

# Qualifications and Operational Limits Framework

(Final version)

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## Glossary

These terms are for reference to this document only. They are not to be relied on as legal terms.

Term	Definition
<b>ADH</b>	Advanced deckhand qualification
<b>Assigned inshore limit</b>	a defined section of the coastal area not beyond the territorial sea of New Zealand and not more than 30nm from a safe haven that has been assigned to a vessel by a surveyor as an inshore limit
<b>Assistant engineer officer</b>	a person under training to become an engineer officer
<b>Candidate</b>	a person who applies to (a) take an examination, or (b) be issued with a certificate of competence
<b>CDH</b>	Certificated deckhand qualification
<b>Certificate of competency</b>	as defined by STCW-10, is a certificate issued and endorsed for masters, officers and GMDSS radio operators, in accordance with the provisions of chapters II, III IV and VII
<b>Certificate of proficiency</b>	as defined by STCW-10 is a certificate, other than a certificate of competency
<b>Chief engineer officer</b>	the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship
<b>Commercial trading ship</b>	a commercial ship 24m or more in convention length that is engaged in carrying passengers or cargo
<b>Convention length</b>	is the same as load line length, as defined in maritime rule Part 47.2
<b>Deck officer</b>	an officer qualified in accordance with the provisions of chapter II of the STCW-10 Convention
<b>Defined inshore limit</b>	inshore limits as described in Appendix 1 of maritime rule Part 20, plus additions outlined in this document. Figure 1 and Figure 2 on pages 20 and 21 illustrate existing and new defined inshore limits.
<b>DWR</b>	Deck watch rating qualification
<b>EEZ</b>	Exclusive Economic Zone: the sea zone over which New Zealand has special rights for the exploration and use of marine resources. It stretches from the seaward edge of the territorial sea out to 200nm from the coast.
<b>Engineer officer</b>	an officer qualified in accordance with the provisions of regulation III/1, III/2 or III/3 of the STCW-10 Convention
<b>ERWR</b>	Engine room watch rating qualification
<b>Fishing vessel</b>	a vessel that is required to be registered under section 57 of the Fisheries Act 1983 or section 103 of the Fisheries Act 1996
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>GT</b>	gross tonnage

<b>Term</b>	<b>Definition</b>
<b>ILM</b>	Inshore launchmaster qualification
<b>Length load line</b>	the length defined in detail in rule maritime rule Part 47.2
<b>Length overall</b>	the overall length of the ship as defined in detail in maritime rule Part 32.2
<b>Limited waters</b>	as defined by STCW-F, means the combined coastal and offshore areas. This is equivalent to STCW-10 near-coastal area.
<b>LLO</b>	Local launch operator qualification
<b>Master</b>	the person having command of a ship
<b>MEC1</b>	Marine engineer class 1 qualification
<b>MEC2</b>	Marine engineer class 2 qualification
<b>MEC2 ECE</b>	Marine engineer class 2 qualification – endorsed as chief engineer
<b>MEC3</b>	Marine engineer class 3 qualification
<b>MEC4</b>	Marine engineer class 4 qualification
<b>MEC5</b>	Marine engineer class 5 qualification
<b>MEC6</b>	Marine engineer class 6 qualification
<b>MFV</b>	Mate of a fishing vessel qualification operating in limited waters
<b>MFV-U</b>	Mate of a fishing vessel qualification operating in unlimited waters
<b>Month</b>	30 days
<b>Near-coastal area</b>	as defined by STCW-10, the combined coastal and offshore areas
<b>Near-coastal voyage</b>	as defined by STCW-10, a voyage within the near-coastal area
<b>New ships</b>	a ship the keel of which is laid or which is at a similar stage of construction on or after the date the amended maritime rule Part 32 comes into force
<b>nm</b>	nautical miles
<b>NZOM</b>	the New Zealand offshore master qualification
<b>NZOW</b>	the New Zealand offshore watchkeeper qualification
<b>OOW</b>	Officer in charge of a navigational watch
<b>Part 32</b>	the maritime rule for Ships' Personnel – Qualifications
<b>Part 35</b>	the maritime rule for training and examinations. Section 2 allows for approval of organisations to provide their own industry-specific training.
<b>QDC</b>	Qualified deck crew qualification
<b>Qualification</b>	a certificate of competency, or a certificate of proficiency
<b>Record book</b>	a record of sea service and vessels
<b>Restricted limits</b>	enclosed water limits and inshore limits
<b>RYA</b>	Royal Yachting Association

<b>Term</b>	<b>Definition</b>
<b>Sailing vessel</b>	Means a ship that is designed to be navigated under wind power alone and for which any motor provided is an auxiliary means of propulsion
<b>SCO</b>	Skipper coastal and offshore certificate
<b>Sea service</b>	service on board any vessel relevant to the issue or revalidation of a non-STCW-10 certificate or other qualification
<b>Seagoing service</b>	service on board a ship relevant to the issue or revalidation of an STCW-10 certificate or other qualification
<b>Seagoing ship</b>	a ship 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. For the purposes of this proposal, this means a ship other than those that navigate exclusively in restricted limits, or ships less than 24m convention length in the coastal and offshore areas.
<b>SFV</b>	Skipper of a fishing vessel operating in limited waters
<b>SFV-U</b>	Skipper of a fishing vessel operating in the unlimited area
<b>Ship</b>	every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes <ul style="list-style-type: none"> <li>(a) a barge, lighter, or other like vessel</li> <li>(b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates</li> <li>(c) a submarine or other submersible.</li> </ul>
<b>SRL</b>	Skipper restricted limits qualification
<b>STCW-95</b>	the International Convention on Standards of Training Certification and Watchkeeping for Seafarers, 1978, as amended in 1995
<b>STCW-10</b>	the International Convention on Standards of Training Certification and Watchkeeping for Seafarers, 1978, as amended in 2010
<b>STCW-F</b>	the International Convention on Standards of Training Certification and Watchkeeping for Fishing Vessel Personnel, 1995
<b>Superyacht</b>	a motor or sailing vessel of 24 metres convention length and over in commercial use and which carries no cargo and no more than 12 passengers
<b>Task book</b>	an MNZ book providing evidence of required competencies
<b>Territorial sea</b>	the territorial sea of New Zealand, as defined by section 3 of the Territorial Sea, Contiguous Zone and Exclusive Economic Zone Act 1977
<b>Voyage</b>	a journey by water from one port (a) to another port, or (b) back to the same port without calling at any other port

## Introduction

Following extensive consultation, both external and internal, and detailed analysis of submissions, Maritime New Zealand (MNZ) has comprehensively reviewed the proposal (September 2010) presented to a wide cross section of the maritime community and has prepared a new document that summarises final qualifications and operational limits for approval.

This paper presents the final QOL framework:

- Part 1 explains the changes to operational limits with diagrams of the existing and final limits.
- Part 2 explains changes to qualifications and includes a high level diagram of the new framework. Detailed descriptions of all qualifications are given, accompanied by more detailed diagrams
- Part 3 outlines the next steps of the review and the principles for transitioning from the current framework to the new one, including a table of old, exiting and new qualifications.

The final QOL framework has been developed with extensive industry input. This document presents our approach to licensing seafarers that manages risk while providing for an internationally competitive and thriving commercial maritime industry. Implementation of this framework will also be worked through with industry. We are targeting an implementation date of 31 March 2013.

The final approved framework will be widely circulated and posted on the MNZ website [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz) in June 2011.

## Executive summary

Maritime New Zealand's QOL Review has aimed to develop a clear and logical framework for qualifications and operational limits that will 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.

With widespread input from the maritime community, a fresh approach has been taken to develop a new framework that supports a modern maritime sector. The 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.

The 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. A pragmatic and safety-based approach has been taken. Maintaining the quality of qualifications has been a priority.

Competence is at the core of the new framework. The framework shifts emphasis away from experience at entry level being based solely upon hours of sea service. Instead the focus is on defining and measuring competence, including quality sea time and proven ability, through practical assessment and examination. This mirrors what actually happens on the water where new recruits learn on the job, progressively building skills and knowledge.

