

CNSOPB



CANADA-NOVA SCOTIA
OFFSHORE PETROLEUM BOARD

Chief Safety Officer Decision

Decision Date: 30 July 2018
Applicant: ExxonMobil Canada Properties
Reference: RQ-162 — North Triumph Facilities Transition and Lighthouse Mode
Project: Sable Offshore Energy Project
Installation Name: North Triumph Platform
Authority: Canada-Nova Scotia Offshore Petroleum Resources Accord Implementation Act (Federal version), Sections 155(1)(a) and (b)
Regulation: Nova Scotia Offshore Petroleum Installations Regulations – Sections 12, 22, 29, 30, 31, 32, 34, and 36

Decision:

ExxonMobil Canada Properties (Exxon) has requested a deviation from Sections 12, 22, 29, 30, 31, 32, 34, and 36 of the Installations Regulations, relating to specified equipment and systems required for the North Triumph platform.

The rationale for this deviation includes consideration that the platform will be undergoing well plug and abandonment (P&A) activities and transitioning from a periodically-attended producing installation to a fully-unattended, permanently-isolated, hydrocarbon-free facility awaiting removal (i.e. "lighthouse mode"). Throughout the well P&A and facility transition activities, required equipment and systems will be supported through alternate means provided by a jack-up drilling rig attached to the platform by a fixed gangway system. Once lighthouse mode is achieved, the specified equipment and systems will no longer be necessary.

The Certifying Authority concurs that the proposal meets the requirements of Certificate of Fitness Regulations Section 4(2)(a)(ii).

Acceptance of the deviation is conditional on the following:

- Platform Layout Placards to remain in place around the facility marking major equipment and escape routes. The placards must be updated or appropriately modified to identify that Life Saving Appliances are no longer in place as indicated.

The Chief Safety Officer hereby grants a deviation from the Nova Scotia Offshore Petroleum Installations Regulations – Sections 12, 22, 29, 30, 31, 32, 34, and 36, subject to the above condition, and is satisfied that these arrangements provide an equivalent level of safety to that provided by the Regulations.

Robert Normore, B.Tech., CRSP
Chief Safety Officer