

Schedule 7

Information to Public

The Safety Case for the Blue Titanium has been compiled by the Director of BT Titanium Pte.Ltd and serves the purpose of a regulatory document and complies with the following regulations whilst operating in the territory of Brunei Darussalam:

- The Workplace Safety & Health (Facilities) (Control of Major Accident Hazard) (Amendments) Regulations, 2017

The Safety Case for the Blue Titanium is intended to demonstrate that all hazards associated with the operations have been identified and that suitable measures are in place to ensure that the associated risks are reduced to a level that is As Low as Reasonably Practicable (ALARP) and has been submitted and approved by the Competent Authority.

Facility Duty Holder:

The owner of the Safety Case is Director of BT Titanium Pte.Ltd, with the identified person providing the information is the Director.

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Scope of Work

The scope of operations which the Blue Titanium is capable of conducting is described in the Safety Case are as follows:

- Accommodation unit
- Well service operations
- Lifting Operations
- Helicopter operations

It is understood that for the duration of the time spent operating in the territory of Brunei Darussalam for its current campaign, the Blue Titanium will provide accommodation for offshore personnel as well as deck space. The Blue Titanium will be engaged in setting up alongside the client assets and transferring personnel and equipment to and from the platform by way of a gangway.

Whilst operating in the territory of Brunei Darussalam, it is planned to keep the following substances onboard the Blue Titanium:

Flammables	Location	Maximum Inventory
Process Tanks & Equipment (unrefined hydrocarbons)	<ul style="list-style-type: none"> • Main deck (well servicing only) 	<ul style="list-style-type: none"> • Dependent on operation
Marine Gas Oil	<ul style="list-style-type: none"> • Port & Starboard holding tanks in hull. 	<ul style="list-style-type: none"> • 468m3

	<ul style="list-style-type: none"> • 4 x day tanks on machinery deck. • Emergency Generator Room 	
Cooking Oil	<ul style="list-style-type: none"> • Galley 	<ul style="list-style-type: none"> • 340ltrs
Lube and Hydraulic Oil	<ul style="list-style-type: none"> • Lube oil tank in generator room • Hydraulic Oil in cranes • Hydraulic oil in retractable thruster 	<ul style="list-style-type: none"> • 6000ltrs
Solvents for Engines and deck maintenance	<ul style="list-style-type: none"> • Engine workshop • Bow thruster room 	<ul style="list-style-type: none"> • 10ltrs
Dirty Oil	<ul style="list-style-type: none"> • Holding tank in hull 	<ul style="list-style-type: none"> • 54.7m³
Grease for jacking and lubricating and general purpose	<ul style="list-style-type: none"> • Bow thruster room • Main deck • Engine Room 	<ul style="list-style-type: none"> • 1500kg
Acetylene & Oxygen	<ul style="list-style-type: none"> • Port aft main deck 	<ul style="list-style-type: none"> • 6 x oxygen • 6 x Acetylene
Paints	<ul style="list-style-type: none"> • Paint locker main deck 	<ul style="list-style-type: none"> • 1500ltrs
Domestic solvents, detergent and chemicals	<ul style="list-style-type: none"> • Deck 03 • Deck 02 • Forecastle deck • Main Deck • Laundry 	<ul style="list-style-type: none"> • 15ltr

The client may have additional requirement for hazardous substance storage.

General Information Relating to the Nature of the Major Accident Hazards, Including their Potential Effects on the Public, Property and the Environment

1. MAH-01 Loss of Containment of Well Fluids

A loss of containment of well fluids may occur in the event of loss of well control during slickline operations, e-line operations, well testing operations, and coiled tubing operations. The well fluids may contain both hydrocarbons and toxic gas, and a loss of containment of well fluids may result in scenarios including fires, explosions, and immediate fatalities. Toxic gas or flammable gas clouds may also be present on the installation due to ingress from an adjacent platform.

A loss of containment of well fluids may cause:

- Fires / explosions
- Injuries / fatalities
- Ruptured pipe leading to projectiles and uncontrolled releases
- Unignited releases leading to asphyxiation
- Toxic releases leading to immediate fatalities
- Unintentionally introducing hydrocarbons that create a new hazardous zone
- Corrosion of equipment (by toxic gases)
- Reputational damage
- Environmental incidents
- Platform, operational, or localised shutdown

- Asset damage
- Loss of safety functions, such as the Temporary Refuge, or means of evacuation

2. MAH-02 Lifting Operations

Lifting operations will occur frequently and present a hazard due to dropped objects, swinging objects, or a crane boom failure. While the design of the Liftboat includes consideration of a design load, it is still credible that a dropped object may, for example, cause a direct fatality or penetrate a piece of live equipment and cause a subsequent incident. Lifting activities include carrying out:

