



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

**Date:** 2022-Mar-01 | 1:12:11 PM NST

**C-NLOPB Reference:** 2018-RQ-0046

**Applicant:** ExxonMobil Canada Properties

**Applicant Reference:** RQF-HEB-091

**Installation Name:** Hebron

**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:** *Section 21(b) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer approves the Applicant's, the owner of the *Hebron Platform*, proposal to utilize the north east (NE) and southeast (SE) foghorns in automatic mode when visibility is less than 2 nautical miles (3.7 km) and to activate them manually when visibility is greater than 2 nautical miles, in lieu of the requirements in Subsection 21(b) of the *Newfoundland Offshore Petroleum Installations Regulations*, which requires a fixed platform to comply with Sections 8, 9, and 10 of the *Navigable Waters Works Regulations*, subject to the following conditions:

- 1) EMCP shall ensure the "Collision Avoidance – Vessels and Ice" procedure includes the requirements for the conditions under which the Offshore Installation Manager is required to give instructions to sound the foghorns or switch them to automatic.
- 2) All barriers outlined in the RQ proposal must be fully functional and operational. This includes,
  - (a) navigational aid lighting,
  - (b) normal illumination on the platform,
  - (c) continuous manning of the Radio Room by the Radio Operator for oversight of the Collision Avoidance procedure, the Auto Identification System (AIS), and the Ice Radar,



- (d) 24 hour stand-by vessel support which allows for the ability to intercept any vessel that is unresponsive to communication and is identified as approaching the platform, and
- (e) ability to turn on the foghorn if any vessel is unresponsive to radio communication and is identified as approaching the platform.

DocuSigned by:

*for alsh*

94C2434A59B546B...

Chief Safety Officer