

The Boskalis flag flies proudly on numerous projects throughout the world. Cohesion makes a selection from recently-launched projects and projects in the pipeline.

Spotlight on new

Boskalis projects

Acquired orders

CUYUTLAN, MEXICO

Start: 5-7-2010
Duration: 51 weeks
Client: SCT-Direccion General de Puertos
Description: Second phase of the dredging operations in the lagoon of Cuyutlan, creating a new access channel and a new basin for an LNG Terminal.

COATZACOALCOS, MEXICO

Start: 10-8-2010
Duration: 24 weeks
Client: Api Coatzacoalcos, S.A. de C.V.
Description: Maintenance work amounting to 1,000,000 m³ in the operational sections of the port of Coatzacoalcos (entrance channel, harbor basin and quay walls). Additional dredging work amounting to 550,000m³ in the Pajaritos Lagoon. The material will be dumped offshore at a distance of 6.5 nautical miles.

UPPER ZAKUM ISLANDS, UNITED ARAB EMIRATES

Start: 15-8-2010
Duration: 14 weeks
Client: Zadco
Description: Supply of sand for the construction of four artificial islands off the coast of Abu Dhabi.

MAINTENANCE WORK, BARROW, UNITED KINGDOM

Start: 18-8-2010
Duration: 3 weeks
Client: Associated British Ports
Description: Extension of the existing maintenance contract amounting to a total volume of 400,000m³.

CAPE LAMBERT, AUSTRALIA

Start: 1-9-2010
Duration: 12 weeks
Client: Hammersley Iron / Rio Tinto
Description: Charter agreement for the self-elevating platform 'Sirius' with Hammersley Iron / Cape Lambert (Rio Tinto).

OZAMA RIVER, DOMINICAN REPUBLIC

Start: 1-9-2010
Duration: 4 weeks
Client: Sans Souci Port SA
Description: Maintenance work in the Ozama river for the Sans Souci terminal.

VÄSTERVIK, SWEDEN

Start: 1-9-2010
Duration: 12 weeks
Client: Sjöfartsverket
Description: Deepening and widening of the channel to the port of Västervik. The work will comprise a volume of approximately 80,000m³.

PORT EXTENSION AND MAINTENANCE, ANGOLA

Start: 1-9-2010
Duration: 178 weeks
Client: Angola LNG Ltd
Description: Boskalis has been awarded a contract for the capital and maintenance dredging of the Soyo LNG port in Angola. The client is Angola LNG Ltd. Work has commenced in September 2010, with capital dredging to be completed by mid-2011. The contract includes an optional maintenance contract running from early 2012 to early 2014.

The capital dredging work includes the deepening and widening of the 4.5 km access channel and port basins, and the removal of approximately 11 million cubic meters of sand and clay. The project will be executed with medium-sized hoppers. Besides dredging, Boskalis will also conduct a wide array of marine services ranging from installing and managing navigation aids through to hydrographic and land surveying activities for the client. The project emphasizes the strong demand for infrastructure to meet growing energy needs. Boskalis also executed the initial capital dredging and reclamation works for the new LNG port on behalf of Angola LNG Ltd in 2008.

PEARL JUMEIRAH, UNITED ARAB EMIRATES

Start: 10-9-2010
Duration: 4 weeks
Client: Meraas
Description: Charter of backhoe Rocky for 50,000m³ of trench dredging close to Dubai dry docks.

HAMBURG, GERMANY

Start: 13-9-2010
Duration: 7 weeks
Client: HPA Hamburg
Description: Project for protecting the bottom and slope in Kattwyk harbor, Hamburg.

CHIAPAS, MEXICO

Start: 13-9-2010
Duration: 13 weeks
Client: API Puerto Chiapas, S.A. de C.V.
Description: Maintenance work in the entrance channel to the port of Chiapas. The material will be dumped offshore at a distance of 1 nautical mile.

AVILES, SPAIN

Start: 13-9-2010
Duration: 4 weeks
Client: FCC
Description: Drilling and blasting works in granite for 80m trench in the port of Aviles. Boskalis subsidiary Rockfall will execute this project.

KULHUFUSHI, MALDIVES

Start: 15-9-2010
Duration: 3 weeks
Client: Government of Maldives
Description: Land reclamation project near Kulhufushi in the Maldives.

LA PALMITA, MEXICO

Start: 17-9-2010
Duration: 23 weeks
Client: SCT Direccion General de Puertos
Description: Maintenance dredging in access channel to a width of 40m over a distance of approximately 3 km. The material will be dumped on shore at a distance of approximately 1 km.

