



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

**Date:** 19 JUNE 2017

**C-NLOPB Reference:** 2017-RQ-0101

**Applicant:** TechnipFMC

**Applicant Reference:** 071656C001-RQF-15

**Installation Name:** M/V Maersk Detector

**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 7, 44, 49, subsections 15(1), 38(a), 38(c), 39(a), 39(c), 40(1), 40(4), 50(3) and subparagraphs 15(2)(a) and 62(1)(a) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer accepts the Applicant's use of *Lloyd's Register Rules for the Classification of Ships, Lloyd's Register Rules for the Manufacture, Testing and Certification of Materials and Transport Canada Regulations* for material selection and design and construction of the *M/V Maersk Detector* in lieu of the CSA S47x design standards as referenced in the *Installations Regulations*.

  
Chief Safety Officer