



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

**Date:** 2021-Mar-15 | 10:27:34 AM NDT

**C-NLOPB Reference:** 2021-RQ-0039

**Applicant:** Stena Drilling Ltd.

**Applicant Reference:** SFO-RQ-020-017

**Installation Name:** MV Stena Forth

**Authority:** *Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, subsection 151(1)*  
  
*Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador Act, subsection 146(1)*

**Regulation:** Section 16(a)(b) of the *Canada - Newfoundland and Labrador Offshore Petroleum Installations Regulations*


**Decision:**

The Chief Safety Officer approves the Applicant's, the owner for the *MV Stena Forth*, proposal to have pedestal cranes designed and constructed in accordance with the *DNV Rules for Certification of Lifting Appliances* and maintenance, inspection and operation of the cranes to International standards as well as *Stena Drilling Lifting Procedure Document L2-DOC-OPS-3059* as well as Original Equipment Manufacturer (OEM) requirements in lieu of the *Canada - Newfoundland and Labrador Offshore Petroleum Installations Regulations Section 16(a)(b)*, which states every crane on an installation shall be designed and constructed in accordance with *API Spec 2C*, and operated and maintained in accordance with *API Standard RP 2D*.

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- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or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longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.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