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

## Key changes to existing qualifications and operational limits

Changes reflected in this final framework of qualifications and operational limits will have the greatest impact on seafarers working within restricted limits (enclosed and inshore) and on smaller vessels (up to 24m) in coastal and offshore limits, because these areas have the highest level of maritime activity.

The key changes are:

### Operational limits

- New specified limit provision to cater for very restricted operations close to shore
- Retention of the existing defined inshore limits with addition of four new defined limits
- Coastal limit redefined at a uniform 50nm from the coast of New Zealand and the Chatham Islands
- Offshore limit extended to the outer limit of the Exclusive Economic Zone (EEZ)
- Unlimited area to extend from the new offshore limit
- Ability to obtain a conditional limit (temporary extension to a defined limit) for seasonal commercial operations
- Ability of port companies and local authorities to obtain extended enclosed limits

## 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 emphasis placed on recognition of quality sea service
- Reduced number of hours of sea service required for entry-level qualifications
- Ability to acquire sea service for next operational limit within existing limit where possible
- Introduction of practical assessment at entry level
- Recognition of recreational sea time at entry level
- Introduction of 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
- Alignment with STCW-F of qualifications for fishing vessels 24m or more convention length
- Retention of Part 35 qualifications
- Recognition of watchkeeping time aboard all warships
- Maintenance of currency through revalidation at all levels
- MNZ to provide close oversight of entire examination system
- Full application of STCW-10 for qualifications aboard commercial trading ships 24m or more convention length in coastal and offshore areas
- Introduction of Yachtmaster offshore qualification for sailing vessels up to 24m in the near-coastal area
- Replacement of 45m limit for NZOM with 500GT to align with STCW-10 requirements
- Use of Director's discretion for qualifications aboard vessels of between 500 and 3000GT within restricted limits
- Requirement for all seafarers aboard vessels 3000GT or more operating exclusively in restricted limits to hold unlimited qualifications
- Alignment with Australia and international standards to ensure portability.

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

For background information see the *Report on key issues from the community engagement programme* and the *Proposed Qualifications and Operational Limits Framework (September 2010)* on MNZ's website at [www.maritimenz.govt.nz/qol](http://www.maritimenz.govt.nz/qol)

## **Next steps**

We now start the process of rules development and writing to give effect to the framework. Opportunity for further input will be available during the formal consultation phase of the rule writing process. It is anticipated that the amended rules will come into effect by March 2013.

When the new rules have been approved, all existing holders of qualifications will be required to transition to the new qualifications over time, in accordance with clear transition timelines and principles. It is our intention that people will not be disadvantaged in the move to the new framework.

# 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 summarises the operational limits that 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.

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' below).

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

## Key principles

MNZ applied the following key principles when reviewing operational limits. They should:

- be common for fishing and non-fishing vessels, where appropriate, to assist with the transferability of maritime qualifications for seafarers working in both sectors
- be future proofed to better support New Zealand industry
- be justified, defined and applied consistently
- comply with STCW-10 and align with STCW-F.

## International obligations

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

- The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended (STCW-10): New Zealand is party to this Convention. STCW-10 applies to ships other than those that 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): this may come into force in the next few years.

The final QOL framework complies with STCW-10 and ensures New Zealand's ongoing 'white list' status. It ensures portability so that MNZ qualification holders can operate internationally and is also aligned with STCW-F to ensure the framework is future proofed.

## Key changes to existing operational limits

The key changes to operational limits are:

- New specified limit provision to cater for very restricted operations close to shore
- Retention of the existing defined inshore limits with addition of four new defined limits

- Coastal limit redefined at a uniform 50nm from the coast of New Zealand and the Chatham Islands
- Offshore limit extended to the outer limit of the Exclusive Economic Zone (EEZ)
- Unlimited area to extend from the new offshore limit
- Ability to obtain a conditional limit (temporary extension to a defined limit) for seasonal commercial operations
- Ability of port companies and local authorities to obtain extended enclosed limits.

## Overview of final operational limits

The new operational limits are:

- **Specified** – very close to shore
- **Enclosed** – existing enclosed limit
- **Inshore** – existing defined inshore limits with four additional defined limits
- **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 new operational limits are shown in Figure 2 and Figure 4 on pages 21 and 23.

The following areas are also referred to throughout the framework:

- Restricted limits – enclosed and inshore limits
- Near-coastal – coastal and offshore limits for STCW-10 qualifications
- Limited waters – coastal and offshore limits for STCW-F qualifications.

Below we offer fuller explanations of the new operational limits. Information is presented in the following order:

- New limit
- Existing limit
- Issues with existing limit
- Benefits of new limit.

## Specified limit

### New limit

**This is a new limit to provide for permanent or temporary commercial operations within a restricted area very close to shore or to a structure. The specified limit must be outside of the normal flow of marine traffic.**

Specified limits will not be approved in areas within the normal flow of marine traffic and typically would not be more than 200m from the shore or a structure. Voyages from one specified area to another to another will not be allowed. Carrying fare-paying passengers will not be permitted. Specified limits will be limited to vessels less than 24m in length.

Examples of commercial operations that could be covered by a specified limit include marina and salmon farm workboats, vessels used for wharf construction, tidal oyster farms and yacht club safety support boats.

This does not replace the ability for organisations to develop their own training programmes as allowed for under Part 35 of the maritime rules.

### Existing limit

There is currently no such limit.

### Issues with existing limit

There is currently no recognition of the requirements of commercial operators working in a very specific area.

Those wishing to work in a very small area of the current operational limits (within enclosed, inshore or coastal limits) are obliged under the current rules to hold a qualification that requires excessive knowledge and sea service for the tasks they are undertaking. Many do not want a career in the maritime industry and would struggle to get the necessary sea service for even an entry level qualification. Their needs are not catered for in the current framework. As a result, many are operating outside rule requirements.

### Benefits of new limit

- Meets industry needs – a specific area can be 'ring fenced' for specific commercial activities
- A specified limit may be temporary or permanent
- Alternative qualifications could be accepted for a wide range of commercial operations
- A clear and positive alternative to exemptions
- A specified area concept will complement the need for Part 35 qualifications

Within an approved specified limit (which may be multiple but not contiguous areas) an operator will require a simple safety plan and will be able to use alternative qualifications, for example, Coastguard Day Skipper or RYA Powerboat Level II, to acquire the minimum required competencies without sea service. MNZ will monitor compliance but will have no other involvement apart from approval of the specified limit.

## **Enclosed waters limit**

### New limit

**Existing enclosed limits will remain.**

**Individual enclosed limits are capable of being expanded to allow ‘pilotage’ limits for certain vessels.**

The enclosed waters limit is “...inland waters...or waters within sheltered waters”. The requirements of STCW-10 will therefore not apply within enclosed limits.

### Existing limit

The enclosed limit includes enclosed waters such as the sheltered waters of harbours and all New Zealand inland waters, as currently defined by maritime rule Part 20.2.

### Issues with existing limit

- Pilot, harbour tugs and local authority vessels, such as the harbourmaster, need to operate within a very limited area outside the enclosed limit at times, for example, to go outside a harbour entrance to the pilotage boarding ground.
- The anomaly of an LLO being able to operate beyond enclosed limits but not to full inshore limits.

### Benefits of new limit

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

## Inshore limit

### New limit

The inshore limits defined in maritime rules are to remain substantially the same except for the following changes:

- **The Bay of Plenty limit will be extended slightly to allow direct transits between Tauranga harbour and White Island**
- **New inshore limits have been defined for Three Kings, New Plymouth, Cook Strait and Timaru**
- **The Otago inshore limit has been extended southwards from Taieri River mouth to Nugget Point and the Foveaux limit extended westwards to include Codfish Island.**
- **Contiguous inshore areas will be treated as one area for purposes of qualifications, survey, crewing and equipment.**

The inshore limit will encompass “waters closely adjacent to sheltered waters” as defined by STCW-10. The requirements of STCW-10 will not apply to the inshore limit.

The current inshore limit and new inshore limit are shown in Figures 1 to 4 on pages 20 to 23.

### Existing limit

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 that 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, as long as it does not extend beyond 12nm from the coast or more than 30nm from a single safe haven.

