



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

**Date:** MARCH 3, 2016

**C-NLOPB Reference:** 2016-RQ-0034

**Applicant:** Allseas Canada Limited

**Applicant Reference:** 405720-CJ-RQF-027

**Installation Name:** M/V Calamity Jane

**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:** *Sections 232 and 233 of the Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations*

**Decision:**

The Chief Safety Officer authorizes the Applicant, the owner of the *M/V Calamity Jane*, to use and maintain loose lifting equipment in accordance with *Lifting Operations and Lifting Equipment Regulations (LOLER 1998)* and associated EN standards in lieu of the requirement in the *Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* to use loose lifting equipment that meets ASME B30.9-2010 and ASME B30.26-2010.

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and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* are repealed or that any representations made in the application for substitution has changed, whichever is earlier.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.

*Ryan Brown*  
A/ Chief Safety Officer