

Chief Safety Officer Decision (Regulatory Equivalence)

Date: 7 AUGUST 2018

C-NLOPB Reference: 2018-RQ-0039

Applicant: Equinor

Applicant Reference: MD-OSH-002

Installation Name: 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: *Subsection 231(2) 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 operator of the *Maersk Detector*, to operate, maintain and inspect cranes on the *Maersk Detector* in accordance with the *Lloyd's Register of Shipping Code for Lifting Appliance in a Marine Environment, The Lifting Operations and Lifting Equipment Regulation 2006 (LOLER)*, and *Maersk Inspections and Maintenance of Lifting Appliances Procedures* in lieu of the requirement in the *Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations* for cranes to be operated, maintained and inspected in accordance with *API Standard API RP 2D, API Recommended Practice for Operation and Maintenance of Offshore Cranes*.

This Decision is effective from the date of issuance herein until the earlier of:

- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or
- b) the date on which the CSO and /or CCO (as applicable) revokes this Decision as a result of
 - i. any enforcement action by the Board related to this Decision, or
 - ii. new information or analysis coming to light challenging the assessment upon which this Decision was based, including but not limited to any changes to commitments made by the Applicant in its application.

For greater certainty, Chief Safety Officer will no longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed."


Chief Safety Officer