



### Chief Safety Officer Decision (Regulatory Exemption)

- Date:** May 16, 2012
- C-NLOPB Reference:** 2012-RQ-0002
- Applicant:** Husky Oil Operations Ltd
- Applicant reference:** RQF-WR-0168
- Installation name:** SeaRose FPSO
- 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:** *Subsection 9.27 (2) of the Draft Newfoundland Petroleum Occupational Health and Safety Regulations, Subsection 22(1) and 22(2) of the Newfoundland Offshore Petroleum Installations Regulations.*
- Decision:** The Chief Safety Officer authorizes the Applicant, a temporary exemption from the requirements for the number of employees sleeping in an accommodations cabin while the FPSO is disconnected but still within the Newfoundland and Labrador Offshore area. More specifically, the Applicant may temporarily assign three persons to a cabin.
- The Chief Safety Officer also authorizes the Applicant, the operator for the SeaRose FPSO, a temporary exemption from the requirements for 200% lifeboat capacity and positioning half of the survival crafts to each side of the installation for the period following disconnect from the buoy/mooring system until the FPSO is outside the Newfoundland and Labrador Offshore area and once the FPSO enters the Newfoundland and Labrador Offshore area until the FPSO has reconnected to the buoy/mooring system. The application has been approved subject to the following conditions:
1. The Applicant must shut in, blow down and depressurize the subsea facilities and depressurize the topsides process equipment, prior to increasing the complement of the installation.

2. The Applicant must remove hydrocarbon inventories from cargo tanks with only residual amounts remaining, prior to increasing the complement of the installation. The fire and gas detection and protection systems must remain operational during the shutdown period.
3. The Applicant must consider the additional risk to personnel due to icebergs if a shutdown is required between April and June 2012.
4. The maximum complement is to revert to 90 prior to the introduction or reintroduction of hydrocarbons and the Applicant must confirm this to the Chief Safety Officer prior to the introduction or reintroduction of hydrocarbons.

These conditions are consistent with the Applicant's commitments in RQF WR 0168, the conditions as per DNV letter ANMCA483/RKEN/24492-J-11634 dated Dec 21, 2011 and the conditions of Transport Canada's Marine Technical Review Board (MTRB) Decision No. 10439 dated April 19, 2012.



Chief Safety Officer



## REGULATORY QUERY APPROVAL FORM FOR POSTING TO WEB

C-NLOPB Reference	2012-RQ-0002	Date Sent for Approval	May 16/12
Applicant Reference	WR-RQF-0168		
Reviewer	Valerie Goodland-Hennessey		

Please sign and date below in appropriate approval area.

1. Communications

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Manager

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Date

2. Operations

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Manager

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Date