



## **SWISSCO OFFSHORE (PTE.) LTD.**

21 Tuas Road Singapore 638489 | Tel: (65) 6265 2855 Fax: (65) 6264 1661 / 6266 0719

Email: [swissco@singnet.com.sg](mailto:swissco@singnet.com.sg) | Website: [www.swissco.net](http://www.swissco.net)

Reg No. 197501890W

# **SWISSCO SUPPORTER**



# **SAFETY CASE SUMMARY FOR PUBLIC INFORMATION**



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## **EXECUTIVE SUMMARY**

### **OVERVIEW**

This is the Safety Case for the SWISSCO SUPPORTER Vessel while it is operating within the sovereign territory of Negara Brunei Darussalam. This Safety Case has been prepared by SWISSCO OFFSHORE PRIVATE LIMITED to satisfy the Brunei Government statutory requirement that the Swissco Supporter vessel is safe to operate and will not endanger human safety or life or harm the environment. The owner of this Safety Case is Capt. Mohan Ramasamy, the Marine Manager of Swissco Offshore Private Limited.

### **FACILITY DUTY HOLDER**

The Duty Holder for the Swissco Supporter is Swissco Offshore Private Limited.

Address in Singapore: Swissco Offshore Private Limited  
21 Tuas Road,  
Singapore 638489

Address in Brunei: C/O Nur Berjaya Management Services  
Ground Floor Lot 6195 Jalan Masjid, Kuala Belait KA1131, Negara  
Brunei Darussalam

## **STATEMENT OF FITNESS**

Swissco Offshore Private Limited has a safety and environmental management system (SEMS) 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:

- 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 Swissco Supporter and ensuring that all controls are in place to ensure that all risks are ALARP.
- prepared an onsite emergency plan and liaised with the authorities responsible
- prepared an offsite emergency plan in conjunction with the charterer while in Brunei waters and liaised with the authorities responsible described in this Safety Case the



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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;

- 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;
- submit a relevant notification for the facility as required. However, there are no notifications for mobile facilities;
- ensure that the procedures and arrangements described in this Safety Case are followed; and
- made all necessary information about the vessel available to the public

In managing its hazards through hardware, procedures, supervision and nurturing a culture for HSE, it is the opinion of the undersigned that Swissco Supporter is fit to continue operation.

This assessment has been made by:

**Capt. Mohan Ramasamy**

Marine Manager and Safety Case Document Owner

### **CONFIRMATION THAT THE FACILITY IS SUBJECT TO THESE REGULATIONS**

Swissco Offshore Private Limited under section 14(1)(c) of the Workplace Safety and Health (Facilities) (Control of Major Accident Hazards) Regulations, 2013 is obliged to submit a Safety case for the Vessels Swissco Supporter. Safety Case were submitted and approved to complied with the requirements under the Workplace Safety and Health (Facilities) (Control of Major Accidents Hazards) Regulations 2013 (COMAH). Swissco Offshore Private Limited as Duty Holder shall ensure that the procedures and arrangements described in the current safety cases are followed.



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## AN EXPLANATION IN SIMPLE TERMS OF THE ACTIVITY OR ACTIVITIES UNDERTAKEN AT THE FACILITY.

The Swissco Supporter is an Accommodation Workboat Vessel and provides accommodation for offshore personnel as well as and deck space for offshore maintenance activities. It is not designed to exploit any hazardous substances or carry out any well operations.

The vessel will be engaged in setting up alongside the Client Assets and transferring workers by use of a gangway. The vessel uses Moorings to maintain position. The Client will use the deck of the vessel for fabrication purposes before transferring to Client Assets by either installation or vessel crane.

The common names 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
(a) ACETYLENE	Yes – 100kg maximum	No – limit is 50,000kg
<p>OVERVIEW:</p> <p>Pure acetylene is a colourless and odourless gas. It has a density of 1.097 kg/m<sup>3</sup> and a boiling point of -84°C. Its auto-ignition temperature is 300°C.</p> <p>Acetylene gas is extremely flammable and easily ignited by open flames, sparks and static discharge, heat and oxidizing materials. However, it also differs from other flammable gases because its molecules are unstable: under certain conditions, it can decompose explosively into its constituent elements - Carbon and Hydrogen. Decomposition of bottled Acetylene may result in an explosion with a hazard range of many tens of meters; such events are usually triggered by heat, e.g. from an external fire or from flashback of a welding flame down the hose. However the risk of catastrophic decomposition is exacerbated by any damage to cylinder and its internal porous mass. Such damage may be caused by repeated flashbacks or by mishandling or dropping the cylinder.</p> <p>Pure acetylene in itself is not toxic.</p>		
(b) OXYGEN	Yes – 200kg maximum	No – limit is 50,000kg
<p>OVERVIEW:</p> <p>Pure Oxygen is a colourless and odourless gas. It has a density of 1.429 g/L and a boiling point of -182.962°C.</p>		



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Oxygen is a highly reactive gas that is naturally present in air at a concentration of around 21%. Even a small increase in the oxygen level in the air - to 24% - can create a dangerous situation: it becomes easier to start a fire, which will then burn hotter and more fiercely than in normal air and may be almost impossible to extinguish until all the fuel is burnt. A leaking valve or hose in a poorly ventilated room or confined space can quickly increase the oxygen concentration to a dangerous level.