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

### Issues with existing limit

- Interpretation of the rule by MNZ means vessels can only do day trips in an inshore limit. Vessels making a passage through contiguous inshore limits, such as, 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, for example, 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 new limit

- Resolves transit issue in Bay of Plenty
- Retains principle and competencies for proximity to a safe haven
- Recognises anomalies in existing and non-existing inshore limits
- Meets STCW-10 governing principles for near-coastal voyages

## Coastal limit

### New limit

**A uniform distance of 50nm off the coast of the North, South and Stewart Islands and 50nm around the Chatham Islands.**

The coastal limit will be within near-coastal waters as defined by STCW-10. The full requirements of STCW-10 will apply to qualifications required for vessels 24m or more convention length within the coastal limit. Existing rules require qualifications to meet STCW-10 requirements only within the existing offshore limit.

### Existing limit

The coastal limit currently follows a continuous line around the mainland, varying from 20 to 30nm off major capes, up to 90nm off the coast, 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, as long as it meets any rule requirements made for restricted coastal ships.

The current coastal limit and new coastal limit are shown in Figures 1 to 4 on pages 20 to 23.

### Issues with existing limit

- General misunderstanding of purpose of coastal limit
- Does not always allow for direct coastal passages
- Inconsistency in restricted coastal limits – distance offshore varies
- Does not meet STCW-10 mandatory governing principles for near-coastal voyages

### Benefits of new limit

- Meets STCW-10 mandatory governing principles for near-coastal voyages
- Provides a pathway to full STCW-10 qualifications
- Aligns with coastal weather forecast area and national VHF coverage
- Consistency and clarity of distance from shore for restricted coastal limits
- Includes most of the waters within the 200m depth contour where most commercial fishing takes place
- Resolves most coastal passage issues
- Maintains privileges for existing coastal and restricted coastal limits operators of vessels under 24m convention length

## Offshore limit

### New limit

**The offshore limit extends from the coastal limit to the outer limit of the EEZ.**

The limit will include EEZ 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-10.

The full requirements of STCW-10 will apply to qualifications required for vessels 24m or more convention length within the offshore area.

### Existing limit

Extends 200nm from the mainland of New Zealand and the Chatham Islands, 12nm south of the Auckland Islands and includes a corridor northwards to the Kermadec Islands.

The current offshore limit and new offshore limit are shown in Figures 1 to 4 on pages 20 to 23.

### Issues with existing limit

- 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 and north of the Kermadecs) but only to 200nm elsewhere. This means unlimited (foreign-going) qualifications are required to access to some areas of New Zealand's EEZ.
- 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 for vessels less than 500GT.

### Benefits of new limit

- 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 grounds off Auckland Island

## **Unlimited area**

### New limit

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

### Existing limit

The current unlimited area commences at the outer limit of 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 with existing limit

No issues have been raised regarding the unlimited area.

### Benefits of new limit

- Clarity regarding the demarcation between the offshore and the unlimited areas
- Clarity as to the outer boundary of near-coastal waters as defined by STCW-10
- Clarity as to the outer boundary of limited waters as defined by STCW-F

## Conditional limits

### New limit

#### **A provision in rules to allow a temporary extension to an operational limit.**

#### 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 3 months in any 12 months
- Granted for a maximum of 2 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 distance within the offshore and unlimited areas. For example, an inshore vessel could obtain an extended limit to 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.

#### Issues with existing limit

- There is no provision for seasonal operators who wish to occasionally go beyond a defined limit without having to obtain a higher qualification.
- A vessel will meet the required standard to go beyond a defined limit but the skipper will not.
- Seasonal fishing activities involving migratory species, such as albacore tuna and issues 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 new limit

- Flexible limits to meet legitimate operational needs
- Enables coastal fishing vessels 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 for a limited period 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 change in area covered under new coastal and offshore limits