- Heavy lifts
- Dual lifts to change orientation of objects
- Lifting from a vessel to deck
- Lifting between decks or areas
- Lifting between platforms
- Helifuel lifts
- Personnel transfer

A MAH due to lifting operations may cause:

- Dropped objects or swinging objects
- Damage to equipment leading to a release of flammable or toxic materials
- Fires
- Injuries / fatalities
- Structural damage
- Puncture of deck

3. MAH-03 Major Mechanical Failure

While on location, there may be a major mechanical failure of critical pieces or systems of equipment (such as the power generator system, jacking system, cranes, or third party well services equipment), which could result in scenarios such as the loss of containment of well fluids, a blackout, or an environmental spill

A MAH of a major mechanical failure may cause:

- Failure of equipment leading to uncontrolled release of well fluids
- Fire / explosion
- Injuries / fatalities
- Dropped / swinging objects
- Blackout
- Jacking system failure
- Collapse of installation

4. MAH-04 Loss of Stability

The loss of stability while on location would result in a major incident. While this event is credible, it is likely to be infrequent. A major loss of stability, in, for example, severe weather conditions, or a vessel collision scenario, has the potential to cause loss of life, severe structural damage, and a total loss of the Liftboat. Loss of stability may also be caused by structural failure following, for example, a major fire or explosion, a helicopter crash, or a failure in the jacking mechanism. A foundation failure

may also cause structural damage and a loss of stability and may occur due to severe weather conditions or a change in the seabed conditions. As well as structural damage and a loss of stability, a foundation failure may result in punch through, sliding, and scouring. Loss of stability may also be caused by use of a Temporary Living Quarters (TLQ), which could impose variable deck loads, may overstress the deck, and could lose the centre of gravity and subsequently collapse

A MAH of loss of stability while on location may cause:

- Punch through
- Sliding and scouring
- Movement of Liftboat
- Damage to leg
- Damage to jacking systems
- Further structural failure
- Total loss of the Liftboat
- Collapse of TLQ block
- Fire / explosion
- Injuries / fatalities

5. MAH-05 Vessel Collision

A collision with a supply or passing vessel has the potential to cause a major accident installation. The predicted frequency of collision is likely to vary depending on factors such as the operational phase and shipping traffic density, which would dictate the number of vessels near the installation. The impact from a vessel collision above the structural design limit would cause structural impairment and may cause structural failure and a loss of stability. Furthermore, a vessel collision may cause equipment damage, injuries or fatalities.

A MAH due to vessel collision may cause:

- Structural failure
- Downtime
- Impact with adjacent asset
- Equipment damage and leaks
- Fire / explosion
- Injuries / fatalities
- Impairment of safety functions, such as the means of evacuation
- Movement of equipment on deck
- Loss of power
- Total loss of the Liftboat
- Impact with an adjacent asset

6. MAH-06 Diving Operations

Diving is considered to be a highly hazardous activity. The failure of life support systems for diving operations in connection with the installation, the detachment of a diving bell used for such operations or the trapping of a diver in a diving bell or other subsea chamber is considered to be a MAH. The installation if required would have the provision for a diving spread. The Company would

not conduct any operations involving our personnel. No Company equipment will be used for any Diving Operation and the Company are not an employer of divers and as such all underwater services would be contracted to a Registered Diving Contractor. A MAH due to diving operations may cause:

- Injuries / fatalities
- Equipment loss
- Downtime

7. MAH-07 Helicopter Operations

Helicopter travel to and from offshore installations has historically been a major risk contributor. Helicopter operations are expected to occur regularly, and helicopter accidents are credible. The hazards associated with helicopter operations include:

- In-flight risks, including ditching into sea
- Landing / take-off on the installation helideck
- Crashing into the installation
- Exposure of the helideck crew and passengers
- Refuelling risks, including spillage and ignition

A MAH due to helicopter operations may cause:

- Injuries / fatalities
- Fire
- Structural damage
- Damage to asset
- Impairment of safety functions, such as the Temporary Refuge

8. MAH-08 Fire/Explosions in Accommodation

Fires or explosions within the accommodation area would not occur because of well-related activity, and may be, for example, a galley or electrical fire. The types of accommodation fires which are likely to occur most frequently are unlikely to lead to immediate fatalities, due to the presence of Active Fire Protection in the accommodation area and detection, as well as multiple escape routes available in the event of a fire. However, escalation of an accommodation area fire may occur if, for example, flammable furnishings or materials are present in accommodation areas. Furthermore, there is the possibility of an explosion in the accommodation area due to the presence of paint, the storage of oxyacetylene bottles, and the battery room

A MAH due to fires/explosions in the accommodation area may cause:

- Injuries / fatalities
- Downtime
- Explosion in accommodation
- Structural damage
- Damage to asset
- Impairment of safety functions, such as the Temporary Refuge

9. MAH-09 Occupational Hazards

Occupational hazards have little potential to cause fatalities outside of the immediate area of the incident. These are expected to be caused by:

The third-party chemicals expected onboard for well operations have the potential to cause harm to personnel.

