



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

**Date:** 2020-May-20 | 2:03:58 PM NDT

**C-NLOPB Reference:** 2020-RQ-0062

**Applicant:** TechnipFMC

**Applicant Reference:** 076766C001-RQF-14

**Installation Name:** DSV-Deep Explorer

**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 19(a)(j) of the *Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**


The Chief Safety Officer approves the Applicant's, the owner of the *DSV-Deep Explorer*, use of DNV Rules for the Classification of Ships and is in accordance with *International Maritime Organization Safety of Life at Sea (IMO SOLAS), Fire Safety Systems (FSS) Code, Fire Test Procedures (FTP) Code and the Special Purpose Ships (SPS)*, in lieu of the requirements in Section 19(a)(j) of the *Newfoundland Offshore Petroleum Installations Regulations*, which requires that every work area must have 2 well-marked escape routes and survival evacuation stations with 2-hour fire protection, subject to the following condition:

1. In addition to the IMO signage for the escape routes, warning signage shall be placed on the doors of the pump room and the deck workshop to alert personnel that they are entering a space with only one exit.

This Decision is effective from the date of issuance herein until the earlier of:

- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or
- b) the date on which the CSO and /or CCO (as applicable) revokes this Decision as a result of i) any enforcement action by the Board related to this Decision or ii) new information or analysis coming to light challenging the assessment upon which this Decision was based, including but not limited to any changes to commitments made by the Applicant in its application.

For greater certainty, the Chief Safety Officer will no longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

DocuSigned by:  
  
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Chief Safety Officer