



AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | SEPTEMBER 2011

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WHOSE RESPONSIBILITY IS THIS?

In Heumen, the Netherlands, Boskalis is working as a subcontractor in a project to build a sluice and channel. The one-and-a-half-kilometer-long work site borders on a residential area.



Loose 'No Entry' signs were stolen, so Boskalis has now set them in concrete.

"We're actually working in what used to be the local schoolchildren's playground", explains Project Manager Marcel ter Wengel. "The main contractor wanted to fence off only part of the site, but with NINA in mind we felt that wouldn't be enough. Just putting up a 'No Entry' sign, definitely won't keep children off the site. So we said, 'if you don't put a fence up, we will'. NINA teaches you to take responsibility for the situation, even if the formal responsibility is someone else's". The main contractor has since fenced off the entire site.



ZERO ACCIDENTS TEAM

More and more projects are beginning with a NINA start-up meeting. Spending a morning or afternoon with the project team and possibly the client and the subcontractors is extremely useful. Everyone signs the jointly formulated objectives and communication is a lot smoother. Louw Dekker, Project Manager on the Harbor Channel Dredging Project in Sydney (Canada): "Everyone is more involved in the entire project, instead of being focused only on their own part of the project. One of our NINA objectives is to conduct a weekly inspection tour on the entire project with a multidisciplinary 'zero accidents team' consisting of people representing the client, the subcontractors and ourselves. That really helps to improve the cooperation."

Go to www.boskalis-nina.com to read the entire article.

FEEDBACK GIVES DRIVERS CLEAR VIEW

The Grensmaas Project in the Netherlands included the extraction of gravel, which meant that a covering layer of soil had to be removed first. In one place, the soil had to be dug out so deep that the dumper drivers were driving around in a real maze of pathways and they had no overview over the entire situation.

"We tried to tackle this safety problem by installing a mirror at the crossroads, but this turned out to be insufficient", explained foreman Jochem Hoedemaker. "At the next toolbox meeting I asked the drivers how they would solve the problem. That was how the idea came up of digging out a layer of soil all around so that they could see over the top once again. So that's what we did and the drivers now have a clear view again."



Dug-up soil allows drivers to see the traffic once again.