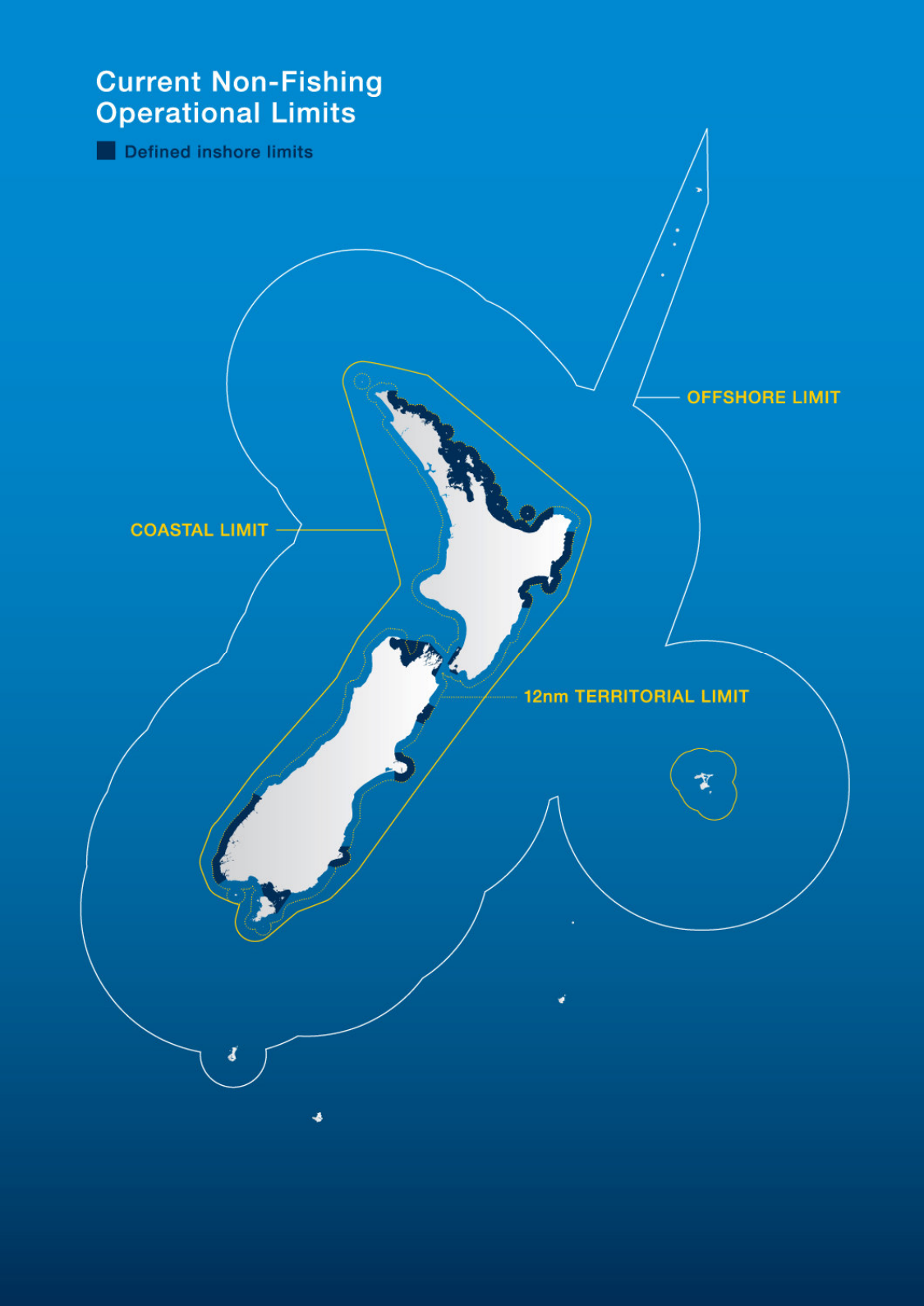
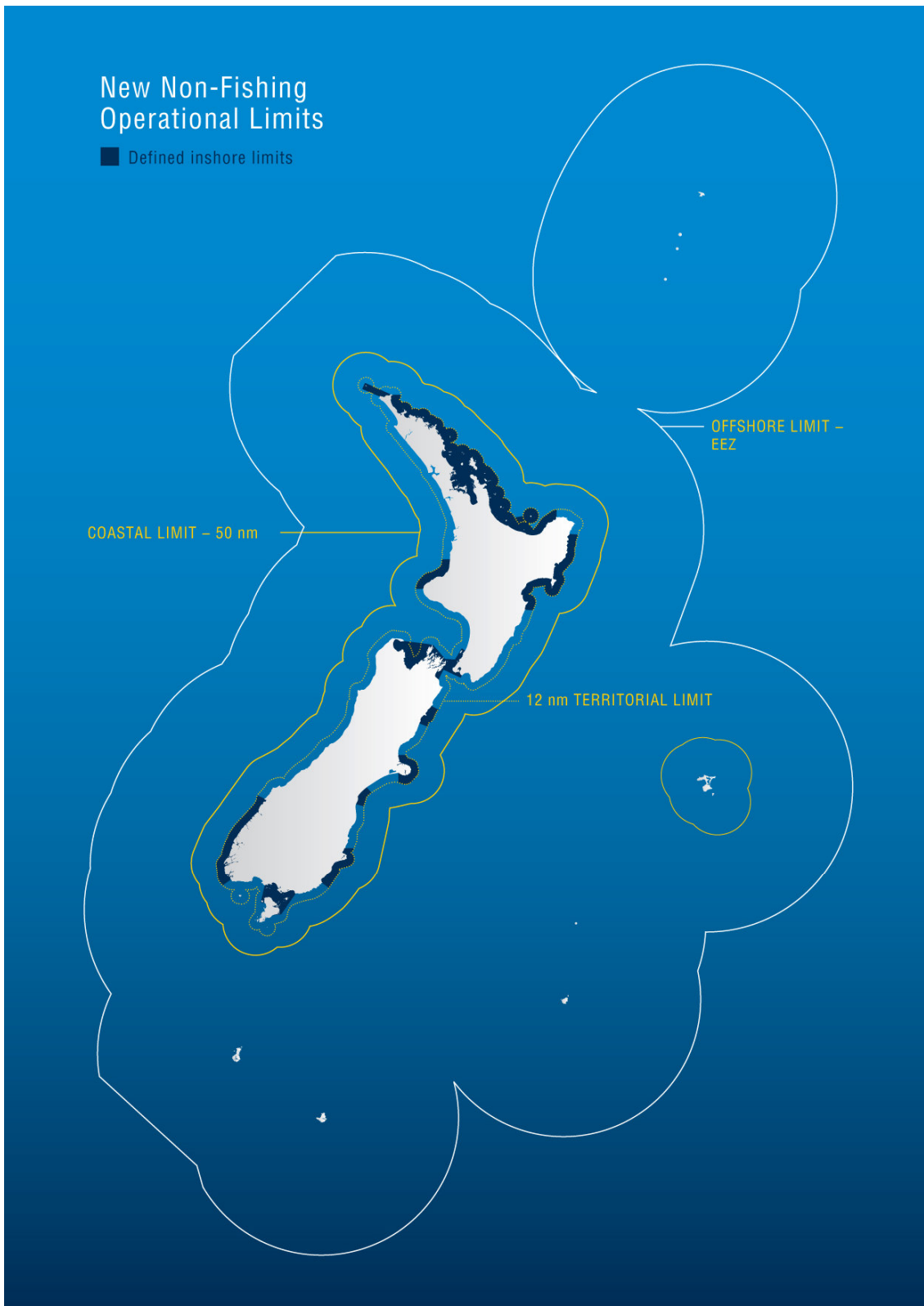
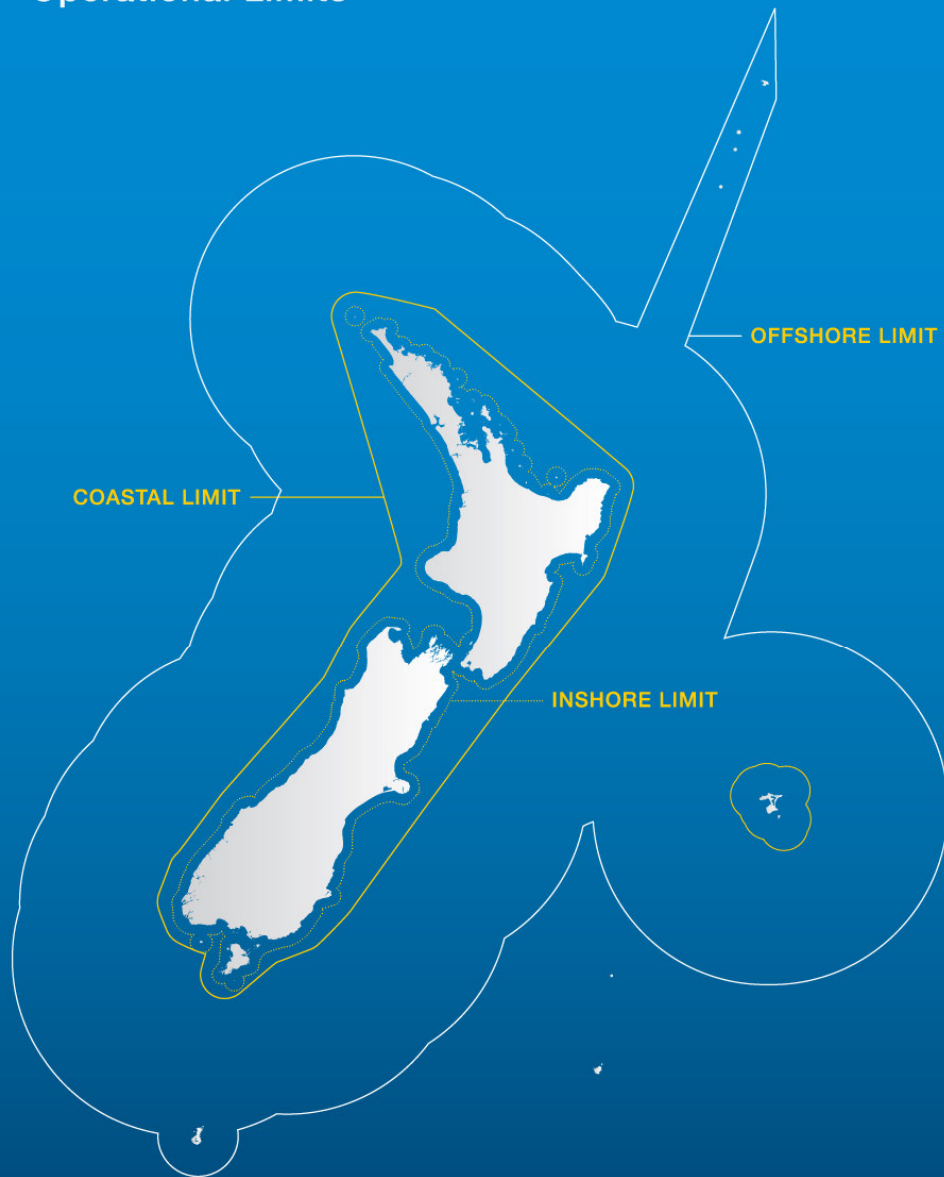


Figure 1 Existing inshore, coastal and offshore operational limits for non-fishing vessels

