

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

**Date:** AUG 23 2018

**C-NLOPB Reference:** 2018-RQ-0043

**Applicant:** Fugro Canada

**Applicant Reference:** AE-OSH-001

**Installation Name:** *Atlantic Eagle*

**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:** *Subsections 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 owner of the *Atlantic Eagle*, to utilize cranes operated, maintained and inspected on the *Atlantic Eagle* in accordance with Class, Flag State and Transport Canada - Cargo, Fumigation and Tackle Regulations and Atlantic Towing Fleet Instructions Manual for Maintenance, Inspection, Testing & Repairs 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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

  
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Chief Safety Officer