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JAN DE NUL GROUP

AAPA – ROSARIO 2007



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AAPA presentation April 2007

- Short presentation of JAN DE NUL Group
 - History
 - Organisation
 - Fleet
- JAN DE NUL presence in America
- Dredging market today
- How to cope with future dredging needs



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Organization

- **Jan De Nul Group - Characteristics**
 - Since 1938 – 100% family owned company
 - In 1958 first dredging activities
 - Today : one of the leading dredging companies
 - Activities ranging from dredging, reclamation, offshore related dredging, marine construction, design, ...
 - Operating worldwide
 - **Dynamic growth of the dredger fleet**
 - Very modern fleet (avg age of hoppers < 10 yrs)
 - Top end of equipment in size and quality
 - In-house vessel design department
 - Fleet of abt. 130 auxiliary vessels (workboats – pontoons)



Jan De Nul Group – Companies

ENVIRONMENTAL	DREDGING & RECLAMATION				CIVIL WORKS & other
	MIDDLE EAST & AFRICA	ASIA	AMERICA	EUROPE	
JAN DE NUL GROUP					
				JAN DE NUL N.V. (Belgium)	
ENVISAN N.V. (Belgium)	Port Louis Mar. Corp. Ltd. (Mauritius)	JDN SINGAPORE Pte. Ltd. (Singapore)	HIDROVIA S.A. (Argentina)	DCR B.V. (Netherlands)	ERAERTS S.A. (Belgium)
MAV N.V. (Belgium)	JDN MAURITIUS Ltd. (Mauritius)	BISCAY Pte. Ltd. (Singapore)	Americana Sud de Dragados S.A. (Argentina)	SODRACO INT. S.A.S. (France)	CEMACO N.V. (Belgium)
ENVISAN Internat. Sprl. (Belgium)	Port Louis D Cy Ltd. (Mauritius)	JDN MALAYSIA Sdn. Bhd. (Malaysia)	Chile de Dragados S.A. (Chili)	JDN U.K. Ltd. (United Kingdom)	SCALDIS N.V. (Belgium)
RECYTER S.A. (Belgium)	Universal D&R Corp. Ltd (Mauritius)	P.T. IDROS (Indonesia)	Mex. de Dragados S.A. de C.V. (Mexico)	DMM S.A. (Luxembourg)	
	JDN DREDGING Ltd. (Mauritius)	JDN PHILLIPINES Inc. (Phillipines)	Serv. de Dragados S.A. de C.V. (Mexico)	VASCO S.A. (Luxembourg)	
	D&R JAN DE NUL Ltd. (Nigeria)	JDN INDIA Ltd. (India)	JDN Interamerica S.A (Uruguay)	JDN DREDGING N.V. (Belgium)	
	JDN Pacific Ltd. (Mauritius)	JDN AUSTRALIA Pte. Ltd. (Australia)		Vlaamse Baggermaatschappij N.V. (Belgium)	
		Malaysia Marine Services Ltd. (Malaysia)		CODRALUX S.A. (Luxembourg)	
				EDC S.A. (Luxembourg)	

