

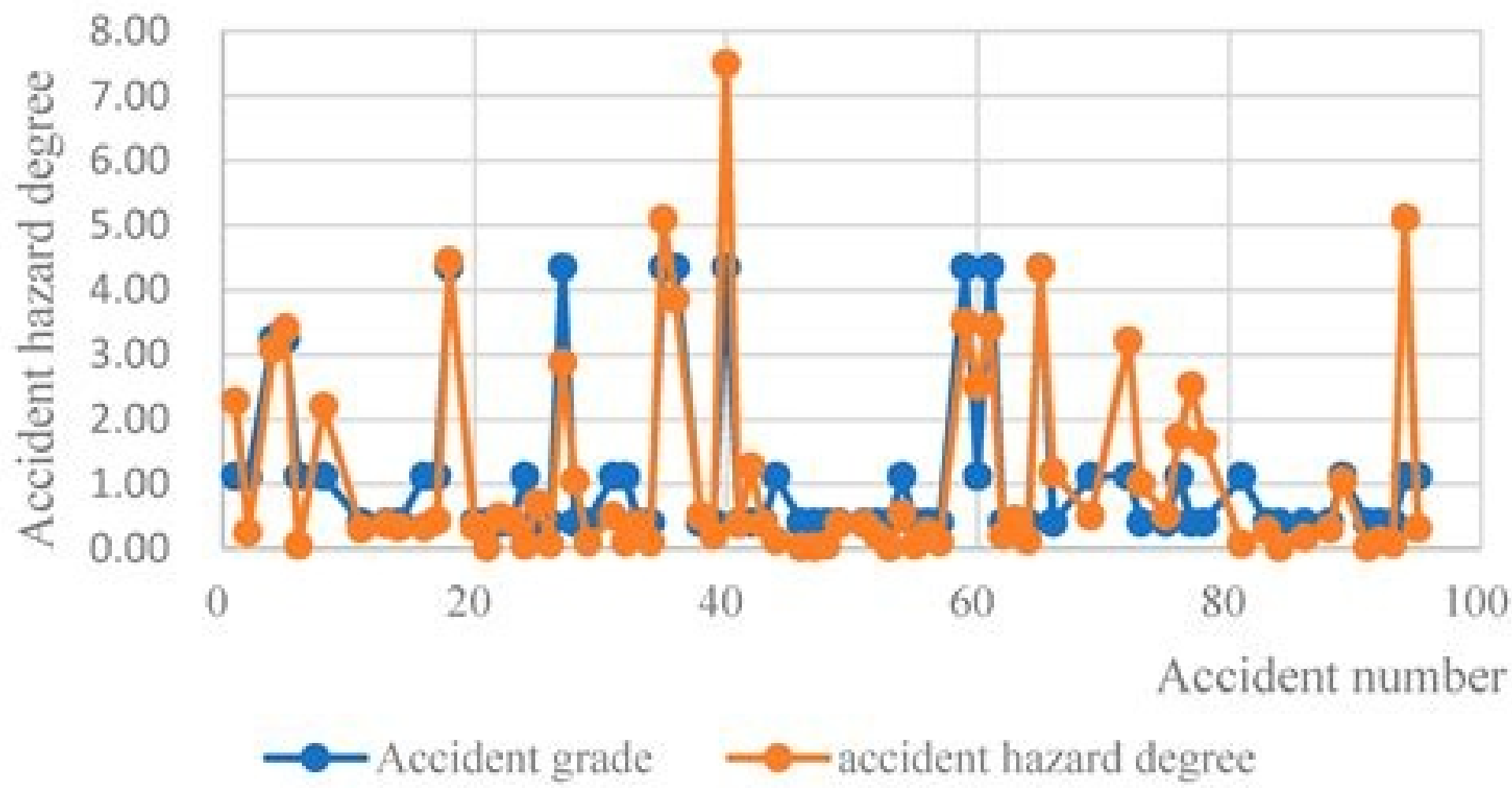
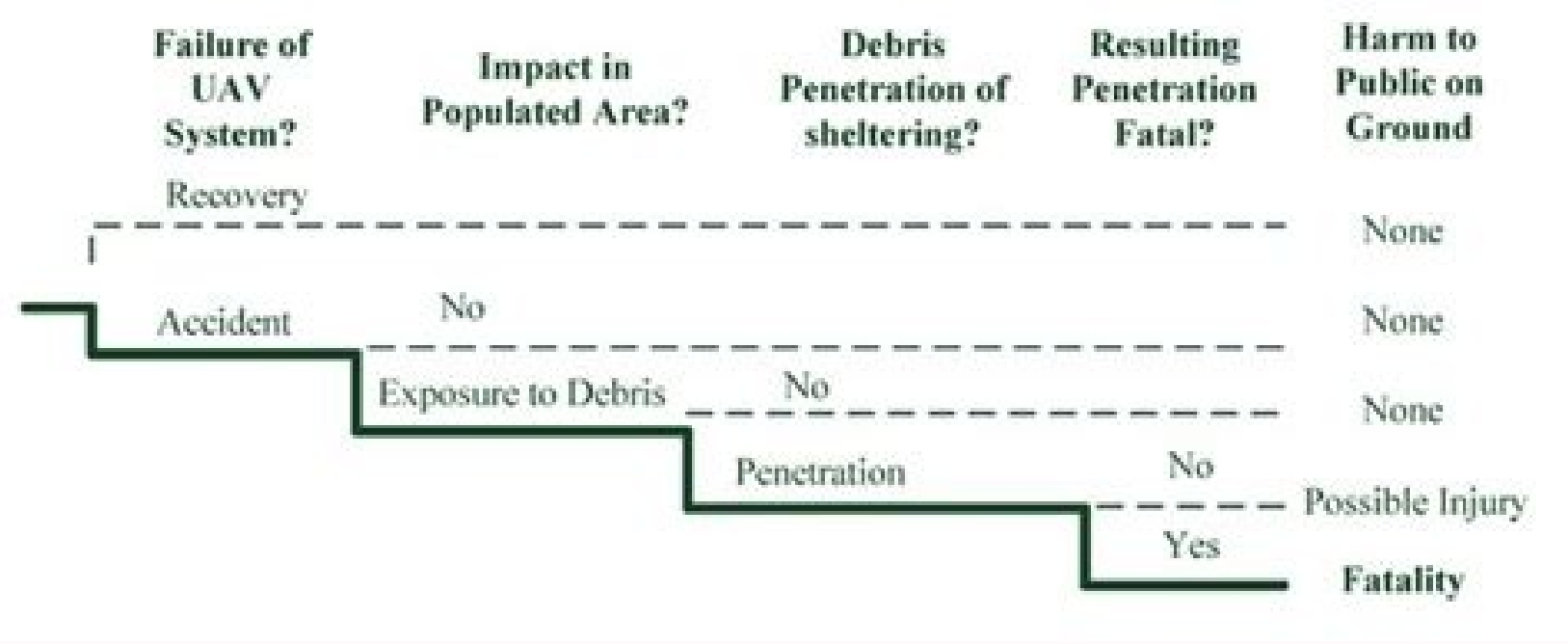
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VOLUME 3

