



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

**Date:** 15 June 2015

**C-NLOPB Reference:** 2015-RQ-0053

**Applicant:** Multi Klient Invest AS

**Applicant Reference:** RQ-MKI-ATL006

**Installation Name:** MV Atlantic Explorer

**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) and section 201.66*

**Regulation:** *Subsection 74(1) of the Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations*

**Decision:**

The Chief Safety Officer accepts the Applicant's, the owner of the *MV Atlantic Explorer*, use of *GL Rules for Classification and Construction, 1 – Ship Technology, Part 1, Chapter 3, Section 1* for hazardous area classification in lieu of the *Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* requirement which specifies the use of the Canadian Electrical Code.

This substitution is effective from the date herein until the *Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* are repealed or that any representations made in the application for substitution has changed, whichever is earlier. For greater certainty, exemptions from part III.1 Regulations made pursuant to the *Accords Acts* will no longer be granted after December 31, 2019.

  
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Chief Safety Officer