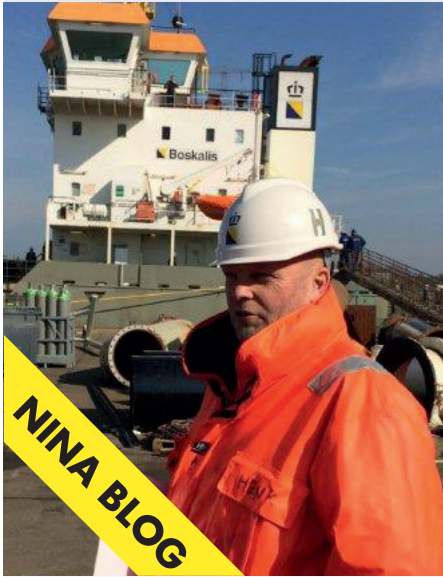


NINA NO INJURIES NO ACCIDENTS AT WORK

A SELECTION OF DIFFERENT EXAMPLES FROM THE EVERYDAY EXPERIENCE OF BOSKALIS | MARCH 2016

COMPROMISING TO LOOK OUT FOR EACH OTHER



Henk Kuiper, captain of the trailing suction hopper dredger, the Shoalway

"We have a crew of eight men, which can get intensive. Looking at safety issues, we comply with everything based on NINA. But it's a challenge; with so few men, constantly watching out for each other. You have to

divide your attention: as 1st skipper you not only have to pay attention to the traffic, but also to the suction head and the pipe, where the 2nd mate is working after the dredging: is everything OK? Experience is a prerequisite for working safely with such a small team.

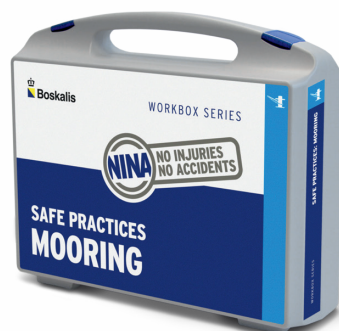
A happy crew is my priority. I try to do my bit by always being there to support them. And the other way round is true, too: my men are always available. I only have to give a shout and even the cook and the engineer are ready to help where they can. We're a close team. We all know we can't do without each other, which makes you really care about your colleagues. The night watchman visits the engine and pump rooms alone at night and if no one's heard anything after half an hour, we call him on the radio. If he doesn't respond, the 2nd mate checks if something's wrong. Even if that means dredging has to stop for a while."

NEW: WORKBOX MOORING

In February, Board Member Theo Baartmans introduced the Mooring Workbox: "One wrong maneuver while mooring or unmooring can have a huge impact. Eliminating these risks is therefore a top priority."

The Mooring Workbox combines technical information (properties of winches and clusters, the force needed to exceed their breaking point) with awareness (monitoring risks and sharing experiences) and knowledge of safety measures (choosing a safe position, communicating, signaling). The Fleet departments in the Dredging and Offshore divisions are going to roll out the

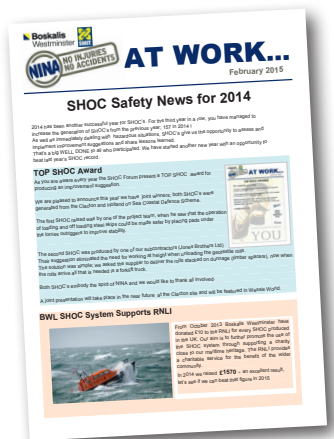
workbox across the entire central fleet. Special trainers' teams have been put together for this purpose, with their own captains. Roll-out within the local fleet in the home markets will follow via SHE-Q.



ACTIVE SHOC CARD POLICY IN UK

The SHOC card is an important tool for addressing dangerous situations. It is designed to encourage all parties to take responsibility for their actions. How can we encourage the correct use of SHOC cards?

Stuart Huth, SHE-Q officer in the UK: "On a number of projects the SHOC system is identified as a NINA goal. It gives a sense of 'we are all in this together and we can make a difference'. To make it work, people should receive suitable guidance to ensure there is a benefit to the information they provide. And it is important to give feedback to the issuer of the SHOC card and thank him for it.



Not all SHOCs can easily be solved at project level. Therefore the SHOC Forum was originated, consisting of senior members of Boskalis Westminster, who can influence policy. We look at trends and share lessons learnt in our NINA at Work bulletins. Over the years the number of SHOC cards has increased. We see more SHOCs on behaviour - lately, a significant number on the behaviour of subcontractors' employees. And the number of positive SHOCs has also increased, including from our clients."

Nice to know: for every completed SHOC card, the UK organization donates £10 (€12.50) to the RNLI (Royal National Lifeboat Institution).