HEALTH, SAFETY & ENVIRONMENT

1.7 Drug and Alcohol Abuse

PETRONAS prohibits the abuse of drugs and alcohol which is against the approved policy of the Contractor. It is the Contractor's obligation and responsibility to establish a written policy and procedure that includes, but not limited to:

- Systematic method of identification
- Screening
- Testing and
- Verification process

This shall be implemented throughout the organisation and must be followed by the employees and appointed third party contractors to ensure that all workplaces are alcohol and drug free at all times.

1.8 Third Party Contractor HSE Management

Contractor must ensure that any appointed third party contractors are licensed and/or registered with PETRONAS and are in full adherence to HSE and project requirements.

Contractor must monitor its third party contractor's HSEMS to ensure compliance to its own HSE policy, guidelines and standards.

Contractor must further ensure that there is a system in place to manage the third party contractor's HSE in line with PTS 60.0305 (Contractor HSE Management) or equivalent.

Contractor must develop annual third party contractor HSE Assurance Programmes as part of its annual Contractor's HSE Plan.

The documented evidence pertaining to the assurance should be made available at all times together with any follow-up action taken.

1.9 Process Safety Management (PSM)

Contractor must establish a system to manage process safety. The system must address the following scope as the minimum requirement:

- Mechanical Integrity (MI)
- Management of Change (MOC)
- Operating Procedure (OP)
- Process Hazard Analysis (PHA)
- Pre-Activity Safety Review (PASR)

Code ISPS

International Ship & Port Facility Code

Code International pour la Sûreté des Navires et des Installations Portuaires

Vous trouverez ci-après le texte du décret du 26 mars 2004, paru au Journal Officiel du 28 mars de la même année, ainsi que le texte des amendements à l'Annexe de la Convention SOLAS 1974 et le Code ISPS.

Ce document de 101 pages numérotées, est précédé d'une table des matières interactive de 4 pages. Il suffit de cliquer dans la table des matières sur l'intitulé du chapitre ou du sous-chapitre, ou de la section pour l'atteindre grâce aux liens hypertextes actifs.

En actionnant la combinaison de touches « Contrôle » et « F » (PC) ou « Pomme » et « F » (Mac), vous accédez à un outil de recherche par mot(s) ou expression.

