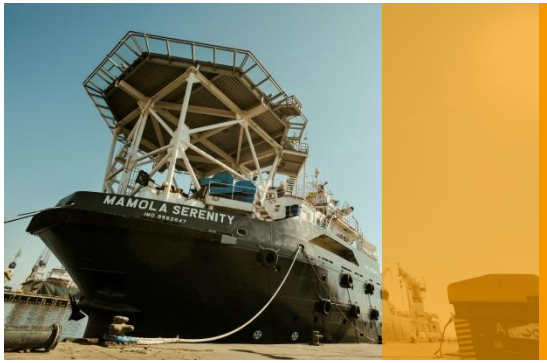
PROMAR

Global vision, customized services.

About Us



Ship Management and Ship owning Group
Incorporated since 2002

- Exhaustive experience and in-depth knowledge of Offshore Oil & Gas Exploration and Production
- Headquarters in Geneva, representative office in Dubai, bases in Congo and Angola, total workforce about 400 people and 26 nationalities
- Full range of marine services dedicated to operational support
- Knowledgeable staff with broad expertise covering 360° of the ship management competencies

Key Dates

2002 - 2003

THE BEGINNING

Beginning of the operations with the Multi-Purpose-Supply Vessels MAMOLA SPIRIT and MAMOLA HOPE.

2004 - 2010

SPREADING WINGS

New vessels under management: MAMOLA RESPONDER, CHALLENGER, CHAMPION, MELODY AND SERENITY.
Covering 360° of the ship management services.

2011-2014

A NEW ERA

With the introduction of the Fast Crew Boats MAMOLINO, PROMAR reaches a new market segment as ***the unique alternative solution to established monopoly.***

2014-2018

TOWARDS DEEP OFFSHORE

PROMAR manages 2 high-standard DP2 PSVs to enter into the deep offshore market.

A Recent and Modern Fleet







Average age of all vessels

- 2 PSVs — approx. 2 years
- 31 FCBs — approx. 5 years
- 5 MPSVs — approx. 8 years*

* 11.4 years with Mamola Responder

The MPSV Fleet - 5 MAMOLA

MAMOLA CHALLENGER

NAMIBIA

Dry-dock

MAMOLA CHAMPION

WEST AFRICA

MAMOLA RESPONDER

GABON

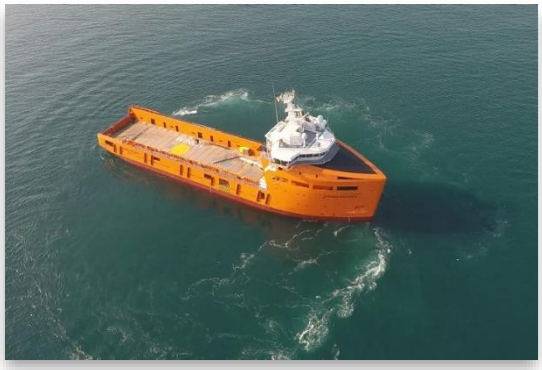
MAMOLA MELODY

CONGO

MAMOLA SERENITY

CONGO

The PSV Fleet - 2 MAMOLA



MAMOLA RELIANCE

ANGOLA

MAMOLA DEFENDER

ANGOLA

The FCB Fleet

31 MAMOLINO FCBs
1 MAMOCARGO Mini Supply Vessel

Mamolino Fleet	Countries
7 Series 20 24 Series 50/70 including 11 SRP boats	Congo and Angola

MAMOCARGO 2100
WEST AFRICA
SPOT

Accreditations

Promar Integrated Management System

ISO 9001
ISO 14001
OHSAS 18001
BUREAU VERITAS
Certification

OCIMF

BIMCO

IMCA
Member

us


BAKER HUGHES


HALLIBURTON


MURPHY
OIL CORPORATION


SAIPEM


Technip


subsea 7


Boscongo


HESS


octomar
SERVIÇOS MARÍTIMOS


Shell


PREZIOSO
Linjebygg


bp


LASSARAT


PERENCO


OFFSHORE


TOTAL


Chevron


Marathon Oil
Corporation


Polarcus


SMIT


TPSMI
subsea maintenance


DSME


PONTICELLI


Transocean


McDERMOTT


BW Offshore


SOMOIL


TSMC


eni


Sonangol


CNR International


STAPEM OFFSHORE
OIL & GAS SERVICES


GLENCORE


Vitol

PROMAR

MANAGEMENT-OF-CHANGE

WHY WE MUST MANAGE CHANGE

- Incident investigations always uncover **changes** in a system.
- Uncontrolled **changes have the potential to result in harm or loss**.
- By definition we recognize that **change is a hazard** in any system or organization.
- To be proactive and avoid incidents, whenever we identify **hazards** we need to undertake **Risk Assessments**.
- **Risk Assessment** is an integral part of the **Management of Change (MOC)** process.

