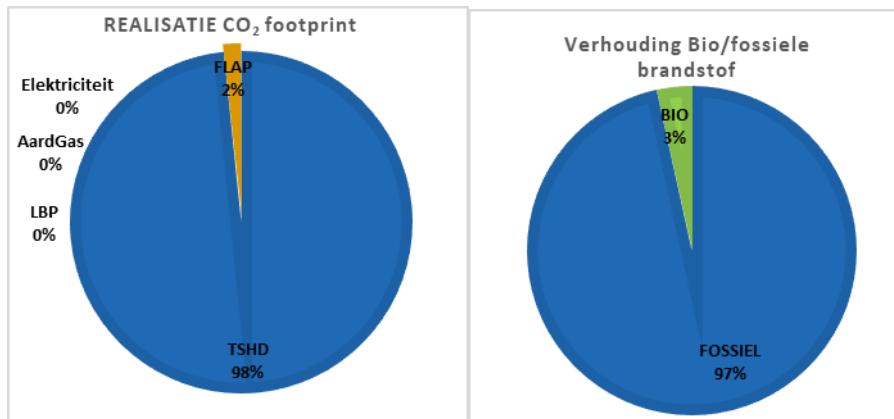


The total reference CO₂ footprint for this deployment period (Q1 – Q4 2024) is 28,951 **tonnes CO_{2e}**.

2.2.2 Actual project CO₂ footprint

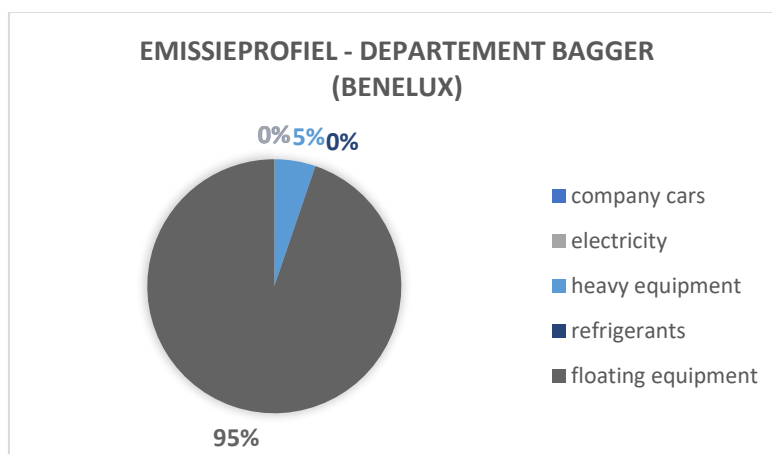
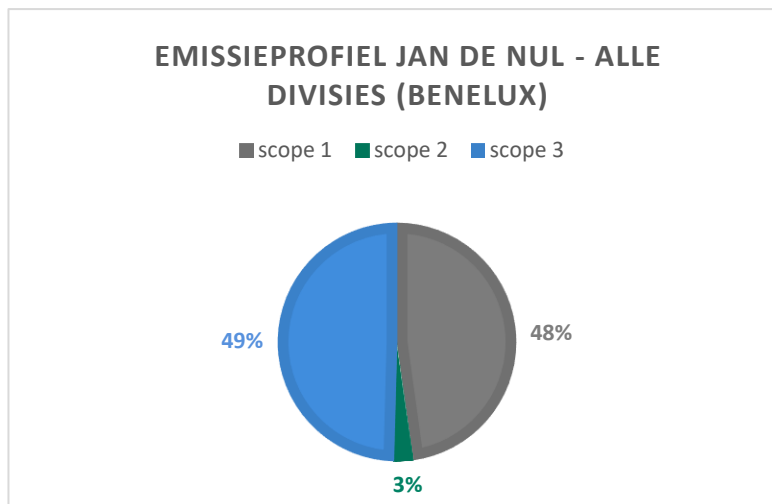
The actual CO₂ emissions amount to **24,508 tonnes CO_{2e}**, i.e. **15 % lower** than the reference CO₂ footprint and we achieved this through;

- Use of biofuels
- Operational optimisations



2.2.3 Comparison emission profile organisation – project

2.2.3.1 Organisation's emission profile



Significant differences:

- No scope 3 emissions for the project, compared to the organisation's emission profile for all divisions combined.
- The CO2 footprint of the project consists for 100% of emissions from vessels. This is consistent with the emission profile of Jan De Nul Benelux 2023, Dredging Division, where 95% of the footprint is attributable to dredger emissions.

3 Reduction

3.1 Measures applicable to this specific project

3.1.1 The office and jetty are powered by green electricity:

Groencheck – Is mijn groene stroom wel echt groen?