Many materials catch fire spontaneously in the presence of pure oxygen, with oil and grease reacting particularly violently. Inhaling pure oxygen can have harmful effects on people.

(c) Marine Gas Oil	Yes – Marine Gas Oil 550 m <sup>3</sup> maximum (Approx. 450 tonnes)	No – limit is 25,000 tonnes
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**OVERVIEW:**

Physical and Chemical Behaviour: Marine Diesel fuel is a flammable liquid. It may be fatal if swallowed, harmful if inhaled and causes skin irritation. It may cause damage to organs through prolonged or repeated exposure. It is toxic to aquatic life with long lasting effects.

Potential harm to people and environment: Ignited in an uncontrolled fire marine diesel generates heavy smoke and heat that can burn, kill or asphyxiate people. If leaked in large quantities to the environment it can damage local marine life.

**GENERAL INFORMATION RELATING TO THE NATURE OF THE MAJOR ACCIDENT HAZARDS, INCLUDING THEIR POTENTIAL EFFECTS ON THE PUBLIC, PROPERTY AND THE ENVIRONMENT.**

<u>No.</u>	<u>MAH (Major Accident Hazard)</u>	<u>MAE (Major Accident Emergency)</u>
1.	Unrefined Hydrocarbons (crude oil, condensate and natural gas) on client platforms and in connected (sub-sea) pipelines	Fires and explosions resulting from loss of containment of Hydrocarbons on adjacent client facilities impacting the safety of Swissco Supporter and its POB. Note that vessel-platform collisions are considered a potential cause of this MAE.
2.	Marine Diesel Oil in the main storage tanks, day tanks and piping (approx. 450 tonnes onboard Swissco Supporter)	Escalated engine room / marine diesel fires onboard
3.	Heavy objects at height lifted by the	Structural damage and loss of stability of the



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	vessel crane, including the crane boom (max lift 27 tonnes at 30m height)	vessel caused by sudden dropping of heavy load
4.	Flammable materials in the Accommodation, e.g. furniture, paper, clothes, plastics, cooking oils & fats.	Escalated Accommodation fires onboard
5.	Bacteria and/or toxins in food	Food poisoning
6.	Passing vessels	Collisions by passing vessels, resulting in structural damage and loss of stability of Swissco Supporter
7.	Subsea hazards including anchor piles, shallow coral reefs	Structural damage to Swissco Supporter and potential loss of stability / capsize / sinking
8.	Extreme weather combined with failure to secure loads and/or failure to secure water-tight doors & hatches	Loss of stability and potential capsize / sinking

## **ADEQUATE INFORMATION ON HOW THE PUBLIC CONCERNED WILL BE WARNED AND KEPT INFORMED IN THE EVENT OF A MAJOR ACCIDENT.**

1. The on-site Emergency Response Plan for the Swissco Supporter is defined in Swissco Offshore's SEMS. On detection of an emergency, the Master will raise the appropriate alarm followed by an announcement on the vessel's PA system to inform the crew and other personnel on-board (including visitors) on the nature of the alarm.
2. The Swissco Offshore's Emergency Response Team ('ERT') will then initiate the following actions:
  - a. Communication of the necessary and relevant information to the public and to the emergency services and authorities concerned in the area;
  - b. Provision of notification of the incident to the authority responsible for setting the offsite emergency plan in motion, the type of information which should be contained in an initial warning and the arrangements for the provision of further detailed information when these become available;
3. It is the responsibility of Swissco Offshore to ensure the relevant authorities are contacted in the event of an emergency involving the Swissco Supporter. As appropriate, the Master in conjunction with the Marine Manager / DPA and Client Client Emergency Focal Person will contact:
  - a. Swissco Offshore and Client's emergency support services
  - b. Channel 16 Maritime Emergency Response Channel.



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- c. Brunei National Disaster Management Centre ('NDMC')
  - d. Brunei Search and Rescue.
  - e. The National Oil Spill Contingency Plan Management Team ('NOSCOPT')
  - f. Energy and Industry Department of the Prime Minister's Office ('EIDPMO')
4. The nature of the emergency will be communicated together with relevant information regarding requirements for support and any danger to the public and / or natural environment. Any concerned parties of the Swissco Supporter will be directly contacted by Swissco Offshore's onshore ERT (such as by telephone). Following the initial alert and communications, the Client Emergency Focal Person with the assistance of the Master and Swissco Offshore's Marine Manager will coordinate further communications as necessary with all external parties in Brunei. The Master of the Swissco Supporter or his designate will continue to be responsible for communications between the vessel and the Client / Swissco Offshore.
5. All Major Accident Events that occur on the vessel are to be reported by the Swissco Offshore Marine Manager to EIDPMO within 6 hours directly by telephone. Emergency services are called out as needed and provided with all necessary information in order for them to help aid in an emergency scenario.

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

1. The nature of the emergency will be communicated together with relevant information regarding actions the public should take.
2. It is imperative that in an emergency situation the public follow issued guidance / Instructions at the time pertaining to that particular emergency.