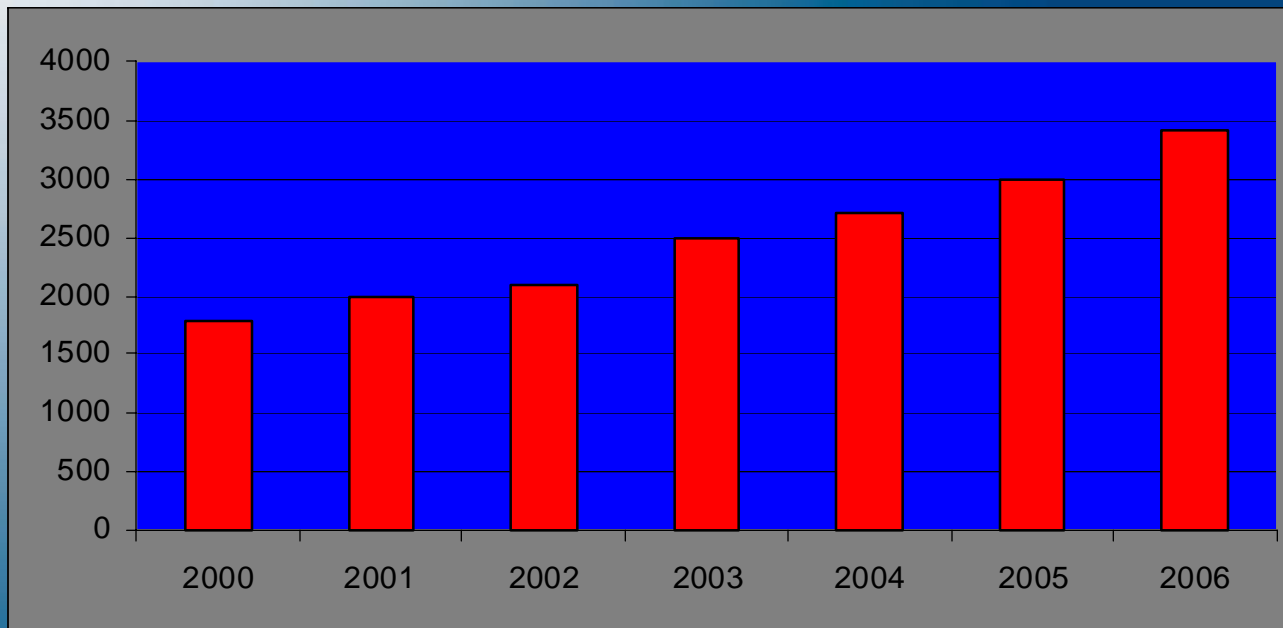
Financial

Profit & Loss Account					
In Million Euro	2001	2002	2003	2004	2005
TURN OVER	667	634	656	770	795
EBITDA	163	129	119	179	178
EBIT	102	64	58	83	84
NET RESULT	22	47	60	64	96
CASH FLOW	148	87	123	165	205

Turn Over in 2006 approx. 1,100 Million Euro
(+/- 1,500 Million USD)



JDN Employment



Total Employment World Wide > 3400

Total Employment Lat Am 450 (Argentina = 350)



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Main Vessel Types

Trailing Suction Hopper Dredgers

Cutter Suction Dredgers

Backhoe Dredgers

Side stone dumping vessels

Fall pipe vessel/deep mining vessel

Sea going self propelled split hopper barges



22 Trailing Suction Hopper Dredgers

• Mega Jumbo	46.000 m3	2008
• Mega Jumbo (Optional)	46.000 m3	2009
• Vasco da Gama	33.000 m3	2000
• Gerardus Mercator	18.000 m3	1997
• James Cook	11.750 m3	1992
• Juan Sebastian de Elcano	16.500 m3	2002
• Francis Beaufort	11.300 m3	2003
• Filippo Brunelleschi	11.300 m3	2003
• Alexander Von Humboldt	9.000 m3	1998
• yard nr 8023	7.500 m3	2008
• yard nr 8030	7.500 m3	2009
• Capitan Nunez	6.000 m3	1998
• Sanderus	5.338 m3	1968
• Francesco di Giorgio	4.400 m3	2003
• Taccola	4.400 m3	2003
• Manzanillo II	4.000 m3	1987
• De Bougainville	3.700 m3	2006
• James Ensor	3.600 m3	1980
• Amerigo Vespucci	3.500 m3	1986
• Nina	3.400 m3	1997
• Pinta	3.400 m3	1997
• Galilei 2000	2.339 m3	1980

Total hopper volume of JDN fleet
216,927 m3

(Inclusive of optional mega
jumbo 262,927 m3)

Note: Vessels in red are under construction for delivery in 2008
Vessels in black are operating in Central and South America



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8 Large and Medium Cutter Suction Dredgers

	Tot. Inst.kW	Yr Construction
• JFJ De Nul	27.240 kW	2003
• New CSD 23500	23.500 kW	2009
• New CSD 23500	23.500 kW	2009
• Leonardo da Vinci	20.250 kW	1986
• Marco Polo	16.115 kW	1979
• Vesalius	9.270 kW	1980
• Hondius	8.460 kW	2007
• Kaerius	8.460 kW	2007
• Ortelius	5.140 kW	1972
• Dirk Martens	2.380 kW	1972
• Hendrik Geeraert	520 kW	2006

