



AT WORK

A FEW EXAMPLES OF THE CHALLENGES BOSKALIS FACES ON A DAILY BASIS | APRIL 2011

NINA ARRIVES IN BRAZIL!



Every detail of NINA was given undivided attention at the PDET Rock Installation project. The values and rules were translated into Portuguese and hung up in all the drivers' trucks, which were used to transport approximately 200,000 tonnes of stone from the mine. With NINA in prominent view, the drivers' attention was firmly and continually focused on 'safe driving', this year's safety theme within Boskalis Offshore. Read the full article here: www.boskalis-nina.com

ALTERNATIVE SITE ROAD AFTER FEEDBACK FROM DRIVERS

Boskalis is working on an extension of the A5 motorway in the Amsterdam area. One of the site roads had been surfaced with a layer of mixed granulate. "In wet weather, the tyres destroy the surface, turning it into a slushy mud that offers little grip and no support for the vehicle." We are talking to Marco Horden, who, along with his colleagues, reported this problem to the site foreman on several occasions. When the thaw set in in January and the situation worsened, Marco called general site foreman Walter van de Reep and told him that it was no longer safe to drive in these conditions. A crane was used to remove the turf from an adjacent embankment on the very same day and the drivers switched to this alternative route.

LESSONS LEARNED WITH NINA: REPORTING GET RESULTS!

Marco Horden. "During the NINA course, you are taught that you must report unsafe situations. If people don't listen, you have to go above their heads. That does cause a bit of a stir, but we're happy with the result."

Site foreman Evert Lobstein. "At the beginning of the project, we decided against asphaltting the road because of the expense. My NINA insight: don't automatically choose the cheapest solution when you can create better working conditions by spending a little more. Something else to consider: if the road surface had been of a better quality, we could have driven at 30 km/h instead of at walking pace."

CHIEF ENGINEER CEES DUBBELAAR ON THE MODIFICATION TO THE CORNELIS ZANEN: PRE-START MEETINGS AND A STEP-DOWN PROCEDURE MAKE FOR A SAFER WORKPLACE



"A degassing system had to be built into the pump chamber in Namibia. Eighty people were all working on the job at the same time. The danger is that everybody works in isolation when you are that busy. For example, the only stairs between the pump chamber and the deck were crammed full of welding and power cables in next to no time on the very first day. You had to dig down to find the individual steps. An accident waiting to happen! So we put up hooks that everybody could use to hang their cables. With a bit of coordination and consultation, you can soon make the workplace safer. That's why we appointed an HSE officer as the first point of contact. And we introduced a 'step-down' meeting that was held every morning: how neat and tidy is the workplace? What are we going to do today and how can we improve safety? The 'step-down' works really well in my opinion."

The modification was completed successfully in the allowed time without any accidents.

Projeto de Instalação de Rochas

JORNAL ROCK INSTALLATION

DPFV Sandpiper – Meta: 17 mil toneladas
Goal: 17 thousand tons

O Consórcio Boskalis Internacional by & Van Dord Offshore by está em constante processo de melhoria da execução da operação, visando alcançar a capacidade de carregamento total do navio DPFV Sandpiper: 17 mil toneladas. Na última operação, realizada no dia 17/2, foram carregadas 16 mil toneladas. A próxima atracação está programada para sábado, dia 12/2.

The Consortium Boskalis International by & Van Dord Offshore by is constantly improving the execution of the operation, to get the full capacity of loading of DPFV Sandpiper: 17 thousand tons. In the last operation we loaded 16 thousand tons. The next operation is programmed to Saturday 12/2.

Entre a mineradora e o porto

In the way from the quarry to port

Caretas da Tronpedra e da Floresta transportam por dia 2 a 3 mil toneladas de brita, da Mineradora Brasitália para o Porto de Capua. Ao realizar o trajeto, os motoristas enfrentam potenciais riscos como: engarrafamentos, obras e buracos na pista.

Segundo o Técnico de Segurança do Consórcio, Daniel Correia, antes de realizar a viagem os motoristas devem preencher uma lista de verificação para comprovar as condições dos veículos, além de participar do Diálogo de Segurança.

The trucks are transporting between 2 and 3 thousand tons of rock from de Quarry to the port of Capua. In the way they pass potential risks, the traffic jam, road works and bad conditions of the paving.

According to Daniel Correia, Safety Officer of the project, the drivers have to participate daily to the Risk briefing, and also make a check list to verify the conditions of the vehicles.

Zero acidentes

No accidents

As ações de conscientização com os motoristas resultaram em mais um mês sem acidentes.

The prevention about safety that are presented daily to the drivers, result of the reports, more without accidents.

Fatores de risco no trânsito

Risk factors in traffic

- Atenção aos pedestres: Cuidado especial com as crianças no entorno das vias.
Pedestrians the drivers must pay attention to the children all round the road.
- Intenso fluxo de veículos: Atenção com as motos. Sempre aplique as regras de direção defensiva.
Heavy flow of vehicles: Special attention to the motorcycles. Apply the defensive direction rules.
- Obras em andamento: Os motoristas devem estar atentos em caso de engarrafamentos.
Road works: the drivers have to be patient with the traffic jam.
- Buracos na pista: As más condições das vias podem ocasionar acidentes e avaria nos veículos.
Bad conditions of the asphalt: This can cause accidents and damages for the vehicles.
- Atenção! Obedeça a sinalização de trânsito no trajeto e nas dependências da mineradora e do porto.
Attention! Always follow the traffic signalization on the way from the Quarry to the Port, and to internal area.

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