Ce document, sous format (.pdf), requiert « Adobe Acrobat Reader » (ou « Aperçu » en utilisant un Mac) pour une lecture optimale.

J-Y Grendin - Automne 2004
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Signes, abréviations et acronymes
AIS : Automatic Identification System ou Système automatique d'identification.
C.S.O. : Company Security Officer ou Agent de Sûreté de la Compagnie.
Decl. : Declaration of Security ou Déclaration de Sûreté.
IMO : International Maritime Organization ou Organisation Maritime Internationale
ISM Code : International Safety Management Code ou Code International de Gestion de la Sécurité
ISPS Code : International Ship & Port Facility Security Code ou Code International pour la Sûreté des Navires et des Installations Portuaires.
ISSE : International Ship Safety Certificate ou Certificat International de Sûreté du Navire.
MSC : Marine Safety Committee ou Comité de la Sécurité Maritime de l'OMI.
MATTEX : Système automatique localisé de réception de messages météo et de messages urgents.
PFA : Port Facility Security Assessment ou Evaluation de la Sûreté de l'Installation Portuaire.
PFSO : Port Facility Security Officer ou Agent de Sûreté de l'Installation Portuaire.
PFRP : Port Facility Security Plan ou Plan de Sûreté de l'Installation Portuaire.
RSO : Recognized Security Organization ou Organisation de Sûreté Reconnue.
Sec. : Statement of Compliance ou Déclaration de Conformité.
SoC/PF : Statement of Compliance of a Port Facility ou Déclaration de Conformité de l'Installation Portuaire.
SOLAS : Safety of Life At Sea ou Sauvegarde de la Vie Humaine en Mer.
SSA : Ship Security And sement ou Evaluation de la Sûreté du Navire
SSO : Ship Security Officer ou Agent de Sûreté du Navire.
SSP : Ship Security Plan ou Plan de Sûreté du navire.

