



HSEQ ANNUAL REPORT 2021

INTRODUCTION

We are pleased to introduce our 2021 annual Health, Safety and Environmental review. 2021 was another exceptionally difficult year for everyone, especially those working offshore, as continued restrictions on travel and quarantine requirements made routine travel very difficult indeed. There were two recordable injuries, one of which was a Lost Time Injury. Both incidents occurred in January, and there were no more Recordable Injuries throughout the rest of the year. One of the incidents was a slip on an internal staircase, and the other was a hand injury resulting from inadequate machinery guarding. Early in 2021, we started a process to review our Business Management System in support of our offshore operations and decided to implement a Marine Enterprise Resource Planning (ERP) system called Cloud Fleet Manager (CFM). The project to implement the system started in June and is part of a larger driver to digitalise our offshore operations. CFM integrates HSEQ management, Planned Maintenance and Crewing to provide a wealth of centralised data to the vessel crews and onshore management. We also started a comprehensive review of our Carbon Footprint, adding climate change to our internal risk management processes to take steps to reduce our environmental impact in alignment with the Paris Climate accord and our client's objectives. More information about this is provided in this report and the ESG section of the company annual report.

Introduction

Health and Safety Review

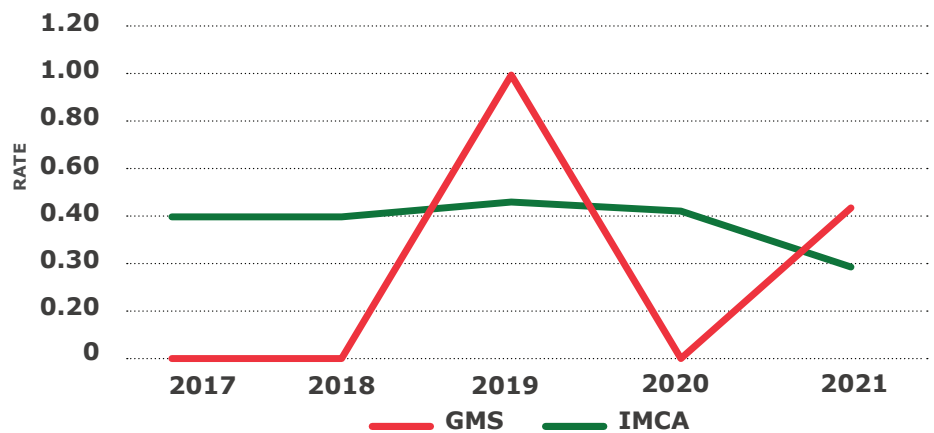
Environment and Sustainability

HEALTH AND SAFETY REVIEW

The total number of hours worked by employees and subcontractors in 2021 was 2,030,955. As a result, our Lost Time Injury (LTI) Rate at the end of the year was 0.51 per million hours worked.

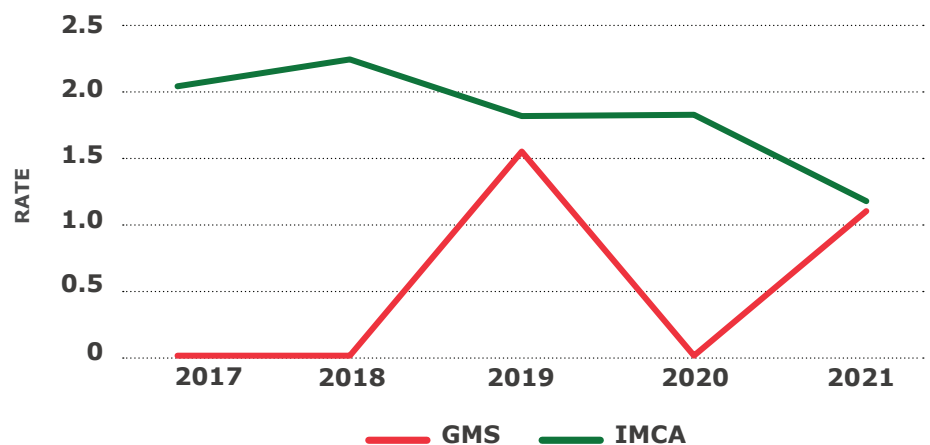
We have selected the International Association of Marine Contractors (IMCA) to benchmark our performance. IMCA is more representative of GMS' operations than other groups, such as the International Association of Drilling Contractors (IADC) or The International Association of Oil and Gas Producers (IOGP), that publish similar data. On average, our safety record is on par or better than IMCA's industry average. Regardless of our historical performance, we are committed to carrying out our operations as safely as possible, and this will continue to be our main priority.