RISK ASSESSMENT

- A MoC Risk Assessment must be completed on *FRM-09-015-Risk Assessment* based on the *SPC-09-003-ver.01-Risk Assessment Matrix*

Severity	Who or what would be affected					Increasing Likelihood				
	People	Environmental Impact	Asset Loss/ Damage	Reputation	Schedule	A	B	C	D	E
						Very unlikely Little or no likelihood of occurrence. A rare combination of failures would be required for an incident to occur. **Every 5 years**	**Unlikely** Conceivable but would require multiple failures to lead to an incident. A combination of failures would be required for an incident to occur. **Every 2 years**	**Possible** Easy to postulate a scenario for incident but considered unlikely. Not certain to occur but a failure in a single critical factor may result in an incident. **Every year**	**Likely** Likely to occur and likely the team have knowledge of a similar event. Multiple safety critical factors are involved. **Every quarter**	**Very likely** An incident will almost certainly occur. Absolute control of safety critical factors is required to avoid incident. **Every month**
1	FAC	Limited < 10 liters	Limited < 10K$	Limited negative effect	1 hour delay	1A	1B	1C	1D	1E
2	MTC	Minor 10-100 liters	Minor 10K$-100 K$-	Minor negative effect	1-12 hours delay	2A	2B	2C	2D	2E
3	LWC or Partial Disability	Moderate 100-500 liters	Moderate 100 K$-500K$	Moderate negative effect	12-48 hours delay	3A	3B	3C	3D	3E
4	Permanent Disability or Fatality	Major 500-1000 liters	Major 500 K$-1000K$	Major negative effect	48 hours-1 week delay	4A	4B	4C	4D	4E
5	More than 1 fatality	Massive > 1000 liters	Massive > 1000K$	Massive negative effect	> 1 week delay	5A	5B	5C	5D	5E

RISK ASSESSMENT versus JRA

FRM-09-007-Job Risk Assessment (JRA) is NOT a Risk Assessment (RA)

- Job Risk Assessment applies ONLY to **operational work** in which personnel undertake a sequence of activities to complete a job.

JOB RISK ASSESSMENT

Date : 06.06.2018	**JRA N°:** OSV 18	**Work site :** Deck
Vessel : Defender	**Job assessed:** Rescue Craft Recovery	**Country :** Angola

Refer to SPC-09-003-Risk Assessment Matrix for guidance.

Operation steps	Hazards	Description of related risks	Initial Risks	Mitigation measures	Residual Risks
1. Deploy appliance	1. Power services (electrical/ hydraulics) 2. Obstructions 3. Lifting hook height	▪ Overloading motor/ rupture hydraulic line ▪ The hook swing freely could contact article/ damage or injury	A1D	▪ Follow instruction manual. ▪ Control the hook with tag line, consider movement of vessel	A1B
2. Approach	4. Bow wave 5. Lifting hook 6. Boat handling 7. Visibility	▪ Instability/ rocking rescue boat ▪ Person over-board ▪ The hook swing freely could contact article/ damage or injury ▪ Collision with mother vessel or painter-line buoy	R4B	▪ Control speed. ▪ Remain in safe position of FRC. ▪ Good assessment of weather condition. ▪ Approach in the lee side of mother vessel.	R4A
3. Connect painter	8. Position of personnel 9. Pinch-points/ caught between	▪ Falling over-board ▪ Hand arm injury if caught between ▪ Hand injuries with connectors	P2D	▪ Hold in safe position of FRC. ▪ Identify hazard area – keep personnel clear ▪ Pay attention of movement of FRC and hook.	P2A
4. Position	10. Lifting hook 11. Boat handling	▪ The hook swing freely could contact article/ damage or injury ▪ Shock collision/impact ▪ Man overboard	P2D	▪ Control movement of FRC with both painter. ▪ Consider movement of vessel. ▪ Proper PPE	P2A

RISK ASSESSMENT versus JRA

- Note, also, that some jobs could require a **Permit to Work**.
  - ✓ Hot Work
  - ✓ Enclosed Space
  - ✓ ….