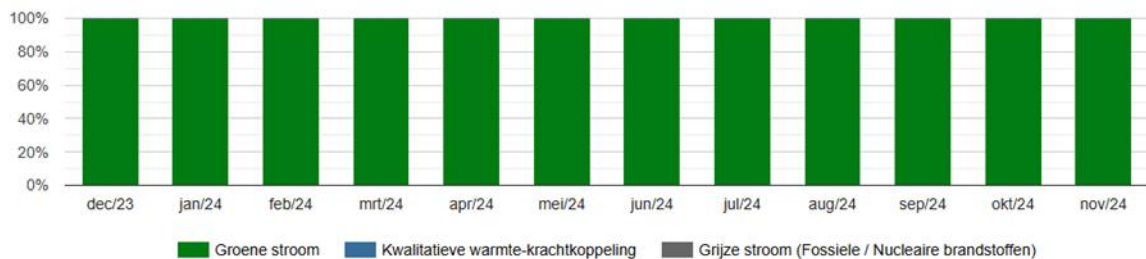
Uw EAN-code :

Overzicht

Land van oorsprong

Energiebron

Resultaat van uw opzoeking



100% Groene stroom in november 2024

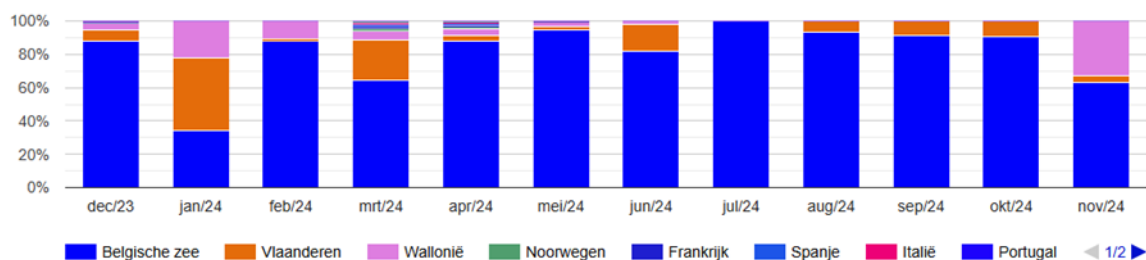
Uw EAN-code :

Overzicht

Land van oorsprong

Energiebron

Land van herkomst



Groencheck – Is mijn groene stroom wel echt groen?

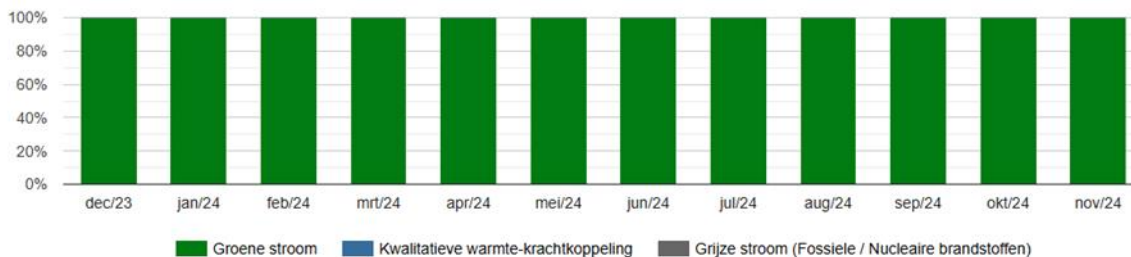
Uw EAN-code :

Overzicht

Land van oorsprong

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Resultaat van uw opzoeking



100% Groene stroom in november 2024

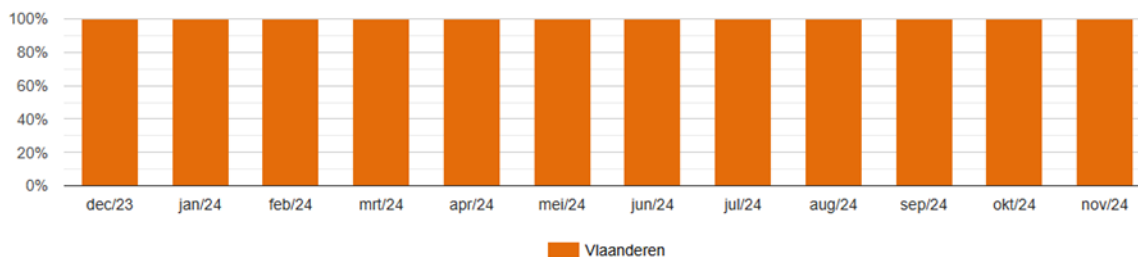
Uw EAN-code :

Overzicht

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Land van herkomst



3.1.2 Crew transfer vessel fuel

Due to Logistic and economic reasons, Biofuel will not be provided for the Crew tender. 100% Biofuel is not allowed by the engine manufacturer, maximum blend of 30% of biofuel is allowed.

4 Transparency

For the communication regarding CO₂ performances for the Benelux as a whole, please refer to the umbrella communication plan << CO2PL-Jan De Nul-3C2 –Communicatieplan>>.

Specifically for this project, communication about CO₂ performances is conducted both internally and externally. The form of communication, stakeholders, person responsible and frequencies are summarized in the tables below.

4.1 Internal

Communication form	Stakeholder	Person responsible	Frequency
Poster objectives	Project team	Project manager / site manager	Biannually
Project induction	Crew & Staff	Operator	At start of works
Toolbox	Crew & Staff	Operator	Biannually
Monthly report	Project team werf	Operator	Monthly
BNL Project meeting	Project team BNL	Operator	Biannually
Feedback in steering group	Steering group BNL BAGGER	Area Manager	6-weekly

4.2 External

Communication form	Stakeholder	Person responsible	Frequency
Annual Project Report	Client	Project manager	Annually
Publication of these project reports on the JDN website	Stakeholders	Project manager Energy & Emissions QHSE Advisor	Biannually*
Social media: LinkedIn, Instagram, Facebook	Stakeholders	Area Manager	Approx. 2x/project period

*Note: Biannual frequency is maintained as long as activities can be reported. If no activities take place during a 6-month period, there is no reporting.