



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

**Date:** 2020-Apr-29 | 11:21:32 AM NDT

**C-NLOPB Reference:** 2020-RQ-0019

**Applicant:** Heerema Marine Contractors

**Applicant Reference:** HMC0477-CNLRQ-001 R1

**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 209(2) & 231(2) 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 following alternate standards for the design and construction of the 2 pedestal mounted cranes onboard; *ABS 1975 Certification of Cargo Gear on Merchant Vessels, British Standard BD-2573 Part 1: 1983 (crane structural design), ANSI/ASME - B30.8, AISC standards for steel structures, and Japanese Industrial Standards* and the use of *Lloyd's Rules for Offshore Units* for the operation, maintenance and inspection of the cranes, in lieu of *API Standard 2C* and *API Standard RP 2D* as specified in the *Canada – Newfoundland and Labrador Offshore Marine Installations and Structures Occupational Health and Safety Transitional Regulations*.

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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

DocuSigned by:

A handwritten signature in black ink, appearing to read "Phil...".

Chief Safety Officer