Work at height or over the side - personnel may work at height or over the side during well testing operations. During these operations, personnel may be harnessed, or on scaffolding, or suspended overboard with a standby watcher in place

An occupational hazard due to the handling of chemicals may cause:

- Burns,
- skin irritations,
- ingestion

An occupational hazard due to work at height may be caused by:

- Slips or falls
- Injuries / fatalities
- Dropped objects striking personnel on the platform below
- Dropped objects overboard
- Man overboard scenario
- Drowning
- Suspension trauma

Combined and Simultaneous Operations

10. MAH-10 Accidents with Adjacent Platform

The risks associated with work alongside another installation will be discussed in a Combined Operations notification. An incident on the mobile installation may occur due to an incident on an adjacent installation, such as a collision, or the presence of a hydrocarbon or toxic gas cloud.

A MAH due to an incident on or with an adjacent platform may be caused by:

- Collision with the adjacent platform
- Well event
- Blowout
- Crane failure
- Vessel collision

A MAH due to an incident on or with an adjacent platform may cause:

- Injuries / fatalities
- Fire / explosion
- Structural failure
- Downtime and cost
- Reputational damage

- Impact with adjacent asset
- Environmental spill
- Equipment damage and leaks
- Impairment of safety functions
- Equipment overboard
- Movement of equipment on deck
- Loss of installation
- Loss of power

MAH-11 Temporary Equipment

An incident may be caused by the presence of temporary equipment, such as well services equipment. the presence of the equipment may block means of access and egress, and may make it difficult to access equipment, or create a confined space

A MAH due to temporary equipment may be caused by any of the following:

- Generator refilling equipment
- Skips
- Vendor equipment
- Forklifts
- Well service equipment
- Other third-party equipment

Marine Operations

MAH-12 Towing and Sailing

An incident during the towing and sailing operations could result in a major accident. The hazards associated with towing and sailing operations include:

Preparations to sail

- Sailing
- Towing
- Pre-entry checks for safety zone and entry to safety zone

As part of the preparations to sail, the installation Class Flag and Verification compliance, and the close-out of all non-compliance issues shall be carried out.

A MAH due to sailing or towing may cause:

- Injuries / fatalities
- Structural damage
- Missing weather window
- Missing hire deadline
- Damage to asset
- Impairment of safety functions
- Collision between crane booms
- Damage to third party equipment
- Damage to process equipment
- Wrong location

- Business impact
- Drifting or collision
- Damage or sinking
- Loss of stability
- Blackout (deadship)
- Man over board
- Environmental spills/pollution
- Drive off (under power)
- Drift into platform
- Wrong position alongside platform
- Liftboat Master refusing entry

MAH-13 Positioning and Jacking

An incident during the positioning and jacking operations could result in a major accident. The hazards associated with positioning and jacking operations include:

- Positioning
- Jacking

Foundation failure Prior to positioning being carried out, the Liftboat Master will grant entry to the safety zone following successful pre-entry checks, such as DP and communication checks, being carried out.

A MAH due to positioning may cause:

- Drift on or drive on
- Damage to jack up or asset
- Incorrect position
- Business impact
- Environmental damage A MAH due to jacking may cause:
- Damage to jack up or asset
- Environmental spill
- Collapse of jack up
- Punch through
- Leg collapse
- Environmental damage A MAH due to foundation failure may cause:
- Punch through
- Sliding and scouring
- Movement of Liftboat
- Suspension of operations
- Damage to leg or jacking systems
- Stability compromised
- Structural damage
- Controlled evacuation
- Fatalities

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

The Emergency Response Plan for the Blue Titanium stipulates that when an incident has occurred The Duty Holder will ensure that the Competent Authority (MEI) is notified of a major accident occurring within 6 hours of occurrence. The necessary and relevant information will be distributed to the public ensuring the public are aware of the nature of the event, the mitigation arrangements and the remedial action to be taken. Any concerns the public may have will be resolved in a joint effort with The Duty Holder and the Client. Adequate information on the actions the public concerned should take in the event of an emergency situation will be provided by The Duty Holder emergency response teams. The following pieces of information will be readily available to the public:

- The nature of the emergency
- The action the public should take as a result of an emergency

It is the responsibility of The Duty Holder to ensure that the relevant authorities such as the coastguard are notified in the event of an incident. The lines of communication and responsibilities of the emergency response teams are outlined in section 5 of the safety case and detailed further in the Blue Titanium Emergency Response Plan.