Lost Time Injury Rate (LTIR)



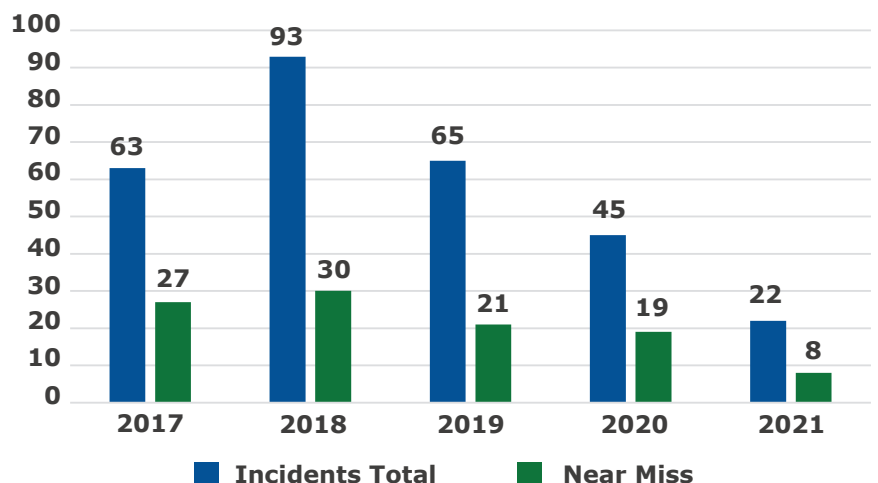
Our Total Recordable Injury Rate was 1 per million man-hours at the end of the year.

Total Recordable Injury Rate (TRIR)



In total, there were 22 reported incidents across GMS, compared to 45 in 2020. The reasons for decreasing number of incidents are not entirely clear. We have not changed our reporting criteria and require all incidents to be reported no matter the severity.

