

PROJECT SHEET

SURINAME RIVER DREDGING PROJECT
2022

BOSKALIS

Boskalis is a leading global marine contractor and services provider. With safety as our core value, we offer a wide variety of specialist activities to the oil & gas and renewables sectors. These activities include marine installation and decommissioning, seabed intervention, marine transport and services, subsea services and marine survey. In addition, Boskalis is a global dredging contractor, provides towage and terminal services across the globe and delivers marine salvage solutions.

By understanding what drives our clients we are able to provide the solutions that enable them to meet their specific business goals. For this reason we are constantly looking for new ways to broaden and optimize our offering and are committed to expanding our proposition, supported by our financial strength. With our committed professionals in engineering, project management and operations, 500 specialized vessels and an unprecedented breadth of activities in 90 countries across six continents we help our clients push boundaries and create new horizons.

INTRODUCTION

The Suriname River is the main route for marine transportation to the Port of Paramaribo, the Staatsolie berth and the Paranam refinery. Due to restricted depths in the navigation channel of the downstream river section, most vessels cannot pass fully laden, or have to adapt their sailing times to the phase of the tide to avoid the hours around low water. To allow for safe navigation of vessels under better laden conditions during all phases of the tide, the navigation channel needed to be deepened and widened. The Ministry of Public Works contracted the joint venture of Boskalis International BV and Baggerbedrijf de Boer BV to execute the capital and subsequent maintenance dredging works.



FEATURES

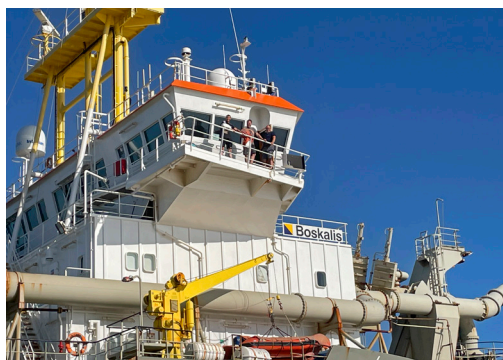
Client	Ministry of Public Works of the Republic of Suriname
Location	Paramaribo, Suriname, South America
Period	October 2022 - July 2023
Contractor	Boskalis International BV
Main equipment	TSHD Crestway
Long-term driver	Safe navigation of vessels under better laden conditions, supporting continuation and growth of international maritime trade and shipping.



SCOPE

The capital dredging works over a distance of 68 km, included widening of the existing navigation channel to a width of between 70 m and 90 m and deepening of the channel to a nautical depth of 5.5 m below chart datum. Additionally, the dredging of an anchorage area was also part of the project. The dredged material was transported to designated disposal areas, located approximately 20 km offshore. The dredging works were undertaken by the trailing suction hopper dredger (TSHD) Crestway with a hopper volume of 5,600 m³, assisted by a water/air injection dredger (WAID) and a survey





vessel. In total, around 2 million m³ of material was dredged over a period of approximately 10 months.

Challenges in the execution of the dredging works included dredging at shallow sections of the river, strong currents in the river and achieving an effective working schedule throughout the project whilst adhering to the limits of the environmental restrictions.

The completion of the capital dredging works is followed by a maintenance dredging period of two years.

ENVIRONMENT

Environmental protection was very important during the executing of the project. Dredging during sensitive periods as described in the environmental permit was avoided. There was no night-time dredging with the TSHD at certain sections of the river during the leatherback turtle peak nesting season between April and August and during the fish spawning periods in December and April. Throughout the project, dredging activities were carefully managed to ensure compliance with the established environmental boundaries. To prevent collisions between turtles and the draghead, a turtle tickler was installed on the suction pipe of the Crestway. An optimal work schedule was prepared to facilitate efficient operations while adhering to environmental safeguards.

STAKEHOLDERS

Stakeholder management was the key to the success of the project. During the works, continuous engagement was maintained among the Engineer, the Ministry of Public Works, the Maritime Authority Suriname (MAS), and Boskalis. The established relationships were marked by a focus on collaboration, open communication, and trust. This approach aided in surmounting joint challenges efficiently. Excellent cooperation, open communication within the project team, as well as with the client and relevant stakeholders, played a significant role in the success of the dredging process.

KNOWLEDGE SHARING

Active knowledge sharing was facilitated by means of training provided by the Boskalis Dredging Academy to employees of the MAS and students from the Anton de Kom University of Suriname, the Polytechnic College Suriname and the Suriname Maritime Institute (SMI). In addition, two interns of the MAS spent two days on the Crestway and the survey vessel. The project also facilitated various visits of students to the Crestway.

NO INJURIES, NO ACCIDENTS

This project, executed under challenging conditions and working with various nationalities and differing cultures and safety standards, provided Boskalis with significant challenges to safeguard the required safety culture on the project. With commitment to its NINA safety program, Boskalis successfully completed the project without a single lost time injury. A successful interactive NINA session, together with the crew and project staff, was held on board the TSHD Crestway. For this session, an escape room game was prepared to test problem-solving skills with fun challenges. The ultimate goal was to raise awareness about safety through a fun activity and to promote cooperation and understanding between colleagues from different nationalities and cultures.



All pictures show the TSHD Crestway on the Suriname river.