



**Chief Safety Officer Decision (Regulatory Equivalence)**

**Date:** June 18, 2012

**C-NLOPB Reference:** 2012-RQ-0052

**Applicant:** Subsea 7 Canada Inc.

**Applicant Reference:** TRNCA-RQF-HAV-00002 – Item 13

**Installation Name:** Seven Havila

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

**Regulation:** *Paragraph 19(f) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**  
The Chief Safety Officer accepts the use of ladders as escape routes in the thruster room and engine room on the Seven Havila in accordance with International Maritime Organization (IMO) Safety of Life at Sea Chapter II-2 Part D, Regulation 13 – Means of Escape, and Det Norske Veritas Rules for the Classification of ships in lieu of the requirement for ramps or stairs on escape routes.

  
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Chief Safety Officer