

# NINA NO INJURIES NO ACCIDENTS AT WORK

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

## WORKING SAFELY IN UNSAFE REGIONS



**Alwin van den Bosch, Tender & Proposal Manager Area West**

How can we ensure our colleagues can work safely in an unsafe region? In our area we are facing for instance drug related crime in Mexico and criminality in the northern ports of Peru (Talara and Paita). This asks for a special preparation. Often we team up with organizations such as 'Control Risk', to assess the local risks for our fleet and people working ashore and identify mitigating measures needed. To give some examples: on the project in Talara we put extra locks on the doors of the Coronaut, installed extra lights and hired a watch boat to scare off possible intruders.

For high risk areas such as Lazaro Cardenas in Mexico a security protocol is written, containing general behavioural guidelines, an overview of unsafe regions and

recommended routes for the transport of personnel to and from the site. Keeping a low profile also helps: our office in Tuxpan, Mexico, doesn't have any flags or recognizable symbols.

Finally it is important to inform everyone at all times, so all employees know where they stand and can take into account that requirements here are more strict than elsewhere. That is why 'security' is an important subject in each kick-off meeting and induction. It is our experience that being open about this subject does not instigate fear. On the contrary, it gives people the feeling the risk is being taken seriously and that they can work safely.

## ARIS CAMERA: SEE WHAT OTHERS CAN'T!

**Dredging works in the harbour of Portsmouth required the assistance of divers. At the same time one of the NINA goals was to minimize diving operations. The team came up with an idea to realize this. Gerrit Jan van den Bosch, Project Manager Boskalis Westminster Limited, UK, shares this good practice.**

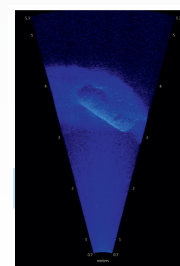
"In the dredge area many hundreds of obstructions have been located. We decided very early on we would need to use a diving contractor to assist us with the removal of these obstructions. As Portsmouth harbour was heavily bombed during World War II, each obstruction has to be inspected to make sure it is not a UXO ( Unexploded Ordnance ). So we knew this operation would be challenging and time-consuming. Thinking about ways to improve safety and efficiency one of our colleagues from Boskalis Hirdes suggested to use the ARIS camera, which is an underwater sonar device, for the identification. The camera can "see" what's going on in dark and turbid water. This enables us to continue working in zero visibility conditions."

### HOW DOES IT WORK?

"After making sure it was safe to use the device in the water with the diver around, we tried to see if it would work. The procedure: first we inspect an obstruction using the camera. Our UXO expert on board the crane barge assesses the obstruction from the footage. If it is suspected to be a UXO, a qualified UXO diver is deployed for further inspection. For all other non UXO obstructions there is no need to send the diver into the water. We further use the camera to guide the diver straight down to the obstruction, which otherwise would take a considerable amount of time due to the poor visibility on the sea bed."

### BENEFITS

"One of our NINA Goals for the project was to minimize diving operations, and by using this method we have. We have also reduced the diver's time in the water significantly, thus making the hazard and risk to the divers smaller. In addition we can investigate more targets efficiently and safely."



| ARIS camera 'sees' possible UXO

| Divers in Portsmouth

