



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

Date: 2022-Jan-10 | 7:40:54 AM NST

C-NLOPB Reference: 2021-RQ-0053

Applicant: Hibernia Management and Development Company Ltd.

Applicant Reference: RQF 483

Installation Name: Hibernia

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) & section 201.66

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

Decision:

The Chief Safety Officer approves the Applicant's, the owner of the *Hibernia Platform*, proposal to maintain the north east (NE) and southwest SW) foghorns to ensure operability at all times but to utilize the NE foghorn when visibility is less than 2 nautical miles (3.7 km) and to only use the SW foghorn in the event that other collision avoidance systems and protocols are ineffective, 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) HMDC shall ensure the Collision Avoidance – Vessels and Ice procedure is updated to include the requirements for the conditions under which the OIM 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 Rutter 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,
 - (e) ability to turn on the foghorn if any vessel is unresponsive to radio communication and is identified as approaching the platform.

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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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:


Chief Safety Officer