Foreword

The onus is on those with statutory responsibilities to comply with the *Accord Acts*[1] and Regulations made thereunder and to demonstrate to the Board the adequacy and effectiveness of the methods employed to achieve compliance.

This interpretation note is not a statutory instrument and does not prevent those with statutory responsibilities from proposing alternative interpretations that demonstrate regulatory compliance. Such alternatives will be considered on a case-by-case basis by the Board. It is recommended that in proposing alternative interpretations, those with statutory responsibilities assess any associated risk and hazards and how they will be addressed.

Purpose

Effective upon the issuance of the Drilling and Production Guidelines May 31, 2011,the C-NLOPB rescinded the Guidelines Respecting Drilling Programs. These guidelines contained provisions that are not included in the Drilling and Production Guidelines but are still valid. Further, recent events and developments have necessitated the update of some guidance. The purpose of this Interpretation Note is to provide necessary guidance, which the Board has not published elsewhere.

Evacuation Systems

Operators should demonstrate that installations are fitted with the best practicable evacuation technology available. Unless otherwise agreed, the Board expects operators to ensure that installations are equipped with an enhanced evacuation system.

If operators are unable to regularly lower and launch lifeboats and run lifeboat engines under load, operators should, in consultation with the manufacturer and Certifying Authority, test or complete additional inspections of all components normally tested by regular lifeboat launches. This includes but is not limited to the development of ways to run engines for extended periods, test sprinkler systems, test hydrostatic release mechanisms, test or inspect stuffing boxes, etc. It is the Board's expectation that release gear be function tested at least every six months.

Historically, a significant number of incidents relate to the improper maintenance of evacuation systems. As a result, the Board expects operators to review the adequacy of the planned and preventative maintenance system for evacuation systems, lifesaving

[1] The Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, S.C. 1987, c. 3 and the Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador

Act, RSNL1990 c. C-2. For ease of reference, citations in this Interpretation Note are to the federal version.

appliances and rescue craft and to monitor and audit these maintenance programs to ensure that they are operating effectively, are safe for the personnel carrying out the maintenance and comply with all regulatory requirements. It is also expected that the manufacturer's maintenance instructions for the lifeboats, release mechanisms and launching equipment be available onboard the installation.

Lifeboat coxswains shall receive initial and refresher training specific to the evacuation systems used on the installation (davit-launched or free-fall) in accordance with the Atlantic Canada Offshore Petroleum Standard Practice for the Training and Qualifications of Offshore Personnel. Lifeboat coxswains should participate in at least one lifeboat launch each year, at the installation, or, at a shore based facility. In lieu of an annual lifeboat launch, a lifeboat simulator fitted with equipment the same as, or substantially similar to that which is fitted on the installation and which meets industry guidelines, may be used.

With regard to the foregoing, operators should refer to sections 19 and 25 of the *Newfoundland Offshore Petroleum Drilling and Production Regulations*, section 22 of the *Newfoundland Offshore Petroleum Installations Regulations* and the *Atlantic Canada Offshore Petroleum Industry Escape, Evacuation and Rescue Guide*.

Handling of Chemical Substances, Waste Material and Oil

With reference to sections 19 and 23 of the *Newfoundland Offshore Petroleum Drilling and Production Regulations* and Part 31 of the *Canada-Newfoundland and Labrador Offshore Area Occupational Health and Safety Regulations* operators should assess the risks associated with chemicals at an early stage in the design of installations and processes. The goal is to reduce risk by reducing the number and amount of hazardous chemicals used, using safer chemicals and designing processes with better safeguards and barriers. Operators should design processes to reduce waste and with the safe disposal of waste in mind. Operators should also reassess risks and measures to mitigate risk periodically and as required by change. Operators must comply with requirements in legislation related to the *Workplace Hazardous Materials Information System (WHMIS)* 2015 and the *Transportation of Dangerous Goods (TDG) Regulations* and should comply with those elements of the *Environmental Protection Plan Guidelines*, *Offshore Waste Treatment Guidelines* and the *Offshore Chemical Selection Guidelines* that pertain to these matters.

Quick Disconnect and Mooring Quick Release Systems

Where the possibility of pack ice i.e., drifting icebergs, or land-fast sea ice exists, installations should be designed to withstand the ice loads or be equipped such that they can move away from encroaching ice in advance of it becoming a threat to the installation. Anchored installations should consequently be self-propelled and equipped with emergency mooring quick disconnect systems, which should be tested and proven effective in the appropriate water depths. Operators should refer to section 25 of the

Newfoundland Offshore Petroleum Drilling and Production Regulations and review the guidance on ice management in the *Drilling and Production Guidelines* and the *Physical Environmental Program Guidelines*.

Organizational Competence

Organizational competence is both implicit and explicit in sections 5, 19 and 72 of the *Newfoundland Offshore Petroleum Drilling and Production Regulations*. Operators should also refer to the declarations submitted pursuant to Accord Acts. In addition to individual competence, operators should ensure that the organization charged with undertaking and completing a work or activity is competent as a whole. Operators should provide all necessary skills and expertise in sufficient numbers to plan and execute the project safely and without pollution. This includes sufficient redundancy, succession planning and access to additional resources to cope with credible emergency and abnormal situations. Pursuant to sub-section 19(1) of the regulations, a sufficient number of trained and competent individuals must be available at all times. In this regard, operators should have systems in place to effectively track and monitor the competence of individuals and the organization as a whole. Operators should train all managers and supervisors in the management system and its functioning related to safety and the protection of the environment including the relevance and use of key performance indicators.

Helicopter Decks

With reference to sections 19 and 70 of the *Newfoundland Offshore Petroleum Drilling and Production Regulations*, all helicopter deck operations should be under the supervision of a formally trained and designated Helicopter Landing Officer. With reference to section 25 of the *Newfoundland Offshore Petroleum Drilling and Production Regulations* and in addition to the requirements of the *Newfoundland Offshore Petroleum Installations Regulations,* operators should assess helicopter decks against the requirements of CAP 437, *Offshore Helicopter Landing Areas – Guidance on Standards, 8th Edition* or as amended from time to time, as issued by the UK Civil aviation Authority. Operators should discuss any areas of non-compliance with this standard or conflicts with the requirements of the *Newfoundland Offshore Petroleum Installations Regulations* with the Board.

Protection of Combustion Engines

Operators should ensure the protection of combustion engines on drilling and production installations against the unplanned ingestion of combustible gas. This would normally take the form of a shutoff valve in the air induction system automatically triggered by engine over-speed and / or gas detection. Appropriate analysis of risk and the presence of other protective mechanisms may exempt some engines, e.g. some emergency generators.

Operators should refer to section 25 in the *Newfoundland Offshore Petroleum Drilling and Production Regulations*, section 13 of the *Newfoundland Offshore Petroleum Installations Regulations* and Norsok Standard S-001, Technical Safety.

For further information on these matters, please contact the C-NLOPB at information@cnlopb.ca.