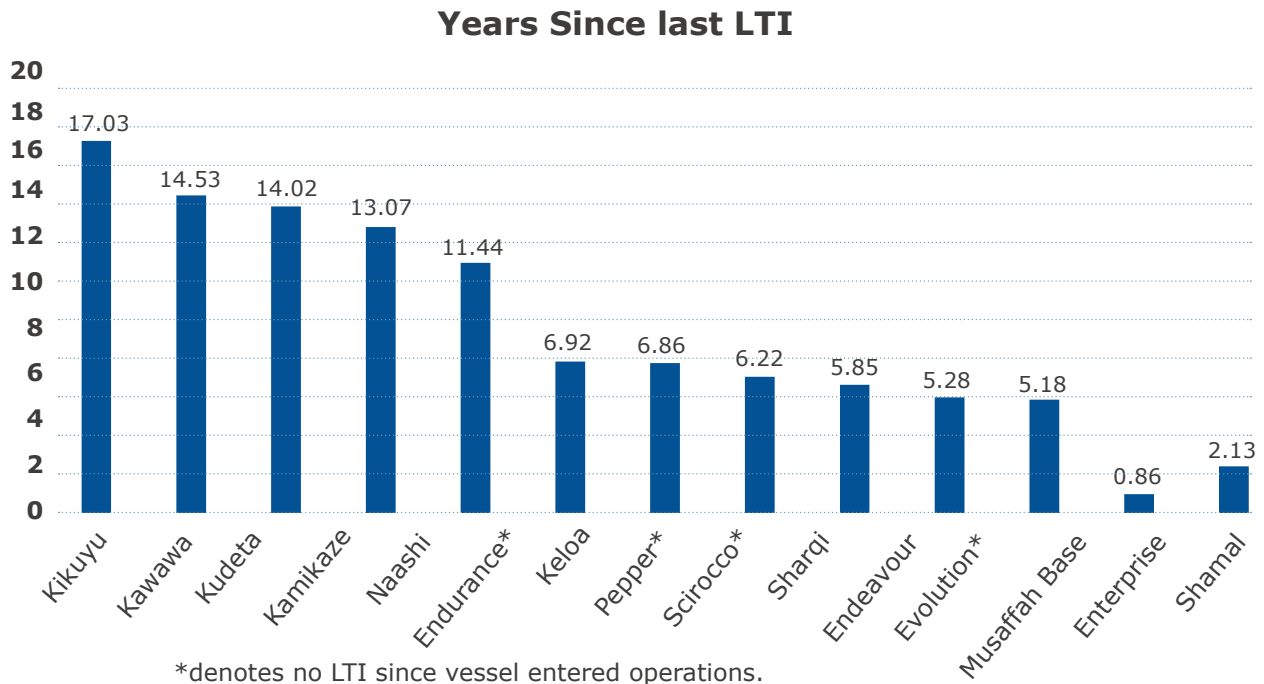
No of Incidents Per Year



Vessel Days without LTI

- We track the number of days vessels don't have Lost Time Injuries and display this figure in years.
- Endeavour and Evolution both surpassed five years without an LTI.

The overall number of years each vessel has operated without an LTI is shown below.



The table below shows the total number of incidents in 2021:

CATEGORIES	TOTAL
Fatality	0
NON Work Related Injury	1
Lost Time Injury (LTI)	1
Restricted Work Day Case (RWDC)	1
Medical Treatment Case (MTC)	0
First Aid Case (FAC)	3
Occupational Illness and Occupational Disease	0
Material/Productivity Loss	4
Pollution	0
Loss of containment	1
Fire or Explosion	0
Security	0
Near Miss	7
HiPO	1
Safety Critical Equipment / Failure	3
Technical Offhire	0
Vehicle Incident	0

Occupational Health

In 2021 there were no occupational health incidents reported on any of our vessels.

ENVIRONMENT AND SUSTAINABILITY

In 2020 we implemented some initiatives aimed at reducing our carbon footprint:



Closures of offices and facilities

The relocation of our offices and downsizing of onshore facilities has led to a 95% reduction in CO₂ emissions produced by electricity consumption.

Decrease in business travel (COVID-19)

Levels of business travel remain suppressed and due to changes in crew rotations, we have seen a slight decrease (4%) in air travel CO₂ emissions.

Change in refrigerant

We changed the refrigerant used on our vessels for the cooling process, resulting in a 30% decrease in refrigerant emissions in 2020. In 2021 we decreased our refrigerant emissions by a further 25% through better maintenance and equipment. In addition, we are now evaluating using R32 on all our vessels which would significantly reduce the Global Warming Potential of our fleet.

