

**Chief Safety Officer Decision**  
**(Application for Substitution, Equivalency, or Exemption)**

**Date:** 24 February 2017

**C-NLOPB Reference:** 2017-RQ-0001

**Applicant:** Transocean Offshore (Canada) Services Ltd.

**Applicant Reference:** RQ-TBR-001

**Installation Name:** MODU Transocean Barents

**Authority:** *Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, subsection 151(1) & section 205.069*  
  
*Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador Act, subsection 146(1) and section 201.66*

**Regulation:** *Paragraph 10(9)(b) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer concurs with the Applicant's, the owner of the MODU Transocean Barents, proposal to use DNV-OSS-101 - Rules for the Classification of Offshore Drilling and Support Units (April 2004), DNV -OS-A101- Safety Principles and Arrangements (October 2002) and DNV-OS-D101-Marine and Machinery Systems and Equipment (April 2003) for control station and accommodation airlock requirements in lieu of the requirement in the Newfoundland Offshore Petroleum Installation Regulations with the following conditions:

1. Pressure sensors to be fitted at each level in the accommodations with pressure indication to be provided to the control stations.
2. Verification of the Loss of Pressure for the accommodation and control stations is to be included in the Certifying Authority Scope of Work Verification Element and tested on an annual basis during the COF Annual Survey.
3. During the Certifying Authority Certificate of Fitness Compliance Survey the following items to be surveyed:
  - a. The fire doors are to be surveyed for proper seal and the ability to maintain positive pressure.

- b. The Last TSR Integrity Test Report to be reviewed, and if it has not been completed within the last 36 months, then a new test to be conducted.
4. Certifying Authority is satisfied and continues to be satisfied that the doors meet DNV offshore standards and are installed and maintained to prevent the passage of smoke and flame under normal atmospheric conditions.
  5. Adequate spares are available for all door types.

A handwritten signature in blue ink, appearing to read "Paul Cleaver". The signature is written in a cursive style with a horizontal line underneath the name.

Chief Safety Officer