

NINA NO INJURIES NO ACCIDENTS AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | JULY - AUGUST 2014

SHARING EXPERIENCES WITH SUBCONTRACTORS

Positive responses to annual NINA follow-up sessions.

Each year the technical department of Boskalis Nederland organizes NINA follow-up meetings in small groups for all regular subcontractors and suppliers. Wim Hokken, Head of Technical Department Floating Equipment. "For them, NINA is like a breath of fresh air: being invited to think about how the job can be done more safely. The subcontractors themselves are the ones who ask us to repeat the sessions every year."

LEARNING FROM EACH OTHER

Each session focuses on the latest safety developments at Boskalis. The participants are asked whether they recognize this scenario, how their workers feel about on-site safety and what improvements they think are feasible. Wim: "We strongly emphasize the fact that we do not see their

feedback as a complaint, but as an opportunity to make progress. Now, people are starting to feel more comfortable talking about their experiences and asking questions. They also talk about safety developments in their organization. That's how we learn from each other. One concrete example was the request for an

e-learning program about safety for contracted workers. In the Technical Department we are very pleased with these annual sessions. They are an effective way to get people involved, which is necessary if you want to improve on-the-job safety, because no one does that alone; you have to do it together."



| NINA follow up meeting for suppliers

SAFETY FIRST ON THE FAIRWAY

The Fairway has been rebuilt completely in Singapore. Part of this huge operation was bringing the ship up to the Boskalis safety standard. Quite a challenge!

Second mates Kaupo Laanerand and Vytautas Mogenis have been working hard to glue all stickers at the various locations. "It must be thousands", says Vytautas. "We have NINA posters, safety warnings, arrows, et cetera." It was the final phase of the safety plan they worked out with their relievers Eric Meulman and Anton Zaytsev. Kaupo: "The required amount of work needed to bring the Fairway up to the contemporary safety standard was underestimated at first. We had a new ship with a heritage from the old Fairway: licenses were expired, safety signs gone,

brackets removed, accesses obstructed. We worked on regulations as well as practical issues, like developing new brackets for fire boxes to improve the visibility and accessibility. The technical standard helped us a lot. For example we checked the material and steepness of all staircases. In case alterations were not possible we looked for other ways to improve safety, like anti slip paint and warning signs to descend backwards."

TEAMWORK

It has been a good experience to be involved in safety this way, says Kaupo: "We now know every corner of the ship, every safety standard, all regulations that apply. We learned about safety, about how to carry out the message, about

teamwork: we could not have done this without the input of all team members. From the head office to our engine room and bridge: everyone co-operated."



| Vytautas Mogenis (left) and Kaupo Laanerand