The Duty Holder will cooperate with the client in all emergency response situations as per the bridging document and the Combined Operations Safety Case to ensure that all procedures are followed correctly, and the emergency is controlled.

Command is initially on the Bridge where the Liftboat Master will make decisions on whether to remain within the TR or to evacuate the installation.

Social Media shall not be used by anyone during the emergency unless approved by the Director and Media Liaison. The use of phones and taking videos and photos on site should be banned by the ERT.

Faced with an emergency situation all personnel must know how to report a situation by all possible means. The success of the action, undertaken to control situations depends to a large extent on the promptness with which decisions are taken and the actions implemented.

Only authorised personnel may liaise with the media, regulatory authorities and other external agencies and organisations. Logs and records of all events are to be recorded as soon as possible. All records are to be maintained for defined retention periods as detailed in the Master Records List.

The Duty Holder Management will undertake annual emergency response training exercise, which include the involvement of emergency services such as the police and the coastguard.

The Emergency Coordinator (EmCo) is responsible for the overall management of the onshore emergency response. In particular, they are responsible for the effective operations of the IMT and for ensuring that interfaces with external organisations and companies are adequate. The EmCo has full management and financial authority to provide and effective response to the incident.

The Offshore On scene Commander, alongside the client emergency focal point, will ensure that interfaces with external organisations and companies are adequate. The on-scene commander is the person responsible for all aspects of an emergency response, until other arrangements are made, or they are relieved by higher authorities (such as the Coastguard) including quickly developing incident objectives, managing all incident operations, application of resources as well as responsibility for all persons involved. This is in accordance with maritime law and reflects the fact that the Liftboat Master

has overall responsibility for the health, safety and welfare of all personnel onboard the installation and for the protection of the environment.

Schedule 7 Summary

SCHEDULE	7
INFORMATION TO PUBLIC	
Name of the duty holder and address in Brunei Darussalam of the facility.	BT Titanium Pte. Ltd, No.9 Simpang 145, Jalan Maulana Kuala Belait, KA1131 Brunei Darussalam
Identification, by position held, of the person giving the information	Director of BT Titanium Pte. Ltd
Confirmation that the facility is subject to these Regulations and that the notification or the Safety Case has been submitted to the competent authority.	Whilst operating in the territory of Brunei Darussalam, the Blue Titanium will comply with the following regulations: <ul style="list-style-type: none"> The Workplace Safety & Health (Facilities) (Control of Major Accident Hazard) (Amendments) Regulations, 2017 The Safety Case has been submitted and approved by the Competent Authority.
An explanation in simple terms of the activity or activities undertaken at the facility.	<ul style="list-style-type: none"> Accommodation unit Well service operations Lifting Operations Helicopter 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.	Process Tanks & Equipment (Unrefined Hydrocarbons) Marine Gas Oil Cooking Oil Lube and Hydraulic Oil Solvents for Engines and deck Maint Dirty Oil Grease for Jacking and Lubricating Acetylene and Oxygen Paints Domestic Solvents, Detergents and Chemicals
General information relating to the nature of the major accident hazards, including their potential effects on the public, property and the environment.	The necessary and relevant information will be distributed to the public ensuring the public are aware of the nature of the event, the mitigation arrangements and the remedial action to be taken.

<p>Adequate information on how the public concerned will be warned and kept informed in the event of a major accident.</p>	<p>The Duty Holder will endeavour to provide the public with all necessary information concerning the nature of the major accident, what actions are to be taken by the public and what actions are being taken by the duty holder to respond to the emergency</p>
<p>Adequate information on the actions the public concerned should take, and on the behaviour they should adopt, in the event of a major accident.</p>	<p>Adequate information regarding what actions to be taken by the public in the event of a major accident occurring.</p>
<p>Confirmation that the duty holder is required to make adequate arrangements onsite, in particular, liaison with the emergency services to deal with major accidents and to minimise their effects.</p>	<p>The Duty Holder makes adequate arrangements in terms of communications with the emergency services. Management organises emergency drills to ensure that everybody onboard the installation is fully prepared for the potential of an emergency situation.</p>
<p>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.</p>	<p>Refer to The Duty Holder's Offsite Emergency Response Plans for operating in the territory of Brunei Darussalam. Onshore Management undertake annual emergency response training exercise, which include the involvement of emergency services.</p>
<p>Details of where further relevant information can be obtained, unless making that information available would be contrary to the interests of national security or personal confidentiality or would prejudice to an unreasonable degree the commercial interests of any person.</p>	<p>The Duty Holder will work alongside the client as per the bridging document and release information to the public once discussed and agreed with all stakeholders such as MEI. This ensures that sensitive information is controlled and distributed correctly to the appropriate people.</p>