DOS BOCAS, MEXICO

Start: 20-9-2010
Duration: 13 weeks
Client: API Dos Bocas, S.A. de C.V.
Description: Maintenance dredging in the access channel leading to the harbor to a width of 100-125m and a depth of 11.5 m. The material will be dumped in the eastern section of the harbor basin.

FORTALEZA, BRAZIL

Start: 22-9-2010
Duration: 7 weeks
Client: SEP
Description: Sub-contract for dredging work in the access channel to

the port of Fortaleza over a length of 15 km, a width of 100 m and a depth of 14 m. The material will be dumped offshore at a distance of 10 km.

LE HAVRE, FRANCE

Start: 15-10-2010
Duration: 5 weeks
Client: Grand Port Maritime du Havre
Description: Dredging the entrance harbor near the new locks at Tancarville.

SOUTHAMPTON, UNITED KINGDOM

Start: 1-11-2010
Duration: 3 weeks
Client: Associated British Ports, Southampton
Description: Dredging for berth pockets in front of quays 205, 206 and 207. The design depth will be a maximum of 15.0m.

HARWICH, UNITED KINGDOM

Start: 1-1-2011
Duration: 156 weeks
Client: Harwich Port Authority
Description: Extension of the contract for maintenance dredging work for 2011-2013.

TANGIERS, MOROCCO

Start: 1-1-2012
Duration: 20 weeks
Client: TMSA
Description: Reclamation works for phase I of the extension project in the harbor of Tangiers. The work will comprise the rainbowing and pumping behind the quay wall of material borrowed offshore.

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Suggestions

If you have any suggestions, please get in touch with the Communications Dept.

This is an English translation of the Dutch release. In the event of any disparity between the Dutch original and this translation, the Dutch text will prevail.

Lamalco Australia inaugurates the 'Griffin'

Lamalco Australia recently started working with a new ship: the 'Griffin', an offshore support vessel (OSV) of the Rampage 5000 class designed by the Canadian company Robert Allan Ltd. The Chinese yard Greenbay built the ship, which is 49.5 m long. The Griffin's engine power is impressive, and she can take on 671 m³ of fuel and 130 m³ of water. There is room on deck for loads of 200 tonnes. Her 'free running' speed is 13 knots. Lamalco is a 50% Boskalis subsidiary with operations in more than 15 countries across the globe. The company is the global market leader in the area of maritime and terminal services for the oil and gas sector. The Lamalco group has more than 120 vessels.



SAFETY TALK



NINA IN PRACTICE

MORE AND MORE COLLEAGUES ARE FOLLOWING THE NINA COURSES, LEARNING WHAT THE VALUES & RULES MEAN FOR THEM. TOGETHER, THEY DISCUSS THE DILEMMAS THEY MAY COME ACROSS IN PRACTICE AND HOW THEY SHOULD TACKLE THEM. COMMITMENT AND BACKUP FROM THE MANAGEMENT ARE OF ESSENTIAL IMPORTANCE. THERE HAVE BEEN A LARGE NUMBER OF COURSES SINCE THE LAUNCH ON 15 JULY. SOME FIRST IMPRESSIONS.

'NINA'S NOT JUST A QUESTION OF TICKING BOXES'

CHRISTIAN SCHÜTTE, NINA TRAINER FROM AMI CONSULTANCY



'The core of NINA is yourself. Do I think this situation is safe for me and my colleagues? If not: what should I do about it? If you have to step over on to a ship and you see that somebody is not at all happy with the situation, what do you do? Do you just let things go? Or do you step apart from the group and advise that person not to do it? That takes nerve. A very different type of

nerve than is usual at Boskalis, with its "can do" mentality. Even so, this is the road ahead: people who dare to talk about things, to bring them up for discussion and to act accordingly are the new Boskalis heroes. Dilemmas of this kind crop up in every course. There are a lot of things you do at work without thinking. That's why it's important for somebody to draw your attention to them. That's what we mean by "giving feedback". In that way, we can show that NINA is the key to how we approach one another at work. And that is an ongoing business. NINA's not just a question of ticking boxes.'

'NINA GIVES ME A FIRM FOOTING'

GERBEN SWAN, THE CAPTAIN OF THE QUEEN



'The NINA values give me a firm footing. Everybody supports them and that makes it easier to talk about things in the company. At one time, if there was damage to the ship, I had a feeling that the shore organization expected me to get it repaired as quickly as possible, whatever it took. And for us, it was a question of pride to get the job done. NINA teaches you to step

back and take a look at the safety side. NINA is the formal expression of the unwritten law that safety is paramount. Feedback is an important value. But employees from the Philippines aren't likely to turn round and tell me "I don't think it's safe". That demands effort and time. We have daily pre-meetings and weekly toolbox meetings here and so it is becoming natural to talk about safety. Gradually, crew members from other cultures are starting to have the confidence to raise their hands. I think real progress has been made there.'

