

Proposed Qualifications and Operational Limits Framework

27 September 2010

For industry consultation



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Introduction

Maritime New Zealand (MNZ) has completed the design phase of its qualifications and operational limits review (QOL Review) and is releasing a proposed new qualifications and operational limits framework (QOL framework) for consultation.

This paper presents the proposed new QOL framework:

- Part 1 explains the proposed changes to operational limits.
- Part 2 explains the proposed changes to qualifications and includes a high level diagram of the new framework.
- Part 3 outlines the next steps of the review and the principles for transitioning from the current framework to the new one.

The proposed new QOL framework has been developed with extensive industry input. This proposal documents our thinking to date, presenting a recommended approach to licensing seafarers that manages risk while providing for an internationally competitive and thriving commercial maritime industry. It is a work in progress. This is **what** we would like to do – the next phase of the project will focus on the detail of **how** we will do it and this will also be worked through with industry.

All holders of MNZ qualifications are affected by the proposed changes and are encouraged to read this document and provide feedback. Members of New Zealand's wider maritime community are also invited to comment on the proposal.

A summary of the proposed key changes and information on how to make a submission are available on MNZ's website at www.maritimenz.govt.nz/quals-limits

Submissions close on 19 November 2010.

Executive summary

Maritime New Zealand's QOL Review aims to develop a clear and logical framework for qualifications and operational limits to meet the needs of New Zealand's commercial maritime sector, now and in the future. MNZ recognises that operational limits are critical to many people's ability to earn a living and that the sector requires a skilled workforce with competencies that are relevant to the job.

MNZ's qualifications have been introduced in an ad hoc manner and amended over time. A large number of current and historical qualifications are valid and still in use, resulting in confusion about privileges. The current QOL framework is outdated, difficult to administer and does not entirely meet international obligations. There is a compelling need for all qualifications and the operational limits linked to them to be considered as an integrated package.

With widespread input from the maritime community a fresh approach has been taken to develop a new framework that supports a modern maritime sector. Our vision for the QOL framework is relevant qualifications and appropriate operational limits that meet industry needs while ensuring the safety of vessels, their crew, passengers and cargo, and protection of the marine environment.

We are now seeking industry feedback through a formal consultation process to ensure we have delivered this.

The proposed new QOL framework presented in this document better supports industry, reflecting the diversity of New Zealand's commercial maritime operations and what they need to function effectively. We've taken a pragmatic and safety-based approach. Maintaining the quality of qualifications is a priority.

Competence is at the core of the new framework. There is a shift in emphasis from experience at entry level, based on hours of sea time, to increased focus on measuring competence, including quality sea time and proven ability, through examination and assessment. This mirrors what actually happens on the water where new recruits learn on the job, progressively building skills and knowledge.

We believe it makes sense.

Design process

The proposed qualifications and operational limits framework has been developed in partnership with industry and MNZ specialists to ensure that it is responsive to industry needs and works in practice.

The design process has been informed by extensive industry engagement including:

- A community engagement programme in 2009 involving 139 interviews with more than 400 people across New Zealand's maritime community. This gave MNZ a clear understanding of the full range of commercial operations and identified key issues, opportunities and barriers to progress posed by current qualifications and operational limits. All members of the maritime community were invited to comment on the published findings.
- Input from 23 design advisors with specialist knowledge and expertise drawn from different parts of the industry.
- Stakeholder workshops involving representatives of key industry organisations to review the draft proposal and assess its potential impacts.
- Industry case studies to test the proposal against more than 200 examples of commercial operations.

Design principles

The following design principles emerged from initial industry feedback and guided the development of the new framework: quality, relevance, clarity, consistency, sustainability, flexibility, responsibility, safety/environmental protection, accessibility, currency, efficiency and portability.

Key changes

Proposed changes will have the greatest impact on seafarers working within restricted limits (current enclosed and inshore limits) because this area has the highest level of maritime activity.

The key changes are:

Operational limits

- New specified limit to cater for restricted operations close to shore.
- Enclosed limit becomes sheltered waters limit.
- Retention of the existing 12 nautical miles (nm) (territorial waters) inshore limit with some adjustments.
- Coastal limit extended to uniform 50nm.
- Offshore limit extended to the limit of the Exclusive Economic Zone (EEZ).
- Unlimited area to extend from the new offshore limit.
- Ability to obtain a conditional limit or temporary extension to a defined limit for seasonal commercial operations.
- Non-passenger vessels can operate within the same limits as fishing vessels.
- Career progression within operational limits through experience and specialist skills.

Qualifications

- Greater emphasis on competence and proven ability.
- Greater emphasis on practical and assessment components supported by the use of evidence based task books.
- Greater value placed on/recognition of quality experience/sea time.
- Reduced number of hours of sea time required.
- Ability to acquire sea time for next operational limit within existing limit.
- Introduction of practical assessment at entry level.
- Recognition of recreational sea time at entry level.
- Recognition of specialist skills through endorsements to certificate of competency.
- Introducing streamlined qualifications to replace Inshore launchmaster (ILM), Local launch operator (LLO), Advanced deckhand (ADH) and Certified deckhand (CDH).
- Career progression in restricted limits through experience and endorsement of specialist skills.

- Acceptance of alternative qualifications for specified limits close to shore.
- Integration of Part 35 qualifications into the new framework.
- Naval watchkeeping time on ships 500 gross tonnage (GT) or more recognised.
- Maintenance of currency through revalidation at all levels.
- MNZ to conduct examinations.
- Incorporation of a clearly identified suite of STCW-95 qualifications in coastal and offshore limits.
- Alignment with Australia and international standards to ensure portability.

In summary, the proposed framework establishes a risk and competency based connection between qualifications and operational limits that should withstand the test of time.

Key issues

The proposed changes seek to address the key issues identified through industry consultation.

The key issues can be summarised as follows:

Operational limits

- Demand for reinstatement of the 100nm fishing limit to align more closely with fishing areas.
- The current 12nm inshore limit does not allow for practical transit routes from one place to another.
- Lack of recognition of technological advances that enable modern vessels to go further than the 12nm inshore limit and return safely to port in a day.
- No flexibility regarding defined limits for specific operational/seasonal activities.
- Coastal limit inconsistent distance from shore for both transit passages and restricted coastal limits and not aligned with STCW-95 requirements.
- Lack of ability to operate within the full extent of the EEZ using offshore qualifications and vessel standards.
- Inequity between Cook Strait and Foveaux Strait regarding operational limits for small passenger vessels.
- Lack of provision for ad hoc and very local activities.
- Existence of one-off limits for some small vessels such as 2nm for fishing vessels less than 6m and 5nm for dive boats less than 6m.
- Inability of non-passenger vessels to cross Cook Strait within the inshore limit.

Qualifications

- Quality of qualifications must be retained.
- Qualifications are based on sea time rather than experience and competence.
- Qualifications and syllabuses have not kept up to date with technology advances in navigation, communications and engineering.
- Barriers to entry exist due to excessive sea time requirements.

- Recreational sea time is not appropriately recognised.
- The method of calculating sea time is open to abuse and does not ensure “quality sea time”.
- Extensive use of Part 35 due to excessive sea time requirements for existing entry level qualification.
- Impediments to career progression exist due to the need to acquire sea time in an adjacent limit.
- Coastal sea time is hard to get and is a barrier to New Zealand Offshore Watchkeeper (NZOW) qualification.
- Qualifications in the coastal limit do not meet STCW-95 requirements, limiting portability.
- Problems exist with career progression within industry sectors and between sectors.
- Syllabuses are repetitive for LLO, ILM and NZOW.
- There is no practical component in entry level syllabuses, eg, fire fighting, safety equipment and competency aboard a vessel.
- There is a perception that delegation of examinations does not ensure the delivery of quality outcomes.
- Revalidation - there is an inconsistent approach to maintaining currency of qualifications.

For more information on key issues see the *Report on key issues from the community engagement programme* on MNZ's website at www.maritimenz.govt.nz/quals-limits

Next steps

The release of this proposal provides further opportunity for the maritime industry to contribute to the new QOL framework. It will be presented at a series of 17 public meetings throughout New Zealand during October and early November 2010. Feedback from the consultation will be used to help us fine-tune the framework. Further work will then be undertaken to finalise the framework and obtain approval for it to be written into maritime rules.

It is anticipated that the new framework for qualifications and operational limits will be introduced during 2013. All existing holders of qualifications will be required to transition to the new qualifications over time, in accordance with clearly articulated transition principles. It is our intention that people will not be disadvantaged in the move to the new framework. It will happen progressively and helpfully.

Part 1 - Operational limits

Overview

The QOL Review has involved a comprehensive review of operational limits to determine what qualifications should be introduced or changed. There is a direct connection between operational limits and the competencies required on the water.

This section of the report summarises the proposed operational limits which define:

- The boundaries at which competencies required to operate in one area or another change.
- Training, skills and knowledge required between one area and another.
- Experience required to operate within these areas.
- Crewing levels for vessels operating within these areas.

Operational limits are not only defined by distance from the shore but, in some cases, by distance up and down the coast. Both of these elements have been considered, along with constraints resulting from adherence to international maritime obligations (see "International obligations").

Considerable analysis has been carried out to test the proposed limits against operational practices and identified issues and challenges.

The starting point is to summarise the proposed key changes to existing operational limits.

Proposed key changes

The proposed operational limits are:

- **Specified** – very close to shore
- **Sheltered** – existing enclosed limit
- **Inshore** – existing inshore limit with some small changes
- **Coastal** – 50nm off New Zealand and Chatham Islands
- **Offshore** – to outer boundary of EEZ
- **Unlimited** – beyond the EEZ
- **Conditional** – temporary extension to a defined limit

The key changes proposed for operational limits are:

- Introducing a new specified limit to cater for localised operations adjacent to the shore.
- Renaming the existing enclosed limit as sheltered waters limit.
- Retaining the existing 12nm (territorial waters) inshore limit with some adjustments.
- Extending the coastal limit to a uniform 50nm around the coast of the North, South and Stewart Islands, and around the Chatham Islands.
- Extending the offshore limit to the outer boundary of the EEZ.
- Redefining the unlimited area to extend from the new offshore limit.

- Introducing the ability to obtain a temporary extension to a defined limit.
- Allowing non-passenger vessels the same privileges regarding limits as fishing vessels.
- Allowing career progression within operational limits through experience and specialist skills.

Key issues

The proposed changes seek to address the key issues with current operational limits identified through extensive industry engagement. These are:

- Demand for reinstatement of the 100nm fishing limit to align more closely with fishing areas.
- The current 12nm inshore limit does not allow for practical transit routes from one place to another.
- Lack of recognition of technological advances that enable modern vessels to go further than the 12nm inshore limit and return safely to port in a day.
- No flexibility regarding defined limits for specific operational/seasonal activities.
- Coastal limit inconsistent distance from shore for both transit passages and restricted coastal limits and not aligned with STCW-95 requirements.
- Lack of ability to operate within the full extent of the EEZ using offshore qualifications and vessel standards.
- Inequity between Cook Strait and Foveaux Strait regarding operational limits for small passenger vessels.
- Lack of provision for ad hoc and very local activities.
- Existence of one-off limits for some small vessels such as 2nm for fishing vessels less than 6m and 5nm for dive boats less than 6m.
- Inability of non-passenger vessels to cross Cook Strait within the inshore limit.

Key principles

When reviewing operational limits MNZ applied the following key principles:

- Common operational limits for fishing and non-fishing vessels, where appropriate, to assist with the transferability of maritime qualifications for seafarers working in both industries.
- Operational limits should be future proofed to better support New Zealand industry.
- Operational limits need to be able to be justified, defined and applied consistently.

Competency approach

In considering proposed limits another key principle was that of a direct connection between competencies and operational limits, that is, a new limit should not be necessary if no additional competencies or knowledge are required to operate in that area.

The following table demonstrates this principle for some core competencies.

| Competency | Specified | Enclosed (sheltered waters) | Inshore Limit (adjacent to sheltered) | Coastal Limit | Offshore / EEZ | Unlimited |
|---------------------------|-------------------------------|-----------------------------|---------------------------------------|----------------------------------|---|---|
| Comms | A means of communication | | VHF | | MF/HF | HF and Satellite |
| Meteorology | Local daily forecasts | | Marine forecast | Coastal weather forecast | Offshore forecast | Global forecasting |
| Safety / self sufficiency | Within or close by safe haven | | Access to safe haven | One or more days from safe haven | Significant distance from safe haven | Self reliant |
| Navigation | Daily or local planning | | Overnight planning and navigation | Coastal planning and navigation | Passage planning and core offshore navigation | As per offshore plus celestial navigation |

Table 1 Connection between competencies and operational limits

International obligations

In reviewing operational limits MNZ has taken into account current and potential constraints arising from adherence to international standards, particularly:

- The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 as amended (STCW-95) – New Zealand is party to this. STCW-95 applies to ships other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.
- The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 95) – this may come into force in the next few years.

The proposed QOL framework complies with STCW-95 and is aligned to STCW-F to ensure it is future proofed and to ensure portability so that MNZ certificate holders can operate internationally.

Current operational limits

To understand the proposed operational limits it is helpful to clarify the existing limits.

The current limits relating specifically to qualifications are defined in Maritime Rule Part 20 and are summarised as follows:

- **Enclosed limit** - the more sheltered waters of harbours and all New Zealand inland waters as defined in the rule. They cannot be assigned to a vessel by a surveyor.
- **Inshore limit** - extends to the 12nm territorial waters limit, and has been defined in the rule for those areas of the New Zealand coast where there are greater numbers of restricted limits vessels operating. An inshore limit may also be assigned to a particular vessel elsewhere by a surveyor, provided it does not extend beyond the 12nm limit or more than 30nm from a single safe haven, nor allow the vessel to cross Cook Strait. Fishing vessels can operate anywhere in the inshore limit all around New Zealand.

- **Coastal limit** - extends in straight lines between 20nm and 30nm off the major capes of New Zealand and 30nm around the Chatham Islands. Variable distance from shore all around the coast - there is a “dog-leg” inwards towards the west coast of the North Island to keep vessels closer inshore.
- **Restricted coastal limit** – any defined section of the coastal limit assigned to a vessel by a surveyor.
- **Offshore limit** – 200nm from the mainland and Chatham Islands; 12nm south of the Auckland Islands and a spike northwards to the Kermadec Islands.
- **Unlimited** - the sea area outside the offshore limit.

A number of other existing “operational limits” imposed through vessel and operational requirements have an impact on qualifications as follows:

- 12nm for holders of *Inshore Fishing Skipper (IFS)*. Maximum of two defined adjacent areas.
- 5nm for dive vessels less than 6m under Safe Operating Plan (SOP) and Part 35.
- 4-6nm out and 15nm up and down coast for *LLO* – these are defined areas.
- 2nm for fishing vessels less than 6m under SOP.

Some vessel standards and older qualifications still allow operators to work to old limits; for example:

- 100nm – holders of *New Zealand Coastal Master (NZCM)* can still operate to 100nm if their boat is surveyed to this limit.
- Extreme Limit – holders of *Commercial Launch Master (CLM)* can still operate to the old extreme limit, eg, game fishing boats in Northland.
- Grandfathered vessels can still operate to the Three Kings with two *CLMs*.
- Grandfathered vessels can still operate in the old Cook Strait extreme limits corridor.

Overview of proposed operational limits

The proposed operational limits are shown in Figure 1 (not to scale).

