

POSH ENDURANCE

EXTRACTS FROM
SAFETY CASE
FOR PUBLIC INFORMATION



Safety Case Overview

This is the Safety Case for the POSH Endurance while it is operating within the sovereign territory of Negara Brunei Darussalam. This Safety Case has been prepared by PACC Offshore Service Holding Ltd (POSH Ltd) to satisfy the Brunei Government statutory requirement that the POSH Endurance vessel is safe to operate and will not endanger human safety or life or harm the environment.

Facility Duty Holder

The Duty Holder for the POSH Endurance is the PACC Offshore Service Holdings Ltd and is represented by the General Manager - Operations, Captain Priyadarshan Pandey.

Address in Brunei:

Ikhwan Shipping & Forwarding Sdn Bhd, Lot 5152, Simpang 116, Jalan Maulana, Kuala Belait KA1931 Brunei Darussalam

Statement of Fitness

POSH Ltd has an Integrated Management System (IMS) to conduct its business in providing offshore floating accommodations and deck space for maintenance activities.

This Safety Case document demonstrates to the extent possible that the Duty Holder has:

1. taken all reasonably practicable measures necessary to prevent major accidents and limit their consequences to the public, property and the environment by conducting a Formal Safety Assessment of the POSH Endurance and ensuring that all controls are in place to ensure that all risks are as low as reasonably practicable (ALARP). (Refer to Part 4)
2. prepared an onsite emergency plan and liaised with the authorities responsible (Refer to Section 3.2.11)
3. prepared an offsite emergency plan in conjunction with the charterer while in Brunei waters and liaised with the authorities responsible (Refer to Section 3.2.11.5)
4. described in this Safety Case the means by which the Duty Holder will ensure the adequacy of the design, construction, operation, maintenance or modification of the facility, for the relevant stage or stages in its life (Refer to Section 4.4);
5. submitted a relevant Safety Case for the facility as required by these Regulations and not operate the facility unless the Duty Holder has a Safety Case Certificate from the competent authority;
6. submit a relevant notification for the facility as required. However, there are no notifications for mobile facilities;
7. ensure that the procedures and arrangements described in this Safety Case are followed; and
8. made all necessary information about the vessel available to the public (Refer to Section 1.1.6).
9. In managing its hazards through hardware, procedures, supervision and nurturing a culture for HSE, it is the opinion of the undersigned that POSH Endurance is fit to continue operation.

This assessment has been made by:



Captain Priyadarshan Pandey

General Manager – Operations and Document Owner,

Duty Holder of POSH Endurance on behalf of PACC Offshore Service Holdings Ltd

Date: 24 Jan 2019

Confirmation that the facility is subject to the COMAH (Amendment) 2017 Regulations and that the notification or the Safety Case has been submitted to the competent authority:

POSH Ltd confirms that the POSH Endurance Offshore Construction Vessel is subject to the Workplace Safety and Health (Facilities) (Control of Major Accident Hazards) Regulations, 2017. The Safety Case for the POSH Endurance vessel has been submitted to, and endorsed by, the Safety, Health and Environment National Authority, Brunei Darussalam

An explanation in simple terms of the activity or activities undertaken at the facility:

The POSH Endurance is an Offshore Construction Vessel and provides accommodation for offshore personnel, and deck space for offshore construction and maintenance activities. It is not designed to exploit any hazardous substances or carry out any well operations.

The common names or, in the case of hazardous substances, the generic names or the general danger classification of the substances and preparations involved at the facility which could give rise to a major accident, with an indication of their principal hazardous characteristics:

Substance specified in Division 2 of Part II of the Fifth Schedule to the WSHO	Present on board	Above Threshold limit
ACETYLENE	Yes – 6 bottles maximum (80kg per bottle)	No – 480kg on board, limit is 50,000kg
AMMONIA, anhydrous, liquefied or ammonia solutions, relative density less than 0.880 at 15°C in water, with more than 50% ammonia	No	-
AMMONIUM NITRATE FERTILIZERS	No	-
AMMONIUM NITRATE, with not more than 0.2% combustible substances, including any organic substance calculated as carbon, to the exclusion of any other added substance	No	-
BENZENE	No	-
BROMINE or BROMINE SOLUTIONS	No	-
CHLORINE	No	-
CRUDE OIL	No	-
ETHYLENE OXIDE	No	-
FLUORINE	No	-
FORMALDEHYDE	No	-
HYDROFLUORIC ACID SOLUTION, greater than 50%	No	-
HYDROGEN	No	-
HYDROGEN CHLORIDE, anhydrous	No	-
HYDROGEN CHLORIDE, refrigerated liquid	No	-
HYDROGEN CYANIDE	No	-
HYDROGEN FLUORIDE	No	-
HYDROGEN SULPHIDE	No	-

Substance specified in Division 2 of Part II of the Fifth Schedule to the WSHO	Present on board	Above Threshold limit
METHANOL	No	-
METHANE or NATURAL GAS (liquid or gas)	No	-
OXIDES OF NITROGEN, including nitrous oxide, nitrogen dioxide and nitrogen trioxide	No	-
OXYGEN	Yes – 12 bottles (80kg each bottle)	No – 960 kg on board, limit is 50,000kg
PARAXYLENE	No	-
PETROLEUM GASES e.g. Hydrocarbon condensate, Butane, Butylene LPG Propylene Propane	No No No No No No	- - - - - -
EXTREMELY FLAMMABLE PETROLEUM PRODUCTS (flash point < 0°C and/or risk phrase R12) E.g. Jet Fuel Petroleum fuel blends such as RON 85 or RON 97	No No No No	- - - -
OTHER PETROLEUM PRODUCTS: (a) gasoline and naphtha; (b) kerosene; (c) gas oils (including diesel fuels, home heating oils and gas oil blending streams)	No No No Yes – Marine Gas Oil 1,595.6 m ³ maximum (approx 1,400 tonnes)	- - - No – limit is 25,000 tonnes

