

**Chief Safety Officer Decision**  
**(Application for Substitution, Equivalency, or Exemption)**

**Date:** August 9, 2016

**C-NLOPB Reference:** 2016-RQ-0146

**Applicant:** MG3 (Survey) UK Ltd.

**Applicant Reference:** MG3-16025\_RQ 003

**Installation Name:** RV Coriolis II

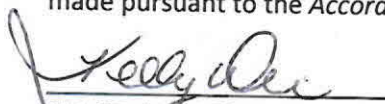
**Authority:** *Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, subsection 151(1) & section 205.069*  
  
*Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador Act, subsection 146(1) and section 201.66*

**Regulation:** *Part 6 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 *RV Coriolis II*, proposal to use Bureau Veritas, *Rules for the Classification of Steelships* Part E, Ch 4, Section 1, [7] and International Maritime Organization (IMO) *MSC/Circ.982 Guidelines on Ergonomic Criteria for Bridge Equipment and Layout* Section 5.2.5 in lieu of the regulation requirements for bridge lighting levels specified in Part 6 of the *Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations*.

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and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* are repealed or that any representations made in the application for substitution has changed, whichever is earlier.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

  
Chief Safety Officer