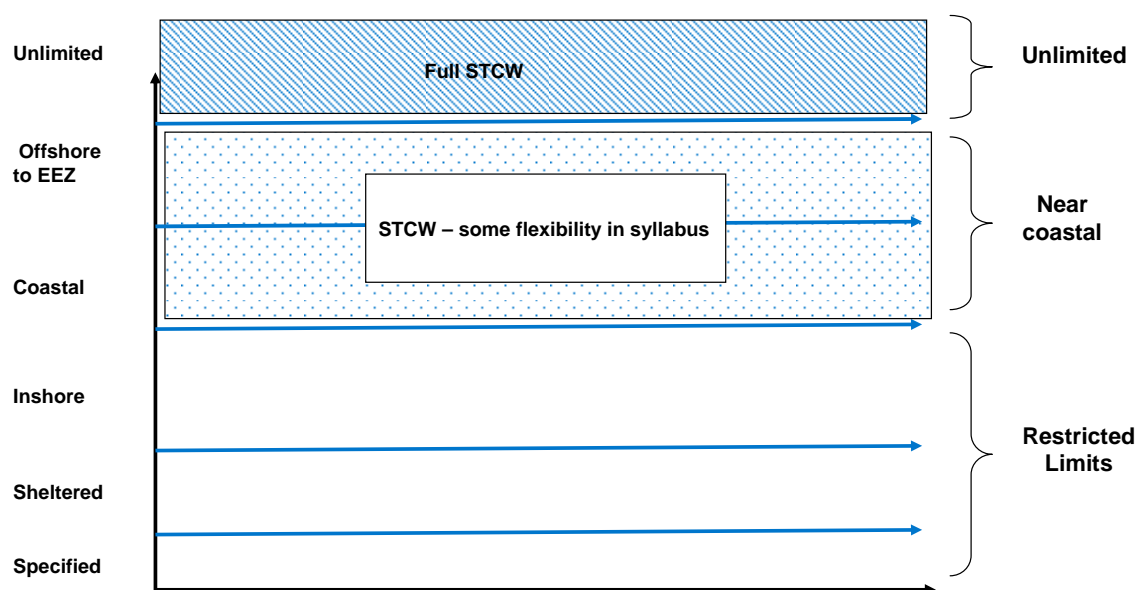


Figure 1 Proposed operational limits

The following diagram simply compares the proposed new operational limits with the current limits.

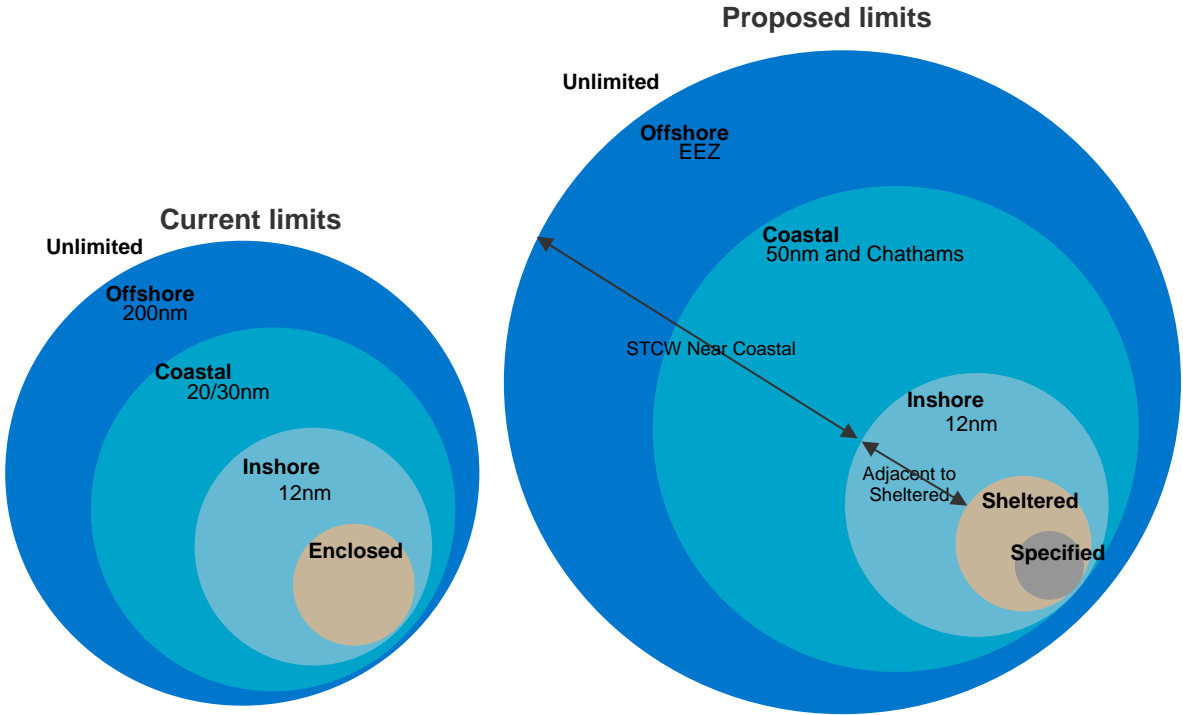


Figure 2 Comparison of current and proposed operational limits

A summary of the proposed operational limits follows. For each proposed limit, information is presented under these headings:

- Proposal
- Current limit
- Issues
- Benefits of proposal.

Specified limit

Proposal

Introduction of a new limit to provide for a large number of commercial operations working within a very restricted area close to shore or to a structure on a case by case basis.

Examples of commercial operations that could be covered by a specific limit include marina and salmon farm workboats, wharf construction, safety support boats and barges operating in an estuary.

Current limit

There is currently no such limit.

Issues

- No recognition of the requirements of commercial operators working in a very specific area.

Operators wishing to work in a very small area of the current operational limits (enclosed, inshore or coastal) are obliged under the current rules to hold a qualification that requires excessive knowledge and sea time for the very restricted tasks they are undertaking. Many do not want or require a maritime qualification or a career in the maritime industry. Their needs are not catered for in the current framework. As a result, many are operating outside of rule requirements.

Benefits of proposal

- Meets industry needs – a specific area could be “ring fenced” for specific commercial activities.
- Lower qualifications could be accepted for a wide range of commercial operations.
- A clear and positive alternative to exemptions.
- A specified area concept could remove the need for Part 35 operations.

Within an approved specified limit (they may be multiple but not contiguous areas) an operator would have a simple safety plan and would be able to use alternative qualifications, eg, Coastguard Day Skipper or RYA Powerboat Level II, to acquire the minimum required competencies without sea time. MNZ would monitor compliance but would have no other involvement apart from approval of the specified limit. Specified limits would not be approved in areas where there is a lot of traffic, and voyages from one “workplace” to another would not be allowed. Specified limits would be limited to vessels less than 24 metres in length.

Sheltered waters limit

Proposal

A sheltered waters limit to replace the current enclosed limit. Area expanded to allow pilotage limits for certain vessels.

The sheltered waters limit will be “...inland waters...or waters within sheltered waters”. The requirements of STCW-95 will not apply to the proposed sheltered waters limit.

Current limit

The enclosed limit includes enclosed waters such as the sheltered waters of harbours and all New Zealand inland waters as defined by maritime rule Part 20.

Issues

- Pilot, harbour tugs and government vessels, eg, Customs and Police, need to operate outside the limit at times, eg, to go outside a harbour entrance.
- LLO able to operate beyond enclosed but not full inshore limits – anomaly.

Benefits of proposal

- The proposed limit would enable port company, port authority and government vessels to obtain an extended sheltered waters limit, if necessary.
- No significant change for current enclosed limit operators.

Inshore limit

Proposal

The current inshore limit to remain substantially the same. Allow direct transits in discreet locations and single contiguous inshore areas.

The inshore limit will encompass “waters closely adjacent to sheltered waters”. The requirements of STCW-95 will not apply to the proposed inshore limit.

Current limit

Fishing vessels can operate anywhere within the 12nm territorial limit (inshore limit) around the New Zealand coast.

Passenger and non-passenger vessels are restricted to a defined or assigned inshore limit and cannot currently travel all around the coast within the 12nm territorial limit. The rule specifically prohibits a surveyor from assigning an inshore limit which would allow a non-fishing vessel to undertake a voyage across Cook Strait. An inshore limit may be assigned to a particular vessel elsewhere by a surveyor, provided it does not extend beyond 12nm or more than 30nm from a single safe haven.

Issues

- Demand to go further than 12nm on inshore qualifications.
- Interpretation of the rule by MNZ means vessels can only do day trips in an inshore limit and vessels making a passage through contiguous inshore limits, eg, Auckland to the Bay of Islands, are deemed to be undertaking a restricted coastal limit voyage and need a higher qualification and extra safety equipment.
- Inability to transit to some islands and to make passages within the inshore limit, eg, Tauranga to White Island and from the North Island to Three Kings Island (there is a gap of 6nm between the territorial waters of the North Island and those of the Three Kings.)
- Inability to proceed to Codfish Island within the defined Foveaux Strait inshore limit.
- Inability for passenger and non-passenger vessels to cross Cook Strait within an inshore limit.

Benefits of proposal

- Resolves transit issues
- Retains principle and competencies for adjacent to safe haven.

Instead of exactly following the territorial limit of New Zealand the inshore limit will be “smoothed out” to allow direct passages, where logical. Extended passages will be possible within merged contiguous inshore limits. The Foveaux Strait inshore limit will be redefined to include Codfish Island. An inshore limit will be defined for passenger and non-passenger vessels for Cook Strait and the Three Kings Islands. A local knowledge test may be required for vessels crossing southern Cook Strait.

Coastal limit

Proposal

The coastal limit to be extended to a uniform distance of 50nm off the coast of the North, South and Stewart Islands and around the Chatham Islands.

The proposed coastal limit will be within near coastal waters as defined by STCW-95. The requirements of STCW-95 will apply to the proposed coastal limit. Maritime rules currently require qualifications to meet STCW requirements only within the existing offshore limit.

The proposal is based on competencies, communications, weather, self sufficiency and navigation skills and recognises advances in technology.

Current limit

The coastal limit currently follows a continuous line around the mainland, varying 20 to 30nm of major capes, and 30nm around the Chatham Islands.

The current coastal limit was established in 1998 to allow smaller ships to circumnavigate New Zealand without going too far offshore. A surveyor may prescribe a "restricted coastal" limit to a ship to enable it to operate in a defined sector of the coastal limit, provided that it meets any rule requirements made for restricted coastal ships.

The current coastal limit and proposed new coastal limit are shown in Figures 3 and 4 on page 21.

Issues

- General misunderstanding of purpose of coastal limit.
- Does not always allow for direct coastal passages.
- Inconsistency in restricted coastal limits - distance offshore varies.

Benefits of proposal

- Provides a pathway to STCW qualifications so that New Zealand qualifications are recognised internationally.
- Aligns with coastal weather forecast area and national VHF coverage.
- Consistency of distance from shore, clarity.
- Includes most of the waters within the 200 metre depth contour where most commercial fishing takes place.
- Resolves most coastal passage issues.
- Extends privileges for existing restricted coastal limits operators.

Offshore limit

Proposal

The offshore limit to be extended to the full extent of the EEZ.

The proposed limit will include waters around the Kermadec Islands and a significant extension south and south east of New Zealand and will be the outer limit of near coastal waters as defined by STCW-95.

Current limit

Ranges 200nm from the mainland and Chatham Islands; 12nm south of the Auckland Islands and includes a spike northwards to the Kermadec Islands.

The current offshore limit and proposed new offshore limit are shown in Figures 3 and 4 on page 21.

Issues

- The current limit is illogical and incorporates historical limits, such as the old extreme limits route to the Kermadec Islands, but does not allow access to other offshore islands such as the Bounty, Antipodes and Campbell Islands.

- The offshore limit extends up to 600nm in some places (east of the Chatham Islands) but only to 200nm elsewhere. This means unlimited (foreign going) qualifications are required to access some areas of New Zealand's EEZ.
- A small number of fishing operators wish to work on the Wanganella Bank and the Challenger Plateau, outside the offshore limit, for seasonal fishing activities without having to meet unlimited standards for their vessel and qualification.
- A scampi fishery to the southeast of the Auckland Islands is outside the offshore limit.
- Exploitation of the Pukaki Basin oilfields and areas of the Great South Basin would currently require unlimited qualifications.

Benefits of proposal

- Clearly defined and logical boundaries.
- Consistency of distance vessels and skippers can access.
- Allows holders of an offshore qualification to work anywhere within the EEZ without having to obtain an unlimited qualification.
- Full access to current EEZ resources.
- Aligns with other countries' approach to EEZ access.
- Future access to economic resources, eg, offshore oil reserves, minerals and fish stocks.
- Access to scampi fishing.

Unlimited

Proposal

The inner boundary of the unlimited area will be the EEZ boundary.

Current limit

The sea area outside the offshore limit. The unlimited area is the area in which unlimited (foreign going) qualifications are obligatory. These qualifications enable the holder to work on either fishing or trading vessels worldwide.

Issues

No issues have been raised regarding the unlimited area.

Benefits of proposal

- Clarity regarding the demarcation between the offshore limit and the unlimited area.
- Clarity as to the outer boundary of near coastal waters as defined by STCW-95.

Conditional limits

Proposal

Introduction of a provision for conditional limits for temporary extension of an operational limit.

The following are suggested parameters for conditional limits:

- Demonstration of extra knowledge and competence.
- Compliance of the vessel with survey standards for the extended limit.
- Granted only for specific operational requirements.
- Granted for a maximum of three months in any twelve months.
- Granted for a maximum of two consecutive times after which a higher qualification would be required.
- Compliance with rule requirements and MNZ guidelines.
- Maximum extension allowed; not beyond the adjacent limit and within a specified maximum within the offshore and unlimited areas. For example, an inshore vessel could obtain an extended limit into the coastal limit, but not the offshore limit. A holder of a coastal qualification could obtain an extension of a maximum of 50nm into the offshore limit, and holder of an offshore qualification a maximum extension of 100nm into the unlimited area.

Current limit

There is currently no such limit.

Issues

- There is no provision for seasonal operators who wish to go beyond a defined limit without having to obtain a higher qualification.

Often a vessel will meet the required standard to go beyond a defined limit but the skipper will not. In some cases, the skipper's ability to operate to a further limit has been removed through previous amendments to rules, eg, the abolition of the New Zealand Coastal Master certificate which allowed holders to operate to a 100nm limit, with appropriately surveyed boats.

This issue mainly relates to seasonal fishing activities involving migratory species, such as albacore tuna. It is also an issue for the "workboat" industry. Vessels surveyed and crewed for coastal activities may wish to undertake activities such as research or seismic surveys for the duration of a contract just within the offshore limit.

Benefits of proposal

- Flexible limits to meet legitimate industry needs.
- Enables fishing industry access to previous 100nm limit on an "as required" basis.
- Positive alternative to exemptions.
- Addresses current non-compliance.
- Provides for seasonal commercial operations such as albacore tuna and orange roughy fisheries.
- Places responsibility on owner/operator.

The conditional limit addresses a significant issue in the fishing and workboat industries. It would provide a vehicle for operators to work in the limit adjacent to the privileges of their qualification for seasonal or operational reasons without having to apply for an exemption from the rules. It is, therefore, a positive safety based concept. The concept aligns with the principle of extra competencies and knowledge being necessary to operate in a further-out limit.