Note: Vessels in red are under construction

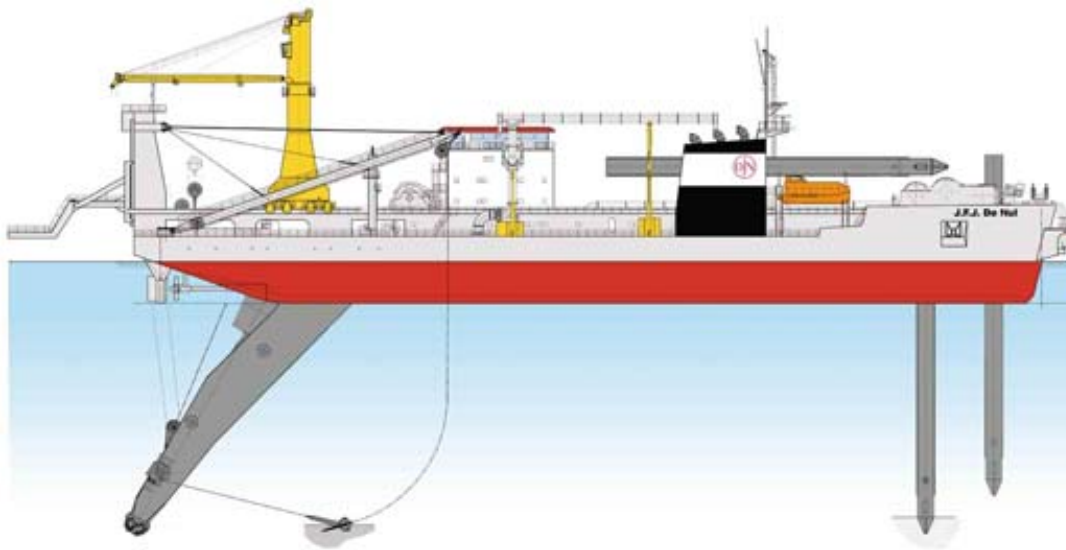
Vessels in black are operating actualy in Central or South America



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Cutter Suction Dredger J.F.J. De Nul



JFJ De Nul Self-propelled cutter suction dredger

Length overall	140,5 m
Length overdeck	120,5 m
Breadth	27 m
Depth	8,8 m
Draught	5,5 m
Dredging depth	35 m
Suction pipe diameter	1.000 mm
Discharge pipe diameter	1.000 mm
Barge-loading pipes diameter	1.000 mm
Cutterpower	6.000 kW
Submerged pump	3.800 kW
Inboard pumps	2 x 6.000 kW
Propulsion	2 x 3.800 kW
Total installed diesel engine power	27.150 kW
Speed	11,5 Kts
Complement	60 persons
Built in	2003



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JFJ De Nul



World's largest cutter suction dredger



Length: 140.5m • Breadth: 27m • Depth: 8.8m • Dredging depth: 35m
Complement: 60 persons • Total installed diesel engine power: 27.240kW



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4 Backhoe Dredgers

Name	Power kW	Year	max. depth	max. bucket
• Jerommeke	840	1994	22 m	11 m ³
• Il Principe	1.620	2005	30 m	19 m ³
• Backacter 1100 – 1	3.700	2007	32 m	40 m ³
• Backacter 1100 – 2	3.700	2007	32 m	40 m ³

Note: Vessels in red are under construction
Vessels in black are operating in Central or South America



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2 Side Stone Dumping Vessels

- Pompei
Vessel has Class I Dynamic Positioning capability
1750 Ton Carrying Capacity
- **JDN 8623 Under Construction**
Vessel with 6000 ton carrying capacity





- 1 Fall pipe vessel (under construction)

Jules Verne

Carrying capacity 16,000 tonnes

Maximum dumping depth 1700 meters

JULES VERNE
Dynamic Positioned Deepsea Mining Vessel

Length overall	191.30 m
Length between perp.	175.00 m
Width moulded	40.00 m
Depth to maindeck	12.00 m
Design Draught	7.50 m
Carrying capacity	24,000 tons
Cargo Volume	16,000 m ³
Power Main Generator Diesels	5 x 4,500 kW
Propulsion Power	4 x 3,300 kW
Bowthruster Power	3 x 2,000 kW
Accommodation	70 persons
Class Notation	I € Hull € Mach € AUT- UMS
Speed	15.5 Kn
Seabed Crawler	1,850 kW
Riser Pipe Booster Pumps	5 x 600 kW
Riser Pipe Diameter	300 mm
Planned Working depth	1700 m

WATERDEPTH 1700 M

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Self Propelled Seagoing Splithopper Barges

• Le Sphinx	3.700m ³	2007
• L Aigle	3.700m ³	2007
• L Etoile	3.700m ³	2006
• La Boudeuse	3.700m ³	2006
• La Guerrier	3.700m ³	2005
• Verrazzano	2.000m ²	1979
• Magellano	2.000m ³	1979
• Nijptangh	1.800m ³	1974
• Geelvinck	1.800m ³	1974
• Wezeltje	1.800m ³	1974
• De Bougainville	3.700m ³	2006
• Amerigo Vespucci	3.500m ³	1986
• Nina	3.400m ³	1997
• Pinta	3.400m ³	1997
• Galilei 2000	2.340m ³	1980