By tracking all incidents in one single system, you minimize risks and learn from previous incidents. Meet both legal and internal compliance aims – and quickly and effectively monitor your progress, all from the SERTICA health & safety management software. This system will demonstrate and document how your vessel meets the mandatory general safety duties. We may conduct periodic reviews of your safety management system and operations. We provide tools and resources to help you develop and assess the health of your safety management system: Assessing your SMS You can use the following safety management system tools to assess the health of your safety management system. All domestic commercial vessels must have a safety management system (SMS). The potential benefits of our software are endless. We have not created a program that just ticks all the inspector’s boxes, our software is designed to make a real difference to your company. This ensures regulatory compliance and improve financial results.Learn more about TMSA. Compare accidents, isolate risks and continuously analyze your processes via our safety management software as compliance policies and regulations are updated. It is clearer, quicker and leaves minimal room for human error.You can monitor incidents and unsafe situations. Legislative requirements Class 1 to 4 vessels SMS requirements are contained in marine order 504 and in particular, schedules 1 and 2. UltraShip decided to define a Safety Mindset already when it started up in 2013. Weather safety Refer to the Bureau of Meteorology guidelines for domestic commercial vessel weather safety. Every member of your team will be able to access up-to-date safety compliance information the second you update the information in the system. Today, maritime safety is an integral part of the company’s mindset and a cross-cutting issue in all activities. All SERTICA users can revise all documents and tasks through an approval flow. The SMS can either be compliant to schedule 1 of marine order 504 or ISM Code part A (Class 1, 2 and 3 vessels only). Marine safety management and more:Analysis and optimization of safety performance in the ship safety management system onboard shipsOrganizational learning and continuous fleetwide improvement in maritime QHSEAccess to leading maritime QHSE expertise and best practice in a global networkInvestment securityQuality and safety in the maritime industryShipping companies comply with increasingly complex regulations by means of internal procedures and guidelines. Watch how to upload a certificate in SERTICA Safety Management System for ships. By using modules such as Inspection, Reporting, Activities and Events, we support the goals set out in our Safety Mindset booklet.” He concludes, “we plan to use SERTICA for many years to come, as it is part of everything we do.”Read more about UltraShip and SERTICA Safety Management System for ships in this case story.SERTICA includes the accessibility and easy management of safety-related documents and tasks. Watch how to create a Near Miss onboard in SERTICA Safety Management System. The safety I’s and much more are described in UltraShip’s own Safety Mindset booklet, which internally, is known as “the bible.” The booklet contains the entire risk management process headed by the UltraShip Safety Vision.The Integrated Management System is handled in the Safety Management System SERTICA and Søren Vest, Head of Marine QA at Ultraship says, “SERTICA Safety Management System for ships supports all our working processes, both safety and in general. Improve ship safety management, minimize risk and reduce costs from accidents and incidents all from one program. Choose the one appropriate to your vessel: You may also contact us to help you review and assess your safety management system, or to get information about meeting your general safety duties. At the same time, the ship safety management system supports you regarding quality, safety and compliance with those rules and regulations. Professionals in QHSE need professional marine safety management systems to support compliance and beyond, ensuring effective and efficient day-to-day work procedures. Changes are tracked in the changelog, so no information is lost. Complying with EU MRV is essential – but that does not mean it must be a time-consuming, difficult task. SERTICA simplifies and digitalizes this review. UltraShip commits to developing and stimulating a safe working culture on-board ships and ashore.A Safety vision is formulated focusing on building the safety awareness of the employees. There are two different tools available. It should describe how safety, maintenance and operation is managed on your vessel. But our innovative software is not just limited to EU MRV compliance.Tanker vessel operators are encouraged to review and update their TMSA annually to ensure improvement. You can manage risks, safety and self-assessment in SERTICA using the TMSA tool to improve tanker operations and TMSA scores. SERTICA ship safety management ensures that your entire company stays safe, enabling you to create foolproof processes that everyone can follow. With ShipManager QHSE ship safety management system you can:Increase transparency and have a better basis to make business decisions Improve reporting and follow-up of audits and inspections, both external (PSC, Charterer, OCIMF/SIRE, etc) and internal (ISM, Technical, etc)Improve reporting and follow-up of incidents, accidents, injuries and near-misses onboard shipsAutomatically prepare statistics on fleetwide and vessel safety performance, saving significant amounts of timeImprove information flows and monitoring of actions when processing incidents/accidents Better manage compliance issues (flag state, PSC, Class, ISM, TMSA)Reduce likelihood of detentionsCentrally manage your fleet’s document library, including all safety related documentation Schedule and monitor on board safety drills, exercises and meetingsTailor-make your own reports to fit your needsUse optional ShipManager Analyzer for safety and quality KPIs and statistics You can even track audits, risk management, vetting, near-misses, non-conformities and corrective action.PRODUCT BRIEF A maritime Safety Management System ensures complete traceability and an accurate reporting workflow between vessel and office.Keep your fleet in total compliance by managing all documents related to safety in the maritime Safety Management Software SERTICA, an effective HSQE fleet safety program. In fact, you can fulfil these requirements in three easy steps with an annual ship-specific emissions report created in a customized MRV form. Each vessel reports the required data per voyage using the SERTICA Forms module Using SERTICA Analytics, the emissions statistics are calculated SERTICA makes emission reports available on vessel and voyage level with all the required dataThis e-learning guide shows how MRV reporting is made easy in the Safety Management Software SERTICA. Your vessel’s SMS should be based on a risk assessment of your operations. Total compliance Safety awareness Efficient work procedures (HSQE) Reduced dry docking and costs Reduced risk of detained ships Reduced delays and off-hire Fewer incidents Handling undesired incidents and near-misses across the fleet Documentation and knowledge-sharingWatch SERTICA demos on our YouTube channelThe Monitoring, Reporting and Verification (MRV) regulations aim to quantify and reduce CO2 emissions from shipping and create a new benchmarking system in Europe. The owner, operator, master, and crew of each vessel should all be involved in carrying out the risk assessment and in developing, reviewing and updating the safety management system. View PDFVolume 109, November 2018, Pages 109-129 rights and contentSystem safety engineeringSafety management systemsKey performance indicatorsSafety performance monitoring toolCMOContext-Mechanism-OutcomeEAIALAIInternational Association of Lighthouse AuthoritiesIMOInternational Maritime OrganizationISM CodeInternational Management Code for the Safe Operation of Ships and Pollution PreventionKPI(s)Key performance Indicator(s)Req.SMSSafety Management System(s)SOLASInternational Convention of Safety of Life at SeaSTAMPSSystems-Theoretic Accident Model and ProcessesSTPASystems-Theoretic Process AnalysisUCAVTS Print A safety management system (also referred to as an SMS) is a systematic approach to managing safety.By following established policies, practices and procedures you ensure the safety of vessels and the people on board. Resources to help you develop a safety management system A safety management system is not just a document—it must be put into practice and be effective. Unlike keeping a paper trail, SERTICA maritime safety management ensures that information cannot be lost. The result is less detained ships, and more efficient workflows.Staying compliant is more than just keeping the inspectors happy. RINA Digital Solutions Sofiendalsvej 5B DK-9200 Aalborg +45 7214 1214 sertica@rina.org ShipManager QHSE is a ship safety management system that supports quality and safety processes and reduces the administrative burden of relevant shipping industry regulations ShipManager QHSE software helps to reduce the administrative burden of relevant shipping industry regulations, such as ISM/ISPS, SOLAS, TMSA, classification rules, vetting inspections or Port State Control.

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