Illustration of the increase in area covered under proposed coastal and offshore limits

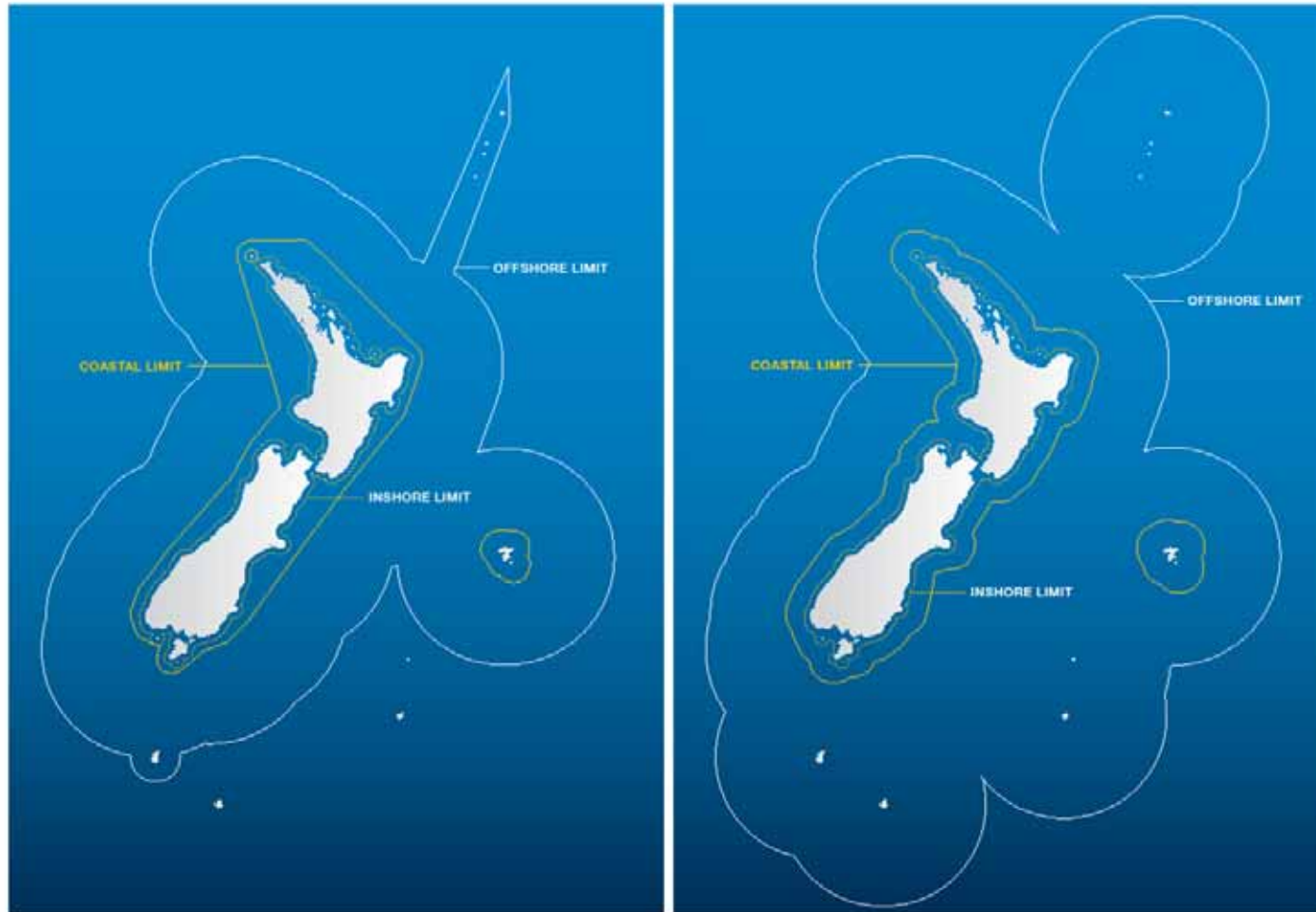


Figure 3 (left) Existing inshore, coastal and offshore operational limits

Figure 4 (right) Proposed inshore, coastal and offshore operational limits

Part 2 - Qualifications

Overview

Certificates of competency are required for all crew employed in positions of responsibility aboard commercial vessels.

Maritime New Zealand's qualifications have been introduced in an ad hoc manner and amended over time. A large number of current and historical qualifications are valid and still in use, resulting in confusion and misunderstanding about privileges. There is a compelling need for all qualifications to be considered as an integrated, clear and logical package. For the QOL Review MNZ has taken a fresh approach to develop a new framework of qualifications and operational limits that supports a modern maritime sector, retaining what it is good with the current framework.

Through extensive industry consultation, MNZ has gained a good understanding of the full range of commercial operations,- what people actually do and what they want to do - and the issues with current certificates of competency.

Based on this information, a draft framework of qualifications has been developed in conjunction with advisors from the maritime industry and representatives of key stakeholder groups. The potential impact of the proposed framework has been assessed against a large number of test cases supplied by operators across all sectors of the industry.

Measurement of competence is central to the new framework – you will have to demonstrate competence to gain, maintain and advance qualifications. Certificates will clearly demonstrate privileges – what you can do and where you can go.

The proposed framework of qualifications will have the greatest impact on seafarers working within restricted limits (specified, sheltered and inshore waters). It is within these limits that the greatest number and diversity of commercial operations take place and the greatest potential exists to make positive changes to facilitate entry to the commercial maritime industry and have clear career progression. The proposed framework also takes account of international standards and transferability of certificates of competency to other countries.

The starting point, before summarising the proposed qualifications, is to summarise the key changes.

Proposed key changes

- Greater emphasis on competence and proven ability.
- Greater emphasis on practical and assessment components supported by the use of evidence based task books.
- Greater value placed on/recognition of quality experience/sea time.
- Reduced number of hours of sea time required.
- Ability to acquire sea time required for next limit within existing operational limit.
- Introduction of practical assessment at entry level.
- Recognition of recreational sea time at entry level.
- Recognition of specialist skills through endorsements to certificate of competency.
- Introducing streamlined qualifications to replace *ILM*, *LLO*, *ADH* and *CDH*.
- Career progression in restricted limits through experience and endorsements.
- Acceptance of alternative qualifications for specified limits close to shore.
- Integration of Part 35 qualifications into the new framework.
- Naval watchkeeping time on ships 500 gross tonnage (GT) or more recognised.
- Requirement to maintain currency through revalidation at all levels.

- MNZ to conduct examinations.
- Incorporation of a clearly identified suite of STCW-95 qualifications in coastal and offshore limits.
- Alignment with Australia and international standards.

Key issues

The proposed changes seek to address the following issues identified by industry:

- Quality of qualifications must be retained.
- Qualifications are based on sea time rather than experience and competence.
- Qualifications and syllabuses have not kept up to date with technology advances in navigation, communications and engineering.
- Barriers to entry exist due to excessive sea time requirements.
- Recreational sea time is not appropriately recognised.
- The method of calculating sea time is open to abuse and does not ensure “quality sea time”.
- Extensive use of Part 35 due to excessive sea time requirements for existing entry level qualification.
- Impediments to career progression exist due to the need to acquire sea time in an adjacent limit.
- Coastal sea time is hard to get and is a barrier to NZOW qualification.
- Qualifications in the coastal limit do not meet STCW-95 requirements.
- Problems exist with career progression within industry sectors and between sectors.
- Syllabuses are repetitive for LLO, ILM and NZOW.
- There is no practical component in entry level syllabuses, eg, fire fighting, safety equipment and competency aboard a vessel.
- There is a perception that delegation of examinations does not ensure the delivery of quality outcomes.
- Revalidation - there is an inconsistent approach to maintaining currency of qualifications.

Key principles

Taking all of the above matters into account, along with feedback from the community engagement programme, industry advisors and stakeholders, the following key principles were applied in the design of the proposed qualifications framework:

- Retention of the quality of New Zealand qualifications.
- Demonstration of competency and knowledge.
- Emphasis on competency required within an operating limit.
- A distinction between the risks of passenger vessels as opposed to non-passenger and fishing vessels.
- Managing the risks of carrying large numbers of passengers by requiring specialist knowledge.
- Managing the risks of high speed navigation through specialist training and experience.
- Consistent use of vessel length and tonnage parameters.
- Consistent entry level models for deck, fishing and engineering qualifications.
- Attainment of necessary specialist skills through endorsements.
- A requirement for local area knowledge to be demonstrated, where appropriate.

- Ability to obtain experience necessary for a higher qualification within an operational limit.
- Recognition of prior learning.
- Portability of qualifications through alignment with international standards.

Features of the new QOL framework

Following is a summary of the proposed qualifications within each proposed operational limit.

Specified limit

As many of the people operating in a specified limit will not be seeking either a commercial qualification or a career in the maritime industry it is not proposed to develop a commercial qualification for this specific purpose. Instead, there will be two alternative options available:

- National organisations will be able to develop their own qualification and issue certificates (as is currently possible under Part 35).
- Individuals will be able to attain an appropriate recreational qualification such as Coastguard Day Skipper or Royal Yachting Association Power Boat Level II as proof that they have the appropriate knowledge and skills to operate within a specified limit.

It will be the responsibility of the vessel operator to ensure an appropriate qualification is held.

Sheltered and inshore limits (restricted limits)

• Qualified deck crew

Seafarers who are required to be aboard a vessel by the crewing rules will have to undergo the training required for a **Qualified deck crew** certificate. There will be no minimum sea time requirement for this qualification which will be attained through completion of an evidence based task book and an oral assessment. The task book will cover essential knowledge and skills such as basic seamanship, fire-fighting, life-saving appliances and first aid.

• Certificate of Competency A (CoC A)

The entry path to a command qualification within restricted limits will be through completion of an evidence based task book completed within a minimum of 100 hours aboard any type of vessel followed by practical assessment aboard a vessel to verify that the competencies covered in the task book have been satisfactorily achieved. A course will be required to achieve the knowledge components of the syllabus (similar to the current *ILM*) followed by written and oral examinations. The practical assessor and the oral examiner will have access to the task book.

The attainment of this qualification, currently referred to as **Certificate of Competency A (CoC A)**, will allow the holder to operate a vessel of less than 12 metres, carrying 12 passengers or less at speeds of 20 knots or less. A speed endorsement must be attained for vessels capable of operating at more than 20 knots. CoC A is a combined command/engineering qualification that covers passenger, non-passenger and fishing vessels.

After six months experience holding a CoC A, a passenger endorsement can be sought to carry more than 12 passengers and a rating can be achieved through this experience to operate vessels of less than 24m.

A further twelve months experience aboard a vessel less than 24m, along with an evidence based task book and a practical assessment, enables a person to be in command of a vessel of 24 or more and less than 500GT within restricted limits.

To command a vessel of 500GT or more within restricted limits a higher qualification, dependent upon the size and nature of the vessel and its operator, is required. Depending on the qualification required, if the experience for this qualification is gained entirely in restricted limits it could be limited to those waters.

At least one crew member will be required to hold a **Qualified deck crew** qualification with a passenger endorsement if the vessel is carrying more than 250 passengers.

These proposed qualifications for restricted limits will replace *CDH*, *ADH*, *LLO* and *ILM*.

Coastal limit

It is proposed to have two qualifications for vessels operating exclusively in the coastal limit:

- **Certificate of Competency B (CoC B)**
- **Certificate of Competency C (CoC C).**

The first of these, **Certificate of Competency B (CoC B)**, will serve as a:

- watchkeeping qualification for fishing vessels 24m or more (tonnage length) within any limit
- watchkeeping qualification for trading vessels less than 500GT within the coastal and offshore limits (near coastal waters)
- skipper of a fishing vessel less than 24m (tonnage length) in the coastal, offshore and unlimited areas
- skipper of a non-passenger vessel less than 24m in the coastal limit.

These privileges are similar to those currently allowed under the *NZOW* qualification. CoC B is a combined fishing/trading qualification. It is proposed to include a command component in the syllabus for CoC B instead of the present practice of using the *ILM* certificate as a command endorsement.

The **Certificate of Competency C (CoC C)** is a command qualification for trading vessels less than 500GT within the coastal limit. The 500GT limitation replaces the current limitation of 45m under the *New Zealand Offshore Master (NZOM)* qualification for alignment with STCW-95. This limit will be applicable to 'new ships' under amended rules.

STCW-95 and STCW-F Basic Safety training, as appropriate, will be a prerequisite for CoC B and CoC C.

STCW-95 requirements for minimum hours of rest and prevention of alcohol abuse will be implemented in the proposed coastal limit. The proposed CoC B and COC C certificates will be issued as STCW-95 certificates to reflect their status and to ensure portability internationally.

Offshore limit

Certificate of Competency C (CoC C) will also serve as a command qualification for fishing vessels 24m or more within the coastal and offshore limits.

CoC C will be a combined fishing/trading qualification and equates to the existing *NZOM* qualification.

Coastal and offshore limits combined (near coastal waters)

Near coastal waters under STCW-95 comprise the combined coastal and offshore limits.

It is proposed to introduce a suite of near coastal qualifications to:

- provide a clear career path in combined coastal and offshore limits
- facilitate recognition of New Zealand qualification overseas, exclusively within this area
- assist with recognition of overseas qualifications in New Zealand
- assist with transition of people from the current framework to new qualifications
- provide qualifications for commercial activities (current and future) that take place within New Zealand's EEZ.

Near coastal qualifications are limited to vessels that are less than 3000GT and less than 3000kW. Vessels above these limitations will be required to hold unlimited qualifications.

The certificates to be introduced are:

- **Master of a ship of less than 500GT restricted to near coastal voyages**
- **Officer in charge of a navigational watch on ships between 500 and 3000GT restricted to near coastal voyages**

- **Chief mate on ships of between 500 and 3000GT restricted to near coastal voyages**
- **Master on ships of between 500 and 3000GT restricted to near coastal voyages.**

Unlimited area

- **Chief mate on ships of between 500 and 3000GT**

The only change proposed to the current suite of unlimited qualifications for watchkeepers and masters, deck and engine, is the introduction of the qualification **Chief mate on ships of between 500 and 3000GT**.

In addition, the following new STCW-95 (as amended) qualifications will be introduced by 2012 through a separate rule amendment:

- **Able seafarer deck**
- **Able seafarer engine**
- **Electro-technical officer**
- **Electro-technical rating.**

It is proposed to incorporate the existing integrated rating structure around the new **Able seafarer deck** and **Able seafarer engine** qualifications to recognise the current industry structure and to enable mutual recognition of New Zealand and Australian qualifications.

Yacht qualifications

- **Sailmaster of yachts less than 24 metres**

It is proposed to introduce a new qualification of **Sailmaster of yachts less than 24 metres** in the coastal and offshore limits (near coastal area). This will be based on an existing industry standard, such as *RYA Offshore Yachtmaster*, and will be an STCW-95 qualification.

It is proposed that the current suite of unlimited superyacht qualifications remains unchanged.

Commercial vessels whose primary means of propulsion is sail will be required to hold a sail endorsement, and masters of square rigged sailing ships will be required to hold a square rigged endorsement. As with the **Sailmaster of yachts less than 24 metres** qualification, existing industry standards can be used to obtain these endorsements.

Fishing qualifications

- **Skipper of a fishing vessel of 24 metres and over operating in unlimited waters**
- **Officer in charge of a navigational watch on fishing vessels of 24 metres and over operating in unlimited waters**
- **Chief engineer on a fishing vessel**
- **Second engineer on a fishing vessel**

It is proposed to require six months service aboard a fishing vessel, completion of an evidence based task book and an oral assessment to obtain an *ADH-F* qualification, instead of the current impediments to entry of 12 months sea time to obtain an *ADH* followed by further sea time before *ADH-F* can be attained.

Engineering qualifications

It is proposed to retain the existing structure of engineering certificates from *MEC 1* to *MEC 6* with some changes to prerequisites.

The current requirement of two years sea time for the entry level *MEC 6* qualification, or 3 months with a National Certificate in Engineering, will be replaced by completion of an evidence based task book within a minimum of 100 hours aboard a vessel followed by a practical and oral assessment.

The option for a National Certificate in Engineering as part of the entry requirements into *MEC 3* will be retained, however, it will not be a prerequisite.

New engineering qualifications introduced under STCW-95 are:

- **Able seafarer engine**
- **Electro-technical officer**
- **Electro-technical rating**
- **Engineer officer of the watch on ships of less than 3000kW on near coastal voyages**
- **Second engineer on ships of less than 3000kW on near coastal voyages**
- **Chief engineer on ships of less than 3000kW on near coastal voyages**
- **Second engineer on a fishing vessel**
- **Chief engineer on a fishing vessel.**

Revalidation

To ensure maintenance of professional competence and medical fitness it is proposed that revalidation will be required every 5 years for all qualifications.

For restricted limits (sheltered and inshore) qualifications revalidation will be achieved through evidence of at least six months sea time within the previous five years, or one and a half months in the three month period immediately prior to revalidating. Evidence will also need to be provided of medical fitness, including eyesight and hearing.

For coastal (and for offshore and unlimited) qualifications continued professional competence will be established by evidence of at least twelve months approved sea time within the previous five years, or three months during the preceding six months immediately prior to revalidating. Evidence will also need to be provided of medical fitness, including eyesight and hearing.

In all limits scope will be given for acceptance of performance of functions ashore considered to be equivalent to sea time.

Where the above requirements for sea time in restricted or coastal limits cannot be met it will be necessary to pass an approved test or to successfully complete an approved training course or courses. Such courses would include changes in relevant national and international regulations concerning the safety of life at sea and the protection of the marine environment and take account of any updating of the standard of competence concerned.

Overview of proposed qualifications

Figure 5 presents a high level view of the proposed new qualifications and operational limits framework. It shows the progression of qualifications within each operational limit. New qualifications are bordered in orange.

The diagram is then broken down into more detailed diagrams showing the requirements to progress to each qualification. Each qualification is numbered for easy identification.

After each diagram is a summary of each qualification. Information is presented as follows:

- Privileges
- Training and experience required
- Changes (where relevant)
- What it replaces.

Current qualifications are shown in italics.