Vessels in yellow are TSHDs with barging capability



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Activities

- Dredging and Land Reclamation
- Offshore Services
- Marine Related Works
- Civil Engineering
- Heavy Lift Projects
- Environmental Projects
- Projects currently in execution in South/Central America
- Projects executed in Brazil



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Dredging and Land Reclamation

Capital dredging
Maintenance dredging
Reclamation works
Rock dredging in open sea
Beach replenishment
Environmental dredging



*Front view of CSD JFJ De Nul. Tot. installed kW 27.240
(6.000 kW on Cutter alone!!!)*



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ARGENTINA

RIO PARANA 1995 - 2013

Dredging and maintenance of the Rio de la Plata from the Ocean (Km 205) through the Canal E. Mitre up the km 584 of the Rio Paraná

Ministerio de Economía y Obras
y Servicios Públicos
Calle Hipólito Yrigoyen No. 250
Capital Federal Argentina
Coordinador General
de la Comisión de Seguimiento



Supervision	: Direccion Nacional de Vias Navegables
Contract value	: 1,300,000,000.- US \$ / 1,475,929,000 €
Equipment	: James Ensor, Marco Polo, Niña, Manzanillo, Capitán Nuñez, Kaerius, Amerigo Vespucci, ...
Concession	: dredging works, 800 bouys, toll
Soil	: sand, silt and clay
Volume - dredging	: 60,000,000 m3
- maintenance	: 24,000,000 m3/year
Dredging depth	: 27 - 36 feet
Commencement date	: 01.05.1995
Completion date	: 30.04.2013



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Dubai Palm Island - Palm Jebel Ali

2002 – 2006

CREATION OF 7 KM LONG ISLAND IN THE FORM OF
A PALM TREE PROTECTED BY A CRESCENT

Client

Palm Island Development (Nakheel); Dubai; UAE

Main Contractor :

China Railway, Engineering Corporation
Mr. Xu Taogong, General Manager
LOB 14239 Jebel Ali Free Zone
PO Box 17338 – Dubai UAE
Tel. : +971 4 883 3844
Fax : +971 4 883 3855

Contract value :

136,959,985 US \$

Equipment :

CSD Marco Polo, TSHD Alexander von
Humboldt, Nina, Amerigo Vespucci

Subcontractor :

Jan De Nul Dredging Ltd, Mauritius
(Member of Jan De Nul Group)

Soil :

caprock, sand, calcarenite, limestone

Volume :

70,000,000 m³
reclamation

Commencement Date : 05.2002

Scheduled Completion Date : 03.2006



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Offshore Services

Dredging of shore approaches

**Trenching for offshore pipelines
and outfalls**

**Sandwave levelling for
pipeline installation**

Pipeline stabilisation

Pipeline protection by rockdumping

Cofferdams, pipe pulling and tie-ins



*Shore approach trench dredging at Dunkirk
for Norfra Pipeline Installation*

Norway to France



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SAKHALIN RUSSIA

2003 – 2004

PHASE II – OFFSHORE INSTALLATION OF PIPELINES AND CABLES IN PILTUN, LUNSKOYE AND ANIVA BAY



Client

SEIC (Sakhalin Energy Investment Company Ltd,

Main Contractor : Saipem UK Ltd / Saibos CML

Subcontract value : 81.900.000 USD

Equipment : CSD JFJ De Nul, TSHD Cristoforo Colombo,

TSHD A. von Humboldt, TSHD G. Mercator, TSHD A. Vespucci,

SDV Pompei

**Subcontractor : European Dredging Company /
Dredging and Maritime**

Management (members of Jan De Nul Group)

Scope : Trenching and backfilling for pipelines

Installation of cofferdams for landfall(for resp.

4 & 2 pipes with cables at beach crossing

Soil : silty sand, hard clay, dense gravel, rock layers

Volume dredging : 5.000.000 m³

Dredging depth : 5.000.000 m³

Sheet piling : 2 x 250 m

Letter of Award : 23.12.2003

Commencement date : 15.04.2004

Scheduled Completion date :



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NORFRA

1996 – 1997

*NORFRA PIPELINE INSTALLATION PROJECT FRANCE -
FROM DRAUPNER TO DUNKIRK*

Presweeping in the offshore sector (300 km)

Landfall at Dunkirk (dredging, backfilling and civil works).