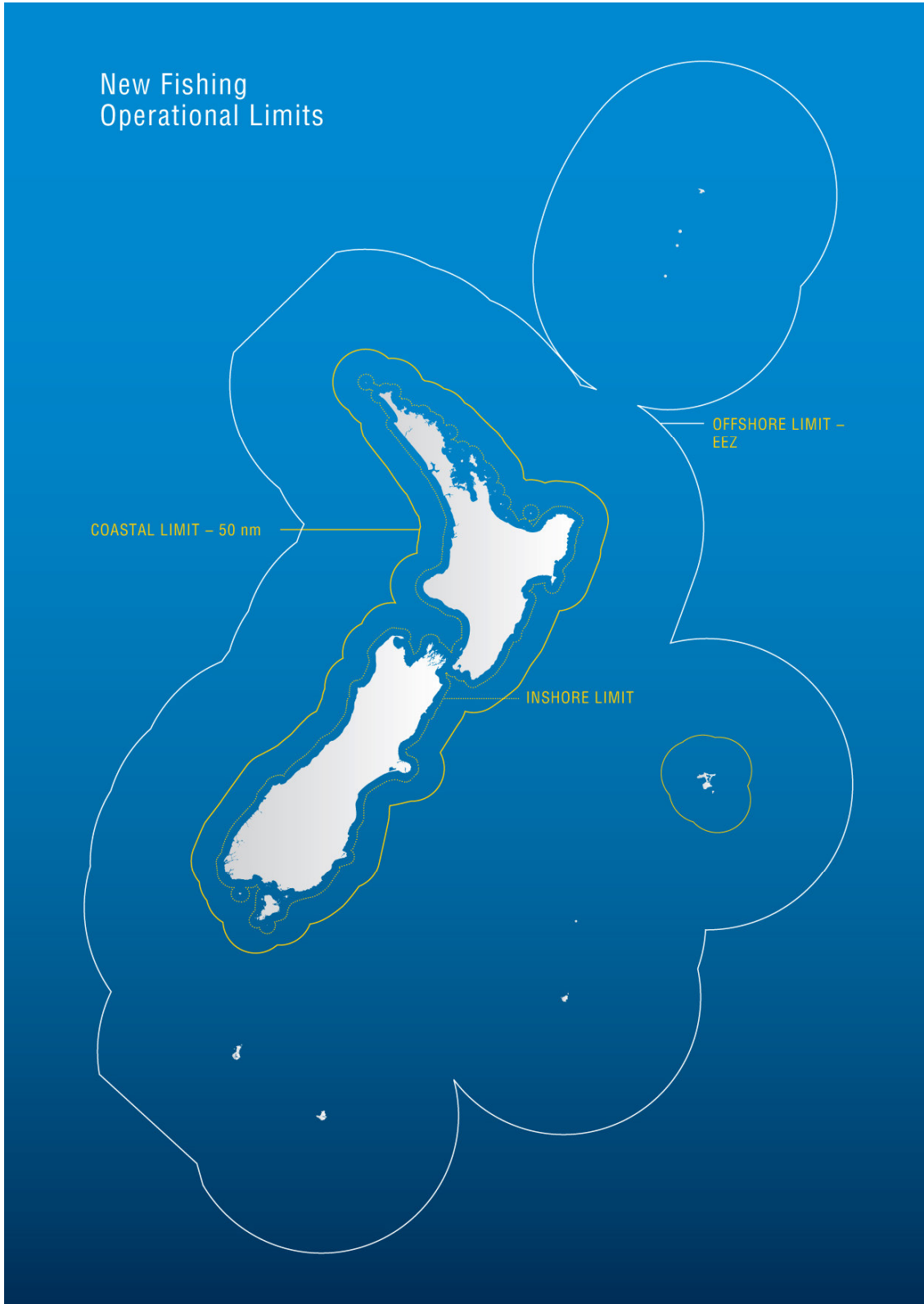


**Figure 2** New inshore, coastal and offshore limits for non-fishing vessels

## Current Fishing Operational Limits



**Figure 3** Existing inshore, coastal and offshore limits for fishing vessels



**Figure 4** New inshore, coastal and offshore limits for fishing vessels

## Part 2 – Qualifications

### Overview

Certificates of competency or proficiency 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. The compelling need for a comprehensive review of all qualifications led to the QOL Review. MNZ has undertaken a fresh approach to the development of 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 qualifications.

A final framework has been developed based on this information, in conjunction with advisors from the maritime industry and representatives of key stakeholder groups. The potential impact of the new 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 framework of qualifications will have the greatest impact on seafarers working within restricted limits (specified, enclosed and inshore waters). It is within these limits that the greatest number and diversity of commercial operations take place and where the greatest potential exists to make positive changes to facilitate entry to the commercial maritime industry and have clear career progression. The framework also takes account of international standards and transferability of qualifications to other countries.

The starting point, before summarising the qualifications, is to summarise the key principles used in developing the final framework.

### Key principles

Taking all of the above matters into account the following key principles were applied to the design of the qualifications framework:

- Retain the quality of New Zealand qualifications
- Demonstrate competency and knowledge
- Emphasise competency required within an operating limit
- Manage the risks of carrying large numbers of passengers by requiring specialist knowledge
- Manage 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
- Attain necessary specialist skills through endorsements
- Require local area knowledge to be demonstrated, where appropriate

- Ability to obtain experience necessary for a higher qualification within an operational limit
- Recognise prior learning
- Align with international standards to enable portability of qualifications

## **Key changes to existing 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 emphasis placed on recognition of quality sea service
- Reduced number of hours of sea service required for entry-level qualifications
- Ability to acquire sea service for next operational limit within existing limit where possible
- Introduction of practical assessment at entry level
- Recognition of recreational sea time at entry level
- Introduction of streamlined qualifications to replace ILM, LLO, ADH and CDH
- Career progression in restricted limits through experience and endorsements of specialist skills
- Acceptance of alternative qualifications for specified limits close to shore
- Alignment with STCW-F of qualifications for fishing vessels 24m or more convention length
- Retention of Part 35 qualifications
- Recognition of watchkeeping time aboard all warships
- Maintenance of currency through revalidation at all levels
- MNZ to provide close oversight of entire examination system
- Full application of STCW-10 for qualifications aboard commercial trading ships 24m or more convention length in coastal and offshore areas
- Introduction of a Yachtmaster qualification for sailing vessels up to 24m in the near-coastal area
- Replacement of 45m limit for NZOM with 500GT to align with STCW-10 requirements
- Use of Director's discretion for qualifications required for manning aboard vessels of between 500 and 3000GT operating exclusively within restricted limits
- Requirement for all seafarers aboard vessels 3000GT or more operating exclusively in restricted limits to hold unlimited qualifications
- Provision for the Director to approve sea service more than 10 years old on a case-by-case basis
- Alignment with Australia and international standards to ensure portability

## **Features of the new QOL framework**

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

### **Specified limit**

As many of those operating in a specified limit will seek neither a commercial qualification nor a career in the maritime industry, it is not proposed to develop a commercial qualification for this specific purpose. Instead, two alternative options will be available:

- A national organisation will be able to develop its 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 RYA 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.

## **Enclosed and inshore limits (restricted limits)**

### **Qualified deck crew (QDC)**

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

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

### **Skipper restricted limits (SRL)**

The entry path to a command qualification within restricted limits will be through completion of an evidence-based task book within a minimum of 100 hours aboard any type of vessel, followed by a 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 existing ILM) followed by written and oral examinations. The practical assessor and the safety orals examiner will have access to the task book.

Attaining this qualification will initially allow the holder to operate a vessel of less than 12m, carrying 12 passengers or less. This is a combined command/engineering qualification that covers passenger, non-passenger and fishing vessels.

After 6 months' sea service holding this qualification, a passenger endorsement can be sought to carry more than 12 passengers. An endorsement can be achieved through 6 months' sea service to have an SRL qualification endorsed to operate vessels of less than 24m.

A further 12 months' sea service aboard a vessel less than 24m, along with an evidence-based task book and an assessment, enables a candidate to have their SRL qualification endorsed to be in command of a vessel of 24m or more and less than 500GT operating within restricted limits.

A higher qualification than SRL endorsed to 500GT will be needed to command a vessel of between 500 and 3000GT within restricted limits, dependent on the size and nature of the vessel and its operation. If the experience for this qualification is gained entirely in restricted limits, depending on the qualification required, it could be limited to those waters.

Vessels 3000GT or above operating exclusively in restricted limits will be required to be manned by holders of STCW-10 unlimited area qualifications. Unlimited area qualifications will also be required for engineering crew of vessels operating exclusively in restricted limits that are 3000kW main propulsion power or more .

SRL will replace LLO and ILM. QDC will replace CDH and ADH.

## **Coastal limit**

There are six qualifications for vessels operating wholly or partially in the coastal limit:

### **Skipper coastal and offshore less than 24m**

This qualification is for trading or fishing operations to be:

- Skipper of a non-passenger vessel less than 24m convention length in the coastal and offshore limits
- Skipper of a fishing vessel less than 24m convention length in the coastal and offshore limits

Qualifications for vessels less than 24m in the near-coastal area will be exempted from the full application of STCW-10. This is also not an STCW-F qualification.