Proposed qualifications and operational limits framework

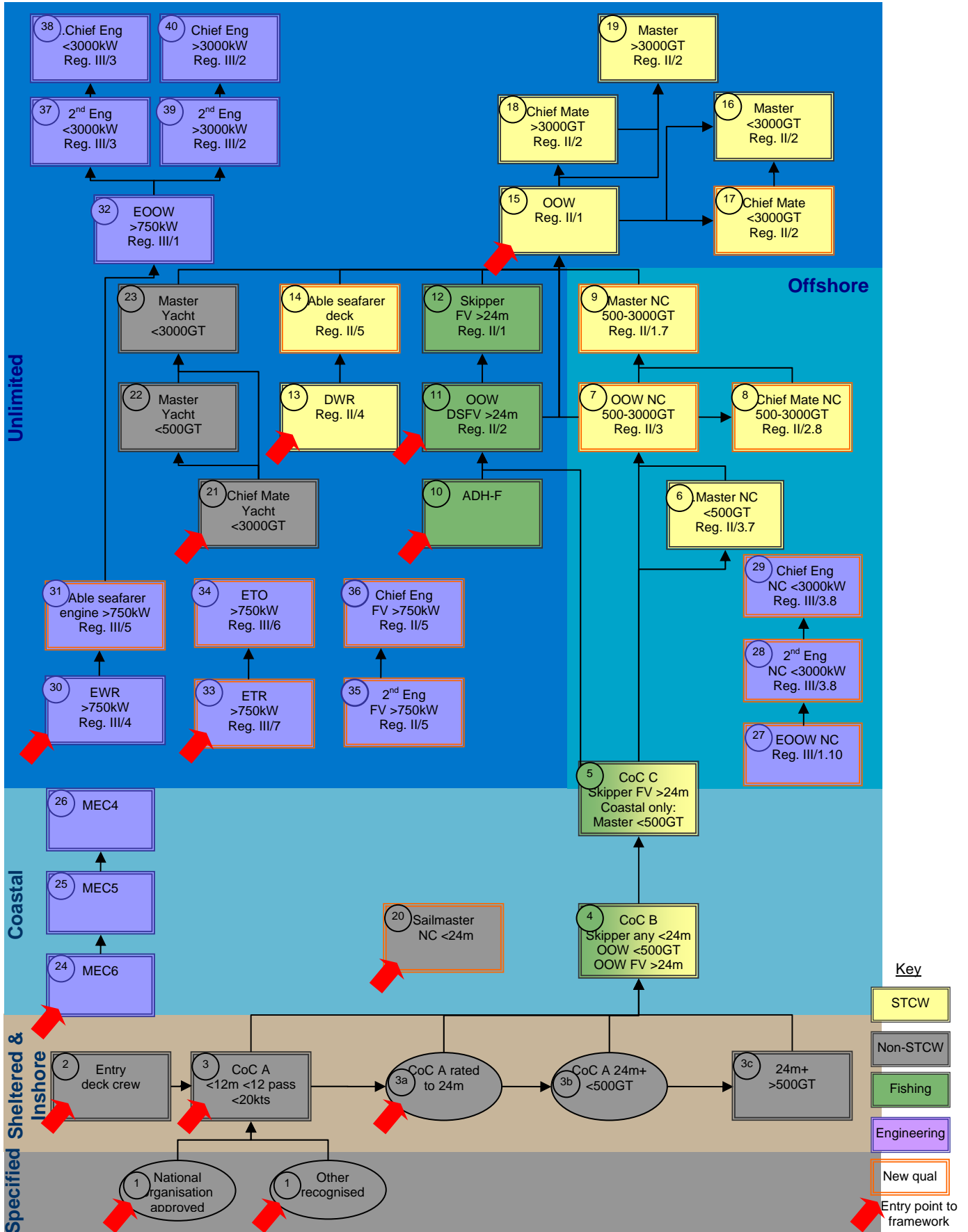


Figure 5 Proposed qualifications and operational limits framework

Figure 6: Certificates of competency for specified, sheltered and inshore limits

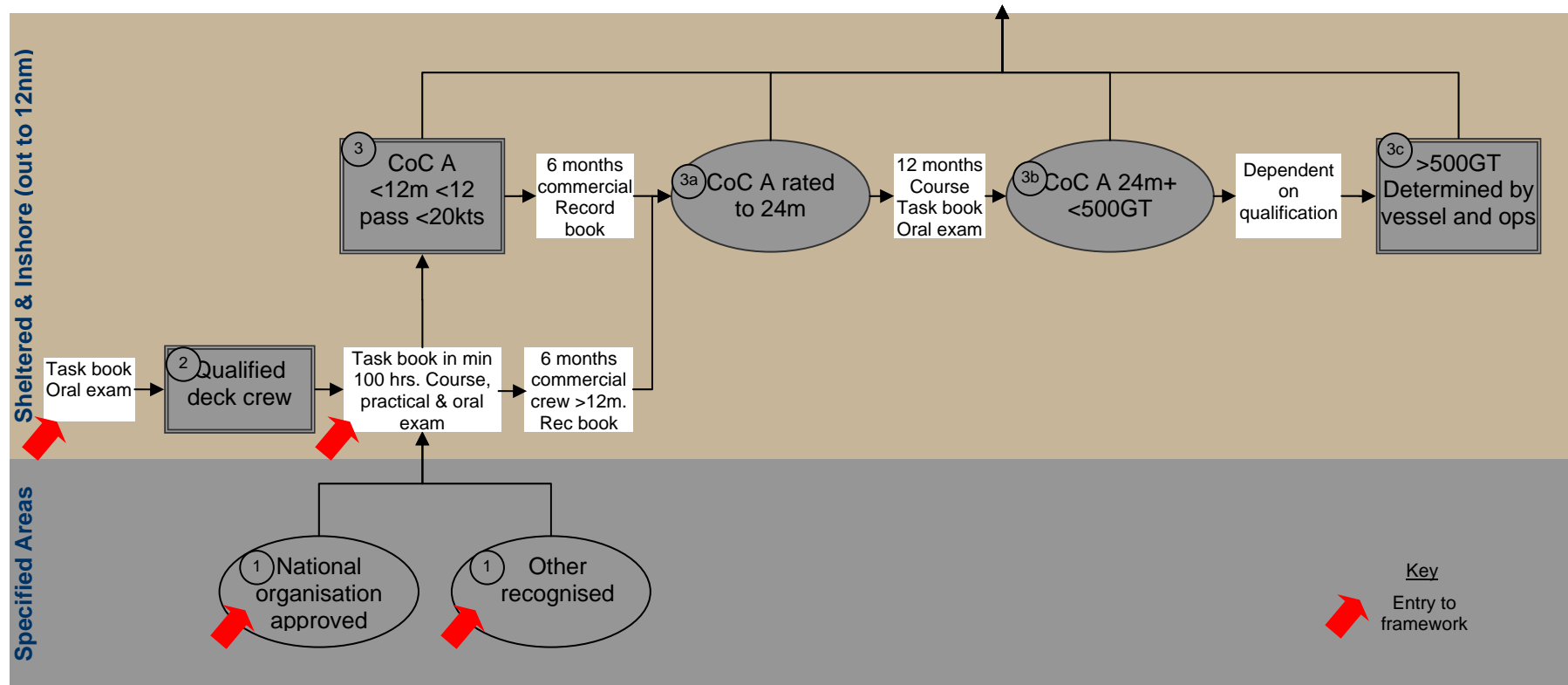


Figure 6 Specified, sheltered and inshore limits qualifications

Certificates of competency for specified, sheltered and inshore limits

1. Operations in an approved specified area

This has been introduced to recognise operations where skippers' main activities are not in the maritime industry, and where they are unlikely to be able to achieve the necessary sea time to gain a qualification. Most operators in this category will not be seeking a career path in the maritime industry.

Certificates will not be issued or managed by MNZ. An organisation will apply to have an area(s) specified by MNZ and then the organisation will manage the qualifications of staff operating in that area.

Privileges

- Operations in very restricted areas close to shore or to a structure
- Any vessel up to 24 metres in length
- May carry non-fare paying passengers, eg, staff who are not operating as crew
- Multiple specified limits can be approved, but transit between specified areas will not be allowed.

Exclusions

- May not undertake voyages or operate in areas with traffic
- May not be used for the following purposes:
 - Crossing harbours
 - Delivering workers to site
 - Travelling to marine farms from a port.

Training and experience required

- National bodies may have internal training programmes approved by MNZ
- Other courses, such as *Day skipper* or *Powerboat level II* will be accepted for organisations or individuals using a specified limit.

What it replaces

- Operators using Part 35 to manage their own in-house training programmes
- In many cases the need to gain *LLO* will be replaced by specified limit requirements.

Examples of application

- Marina workboats
- Tidal oyster farm workboats
- Club boats following rowing or sailing
- Water sampling for councils
- Sewerage settling ponds
- Salmon farm workboats
- Boats used on site for construction projects, such as a pipeline or jetty.

2. Qualified deck crew

Where a deck crew member is required under maritime rules to be aboard passenger and non-passenger vessels, that position can be filled by the holder of a Qualified deck crew certificate.

On vessels carrying over 250 passengers, a crew member will be required to hold a passenger endorsement. A Qualified deck crew certificate holder may gain a passenger endorsement to fill this requirement.

Privileges

- Crew member fulfilling manning requirements
- Sheltered and inshore limits
- Certificate holders who have completed STCW-95 Basic training will be able to operate in coastal limits
- Certificate holders who have completed STCW-95 Advanced training will be able to operate in offshore limits.

Training and experience required

- No minimum sea service
- Evidence based task book
- Oral assessment.

Changes

This is a new qualification.

What it replaces

Certified deckhand (CDH) and Advanced deckhand (ADH).

3. Certificate of Competency A (CoC A)

This is a new command certificate to facilitate entry into the maritime industry. It has been introduced to address some of the barriers to entry, such as long periods of sea time required to gain an entry qualification and the lack of means to ensure 'quality' sea time is gained.

Privileges

- Skipper of vessel operating in sheltered and inshore limits
- Vessels up to 12 metres
- Carrying 12 passengers or less
- Travelling at speeds of 20 knots or less.

After 6 months sea service, a passenger endorsement may be gained to carry more than 12 passengers.

Other endorsements can be gained as a part of CoC A, as appropriate, eg, speed, sail, dangerous goods.

Training and experience required

- Completion of task book in a minimum of 100 hours sea experience
- Recreational and commercial sea experience will be treated equally
- Practical and oral exam
- An oral exam may be required to demonstrate local area knowledge to operate in some specialised areas, such as Auckland Harbour.

Changes

- Equal recognition of recreational sea experience
- Reduction in sea time
- Assessment of competency through task book to offset reduction in sea time
- Introduction of practical assessment
- Revalidation.

What it replaces

ILM and *LLO*.

3a. Certificate of Competency A rated up to 24 metres

This certificate enables entry into the sheltered and inshore limits directly as a skipper, or by advancing from the CoC A certificate.

It recognises that some operators may wish to enter the industry directly on a vessel longer than 12 metres. A practical assessment will also be required to demonstrate competence in this instance.

Privileges

- Skipper of vessel operating in sheltered and inshore limits (restricted limits)
- Vessels up to 24 metres
- Carrying up to 12 passengers.

Training and experience required

Entry as skipper from CoC A:

- 6 months commercial sea time with CoC A
- Record book.

Direct entry without gaining CoC A:

- 6 months commercial sea experience as crew member on vessel over 12 metres, recorded in record book
- Completion of the CoC A task book
- Practical and oral exams.

Changes

- Reduction in sea time
- Assessment of competency through task book to offset reduction in sea time
- Practical assessment for those entering directly at this level
- Revalidation.

What it replaces

ILM and *LLO*.

3b. Certificate of Competency A rated up to vessels 24 metres or more and less than 500 gross tonnage

This certificate recognises the added competency and complexity associated with operating a vessel of 24 metres or more, for instance, stability and load line.

It also enables a career path where seafarers can operate considerably larger vessels within inshore limits, recognising that not everyone wishes to advance to operating in areas further from the coast.

Privileges

- Skipper of vessel operating in sheltered and inshore limits
- Vessels of 24 metres or more that are less than 500 GT.

Training and experience required

- 12 months sea service as holder of CoC A rated up to 24 metres
- Evidence based task book
- Learning component
- Practical assessment.

Changes

Requirement for sea service to be gained outside restricted limits removed.

What it replaces

ILM and NZOW.

3c. Qualifications to operate vessels 24 metres or more and 500 gross tonnage or more in restricted limits

This aspect of the framework provides for a career path where seafarers can operate larger vessels within inshore limits, recognising that some may wish to advance their qualifications without operating further from the coast.

To command a vessel of 500GT or more within restricted limits a higher qualification, dependent on the size, nature and operation of the vessel, is required. If the experience for this qualification is gained entirely in restricted limits it could be limited to those waters.

The Director will have the discretion to determine the type of qualification required on a case by case basis.

Privileges

- Skipper of vessel operating in sheltered and inshore limits
- Vessels of 24 metres or more and 500 GT or more.

Training and experience required

A higher qualification, which will be dependent on the size, nature and operation of the vessel.

Changes

The requirement for sea service to be gained outside restricted limits will be removed.

What it replaces

This is a new provision under the qualifications framework.

Figure 7: Certificates of competency for offshore and coastal limits

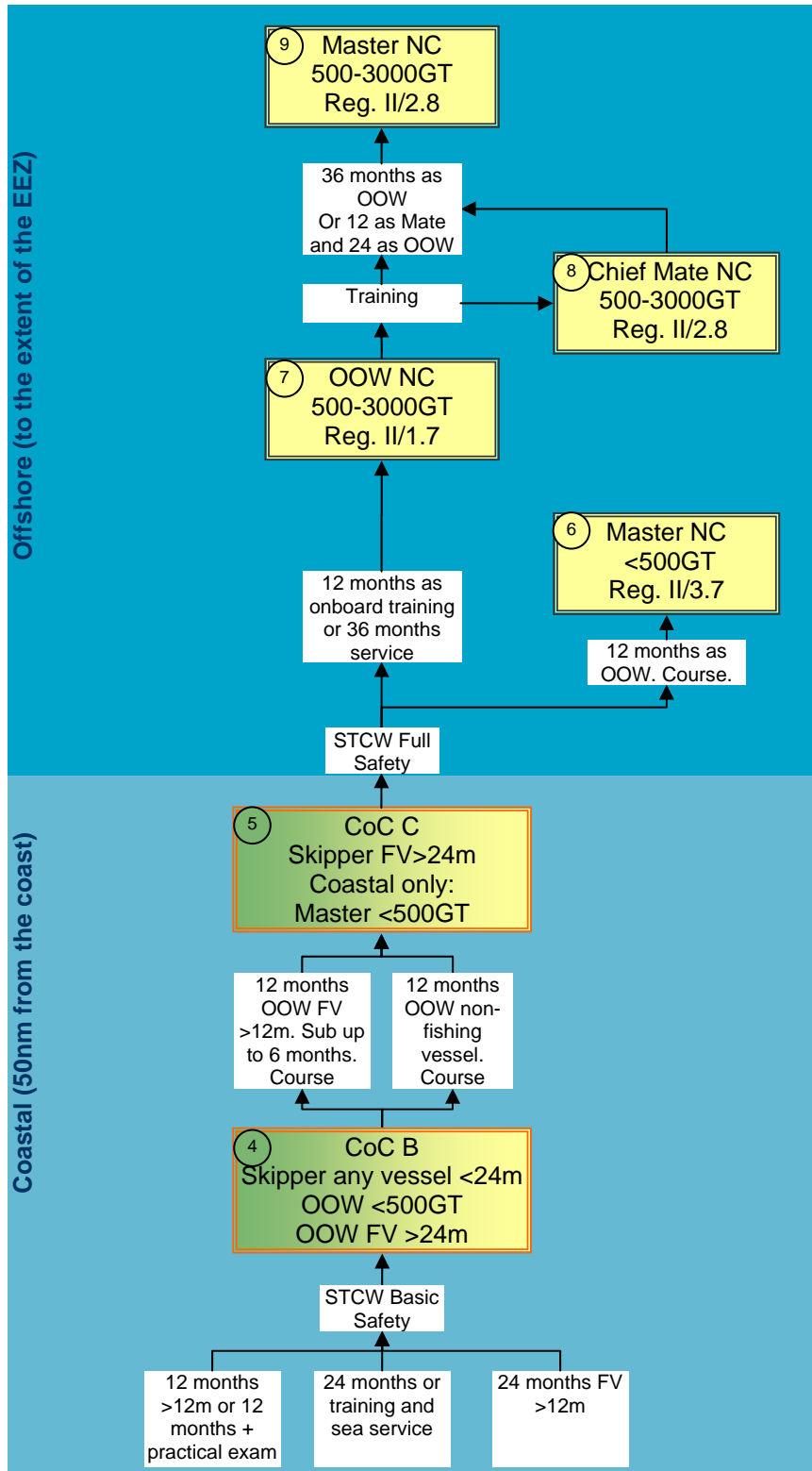


Figure 7 Offshore and coastal limits qualifications

Certificates of competency for coastal and offshore limits

4. Certificate of Competency B (CoC B)

This certificate will enable sea time served in the inshore limit to count towards a certificate to operate in the coastal limit – thus removing a significant barrier to operate within the coastal limit.

