



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

**Date:** 2020-Apr-23 | 12:02:31 PM NDT

**C-NLOPB Reference:** 2019-RQ-0037

**Applicant:** Heerema Marine Contractors

**Applicant Reference:** HMC0477-CNLRQ-004 Rev 01

**Installation Name:** *SSCV Thialf*

**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 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 approves the Applicant's, the owner of the *SSCV Thialf*, use of the North Sea Lifting (NSL) Handbook and their own procedure, *HMC SC-291 - Design of Engineered Lifts* which references internationally recognized standards; *IMCA M179 Guidance on The Manufacture and Safe Use of Cable-laid Slings and Grommets* and *EN13414 Steel Wire Rope Safety*, in lieu of the requirements in subsections 232 and 233 of the *Canada-Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations*, which state any sling or loose lifting gear be designed and maintained as per ASME Standards.

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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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, the 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longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

DocuSigned by:  
  
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Chief Safety Officer

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