- Each activity/ step of the work needs to be **assessed** for risk.
- It is accepted that **Toolbox Meetings**, Permit application and closure, PPE checks etc. are undertaken and must not be included as steps in the JRA.
- HOWEVER, the control measures described in the JRA and eventual methodology MUST be discussed at the Toolbox Meeting before the work begin.

HOW WE MANAGE CHANGE?

- Simply put, **Management of Change** is the **Risk Assessment** process **applied to** any identified **changes** that require control to minimize associated risk.

- Change can occur in any part of our organization or our organization's activities. To simplify our assessment, we consider **our organization and activities are comprised of four components**:

  - **People**
  - **Organization**
  - **Environment**
  - **Technology**

DEFINING THE SCOPE & PERIOD

- We need to analyze the proposed changes in the context of these four components and identify the hazardous changes.
- It is important to note that **change in the People and Organization components** may be critical, since these **are** most **often** the **root causes of incidents**.
- To be effective we need to define the **scope of the change**(s). It should be obvious that it is not possible to undertake a suitable risk assessment of an unlimited situation or condition.
- Extensive changes may require analysis to break-down the ‘project’ into manageable parts, each with limited scope. Then, for each part, the risk assessment must be undertaken within the limits of that scope.
- In this case, the **Project Manager** will be responsible for making sure that all changes are addressed.
- Finally, the period of validity of the ‘change’ must be strictly defined and if necessary state review date for possible extension.

WHICH CHANGES TO MANAGE?

- In our organization **Management of Change applies** to both **temporary and permanent changes**. Typically, only temporary changes will be managed by vessels and bases, while both will be managed by onshore management.

- In general, **any significant change which could alter, "what" or "how" we *do* in our jobs** must be considered. For example, our systematic analysis will raise questions:
  - **Methodology** – do we deviate from a predefined procedure or method statement? (this must be asked before and during activities)
  - **Technology†** – are we using new software, machinery or equipment? (must also include other vessels or parties and their equipment)
  - **Key personnel** – are there team members new to a site or new employees present? (even experienced personnel must be considered 'new')
  - **Location** – are we operating in new climate, jurisdiction or area of special interest? (PPE and LSA may need to be revised)
  - **Season** – could seasonal norms impact our readiness for safe activities? (sea-fastening; electrical storms; extreme temperatures…..)

† TECHNOLOGICAL CHANGES

- Technological changes must be managed in consultation with a competent person/ authority.

- A technical assessment of the changes must be undertaken on both the subject system and any related systems, covering as a minimum:
  - ✓ **Technical specification**
  - ✓ **Optimal operation, downgrading and limitation**
  - ✓ **Manufacturer's guidance**
  - ✓ **Planned maintenance system**
  - ✓ **Standard operating procedures modifications**

- The technical assessment control measures must be explicitly defined and included in the Management of Change risk control plan.

- The Fleet Manager must receive documentary evidence that the technical control measure are in place/ ready to be implemented before approving the Management of Change.

APPROVAL

- **It must be understood that all Management of Change must be approved at the appropriate level.**
- **QHSES Superintendent is the 'Hold-Point' approver for ALL MOC: No activity concerning the changes can begin without this final approval.**

RISK	OPERATOR	OWNER	FLEET	HOLD-POINT
Low	√			√
Moderate	√	√		√
Technical	√	√	√	√
High	√	√	√	√

- Where risk is the "initial risk" condition of the risk assessment
- The MoC , RA and Technical Assessment where applicable must be sent to 'Hold-Point' by email in format <APPROVE MOC-YYYY.MM.DD-VESSEL-DESCRIPTION>
- All approved MoC and supporting assessments must be recorded in PIMS and on-board.

CONCLUSION

- Seafarers must NOT start a non-routine work without being presented with **Management of Change (MOC)** control measures based on suitable and sufficient **Risk Assessment (RA).**

- Seafarers **must NOT** start a non-routine work without Promar operational authorization.

- Otherwise the Pilots have an obligation to **Stop the Job** and effectively refuse the work.

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