This certificate will be endorsed appropriately according to the sea service of a candidate. A certificate can be endorsed for more than one activity. Sea service for endorsements can be gained concurrently.

The fishing endorsed qualification is an STCW-F qualification under regulation II/4. The other endorsements are STCW-95 qualifications under regulations II/3.3 and II/3.7.

Privileges

- Skipper of any vessel less than 24 metres in the coastal limit
- Officer in charge of a navigational watch (OOW) on vessels less than 500GT in the coastal and offshore limits
- OOW on fishing vessels 24 metres or more (tonnage length) in coastal and offshore limits.

Training and experience required

- Not less than 18 years of age
- STCW-95 Basic training
- CoC A certificate
- Where appropriate, a command component will be included
- Restricted radio telephone operator's certificate
- Restricted radar certificate.

Skipper any vessel less than 24 metres:

- 12 months sea service on a vessel over 12 metres operating within restricted or coastal limits, or
- 12 months experience within restricted or coastal limits and a practical assessment to demonstrate competency on vessels over 12 metres.

OOW on vessels less than 500GT:

- 24 months sea service within restricted or coastal limits, or
- Completion of training including an adequate period of sea service.

OOW on fishing vessels 24 metres or more (tonnage length)

- 24 months in deck capacity of fishing vessels over 12 metres operating within restricted or coastal limits
- Sea service may be substituted by a period of training not exceeding 1 year.

Changes

- Requirement for sea time to be gained outside inshore limits removed
- Becomes STCW-95 qualification and is aligned with STCW-F
- Revalidation
- Minimum hours of rest
- Prevention of alcohol abuse.

What it replaces

NZOW.

5. Certificate of Competency C (CoC C)

This certificate will enable sea time served in the inshore limit to count towards a certificate to operate in the coastal and offshore limits – thus removing a significant barrier to being qualified to operate in the coastal and/or offshore limits.

This certificate can be either trading or fishing endorsed, depending on the sea service of a candidate.

The fishing endorsed qualification is an STCW-F qualification under regulation II/3. The trading endorsed qualification is an STCW-95 qualification under regulation II/3.5.

Privileges

- Skipper of a fishing vessel 24 metres or more (tonnage length) operating in coastal and offshore limits
- Master of a ship of less than 500GT operating in coastal limit only (ie, not offshore).

Training and experience required

- Not less than 18 years of age
- CoC B certificate
- General radiotelephone operator's certificate
- Restricted radar certificate
- STCW-95 Basic training.

For fishing endorsement:

- Sea service of not less than 12 months as officer in charge of a navigational watch of fishing vessel not less than 12m long, or
- Sea service of not less than 12 months as officer in charge of a navigational watch of fishing vessel less than 12m long and a practical assessment
- Training record book.

For trading endorsement:

- 12 months as OOW as holder of CoC B certificate. This sea service can be in restricted limits.

Changes

- Where current rules refer to a length of 45m, this will be changed to 500GT for new trading ships.
- Becomes STCW-95 qualification and is aligned with STCW-F
- Revalidation
- Minimum hours of rest
- Prevention of alcohol abuse.

What it replaces

NZOM.

6. Master of a ship of less than 500 gross tonnage restricted to near coastal voyages

This is an STCW-95 qualification under regulation II/3.5.

Privileges

Master of vessels less than 500GT in the offshore limit.

Training and experience required

- Not less than 20 years of age
- Sea service of not less than 12 months as OOW outside restricted limits
- Evidence of knowledge and ability to carry out the duties of a master
- STCW-95 Advanced training, which includes:
 - Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
 - Advanced fire fighting certificate
 - Proficiency in medical first aid certificate.
- Training record book.

Supplementary certificates

- VHF radio communications
- General radiotelephone operator's certificate
- Restricted radar certificate.

What it replaces

This qualification is the same as the *NZ Offshore Master certificate with STCW-95 endorsement*.

7. Officer in charge of a navigational watch on ships between 500 and 3000 gross tonnage restricted to near coastal voyages

This qualification is restricted to ships less than 3000GT. Ships that are greater than 3000GT operating in coastal and offshore limits will be subject to the requirements on vessels operating in the unlimited area.

This is an STCW-95 qualification under regulation II/1.

Privileges

- Officer in charge of navigational watch (OOW)
- Coastal and offshore limits only
- Ships 500GT to 3000GT.

Training and experience required

The syllabus and requirements of this qualification are the same as that of OOW in the unlimited area.

- Must be at least 18 years of age
- Have either:
 - 12 months sea service as part of approved on-board training programme and record book, or
 - 36 months seagoing service outside restricted limits
- Have performed bridge watch-keeping duties under supervision for at least 6 months
- GMDSS Certificate
- STCW-95 Advanced training.

What it replaces

This is a restricted version of the current OOW qualification for the unlimited area.

8. Chief mate on ships of between 500 and 3000 gross tonnage restricted to near coastal voyages

This qualification is restricted to ships less than 3000GT. Ships that are greater than 3000GT operating in coastal and offshore limits will be subject to the requirements on vessels operating in the unlimited area.

This is an STCW-95 qualification under regulation II/2.3.

Privileges

- Chief mate
- Vessels 500 to 3000GT
- Coastal and offshore limits
- Passenger and non-passenger vessels.

Training and experience required

- Have completed training to meet the competencies outlined in STCW-95 (these are the same competencies as for the master qualification)
- No additional seagoing service is needed if the requirements of OOW have been met
- Must meet the requirements of OOW on ships between 500 and 3000GT in the near coastal area, which are:
 - At least 18 years of age
 - 12 months seagoing service as a part of on-board training programme, documented in training record book, or 36 months sea service
 - Have performed bridge watch-keeping duties under supervision for at least six months.

Notes regarding STCW syllabus and competencies:

- Subjects that are not applicable to near coastal waters may be excluded, bearing in mind the effect on the safety of all ships which may be operating in those waters.
- The competences are the same for Master near coastal 500 to 3000GT, as the chief mate is expected to be able to assume the responsibility of master at any time. The difference between the two qualifications is the required sea service.

What it replaces

This is a restricted version of the current chief mate qualification for the unlimited area.

9. Master on ships of between 500 and 3000 gross tonnage restricted to near coastal voyages

This qualification is restricted to ships less than 3000GT. Ships that are greater than 3000GT operating in coastal and offshore limits will be subject to the requirements on vessels operating in the unlimited area.

This is an STCW-95 qualification under regulation II/2.3.

Privileges

- Master of vessels up to 3000GT
- Operating in coastal and offshore limits
- Passenger or non-passenger vessels.

Training and experience required

- Meet requirements of OOW on ships between 500 and 3000GT in the near coastal area
- 36 months or more in that capacity, which can be reduced to 24 months if 12 months have been served as chief mate.

This qualification requires the same training as the qualification for the unlimited area. However, for certificates restricted to near-coastal voyages, subjects that are not applicable to near coastal waters or the ships concerned may be excluded, bearing in mind the effect on the safety of all ships which may be operating in the same waters.

What it replaces

This is a restricted version of the current *Master of a foreign going ship of less than 3000 tons gross tonnage*. It has reduced syllabus requirements to recognise that a master of a ship on near coastal voyages does not require all of the competencies associated with voyages in the unlimited area.

Figure 8: Certificates of competency for fishing vessels

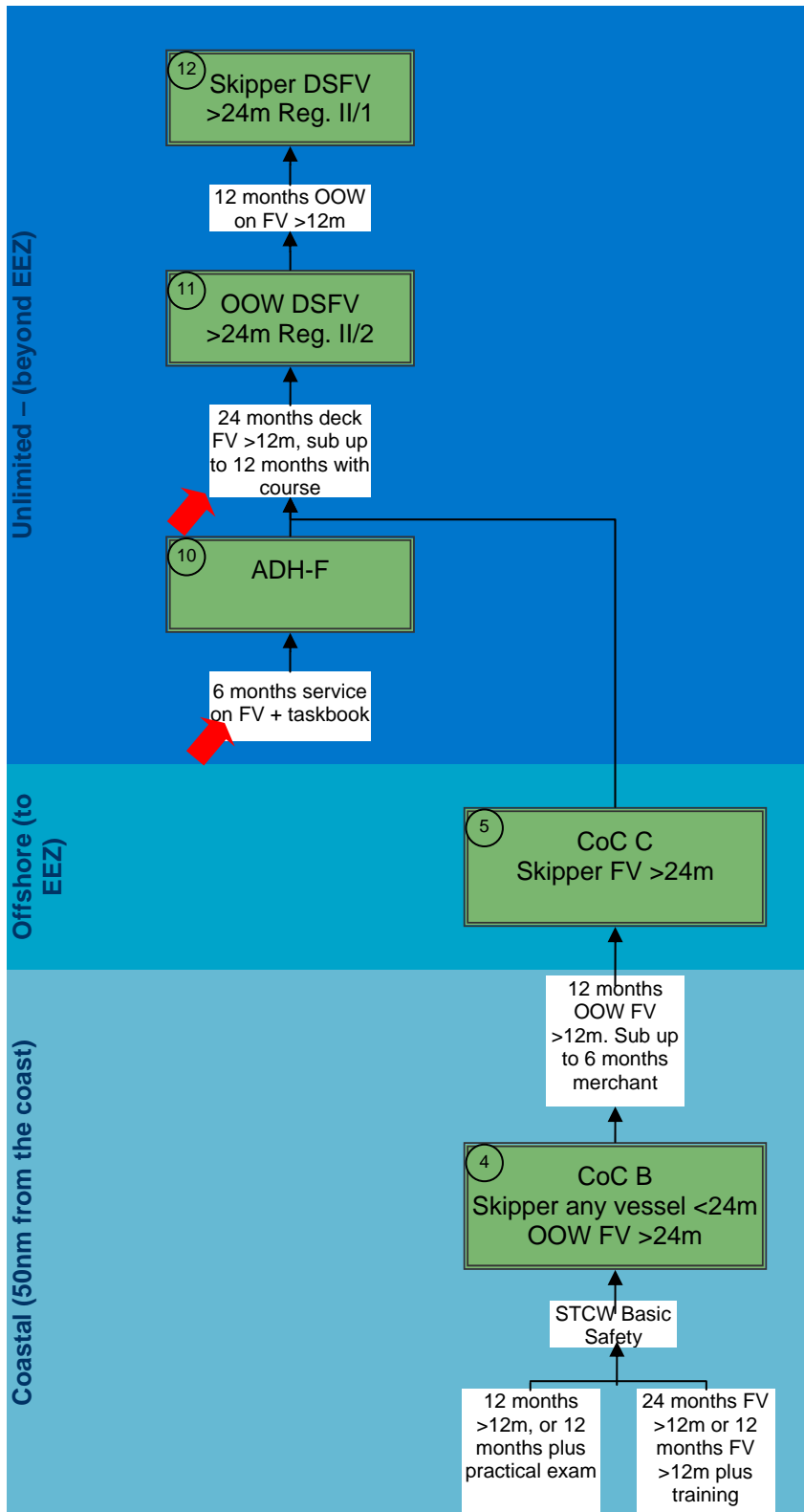


Figure 8 Fishing vessel qualifications

Certificates of competency for fishing vessels

10. Advanced deck hand – fishing

This qualification has been retained from the previous framework, but updated to reflect the shift in emphasis from long periods of sea service to quality sea service.

This is an STCW-F qualification under resolution 4.

Privileges

- Deckhand
- Fishing vessel
- Unlimited, offshore and coastal areas.

Training and experience required

- 6 months sea service on a fishing vessel
- STCW-F Basic training
- Evidence based task book.

Changes

Reduced sea service, offset by task book providing evidence of competency.

What it replaces

This qualification is retained from current framework with updated sea service requirements. The STCW-F Basic training is already largely covered under the ADH-F syllabus, with the addition of elementary first aid.

11. Officer in charge of a navigational watch on fishing vessels of 24 metres in length and over operating in unlimited waters

This is an STCW-F qualification under regulation II/2. It can graduate to fishing vessel skipper role or to officer in charge of a navigational watch on non-fishing vessels.

Privileges

- Officer in charge of navigational watch
- Fishing vessels only
- Vessels 24m or more in length (tonnage length)
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Not less than 24 months seagoing service in the deck department on fishing vessels of 12m or more (it is possible to substitute up to 12 months with special training, as long as training is equivalent in value to the period of service it substitutes)
- Exam on competencies.

Supplementary certificates:

- GMDSS radio operator certificate
- General radio operator's certificate
- Restricted radar certificate
- Navigation controls course certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- Advanced fire-fighting certificate
- Current first aid certificate.

What it replaces

This aligns closely with the existing *Mate of a deep sea fishing vessel certificate (MDSFV)*, in terms of seagoing experience and privileges. A *MDSFV* will also hold all of the necessary supplementary certificates.

12. Skipper of fishing vessel of 24 metres and over operating in unlimited waters

This is an STCW-F qualification under regulation II/1. Sea service with this qualification can count towards becoming an officer in charge of a navigational watch on non-fishing vessels.

Privileges

- Skipper of fishing vessel
- Fishing vessels only
- Fishing vessels 24m or more in length (tonnage length)
- Operating in unlimited area.

Training and experience required

- Meet requirements for OOW on fishing vessels of 24m in length and over operating in unlimited waters
- 12 months sea service as OOW or skipper on fishing vessels not less than 12m long
- May be allowed to substitute up to 6 months sea service as OOW on seagoing ships covered by STCW-78
- Exam on competencies.

Supplementary certificates (some of which would have been gained at OOW on fishing vessels of 24m in length and over):

- GMDSS radio operator certificate
- General radio operator's certificate
- Restricted radar certificate
- Navigation controls course certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- Advanced fire-fighting certificate
- Proficiency in medical first aid certificate.

What it replaces

This aligns closely with the existing *Master of a deep sea fishing vessel certificate*, which is required to be master of any fishing vessel operating in the unlimited area.