The privileges for these qualifications are similar to those currently allowed under the existing NZOW qualification. Skipper coastal and offshore is a combined fishing/trading qualification. A command component will be included in the syllabus instead of the present practice of using the ILM certificate as a command endorsement. All sea service for this qualification can be gained within restricted limits.

### **Yachtmaster near-coastal less than 24m**

This is a new qualification that will be exempted from the full application of STCW-10. It will be valid in the coastal and offshore limits. This will be based on an existing industry standard, RYA Yachtmaster Offshore. Australia and the UK both offer a comparable qualification.

Other 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. Existing industry standards will be used to obtain these endorsements.

### **Mate of a fishing vessel 24–45m (limited waters)**

This is an STCW-F watchkeeping qualification for fishing vessels over 24m convention length within the coastal and offshore limits. This is equivalent to the existing NZOW qualification and will be aligned with STCW-F. Vessels 45m or greater will require unlimited area fishing qualifications.

### **Officer in charge of a navigational watch less than 500GT (near-coastal)**

This is an STCW-10 watchkeeping qualification for commercial trading ships less than 500GT within the coastal and offshore limits. This is equivalent to the existing NZOW qualification and will be aligned with STCW-10.

### **Master less than 500GT (coastal)**

This is an STCW-10 command qualification for commercial trading ships 24m or greater convention length and less than 500GT within the coastal limit. This is equivalent to the existing NZOM qualification.

The 500GT limitation replaces the current limitation of 45m under the existing New Zealand Offshore Master (NZOM) qualification for alignment with STCW-10. The 500GT limit will be applicable to new ships under amended rules.

### **Skipper fishing vessel 24–45m (limited waters)**

The Master less than 500GT (coastal) qualification can be endorsed as an STCW-F command qualification for fishing vessels 24 to 45m in the coastal and offshore areas. Accordingly, the NZOM with STCW-F endorsement qualification will be discontinued.

## **Offshore limit**

There is one qualification within the offshore area:

### **Master less than 500GT (near-coastal)**

This qualification is equivalent to the current NZOM with STCW endorsement and is valid in the coastal and offshore areas.

## **Unlimited deck qualifications**

The existing suite of unlimited STCW-95 qualifications will remain, with Manila amendments incorporated. Qualifications will be renamed to align with STCW-10.

Unlimited qualifications will be required for vessels of 3000GT or more operating exclusively in restricted limits. They may also be required for vessels of between 500 and 3000GT at the Director's discretion.

### **Able seafarer deck**

This new STCW-10 qualification will be introduced in 2012.

The existing integrated rating structure can be incorporated 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.

### **Superyacht qualifications**

The current suite of STCW superyacht qualifications will remain unchanged.

## **Unlimited engineering qualifications**

The existing suite of unlimited STCW-95 engineering qualifications will remain, with the following new STCW-10 qualifications incorporated:

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

The existing structure of engineering certificates from MEC1 to MEC6 will be retained with some changes to prerequisites. Qualifications will be renamed to align with STCW-10 where appropriate.

The current option of 3 months seagoing service with a National Certificate in Engineering, will remain. However, this will be complemented by an alternate entry path of completion of an evidence-based task book within a minimum of 100 hours sea service followed by a practical and oral assessment.

The option for a National Certificate in Engineering as part of the entry requirements into MEC3 will be retained; however, it will no longer be a prerequisite.

## **Unlimited fishing qualifications**

Existing deep-sea (unlimited) fishing qualifications will be aligned with STCW-F and renamed as follows:

- Skipper of an unlimited fishing vessel of 24m and over (equivalent to the existing Master of a deep sea fishing vessel)
- Mate of an unlimited fishing vessels of 24m and over (equivalent to the existing Mate of a deep sea fishing vessel).

STCW-10 engineering qualifications are valid for fishing vessels over 750kW. STCW-F has two engineering qualifications:

- Chief engineer of a fishing vessel of 750kW propulsion power or more
- Second engineer of a fishing vessel of 750kW propulsion power or more

These will be available as endorsements to MEC4 for Chief engineer of a fishing vessel and to MEC5 for Second engineer of a fishing vessel.

**Advanced deckhand – fishing (ADH-F)**

ADH-F will be aligned with STCW-F for deckhands working aboard fishing vessels 24 metres or more in length.

It is a requirement to have 6 months' sea service aboard a fishing vessel, completion of an evidence-based task book and an oral assessment to obtain an ADH-F qualification. This is a reduction from the current requirement of 12 months' sea time to obtain an Advanced deckhand qualification, followed by further sea time on fishing vessels before a fishing endorsement can be gained.

## Other changes to qualifications

### Revalidation

#### Non-STCW qualifications

To ensure maintenance of professional competence and medical fitness, revalidation will be required every 5 years for restricted limits qualifications and for near-coastal qualifications for vessels under 24m.

Revalidation will be achieved through evidence of at least 6 months' sea service within the previous 5 years, or 1.5 months in the 3-month period immediately prior to revalidating. Evidence must also be provided of currency of first aid training and medical fitness, including eyesight and hearing.

Where the above requirements for sea service in restricted or coastal limits cannot be met, or where a qualification has expired, it will be necessary to pass a practical competency assessment or undertake a 1-day course in relevant rules concerning safety management systems, the safety of life at sea and the protection of the marine environment. Depending on the outcome of the competency assessment it may be necessary to renew fire fighting and life saving appliances training.

#### STCW-10 and STCW-F qualifications

The full requirements of STCW-F or STCW-10 for revalidation must be met for coastal and offshore qualifications required on vessels that are 24m or greater convention length and all unlimited qualifications.

Revalidation will be achieved through evidence of at least 12 months' sea service within the previous 5 years, or 3 months in the 6-month period immediately prior to revalidating. Evidence must also be provided of currency of first aid training and 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 seagoing service.

### STCW-10 and STCW-F Training

All STCW-10 and STCW-F qualifications must meet minimum requirements of safety training. The level of training for each qualification is identified later in this document. The minimum requirements for this training are outlined below.

#### STCW-10 Basic training

The requirements for STCW-10 Basic training are outlined in Section A-VI/1 of STCW-10. The four areas that basic training must cover are:

- Personal survival techniques, as set out in table A-VI/1-1
- Fire prevention and fire-fighting, as set out in table A-VI/1-2
- Elementary first aid, as set out in table A-VI/1-3
- Personal safety and social responsibility, as set out in table A-VI/1-4.

#### STCW-10 Advanced training

The requirements of STCW-10 Advanced training are outlined in Section A-VI/2 of the code. The three areas that advanced training must cover are:

- Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate, as set out in table A-VI/2-1
- Advanced fire fighting certificate, as set out in table A-VI/3
- Proficiency in medical first aid certificate, as set out in table A-VI/4-1.

## **STCW-F Basic safety training**

The requirements for STCW-F Basic safety training are outlined in the STCW-F Regulation III/1 as follows;

- Personal survival techniques, including donning of lifejackets and, as appropriate, immersion suits;
- Fire prevention and fire fighting;
- Emergency procedures;
- Elementary first aid;
- Prevention of marine pollution; and
- Prevention of shipboard accidents

## **Assessments and examinations**

### **Task books**

Task books will cover all competencies required by skippers of commercial vessels and will be evidence based. The skipper of the vessel will confirm that the tasks have been carried out. The task book will be available to the practical assessor and safety oral examiner.

### **Examinations**

The proposal that MNZ conduct examinations in house is being reconsidered. Given the significant recent increase in STCW examinations, and forecast increases, the resources required to conduct examinations are likely to be significant. Consideration is being given to establishing MNZ resources dedicated to overseeing and supporting examiners and the entire examination system, and to funding such resources.

### **Practical and competency assessments**

Practical and competency assessments will be undertaken on the water. They will be assessed by experienced, MNZ-approved commercial skippers.

## **Sea service and seagoing service**

The current requirement for all approved sea service (non-STCW) and seagoing service (STCW and STCW-F) to be gained within the ten years prior to an examination for a qualification will remain. Provision will be provided in the rules for the Director to approve service older than 10 years on a case-by-case basis.