Reduction of Waste

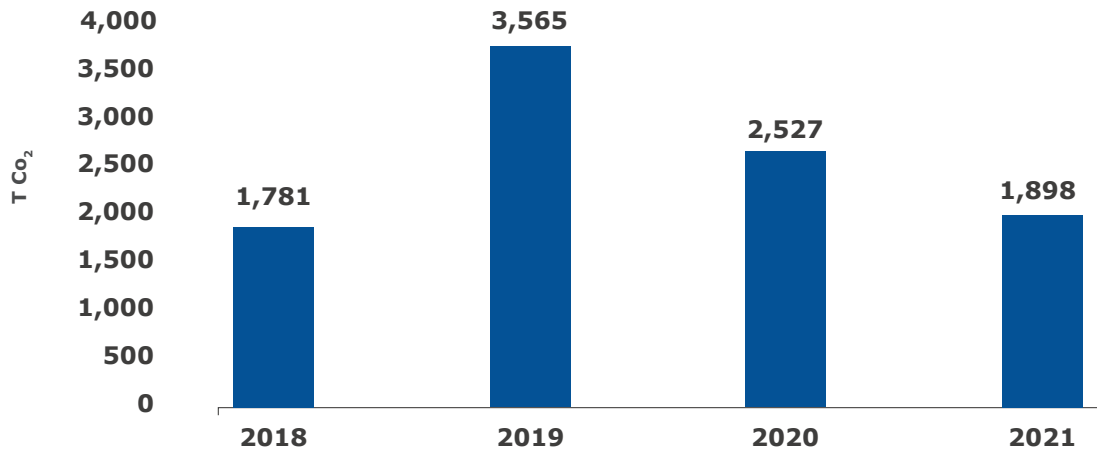
We are trialling drinking water machines on our UAE based vessels to test their suitability in the offshore environment. If successful, we will significantly reduce the number of plastic water bottles that are currently shipped offshore.

This is an initiative that is being investigated regionally and by our clients.

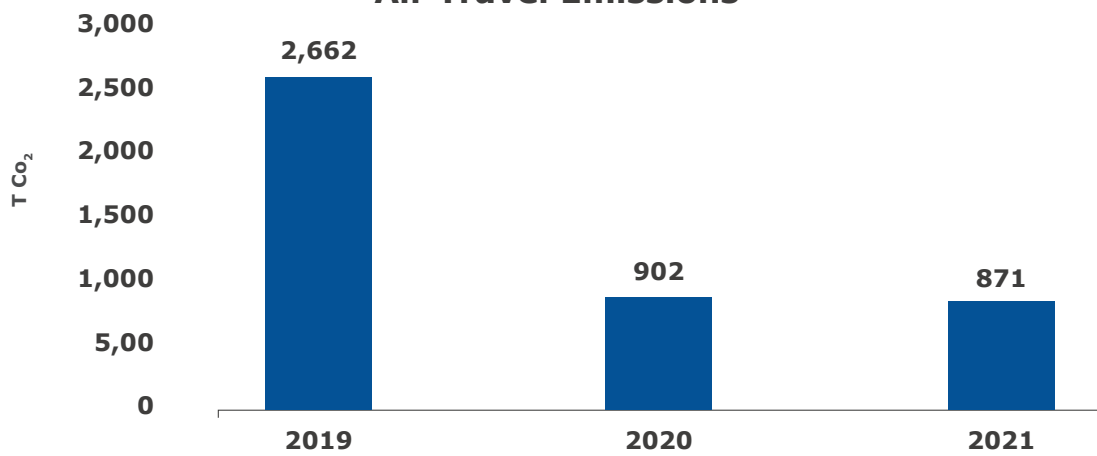
Other emission reductions projects

As part of our drive to reduce overall emissions, we are evaluating improved engine management on our vessels to assess the potential for reducing fuel consumption across the fleet. We hope to put in place targets in Q3 2022 that will help us achieve such reductions.