Figure 9: Certificates of competency for unlimited area

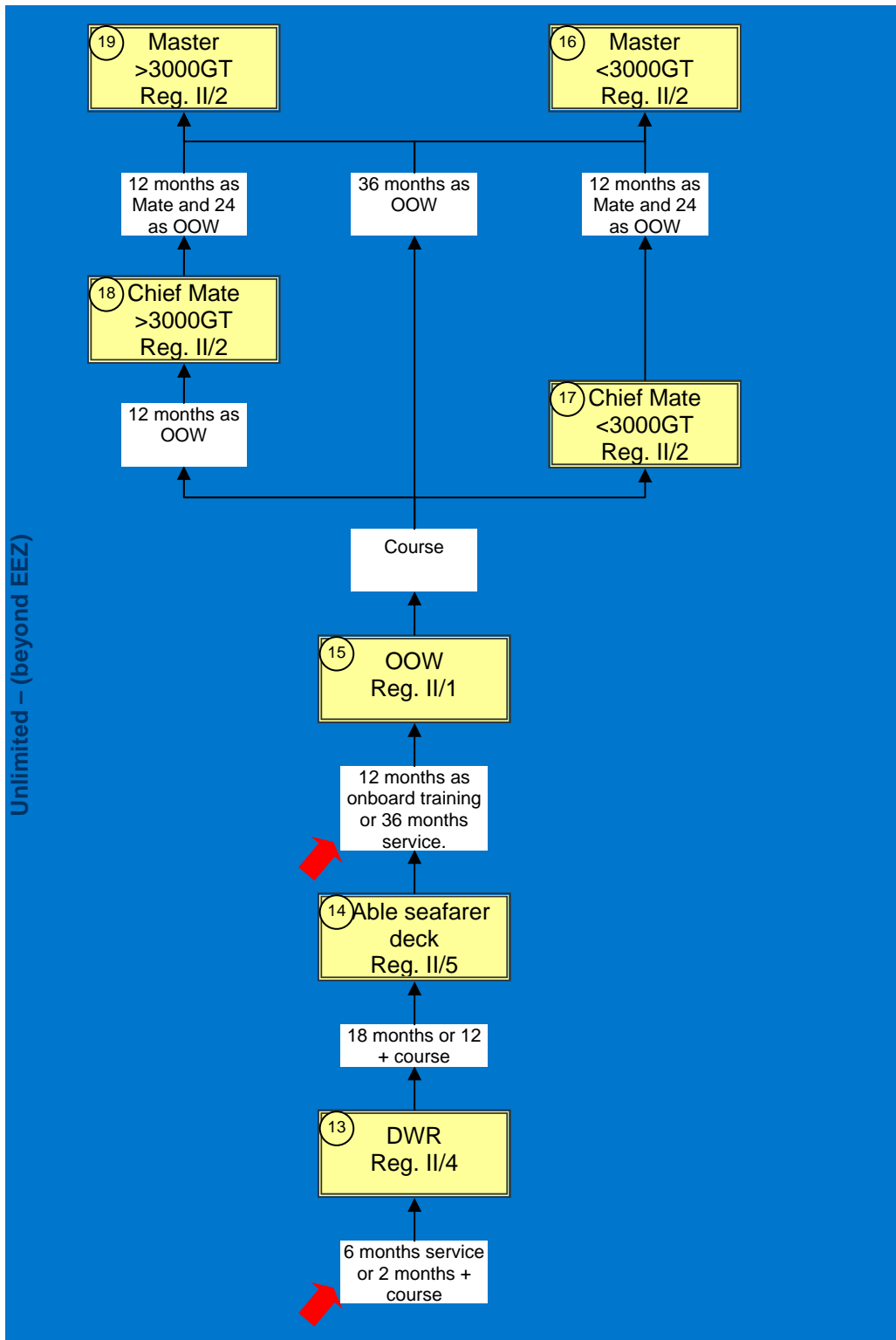


Figure 9 Unlimited area qualifications

Certificates of competency for unlimited area

13. Ratings forming part of a navigational watch

This is an STCW-95 qualification under regulation II/4.

Privileges

- Rating as part of navigational watch on ships of 500GT or more
- Unlimited area.

Training and experience required

- Not less than 16 years of age
- Seagoing service including at least 6 months training and experience, or
- Special training either pre-sea or on board ship, including seagoing service of at least 2 months
- STCW-95 Basic training.

STCW-95 Basic training requirements:

- Personal survival techniques
- Fire prevention and fire-fighting
- Elementary first aid
- Personal safety and social responsibility.

Changes

As a requirement under STCW-95 an English language component will be added to the syllabus.

What it replaces

This aligns with the existing *Deck watch rating (DWR)* qualification in terms of competencies and seagoing experience.

14. Able seafarer deck

Able seafarer deck is part of the career path from rating to officer in charge of a navigational watch.

It is an STCW-95 qualification under regulation II/5.

Privileges

- Able seafarer on seagoing ships of 500GT or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Meet requirements for certification as rating forming part of navigational watch (DWR)
- While qualified as DWR have seagoing experience in the deck department of 18 months, or 12 months plus approved training
- Proficiency in survival craft and rescue boats
- STCW-95 Basic training - this will have been gained as DWR.

Changes

The new framework reduces required sea service from 36 months.

What it replaces

The existing qualification, *AB Certificate*, aligns almost directly to this qualification. The new qualification reduces the required sea service.

15. Officer in charge of a navigational watch on ships of 500 gross tonnage or more

Incorporated in this qualification is that for OOW on ships of less than 500GT operating in the unlimited area. This is because STCW-95 regulation II/3 states that every OOW on ships of less than 500GT operating in unlimited waters must hold a certificate for ships of 500GT or more.

This is an STCW-95 qualification under regulation II/1.

Privileges

- Ships 500GT or more
- Officer in charge of navigational watch
- Passenger and non-passenger vessels
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- At least 12 months seagoing service, as part of approved training programme including on-board training, documented in training record book, or seagoing service of at least 36 months
- At least 6 months bridge watchkeeping during seagoing service under supervision of master or qualified officer
- Approved education and training to meet the competencies outlined under STCW-95
- Approved training record book as part of seagoing experience
- STCW-95 Advanced training.

Supplementary certificates:

- Electronic navigational systems certificate
- GMDSS radio operator certificate
- Certificate in signalling.

What it replaces

This qualification aligns closely with the existing OOW qualification in terms of competencies, supplementary certificates and seagoing experience.

16. Master on ships between 500 and 3000 gross tonnage

This is an STCW-95 qualification under regulation II/2.3.

Privileges

- Master of ships between 500 and 3000GT
- Unlimited area.

Training and experience required

- Must meet requirements of OOW on ships of 500GT or more
- 36 months seagoing service as OOW on ships of 500GT or more (this may be reduced to 24 months, if 12 months or more of seagoing service was as chief mate)
- Have completed training to meet the competencies outlined by STCW-95.

Supplementary certificates:

- Proficiency as person in charge of medical care on board ship certificate
- Navigation and emergency control course certificate
- Proficiency in medical first aid certificate
- Electronic navigational systems certificate
- Competence in advanced fire-fighting certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- GMDSS radio operator certificate
- Certificate in signalling.

What it replaces

This qualification aligns closely with the existing *Master of a foreign-going ship less than 3000GT* qualification in terms of capacity, competencies and seagoing watchkeeping experience.

17. Chief mate on ships of between 500 and 3000 gross tonnage

Holders of this qualification can graduate to master, provided they have 36 months seagoing experience at OOW or higher. It would be possible to bypass this qualification from OOW to master.

This is an STCW-95 qualification under regulation II/2.3.

Privileges

- Chief mate of ships of between 500 and 3000GT
- Unlimited area.

Training and experience required

- Must meet requirements of OOW on ships of 500GT or more
- Have completed training to meet the competencies listed in the STCW-95 syllabus (these are the same competencies as the master qualification).
- No additional seagoing service is needed if the requirements of OOW have been met.

Supplementary certificates:

- Proficiency as person in charge of medical care on board ship certificate
- Navigation and emergency control course certificate
- Electronic navigational systems certificate
- Competence in advanced fire-fighting certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- GMDSS radio operator certificate
- Certificate in signalling.

Changes

The existing framework has a prerequisite of 18 months as OOW. This requirement has been removed under the new framework.

What it replaces

This qualification aligns closely with the existing *Chief mate of a foreign-going ship* qualification in terms of competencies.

18. Chief mate of a ship of 3000 gross tonnage or more

Holders of this qualification can graduate to master, provided they have 36 months seagoing experience at OOW or higher. It would be possible to bypass this qualification from OOW to master.

This is an STCW-95 qualification under regulation II/2.1.

Privileges

- Chief mate of a ship 3000GT or more
- Unlimited area.

Training and experience required

- Must meet requirements of OOW on ships of 500GT or more
- 12 months seagoing service as OOW on ships of 500GT or more
- Have completed training to meet the competencies outlined in STCW-95 (these are the same competencies as the master qualification).

Supplementary certificates:

- Proficiency as person in charge of medical care on board ship certificate
- Navigation and emergency control course certificate
- Electronic navigational systems certificate
- Competence in advanced fire-fighting certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- GMDSS radio operator certificate
- Certificate in signalling.

Changes

This qualification aligns closely with the existing *Chief mate of a foreign-going ship* qualification in terms of competencies. However, the seagoing experience is reduced from 18 months to 12 months.

What it replaces

The existing framework does not differentiate between less or greater than 3000GT at the chief mate level – in both qualifications and manning requirements.

19. Master of a ship of 3000 gross tonnage or more

This is an STCW-95 qualification under regulation II/2.1.

Privileges

- Master of a ship of 3000GT or more
- Unlimited area.

Training and experience required

- Must meet requirements of OOW on ships of 500GT or more
- 36 months seagoing service as OOW on ships of 500GT or more (this may be reduced to 24 months, if 12 months or more of seagoing service was as chief mate)
- Have completed training to meet the competencies outlined under STCW-95.

Supplementary certificates:

- Proficiency as person in charge of medical care on board ship certificate
- Navigation and emergency control course certificate
- Proficiency in medical first aid certificate
- Electronic navigational systems certificate
- Competence in advanced fire-fighting certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate
- GMDSS radio operator certificate
- Certificate in signalling.

What it replaces

This qualification aligns closely with the existing *Master Mariner* qualification in terms of capacity, competencies and seagoing watchkeeping experience.

Figure 10: Certificates of competency for yachts and superyachts

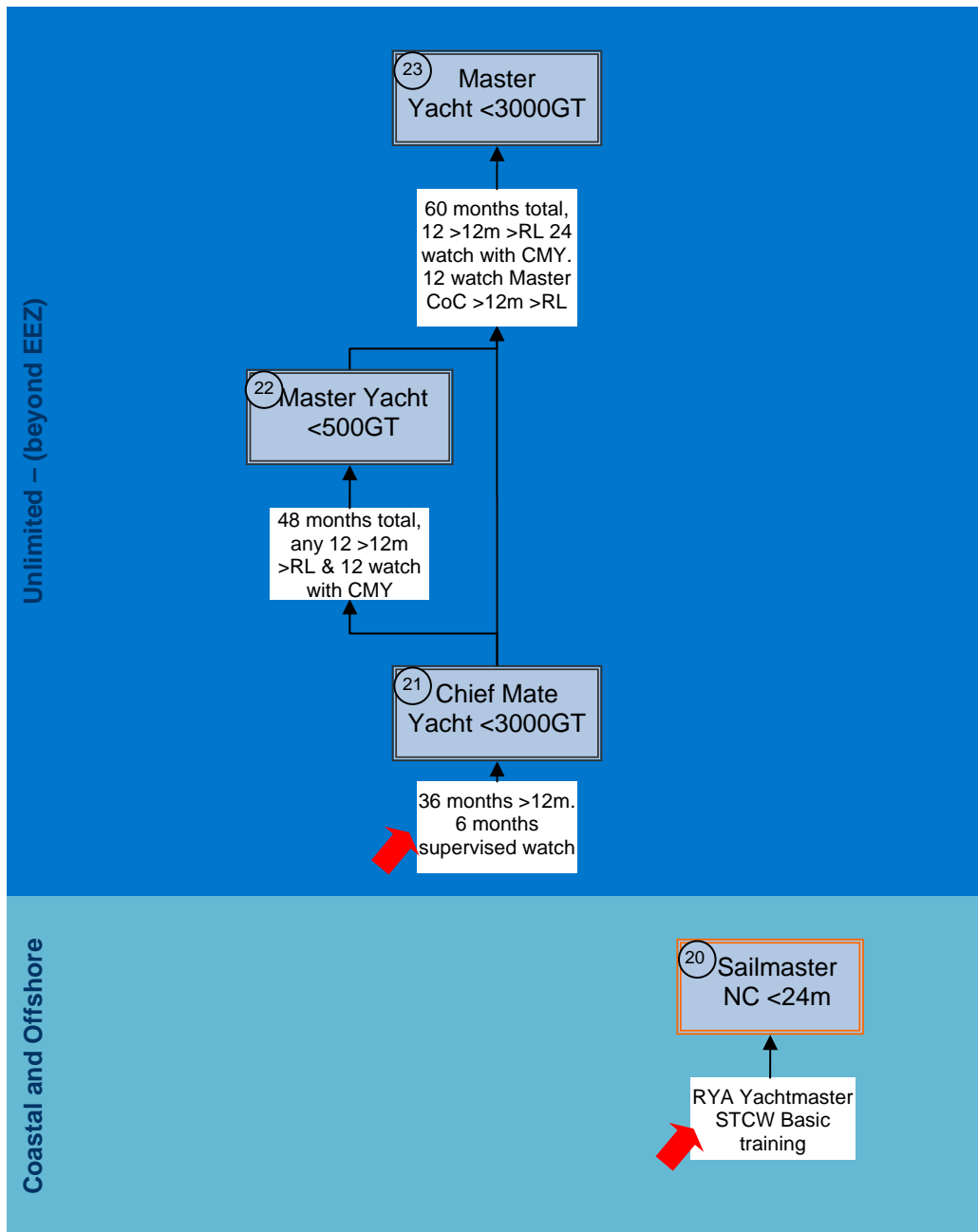


Figure 10 Yacht and superyacht qualifications

Certificates of competency for yachts and superyachts

20. Sailmaster of yachts less than 24 metres

Privileges

- Coastal and offshore limits
- Yachts less than 24 metres.

Training and experience required

- STCW-95 Basic training
- *RYA Offshore Yachtmaster.*

What it replaces

This is a new qualification and aligns with the proposed Australian certificate.

21. Chief mate of a yacht less than 3000 gross tonnage

Privileges

- Chief mate of a yacht of less than 3000GT
- Unlimited area.

Training and experience required

- At least 19 years of age
- 36 months sea service in a deck capacity, while over the age of 16, in vessels of 12 metres or more in length, including 12 months sea service in a deck capacity in the 10 years preceding the application
- 6 months service performing navigational watchkeeping duties under the supervision of a qualified master or officer
- Completion of approved training record book
- Units standards 6912 and 6913
- Completion of training programme including human factors and bridge resource management appropriate to the class of vessel
- Oral and written exams.

Supplementary certificates:

- Proficiency in medical first aid
- GMDSS radio operator
- Electronic navigation aids certificate
- Proficiency in survival craft and rescue boats (other than fast rescue boats)
- Competence in advanced fire-fighting
- STCW-95 Basic training.

What it replaces

This remains the same as the present *Chief mate (yacht)* qualification.

22. Master of a yacht less than 500 gross tonnage

Privileges

- Master of a yacht of less than 500GT
- Unlimited area.

Training and experience required

- 12 months sea service in the last 10 years on vessels not less than 12 metres in length and outside restricted limits
- A total of 48 months sea service, which must include 12 months as the person in charge of a navigational watch while holding a Chief mate of a yacht less than 3000GT certificate, and 6 months service in deck capacity on a yacht
- Approved training programme for Chief mate of a yacht less than 3000GT
- Oral and written exams for Chief mate of a yacht less than 3000GT
- Approved training programme for Master of a yacht less than 500GT
- Oral exam for Master of a yacht less than 500GT.

Supplementary certificates:

- Proficiency as person in charge of medical care on board ship
- Any other certificate required for Chief mate of a yacht less than 3000GT.

What it replaces

This remains the same as the present *New Zealand master (yacht less than 500GT)* qualification.

23. Master of a yacht between 500 and 3000 gross tonnage

Privileges

- Master of a yacht of 500GT or more, up to 3000GT
- Unlimited area.

Training and experience required

- 12 months sea service in the last 10 years, on vessels not less than 12 metres in length and outside restricted limits
- A total of 60 months sea service, which must include:
 - 24 months as the person in charge of a navigational watch while holding a Chief mate of a yacht less than 3000GT certificate, and
 - 12 months sea service as a person in charge of a navigational watch on vessels of not less than 12 metres, outside restricted limits, while holding a watchkeeping or command certificate
- Approved training programme for Chief mate of a yacht less than 3000GT
- Oral and written exams for Chief mate of a yacht less than 3000GT
- Oral exam for Master of a yacht less than 500GT
- Oral and written exams for Master of a yacht between 500 and 3000GT.

Supplementary certificate:

- Navigation control certificate.

What it replaces

This remains the same as the present *New Zealand master (yacht)* qualification.