Service aboard vessels operating exclusively in restricted limits that are required to be crewed by persons holding unlimited qualifications will be deemed to be seagoing service as defined by STCW-10. For instance, service in the deck department of a vessel that is 3000GT or more operating in restricted limits will be accepted as seagoing service for STCW-10 qualifications. Likewise, service in the engine department of a vessel of 3000kW or more main propulsion power operating in restricted limits will be accepted as seagoing service for STCW-10 qualifications.

Sea service aboard warships will be recognised in full for engineering qualifications. Navigational watchkeeping time aboard warships will also be recognised in full.

## **Propulsion power**

For vessels of less than 24m convention length operating in the coastal and offshore limits, the full requirements of STCW-10 and STCW-F for propulsion power will not be applied. The propulsion power of vessels that are less than 24m convention length will be based on the power in kilowatts of the single largest propulsion engine.

For vessels that require STCW-10 or STCW-F engineering qualifications propulsion power is the total continuous rated output power, in kilowatts, of all the ship's main propulsion machinery which appears in the ship's certificate of registry or other official document.

## **Endorsements**

A high-speed endorsement will be required to operate vessels at 25 knots or more that are:

- 20 to 35m in length, or
- 35 metres or more in length that do not proceed beyond restricted limits, or
- carrying more than 50 passengers

A high-speed endorsement will also be required to operate vessels that are:

- less than 20 metres in length
- capable of speeds of 30 knots or more
- carry more than 12 passengers and
- intended to be used for high speed passenger rides.

Other endorsements may be required, for example, dangerous goods, sailing, towage and square-rigged.

## Overview of qualifications

Figure 5 presents a high-level view of the new qualifications and operational limits framework. It shows the progression of qualifications within each operational limit.

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

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

- Short name: abbreviation of full qualification name used in this document
- Regulation: STCW-10 or STCW-F regulation reference where relevant
- Replaces: qualification under the existing framework that the new qualification either replaces or aligns most closely to
- Operating limit: greatest operating limit that the qualification is valid in
- Privileges: highest privileges applicable to the qualification
- Minimum age: minimum age of candidates for the qualification - sea service may be gained prior to reaching this age, subject to a minimum age of 15 years for all sea service
- Minimum service: details of minimum sea service or seagoing service requirements
- Training and supplementary certificates: identifies prerequisite qualifications, supplementary certificates and safety training requirements
- Changes: outlines any significant changes from the existing framework that a new candidate will encounter
- Career progression: outlines qualifications that candidate could graduate to next

# Qualifications and operational limits framework

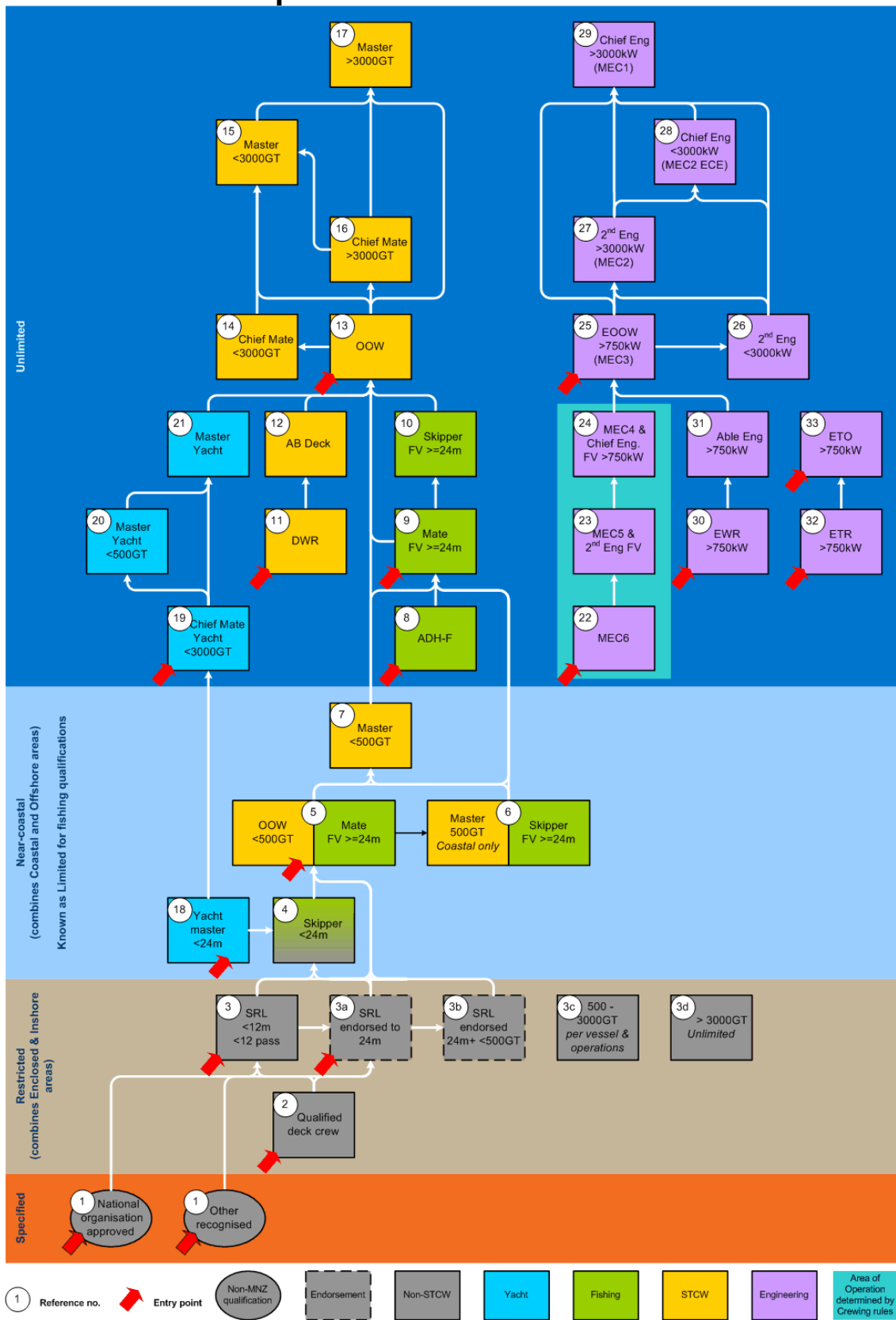


Figure 5 Qualifications and operational limits framework

## Qualifications for specified, enclosed and inshore limits

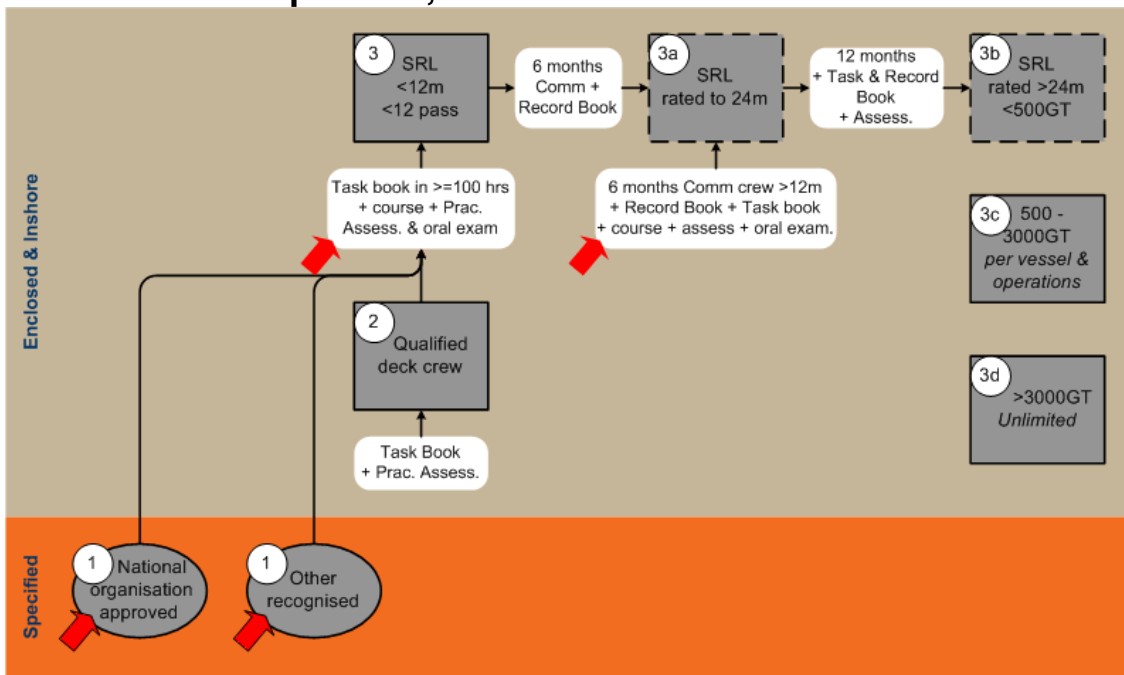


Figure 6 Specified, enclosed and inshore limits qualifications

# Qualifications for specified, enclosed and inshore limits

## 1. Specified areas

Specified areas recognise commercial operations where the 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. A person or organisation will apply to have a specified area(s) approved by MNZ and the organisation will then manage the qualifications of staff operating in that area. MNZ staff will monitor compliance. Specified area qualifications are not transferable to operations in other limits.