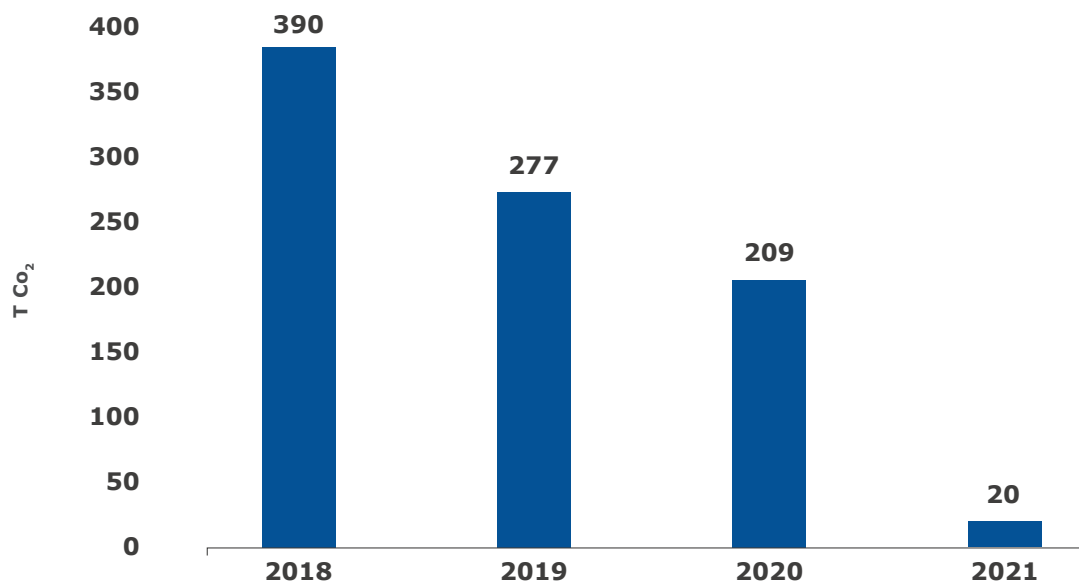
Refrigerant Emissions



Air Travel Emissions



Electricity Consumption





CARBON EMISSION REPORTING

To monitor the impact of our operations on the environment, we collate Greenhouse Gas ("GHG") emissions data. The data comprises of Scope 1 and Scope 2 emissions. Emissions data provided above is included in the total figures provided below.

Scope 1 consumption and emissions relate to direct combustion of natural gas, and fuels utilised for transportation operations, such as company vehicle fleets.

Scope 2 consumption and emissions relate to indirect emissions relating to the consumption of purchased electricity in day-to-day business operations.

The total emission (tCO₂e) figures for reportable energy supplies are as follows. Conversion factors utilised in these calculations are detailed in the appendix:

Utility and Scope	2021 UK Consumption (tCO ₂ e)	2021 Global (excluding UK) Consumption (tCO ₂ e)	2020 UK Consumption (tCO ₂ e)	2020 Global (excluding UK) Consumption (tCO ₂ e)
Grid-Supplied Electricity (Scope 2)	0	31	0	479
Gaseous and other fuels (Scope 1)	0	0	0	0
Transportation (Scope 1)	4,022	44,206	4,674	38,219
Refrigerants (Scope 1)	0	1,912	0	2,520
TOTAL	4,022	46,148	4,674	41,217



Vessels

K-Class

Kamikaze, Kawawa, Kelo, Kikuyu, Kudeta, Naashi

S-Class

GMS Shamal
GMS Scirocco
GMS Sharqi

E-Class

GMS Endeavour
GMS Endurance
GMS Enterprise
GMS Evolution

P-Class

Pepper

Gulf Marine Services

Our assets are engaged in a wide range of services throughout the total lifecycle of offshore oil, gas and renewable energy activities.

Our major services include:

- Enhanced oil recovery
- Diving support activities
- Drilling support, completions and testing
- Platform construction, hookup and commissioning
- Platform restoration and maintenance
- Well abandonment and decommissioning
- Well intervention and workover
- Wind turbine installation and maintenance
- Accommodation barges



Gulf Marine Services PLC

Office 403, International Tower

24th (Karama) Street

PO Box 46046

Abu Dhabi, UAE

T +971 2 502 8888

F +971 2 555 3421

Email: enquiries@gmsplc.com

www.gmsplc.com