Figure 11: Certificates of competency in engineering

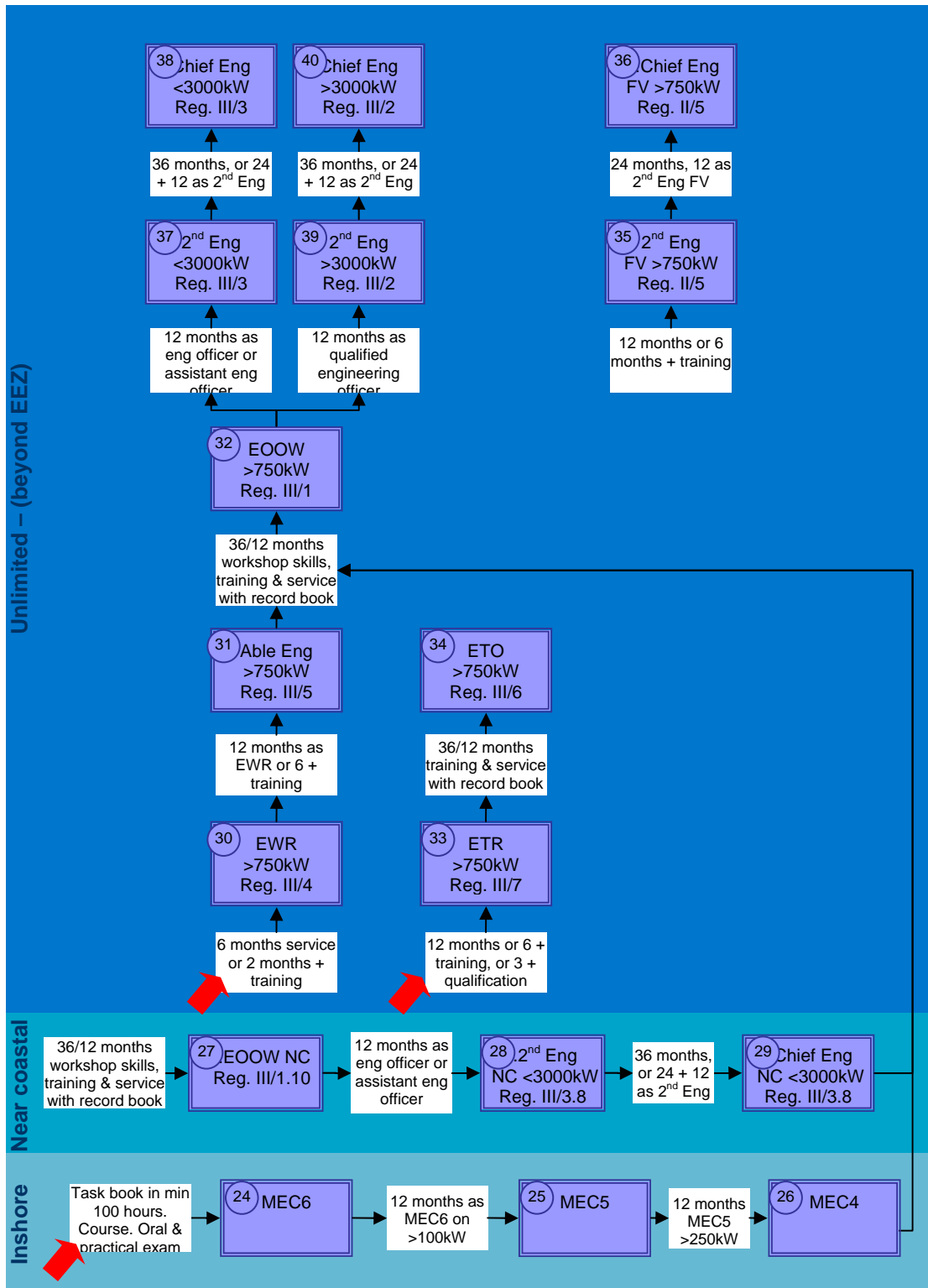


Figure 11 Engineering qualifications

Certificates of competency in engineering

24. Mechanical engineer class 6

It is proposed that the privileges of the introductory engineering qualifications are not changed from the current framework. However, the sea service requirements will be reduced. This will be offset by the introduction of an evidence based task book, which will ensure quality sea service is achieved.

Privileges

It is proposed that the privileges of this certificate remain largely unchanged from the current framework.

STCW-95 qualifications will be required for vessels with main propulsion machinery of 750kW propulsion power or more in coastal and offshore limits.

Training and experience required

- Completion of evidence based task book in a minimum of 100 hours experience
- Practical and oral exam.
- The alternative entry option for National Certificate will remain for this qualification, however, certain components of the task book will still need to be completed.

Changes

Emphasis shifts from lengthy sea service to evidence based learning and competency.

Once the framework is in a finalised state, this qualification will be renamed so that the name reflects the privileges of the qualification.

25. Mechanical engineer class 5

Privileges

It is proposed that the privileges of this certificate remain largely unchanged from the current framework.

STCW-95 qualifications will be required for vessels with main propulsion machinery of 750kW propulsion power or more in coastal and offshore limits.

Training and experience required

12 months sea service as holder of MEC6 on main propulsion machinery of not less than 100kW

Changes

Once the framework is in a finalised state, this qualification will be renamed so that the name reflects the privileges of the qualification.

26. Mechanical engineer class 4

As with the current framework, this can be either a motor certificate or a steam certificate.

Privileges

It is proposed that the privileges of this certificate remain largely unchanged from the current framework.

STCW-95 qualifications will be required for vessels with main propulsion machinery of 750kW propulsion power or more in coastal and offshore limits.

Training and experience required

12 months sea service as holder of *MEC5*, on vessels with main propulsion machinery of not less than 250kW.

Changes

Once the framework is in a finalised state this qualification will be renamed so that the name reflects the privileges of the qualification.

The progression from this certificate to becoming an Officer in charge of an engineering watch (currently known as *MEC3*) will be clarified and streamlined.

27. Officer in charge of an engineering watch restricted to near coastal voyages

This is essentially the same qualification as Officer in charge of an engineering watch (number 32 on Figures 5 and 11), but restricted to coastal and offshore limits. It is an STCW-95 qualification under regulation III/1.

The requirements are much the same as for the unlimited area qualification, but the syllabus and competencies may be varied for engineer officers of ships powered by main propulsion machinery of less than 3000kW propulsion power. When altering the syllabus and competencies, the effect on the safety of all ships which may be operating in the same waters must be kept in mind.

As with the current framework, this can be a motor certificate, a steam certificate or a motor and steam certificate.

Privileges

- Officer in charge of engineering watch in manned engine room or designated duty engineer in periodically unmanned engine room
- Ships powered by main propulsion machinery of less than 3000kW propulsion power
- Coastal and offshore limits.

Training and experience required

- Not less than 18 years of age
- Combined workshop skill training and seagoing service of not less than 12 months as part of a training programme which includes onboard training and is documented in a training record book, or
- Combined workshop skill training and seagoing service of not less than 36 months, of which 30 months shall be seagoing service in the engine department, or
- National Certificate in Engineering and 6 months seagoing service
- Not less than 6 months engine room watchkeeping duties during seagoing service under the supervision of the chief engineer officer or a qualified engineer officer
- Assessment of competencies outlined in regulation III/1 of STCW-95
- STCW-95 Advanced training.

What it replaces

This is a new qualification.

28. Second engineer officer on ships powered by main propulsion machinery between 750kW and 3000kW restricted to near coastal voyages

This is an STCW-95 qualification under regulation III/3.

Privileges

- Second engineer officer
- Ships powered by main propulsion machinery of between 750kW and 3000kW propulsion power
- Coastal and offshore limits.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch restricted to near coastal voyages, and
- Not less than 12 months seagoing service as assistant engineer officer or engineer officer
- Assessment of competencies outlined in regulation III/3 of STCW-95.
- STCW-95 Advanced training.

What it replaces

This is a new qualification.

29. Chief engineer officer on ships powered by main propulsion machinery between 750kW and 3000kW restricted to near coastal voyages

This is an STCW-95 qualification under regulation III/3.

Privileges

- Chief engineer officer
- Ships powered by main propulsion machinery of between 750kW and 3000kW propulsion power
- Coastal and offshore limits.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch restricted to near coastal voyages
- Not less than 24 months seagoing service, of which not less than 12 months service as a qualified second engineer officer
- Assessment of competencies outlined in regulation III/3 of STCW-95 (this is the same set of competencies as for second engineer officer)
- STCW-95 Advanced training.

What it replaces

This is a new qualification.

30. Engine room watch rating

This is an STCW-95 qualification under regulation III/4.

Privileges

- Rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine room
- Ship powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited, offshore and coastal areas.

Training and experience required

- Not less than 16 years of age
- STCW-95 Basic training
- Seagoing service including not less than 6 months of training and experience, or
- Special training, either pre-sea or on board ship, including seagoing service of not less than 2 months.

What it replaces

This is the same as the current *EWR* qualification.

31. Able seafarer engine

This is a new STCW-95 qualification under regulation III/5.

Privileges

- Able seafarer engine in a manned engine room or designated to perform duties in a periodically unmanned engine room
- Ship powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited, offshore and coastal areas.

Training and experience required

- Not less than 18 years of age
- Meet requirements for engine room watch rating
- While qualified to serve as engine room watch rating have seagoing service in the engine department of:
 - Not less than 12 months, or
 - Not less than 6 months and have completed approved training
- Assessment of competencies outlined in regulation III/5 of STCW-95.

What it replaces

This is a new qualification.

32. Officer in charge of an engineering watch

This is an STCW-95 qualification under regulation III/1.

Privileges

- Officer in charge of engineering watch in manned engine room or designated duty engineer in periodically unmanned engine room
- Ships powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Combined workshop skill training and seagoing service of not less than 12 months as part of a training programme which includes onboard training and is documented in a training record book, or
- Combined workshop skill training and seagoing service of not less than 36 months, of which 30 months shall be seagoing service in the engine department
- Have performed during seagoing service, engine room watchkeeping duties under the supervision of the chief engineer officer or a qualified engineer officer for not less than 6 months
- Assessment of competencies outlined in regulation III/1 of STCW-95
- STCW-95 Advanced training.

Changes

The prerequisite of a National Certificate in Engineering has been removed, although it will be retained as an alternative entry option.

What it replaces

This is very similar to the existing *MEC3* qualification.

33. Electro-technical rating

This is a new STCW-95 qualification under regulation III/7.

Privileges

- Serve as electro-technical rating on seagoing ship powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Seagoing service including not less than 12 months training and experience, or
- Completed approved training including seagoing service of not less than 6 months, or
- Qualifications that meet the technical competencies in table III/7 and have seagoing service of not less than 3 months
- Have met the standard of competence outlined in regulation III/7 of STCW-95.

What it replaces

This is a new qualification.

34. Electro-technical officer

This is a new STCW-95 qualification under regulation III/6.

Privileges

- Serve as electro-technical officer on seagoing ship powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Not less than 12 months combined workshop skills training and seagoing service of which not less than 6 months shall be seagoing service as part of a training programme that meets the requirements of section III/6 of STCW-95 and is documented in a training record book, or otherwise
- Not less than 36 months of combined workshop skills training and seagoing service of which not less than 30 months shall be seagoing service in the engine department
- Have met the standard of competence outlined in regulation III/6 of STCW-95
- STCW-95 Advanced training.

What it replaces

This is a new qualification.

35. Second engineer on a fishing vessel

This is a new qualification under STCW-F regulation II/5. STCW-95 can be accepted as equivalents to this qualification.

Privileges

- Second engineer officer of fishing vessels
- Powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Not less than 12 months seagoing service in the engine room (this period may be reduced to not less than 6 months if training equivalent to the seagoing service is undertaken)
- Practical fire-fighting course
- Assessment of competency outlined in the appendix to regulation 5 of STCW-F.

What it replaces

This is a new qualification.

36. Chief engineer of a fishing vessel

This is a new qualification under STCW-F regulation II/5. STCW-95 can be accepted as equivalents to this qualification.

Privileges

- Chief engineer officer of fishing vessels
- Powered by main propulsion machinery of 750kW propulsion power or more
- Unlimited area.

Training and experience required

- Not less than 18 years of age
- Not less than 24 months seagoing service of which not less than 12 months shall be served while qualified as second engineer officer
- Practical fire-fighting course
- Pass assessment of competency outlined in the appendix to regulation 5 of STCW-F.

What it replaces

This qualification replaces aspects of *MEC4* and *MEC2 fishing endorsed*. *MEC4* under the current framework can be chief engineer on a fishing vessel operating in the unlimited area with the vessel's highest powered engine is 3000kW or less. *MEC2 fishing endorsed* is required under the current framework for fishing vessels operating in the unlimited area with the highest powered engine over 3000kW.

37. Second engineer on ships between 750kW and 3000kW propulsion power

This is an STCW-95 qualification under regulation III/3.

Privileges

- Second engineer officer
- Ships powered by main propulsion machinery of between 750kW and 3,000kW propulsion power
- Unlimited area.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch, and
- Not less than 12 months seagoing service as assistant engineer officer or engineer officer, and
- Assessment of competencies outlined in regulation III/3 of STCW-95
- STCW-95 Advanced training.

What it replaces

This is a new qualification.

38. Chief engineer on ships between 750kW and 3000kW propulsion power

This is an STCW-95 qualification under regulation III/3.

Privileges

- Chief engineer officer
- Ships powered by main propulsion machinery of between 750kW and 3000kW propulsion power
- Unlimited area.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch
- Not less than 24 months seagoing service, of which not less than 12 months shall be served while qualified to serve as second engineer officer
- Assessment of competencies outlined in regulation III/3 of STCW-95 (this is the same set of competencies as for second engineer officer)
- STCW-95 Advanced training.

What it replaces

This is very similar to the existing *MEC2 endorsed chief engineer* qualification.

39. Second engineer on ships 3000kW propulsion power or more

This is an STCW-95 qualification under regulation III/2.

Privileges

- Second engineer officer
- Ships powered by main propulsion machinery of 3000kW propulsion power or more
- Unlimited area.

Secondary privilege – may serve as chief engineer officer on ships powered by main propulsion machinery of less than 3000kW propulsion power, provided that the certificate is so endorsed.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch on seagoing ships powered by main propulsion machinery of 750kW propulsion power or more, and have seagoing service in that capacity
- Not less than 12 months as qualified engineer officer
- Assessment of competencies outlined in regulation III/2 of STCW-95.

What it replaces

This is very similar to the existing *MEC2* qualification.

40. Chief engineer on ships 3000kW propulsion power or more

This is an STCW-95 qualification under regulation III/2.

Privileges

- Chief engineer
- Ships powered by main propulsion machinery of 3000kW propulsion power or more
- Unlimited area.

Training and experience required

- Meet the requirements for certification as Officer in charge of an engineering watch on seagoing ships powered by main propulsion machinery or 750kW propulsion power or more and have seagoing service in that capacity
- Not less than 36 months as qualified engineer officer (this may be reduced to not less than 24 months, if not less than 12 months of such seagoing service has been served as second engineer officer)
- Assessment of competencies outlined in regulation III/2 of STCW-95 (this is the same set of competencies as for second engineer officer).

What it replaces

This is very similar to the existing *MEC1* qualification.

Part 3 - Next steps

Transition

A fundamental principle of the QOL Review is that older and existing qualifications will be replaced by those coming out of the review process to establish a clear and logical framework. There are currently at least 40 older qualifications still in use, along with 32 in the existing rule. It is estimated that there will be 40 qualifications in the proposed framework.

The principles of transition will be to:

- maintain quality of qualifications
- move all existing certificate holders to new or reconfirmed qualifications
- not unfairly disadvantage holders of existing qualifications
- value the experience gained since acquiring a qualification
- ensure clarity around the privileges of new qualifications
- ensure alignment of certificate formats with international standards
- allow ample time for transition to take place.

QOL Review timeline

The following table summarises the programme for the QOL Review up until the time when the new qualifications and operational limits framework will be implemented.

| DATE | ACTION |
|----------------------------|---|
| 27 September 2010 | Release proposed new QOL framework for consultation |
| 4 October – 2 November | Hold QOL Review roadshow - public consultation meetings at 17 centres throughout New Zealand |
| 19 November | Closing date for submissions on proposed QOL framework |
| November 2010 – March 2011 | Collate and analyse submissions, assess impacts and crewing implications, test model Fine-tune new QOL framework |
| April 2011 | New QOL framework approved (prior to rule making) |
| May 2011 – December 2012 | Develop new syllabuses, processes and procedures for certificates, IT systems to support new framework, design task books, amend maritime rules, establish new roles and MNZ structure to support new framework |
| 2013 | Introduce new framework and commence transition to new qualifications |

Feedback

Maritime New Zealand is now formally consulting on the proposed new qualifications and operational limits framework.

All holders of existing MNZ qualifications and members of New Zealand's wider maritime community are invited to provide feedback.

You are also invited to attend a presentation on the proposal. These are being held in major ports and maritime centres throughout October and in early November and provide an opportunity for you to ask questions and provide verbal feedback. See the QOL Review roadshow schedule on MNZ's website at www.maritimenz.govt.nz/quals-limits

Information on how to make a submission is also available on our website at www.maritimenz.govt.nz/quals-limits

You can:

- Use the online submission form on the website
- Email comments to qolreview@maritimenz.govt.nz
- Post written submissions to:

QOL Review consultation
Maritime New Zealand
PO Box 27006
Marion Square
Wellington 6141

Submissions close on Friday 19 November 2010.