'I THINK THE FEEDBACK VALUE IS REALLY POWERFUL'

HANS BOENDER - MIDDLE EAST BUSINESS UNIT MANAGER



'NINA gets you thinking about your own role. My conduct on the workfloor is important for myself, but for my colleagues too. We can only improve safety by working together. That's why I think the Feedback value is really powerful. For me, NINA will be a success if crew members or landfill workers come up to me and tackle me

about safety. What we're talking about here is an enormous culture change that will continue to demand our attention. As a senior manager, I attended several courses to emphasize my involvement with NINA. I will be continuing to do that: just talking to people about safety. And about the dilemmas that the NINA values can lead to. And to state my commitment. That's the advice I give to everybody: keep the lines of communication open!'

'NINA IS THE FOUNDATION UNDERLYING OUR SAFETY POLICY'

JARMO YLETINEN, FINLAND COUNTRY MANAGER



'NINA is about everybody's conduct on the workfloor. That is the foundation underlying our safety policy. It's the only way of cutting back the number of accidents. So I expect 100% commitment from everybody. For me, for example, that means going to the ships and projects

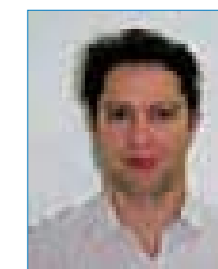
to talk about how important NINA is. We have to get this on to everybody's day-to-day agenda. If we do, I'm convinced that NINA will help us to get our accident rate down even lower.

In general, our clients here are not very strict about safety. So it has to come from us. At the same time, that's the only way really. Because safety at work isn't

something that you should do because clients want you to, but because you want your colleagues to go home safe and sound.'

'MY ROLE IS CHANGING'

ALAIN VANDECRANEN, SHE-Q FACILITATOR



'The strength of NINA is that she gets everybody involved: safety is no longer just a question of rules and procedures; it requires a change in our safety conduct. The result is that our role as SHE-Q managers is changing. We are no longer leading the way, but creating the conditions in which the people themselves will have safety at heart.

The pilot NINA DO-IT course included debates about safety statements. Initially, a lot of staff were very black and white in their thinking. But gradually, I saw people shifting to positions that were more in the middle. So NINA can certainly bring about a genuine culture change. SHE-Q managers used to find themselves confronting people; now I see real teamwork taking shape.'

Want to know more about NINA? Check out www.boskalis.com-nina.com. And don't forget the back page of this issue of Cohesion. With personal accounts from colleagues explaining what NINA means to them. And comments from the course. What is your commitment to NINA?

STATUS OF THE NINA-COURSES

An overview of the number of participants who have now attended one of the NINA courses, including the training abroad.

NINA SHE-Q Facilitator Training	36
NINA Senior Management Training	42
NINA Risk Assessment Training	27
NINA Management Training	226
NINA DO-IT Training	89
NINA DO-IT Workshop	29



SAFETY STATEMENTS



This requires a true 'walk the talk' approach, with visible leadership and close interaction with the project team.

Niels Asjee

Use rules as tools but work from the values.

Jerom Tazelaar

We all have to join in our effort to make it into a success.
Willy Hofman



I want to believe that you believe in NINA, and correct me if I am wrong. - Wim Leutscher

For me NINA means looking after the safety of yourself and others. And taking time to identify the risks in your daily work and make everybody aware of them.
Hilbrand Druiven

A new policy with new values is a new challenge for all colleagues.
Cur Zwaan

Turn NINA into common practice!
Hetty Deelen

It's always 'safety first' for me and my colleagues - just as I would protect my children! - Marc Boer

NINA encourages me to consciously think about safety when designing new equipment for the fleet. - Arjan Tants

I believe that we can only work safely if we share the same set of NINA values and put them into practice. - Michel van Oudenaarde

Be a leader in safety matters. Never compromise on safety. Create safe and sound working conditions - always. Never stop learning, correct and be corrected.

Dirk van Uden

NINA creates winners.
Ard van der Heide

NINA also stands for New Inspiration New Attitude.
H. Bavinck

Safety is improved by personnel themselves rather than by the company. Safety has to become a way of life. - Armina van der Bosch

NINA means not safety and help others to not and be safe as well. - Alex v. Wingenda

I welcome any colleague looking to discuss safe working issues and will provide adequate support. - Philip Jan Staver