Cofferdam : sheetpiles : (Larssen) L2S/139kg/m²

Length : 520 m Width : 6 m

Client

Statoil

Den norske stats oljeselskap a.s.

Consulting Engineer : N/A

Contract value : 90,000,000.- US \$

**Equipment : Trailing hopper dredges "Gerardus Mercator",
"Galilei",**

"Amerigo Vespucci and "Cristoforo Colombo"

CSD : "Marco Polo" with Hopper dredges "Niña" and "Pinta"

Soil : sand, clay, gravel

Volume : 2,000,000 m³

Dredging depth : 0 to 45 m

Commencement Date: 01.11.1996

Completion Date : 01.10.1997





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Marine Related Works

Engineering and Construction

Quay walls

Docks

Sheet piling



*Quay wall construction at Verrebroek
Antwerp - Belgium*



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Civil Engineering

Concrete constructions

Earth works

Buildings

Sewers

Engineering



*Bowstringbridge,
removal of lock on the Upper Schelde*

Antoing - Belgium



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Heavy Lift Projects

Salvage and wreck removal
Heavy lift



*The 'Rambiz', a 4000 ton heavy lift vessel,
during construction of the 'Vasco da Gama'*

Portugal



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Environmental Projects

Water treatment
Environmental activities



Soil treatment of the 'Amerikadok' at Antwerp

Belgium



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- Projects currently under execution in South/Central America
 - Argentina
 - Hidrovia waterway concession 18 yr
 - Bahia Blanca maintenance entrance channel 5 yr
 - Puerto Quequen maintenance entrance channel 3 yr
 - Peru
 - LNG terminal in Melchorita
 - Uruguay
 - Montevideo entrance channel since jan. 2006
 - Construction of new 8,5 Ha container terminal
 - Colombia
 - Port of Buenaventura – deepening and maintenance port channels
 - Mexico
 - Port of Tampico
 - Nicaragua
 - El Bluff
 - El Salvador
 - Port of Cutuco construction of new terminal



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HIDROVIA S.A.