Printed copies of this document are available from MNZ, please phone 04 473 0111 to request a copy.

Enquiries about the QOL Review can be emailed to: qolreview@maritimenz.govt.nz

Appendix 1: Maritime rules affected by proposed changes to qualifications and operational limits

- Part 20 Operating Limits
- Part 31A Crewing and Watchkeeping Unlimited, Offshore and Coastal (Non-Fishing Vessels)
- Part 31B Crewing and Watchkeeping Offshore, Coastal and Restricted (Non-Fishing Vessels)
- Part 31C Crewing and Watchkeeping Fishing Vessels
- Part 32 Ships' Personnel – Qualifications
- Part 34 Medical Standards
- Part 35 Training and examinations

Appendix 2: Current qualifications

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|---|--|---|
| Certified deck hand (CDH) | Non-passenger vessels: Required on vessels less than 45m in offshore limits | 3 months sea service as deckhand or equivalent on commercial ships including 2 months on ships over 6m. |
| Advanced deck hand (ADH) | Passenger and non-passenger vessels: Required on vessels 45m or greater and less than 500GT in offshore and coastal limits | 12 months sea service on commercial ships over 6m in length, 6 months must have been as deckhand or equivalent. |
| Advanced deck hand fishing endorsed (ADH-F) | Fishing vessels: <ul style="list-style-type: none"> • Required on all vessels in unlimited and offshore limits • Required on all vessels over 20m in the coastal limits. | An ADH needs either 6 months as deckhand on fishing vessels, or 3 months as deckhand on fishing vessels over 9m in length, operating beyond enclosed limits. This could be concurrent with service for ADH certificate. The holder of a DWR, AB or ILM needs 12 months sea service including 3 months on fishing vessels greater than 9m. This can be concurrent with service for the earlier qualification. |
| Deck watch rating (DWR) | Passenger and non-passenger vessels: <ul style="list-style-type: none"> • Required on all vessels over 500GT in offshore and coastal limits • Required on all vessels in unlimited area. | 6 months on commercial or NZ warships, or a course plus 2 months on commercial ships greater than 500GT, outside restricted limits performing supervised navigational watchkeeping duties. |
| AB Certificate | | 36 months sea service on a non-fishing vessel of more than 100GT. |
| Local launch operator (LLO) | Non-passenger vessels: Up to 20m in inshore and enclosed limits Fishing vessels: Up to 6m in inshore and enclosed limits Passenger vessels: <ul style="list-style-type: none"> • Up to 20m and 99 passengers in enclosed limits • Up to 20m and 49 passengers in inshore limits. | 6 months sea experience in deck capacity, including; <ul style="list-style-type: none"> • At least one month on type of vessel endorsed on certificate; and • At least one month in area of operation; and • At least one month sea service on either commercial vessel or as skipper on pleasure craft. |
| Inshore launchmaster (ILM) | Non-passenger vessels: Up to 24m inshore, and over 20m enclosed Fishing vessels: <ul style="list-style-type: none"> • Over 6 in enclosed limits | 18 months sea service as deckhand or higher, including; <ul style="list-style-type: none"> • 6 months on commercial vehicles 6m or longer; and • 2 months on vessels 20m or less. For holders of ADH: |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|---|---|--|
| | <ul style="list-style-type: none"> • 6 to 20m in inshore limits Passenger vessels: <ul style="list-style-type: none"> • Over 20m and up to 99 passengers in enclosed limits • Over 20m and up to 49 passengers in inshore limits. | <ul style="list-style-type: none"> • Has had ADH for 3 months; and • 6 months sea service on commercial vessels; and • Structured training programme |
| NZ offshore watchkeeper (NZOW) | Skipper non-passenger vessels: <ul style="list-style-type: none"> • 24m+ in inshore area • Less than 24m in coastal limits. Fishing vessels: <ul style="list-style-type: none"> • Over 20m in inshore limits • Less than 20m in coastal limits. | Holder of LLO who completed an ILM course to get LLO, with 18 months sea service in a deck capacity with LLO, or Holder of ADH with 12 months sea service in deck capacity with ADH, or Holder of ILM with 6 months sea service as ILM. For all options, 6 months sea service must have been on commercial vessels 10m or more and operating beyond restricted limits. |
| NZ offshore master (NZOM) | Skipper non-passenger vessels: 24 to 45m coastal area Fishing vessels: <ul style="list-style-type: none"> • Over 20m in coastal area • Less than 50m in offshore area. | 12 months sea service on vessels operating beyond restricted limits, 6 months sea service on power driven vessels of 10m or more and either: <ul style="list-style-type: none"> • 18 months sea service in deck capacity on commercial vessels with ILM, or • 12 months sea service in deck capacity on commercial vessels with NZOW. Watchkeeping observation record, or 6 months navigational watch duties as ILM or NZOW, on vessels 10m or more outside restricted limits. |
| NZ offshore master with STCW-95 endorsement | Skipper non-passenger vessels: Up to 45m in offshore area, and over 45m, but less than 500GT. Passenger vessels: Skipper vessels over 45m, but less than 500GT in coastal and offshore | Holder of NZOM certificate with 12 months sea service performing navigational watchkeeping duties on commercial vessels operating beyond restricted limits, provided the sea service: <ul style="list-style-type: none"> • Includes 6 months on commercial ships (not fishing ships) and are over 100 tonnes GT and 24m or longer, and • Is gained as person in charge of navigational watch while holding ILM, NZOW or NZOM. |
| Mate of a deep sea | Fishing vessels: | 12 months sea service on fishing boat as deckhand or greater, beyond |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|--|--|---|
| fishing vessel (MDSFV) | <ul style="list-style-type: none"> • Skipper of vessels over 50m in offshore area • Required as mate on all fishing vessels in the unlimited area. | restricted limits while holding NZOM or NZOW. 12 months in charge of watchkeeping beyond restricted limits while holding ILM, NZOM or NZOW, of which either: <ul style="list-style-type: none"> • 6 months while holding NZOM, or • 9 months while holding NZOW. |
| Master of a deep sea fishing vessel (CDSFV) | Fishing vessels: Master of all fishing vessels in the unlimited area | 12 months sea service with MDSFV as either the person in charge of navigational watch on a DSFV operating beyond restricted limits or as master of a fishing vessel over 15m in length, or 12 months sea service as person in charge of navigational watch on a non-fishing vessel operating beyond restricted limits, as at least 2 nd mate of a foreign going ship and 12 months sea service on fishing boats of 10m or more in length |
| Officer in charge of a navigational watch (OOW) | Non-passenger vessels: <ul style="list-style-type: none"> • Required on 45m and longer and over 500GT in offshore area. • Required on all non-passenger vessels in unlimited area. Passenger vessels: <ul style="list-style-type: none"> • Required on all vessels over 500GT in offshore and coastal • Required on all vessels in unlimited area. | Route 1: 12 months sea service as trainee deck officer, trainee navigating officer, deck officer, navigation officer, or deck crew, and <ul style="list-style-type: none"> • including 6 months bridge watchkeeping duties under supervision, • between 12 and 36 months sea service on ships of 500GT or more combined with training and record books Route 2: 12 months sea service on commercial ships in charge of a navigational watch on vessels 24m or more in length, operating outside restricted limits, while holding NZOM. Plus holding one of: NZOM, MDSFV, CDSFV or Master of a Yacht of less than 500 gross tonnage. |
| Chief mate of a foreign-going ship (MFG) | Non-passenger vessels: Required on all in unlimited area. Passenger vessels: Required on all in unlimited area. | 18 months in charge of navigational watch on ships 500GT or more, 6 of which must either be in the unlimited area, in the offshore area on voyages over 24 hours, or the coastal area living onboard on voyages of less than 24 hours. |
| Master of a foreign-going ship less than 3000 tons gross tonnage | | 36 months in charge of navigational watch on ships 500GT or more, 18 of which must either be in the unlimited area, in the offshore area on voyages over 24 hours, or the coastal area living onboard on voyages of less than 24 hours. |
| Master of a foreign-going ship | Non-passenger vessels: Required on all in unlimited area. Passenger vessels: | 36 months in charge of navigational watch on ships 500GT or more, 18 of which must either be in the unlimited area, in the offshore area on voyages over 24 hours, or the coastal area living onboard on voyages of less than 24 hours. |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|---|---|--|
| | Required on all in unlimited area. | |
| NZ chief mate (yacht) | Chief mate of a yacht of less than 3000GT in the unlimited area. | <p>36 months sea service in a deck capacity, while over the age of 16, in vessels of 12 metres or more in length, including 12 months sea service in a deck capacity in the 10 years preceding the application.</p> <p>6 months service performing navigational watchkeeping duties under the supervision of a qualified master or officer</p> <p>plus:</p> <ul style="list-style-type: none"> • Completion of approved training record book • Units standards 6912 and 6913 <p>Completion of training programme including human factors and bridge resource management appropriate to the class of vessel</p> |
| NZ master (yacht less than 500 gross tonnage) | Master of a yacht of less than 500GT in the unlimited area. | <p>A total of 48 months sea service, which must include 12 months as the person in charge of a navigational watch while holding a NZ chief mate (yacht) certificate, and 6 months service in deck capacity on a yacht. 12 months of which must be in the last 10 years, on vessels not less than 12 metres in length and outside restricted limits</p> <p>plus:</p> <ul style="list-style-type: none"> • Approved training programme for NZ chief mate (yacht) • Oral and written exams for NZ chief mate (yacht) • Approved training programme for NZ master (yacht less than 500GT) <p>Oral exam for NZ master (yacht less than 500GT).</p> |
| NZ master (yacht) | Master of a yacht of 500GT or more, up to 3000GT in the unlimited area. | <p>A total of 60 months sea service, which must include:</p> <ul style="list-style-type: none"> • 24 months as the person in charge of a navigational watch while holding a NZ chief mate (yacht) certificate, and • 12 months sea service as a person in charge of a navigational watch on vessels of not less than 12 metres, outside restricted limits, while holding a watchkeeping or command certificate. <p>Plus:</p> <ul style="list-style-type: none"> • Approved training programme for NZ chief mate (yacht) • Oral and written exams for NZ chief mate (yacht) |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|-------------------------|---|--|
| | | <ul style="list-style-type: none"> • Oral exam for NZ master (yacht) • Oral and written exams for NZ master (yacht). |
| Engine room watchkeeper | Required fulltime in engine room of tankers of 3000kW or more and passenger ships of 750kW or more in unlimited area | Either 6 months sea service on commercial ships or NZ warships, or 2 months sea service on commercial ships and an approved training programme, while performing engine room watchkeeping duties under supervision on ships of 750kW or more that operate beyond restricted limits, or holding a MEC 5 certificate |
| Marine engineer class 6 | <p>Passenger vessels: Several options in inshore and enclosed area</p> <p>Non-passenger vessels:</p> <ul style="list-style-type: none"> • 4 or more systems, or less than 4 systems and not over 350GT in the offshore area • Highest powered engine less than 750kW or over 750kW with less than 4 systems in the coastal area • Highest powered engine less than 750kW, less than 4 systems and more than 200GT in the inshore area • Highest powered engine over 750kW, 4 or more systems and maintenance ashore or under warranty in enclosed area. • Highest powered engine between 750 and 2000kW and less than 4 systems in enclosed area <p>Fishing vessels:</p> <ul style="list-style-type: none"> • Highest powered engine less than 750kW or over 750kW with less than 4 systems in coastal area • Highest powered engine less than 750kW, more than 20m long and less than 4 systems in inshore area • Highest powered engine over 750kW, 4 or more systems and maintenance ashore or under | 24 months operating main propulsion machinery, including 12 months on diesel engines |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|-------------------------|---|---|
| | warranty in enclosed area <ul style="list-style-type: none"> • Highest powered engine between 750 and 2000kW and less than 4 systems in enclosed area | |
| Marine engineer class 5 | Passenger vessels: Several options in inshore and enclosed area Non-passenger vessels: <ul style="list-style-type: none"> • Over 750kW, 4 or more systems, maintenance ashore, or under warranty in the coastal area • Several options in inshore and enclosed area Fishing vessels: <ul style="list-style-type: none"> • Over 750kW, over 20m, 4 or more systems, maintenance ashore, or under warranty in the coastal area • Several options in inshore area | <ul style="list-style-type: none"> • 36 months sea service, including 12 on not less than 100kW on commercial ships or NZ warships and 24 on diesel main propulsion, or • 12 months sea service as MEC6 on main propulsion not less than 100kW on commercial ships or NZ warships, or • 24 months sea service as engine room watch rating, or • 12 months sea service on commercial vessels or NZ warships with diesel main propulsion machinery not less than 100kW and 24 months acceptable craft, industrial or other practical training <p>Options are available for steam engine certificates as well.</p> |
| Marine engineer class 4 | Passenger vessels: Several options in inshore area Non-passenger vessels: <ul style="list-style-type: none"> • 15m or longer, carrying 6 or more passengers, unlimited area • Over 750kW, 4 or more systems, maintenance not ashore, not under warranty in the coastal area • Several options in inshore area. Fishing vessels: <ul style="list-style-type: none"> • Highest powered engine 3000kW or less, unlimited area • Over 750kW, 4 or more systems, maintenance not ashore, not under warranty in the coastal area • Several options in inshore area. | <ul style="list-style-type: none"> • Shore based training and 12 months sea service on main propulsion machinery not less than 250kW on commercial ships or NZ warships that are motor ships outside restricted limits, or • 12 months sea service holding MEC5 or Navy equivalent, on main propulsion machinery not less than 250kW, on vessels outside restricted limits, or • 24 months sea service with MEC6 or Navy equivalent, on main propulsion machinery not less than 250kW, on vessels outside restricted limits |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|---|---|--|
| Marine engineer class 3 | Non-passenger ships: Less than 750kW in coastal and offshore area | National certificate in mechanical engineering or equivalent and 6 months sea service on not less than 750kW operating beyond restricted limits, and 4 months watchkeeping the main propulsion machinery |
| Marine engineer class 2F | Fishing vessels: Highest powered engine over 3000kW in unlimited area | As MEC3, 18 months sea service (can be same as service that counted for MEC3) not less than 750kW, beyond restricted limits, including 6 months on DSFV and 9 months watchkeeping on motor ships As MEC2, 6 months sea service as person in charge of engine room watch of DSFV not less than 750kW |
| Marine engineer class 2 | Tankers: Less than 750kW and less than 500GT unlimited area Non-passenger ships: <ul style="list-style-type: none"> • Less than 750kW and less than 500GT unlimited area • 750kW or more and less than 500GT coastal and offshore area Passengers ships: Less than 750kW coastal and offshore area | Hold either MEC3 or National certificate in mechanical engineering (or equivalent), and 18 months sea service not less than 750kW, beyond restricted limits, including 9 months watchkeeping on the main propulsion machinery, the remainder spent on the main propulsion machinery or suitable auxiliaries. |
| Marine engineer class 2 endorsed chief engineer | Passenger ships: <ul style="list-style-type: none"> • 750 to 3000kW and 500GT or more unlimited, coastal and offshore area • Less than 750kW and 500GT or more unlimited area • 750 to 3000kW and less than 500GT coastal and offshore area Tankers: <ul style="list-style-type: none"> • 750 to 3000kW and less than 500GT unlimited area | 12 months sea service in position of responsibility in engine room of ships with main propulsion machinery of not less than 750kW |

| Qualification | Capacity (in command unless otherwise specified) | Sea service requirements |
|-------------------------|---|--|
| | <ul style="list-style-type: none"> • Less than 750kW and 500GT or more unlimited area <p>Non-passenger ships:</p> <ul style="list-style-type: none"> • 750 to 3000kW unlimited area • 750 to 3000kW and 500GT or more coastal and offshore | |
| Marine engineer class 1 | <p>Passenger ships: 3000kW+ unlimited, coastal and offshore area.</p> <p>Tankers:</p> <ul style="list-style-type: none"> • 3000kW+ unlimited, coastal and offshore area. • 750 to 3000kW and 500GT or more unlimited, coastal and offshore area <p>Non-passenger ships: 3000kW+ unlimited, coastal and offshore area.</p> | While holding MEC2 or equivalent: 18 months as person in charge of engine room watch on ships with main propulsion machinery of not less than 2000kW. |