General information relating to the nature of the major accident hazards, including their potential effects on the public, property and the environment:

Major Accident Hazard	Activity	Potential Consequences	Effects to the Public, adjacent property and the environment
Marine Gas Oil	Bunkering fuel	Spills which may potentially ignite and lead to fires; personnel injuries and health issues (fumes, etc.); environmental impact	Oil spills may drift to shore which may affect the public. Oil spills may affect fisheries, local fauna and flora
	Running Engines	Leaks from the fuel lines which may result in fires and explosions; personnel injuries from the leaks or from the rotating equipment and health issues from leaks (fumes, etc.)	None
Acetylene	Acetylene bottles on board	Leaks from the acetylene bottles or hoses could cause fires and explosions which may result in personnel injuries and localized damage to the vessel	None
	Hot work on board	Potential injuries Potential for localised damage equipment on board	None
Domestic flammable materials (e.g. wooden furniture, clothes, etc.)	Smoking on board	Fires in bunks	Pollution to the immediate vicinity.
Contagious Diseases	Crew change (from outside Brunei Darussalam)	Spread of contagious disease through air or personal effects	None
Object at heights	Lifting activities	Dropped objects or impact or crane toppling may result in damage to equipment or the deck of the vessel. Potential injuries caused by the dropped object, some of which may be fatal.	None
Loss of electrical power / vessel control	Vessel in transit	Loss of vessel control leading collision or grounding	Damage to structure/vessel being collided with. Possible pollution if fuel tanks breached, with impact to
Other vessels		Potential for collision	

Major Accident Hazard	Activity	Potential Consequences	Effects to the Public, adjacent property and the environment
Shallow sea		Potential for vessel to run aground	community, fisheries, local fauna and flora
Anchor wire/chain under tension	Anchoring	Anchor parting which could lead to collisions and loss of position. Anchor dragging may impact the seabed	Possible damage to subsea structures (e.g. pipelines)
Personnel Transfer	Boat Transfer	Man overboard, Slip injury, collision/Asset damage	Transfer boat may be damaged by collision
Helicopters	Helicopter Operations, rotating blades	Fuel leaks which may result in fires Damage to helideck Injuries to personnel Injury to personnel not following procedure	Damage to the helicopter

Adequate information on how the public concerned will be warned and kept informed in the event of a major accident:

Depending on the nature of the emergency, it may potentially generate great interest with the general public. Contacts with the media are the responsibility of the CEO (or designate). If necessary, a Team of Company Management Personnel will be convened to address media issues, including press releases, press conferences, etc.

The Team will include the following information in press releases to the public:

- Name of the Duty Holder and address in Brunei Darussalam of the facility
- Identification, by position held, of the person giving the information
- Confirmation that the facility is subject to the WSHO and COMAH Regulations and that the notification or the Safety Case has been submitted to the competent authority
- An explanation in simple terms of the activity or activities undertaken at the facility
- The common names or generic of hazardous substances carried on board the vessel
- Define the scope of the crisis – local, regional, national or international.
- Behaviour the public should adopt and how the public will be warned and/or kept informed about any further developments
- Details of where further relevant information can be obtained.
- All other information as required by the Brunei WSHO COMAH 2013 regulations (including Schedule 7) and subsequent 2017 amendment.

The news media will be briefed on a regular basis. All phone calls from the media will be answered quickly and completely. Media logs listing the date and time, source, reporter, phone number and the questions asked will be kept for future reference.

Adequate information on the actions the public concerned should take, and on the behaviour they should adopt, in the event of a major accident:

If the public notices any unsafe behaviour or accidents occurring, they should email hseq@paccoffshore.com.sg or oa.operations@paccoffshore.com.sg or call +6598244166. The public is advised to keep away from any dangerous situations so as not to endanger lives or hamper the work of the emergency services. The public is also advised to cooperate with any instruction or request from the emergency services at the time of an accident.

A reference to the offsite emergency plan for the facility, this should include advice to cooperate with any instruction or request from the emergency services at the time of an accident:

In the event of emergency, the Master will notify the Designated Person Ashore (DPA) within 30 minutes. The DPA is responsible for contacting all external support and government agencies in the event of an emergency and will liaise with the relevant government departments and the external emergency services.

When necessary, the DPA will activate the Emergency Management Team (EMT) lead by the DPA and reporting to the Divisional Director. The Emergency Management Team (EMT) consists of:

- DPA (either the Duty Holder or the DPA)
- Alternate DPA
- Crewing Advisor
- Technical Advisor
- Operations Advisor
- Marketing Advisor
- Legal and Insurance Advisor

Details of where further relevant information can be obtained, unless making that information available would be contrary to the interests of national security or personnel confidentiality or would prejudice to an unreasonable degree the commercial interests of any person”:

Further information may be obtained from:

Capt. Priyadarshan Pandey, General Manager, Operations
POSH SEMCO Pte Ltd, No1 Kim Seng Promenade
#06-01, Great World City, Singapore 237994
Telephone: +65 9824 4166 (24h) or + 65 6571 9309