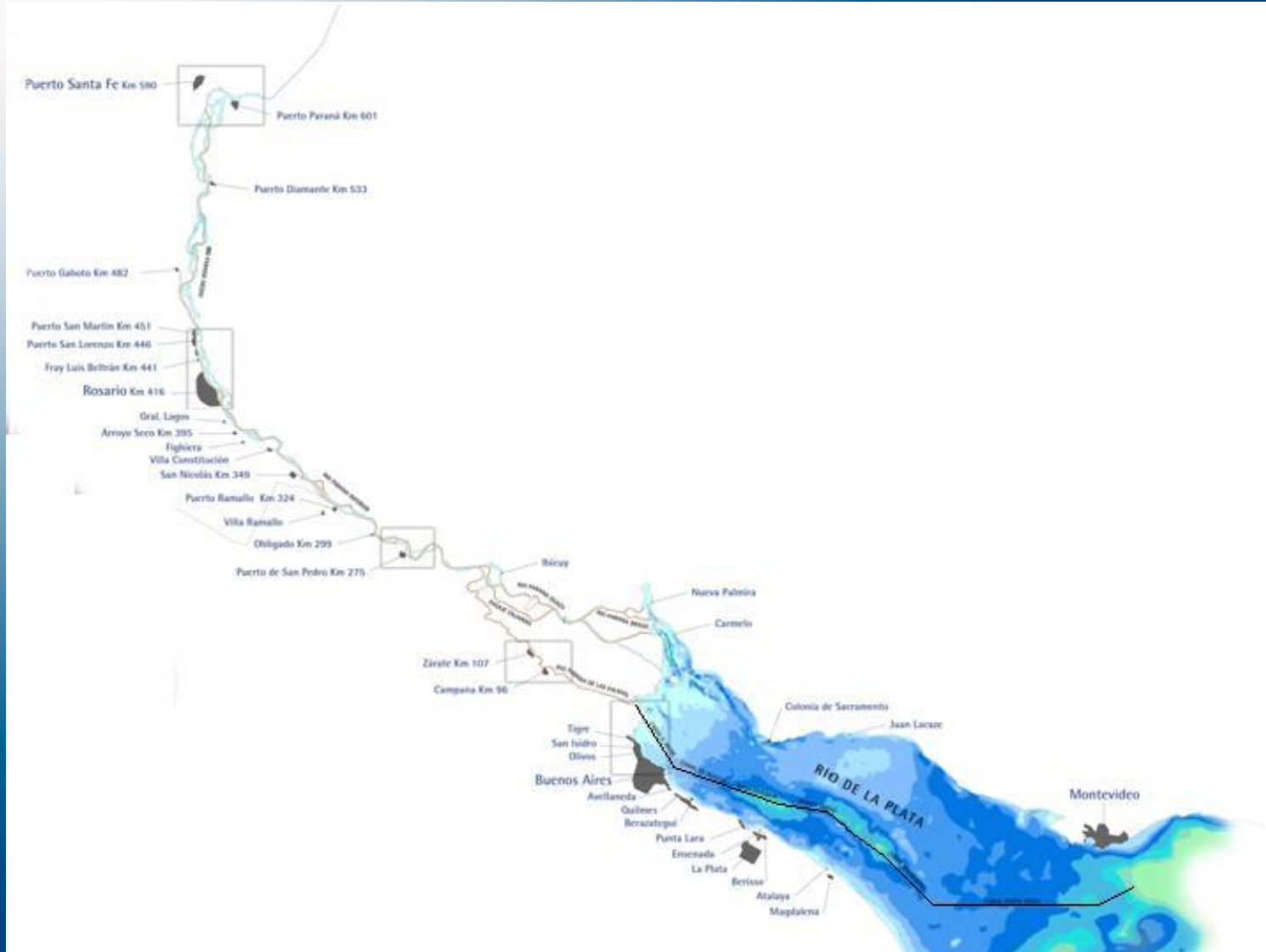


Hidrovia Waterway Concession

- Concession contract for 18 years (1995 – 2013)
 - Rio Parana and Rio de la Plata from Santa fe to the Atlantic Ocean
 - Mainly for oceangoing traffic, but also up-river barges profit from the waterway
 - 800 km of main waterway for Argentine exports (> 80% of export)
 - Risk of sedimentation and traffic level for contractor
- Description of the works
 - Capital dredging and installation of bouys in 1995-1996
 - Deepening works from 32ft to 34ft navigation
 - 800 km maintenance dredging – 20 á 24 million m³/year
 - Maintenance of the bouys and beacons
 - Toll system
- Advantages
 - Guaranteed depths and security all year round, 24 hrs
 - Stimulation of private sector for new investments (> 3.000 mill USD)
 - Strong growth of Argentine cereal exports (freight with low value/ton)
 - New productive projects become feasible



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HIDROVIA Waterway Concession

- Vessel movements : abt. 12.000 per year (only seagoing vessels)
- Cereals and derivates

	1995	2005	Growth
Area Fields	21 Mill Ha	40 Mill ha	90%
Production	40 Mill ton	70 Mill ton	75%
Exported via Hidrovia	21 Mill ton	45 Mill ton	114%
Export river/total country	70%	80%	
Total export Argentina	27 Mill ton	50 Mill ton	86 %

- Containers

	1995	2005	Growth
TEU movement Buenos Aires	750.000 teu	1.100.000 teu	47%



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- Dredging market today

- The demand for dredging industry has reached a very high level, which is foreseen to maintain for the next 2 to 3 years

- Mainly due to:

- Growth in global trade, resulting in:

- new larger trade fleet under construction
- need for more and larger infrastructure
- new ports, deepening of existing, extension programs
- ex. Panama Canal

- High demand for energy, high oil prices

- More LNG terminals,
- Off-shore projects at remote difficult locations

- Diversification of investment in the Middle East

- Large real estate projects
- Palm, Pearl, Scorpion ... islands



How to handle need for dredging

- **Construction of new dredges**
 - 2 to 3 year process, yard and engine building capacity problem, qualified personnel problem
- **Forsee future dredging need in time**
- **Involve the dredging industry during the planning or engineering phase**
 - Looking for better planning for dredging need
 - Adapting methods that fit in available plant
- **Maintenance dredging of ports, access channels:**
 - Long term contracts with guaranteed depth formulas
 - Examples: Bahia Blanca, Quequen, Hidrovia (Rio Parana)



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BAHIA BLANCA

- 5-year maintenance dredging contract
- About 80 km of access channel and all berths
- Monthly bathymetric surveys
- Guaranteed depths
 - Dredging by 2 yearly campaigns including overdredging for sedimentation allowance
- Monthly fixed cost for the authority
 - Independent from really dredged volumes



Thank you for your attention
Gracias para su atencion

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