### Privileges

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

### Exclusions

- May not undertake voyages or operate in areas within normal flows of traffic
- No transits between specified areas
- May not be used for:
  - crossing harbours
  - delivering workers to site
  - travelling to a specified area from a port.

### Training and experience required

- National bodies may have internal training programmes approved by MNZ under Part 35
- Qualifications such as Day skipper or RYA Powerboat level II will be accepted for organisations or individuals using a specified limit

### What it replaces

- Operators using Part 35, managing their own in-house training programmes, may prefer to use this option when operating in a specified area
- The existing need to gain an MNZ qualification

### 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 crewing rules or minimum safe crewing assessments to be aboard a passenger or non-passenger vessel, that position can be filled by the holder of a Qualified deck crew (QDC) qualification.

On vessels carrying over 250 passengers in restricted limits, a crew member will be required to hold a passenger endorsement. A QDC holder with a passenger endorsement will be required to fill this requirement.

Short name	QDC
Replaces	CDH and ADH
Operational limit	<ul style="list-style-type: none"> <li>Enclosed and inshore (restricted limits)</li> <li>Coastal limit and offshore (near-coastal limits) on vessels less than 24m convention length</li> </ul>
Privileges	Deck crew member fulfilling crewing requirements
Minimum age	16 years of age
Minimum service	Duration: Task book must be completed aboard a vessel
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Introductory fire fighting course (to be determined)</li> <li>Introductory life saving appliances course (to be determined)</li> <li>Current first aid certificate</li> <li>Complete identified sections of the task book for SRL</li> <li>Practical assessment</li> </ul>
Changes	This is a new qualification
Career progression	<p>Upon completion of all tasks in the task book, a QDC would, with a minimum of 100 hours' sea service, be eligible for a practical assessment and the SRL course.</p> <p>If seagoing service is relevant, a QDC would be able to progress to DWR.</p>

### 3. Skipper restricted limits

This is a new command qualification 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 service required to gain an entry qualification and the lack of means to ensure quality sea service is gained.

Short name	SRL
Replaces	ILM and LLO
Operational limit	Enclosed and inshore (restricted limits)
Privileges	<ul style="list-style-type: none"> <li>• Skipper of a vessel operating in enclosed and inshore limits</li> <li>• Vessels less than 12m</li> <li>• Carrying 12 passengers or less</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: 100 hours Vessel type: Any powered vessel, this can be a recreational vessel Conditions: Recreational sea service must be as skipper
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Completion of task book</li> <li>• Attendance at a course after a successful practical assessment</li> <li>• Safety oral examination, which may include local area knowledge to operate in some busy areas, eg, Auckland Harbour</li> <li>• Introductory fire fighting course (to be determined)</li> <li>• Introductory life saving appliances course (to be determined)</li> <li>• Current first aid certificate</li> <li>• Restricted radio operator's certificate</li> </ul>
Changes	<ul style="list-style-type: none"> <li>• Equal recognition of recreational sea service</li> <li>• Reduction in sea service</li> <li>• Assessment of competency through task book to offset reduction in sea time</li> <li>• Introduction of practical assessment</li> <li>• Limitation on privileges until more experience gained</li> <li>• Ability to enhance qualification through size and specialist endorsements</li> <li>• Knowledge of electronic aids to navigation included in syllabus</li> <li>• Revalidation</li> </ul>
Career progression	After 6 months' sea service an endorsement may be obtained to command vessels 12 to 24m. A passenger endorsement may be gained to carry more than 12 passengers after 6 months' sea service as SRL. Other endorsements can be gained as a part of SRL, as appropriate or necessary, eg, speed, sail or dangerous goods.

### 3a. Skipper restricted limits endorsed to 24m

This endorsement enables entry into the enclosed and inshore limits directly as a skipper, or by advancing from the SRL certificate. It recognises that some operators may wish to enter the industry directly on a vessel of 12m or more.

Short name	SRL endorsed to 24m
Replaces	ILM and LLO, and NZOW with ILM endorsement for vessels carrying more than 50 passengers in inshore limits
Operational limit	Enclosed and inshore (restricted limits)
Privileges	<ul style="list-style-type: none"> <li>• Skipper of vessel operating in enclosed and inshore limits</li> <li>• Vessels less than 24m</li> <li>• Carrying 12 passengers or less</li> <li>• A passenger endorsement will be required to carry more than 12 passengers</li> <li>• Other endorsements as required by the nature of the operation eg, high speed, sail, dangerous goods, square-rigged</li> </ul>
Minimum age	18 years of age
Minimum service	Entry as skipper from SRL Duration: 6 months While holding: SRL certificate  Direct entry without gaining SRL Duration: 6 months Vessel length: 12m or more Role: Crew member aboard commercial vessel Conditions: Recorded in record book
Training and supplementary certificates	Entry as skipper from SRL <ul style="list-style-type: none"> <li>• Record book</li> </ul> Direct entry without gaining SRL <ul style="list-style-type: none"> <li>• Completion of the SRL task book, practical assessment, course, supplementary certificates and examination</li> </ul>
Changes	<ul style="list-style-type: none"> <li>• Reduction in sea time</li> <li>• Assessment of competency through task book to offset reduction in sea time</li> <li>• Practical assessment for those entering directly at this level</li> <li>• Revalidation</li> </ul>
Career progression	After 12 months' service on vessels 12 to 24m, a task and record book and an assessment, an endorsement may be obtained for restricted limits vessels 24m up to 500GT. Sea service as SRL may be relevant to progressing to Skipper coastal/offshore less than 24m, OOW less than 500GT or Mate of a FV 24m or more.

### 3b. Skipper restricted limits endorsed to less than 500GT

This endorsement recognises the added competency and complexity associated with operating a vessel of 24m or more, such as stability, tonnage and load line.

It also establishes 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.

Short name	SRL endorsed to 500GT
Replaces	LLO and ILM, and NZOW with ILM endorsement for vessels carrying more than 50 passengers in inshore limits
Operational limit	Enclosed and inshore (restricted limits)
Privileges	<ul style="list-style-type: none"> <li>• Skipper of vessel operating exclusively in enclosed and inshore limits</li> <li>• Vessels of 24m or more in length that are less than 500GT</li> </ul>
Minimum age	19 years of age
Minimum service	Duration: 12 months Vessel length: 12m or more While holding: SRL certificate endorsed to 24m
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Task book</li> <li>• Record book</li> <li>• Assessment</li> </ul>
Changes	Removal of requirement for sea service to be gained outside restricted limits to gain NZOW for inshore vessels carrying more than 50 passengers
Career progression	For vessels of between 500 and 3000GT operating exclusively in restricted limits a higher qualification will be required (see 3c). Sea service as SRL may be relevant to progressing to Skipper coastal/offshore less than 24m, OOW less than 500GT or Mate of a FV 24m or more.

### **3c. Qualifications to operate vessels between 500 and 3000GT in restricted limits**

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

To command a vessel:

- of between 500 and 3000GT; and
- operating exclusively within restricted limits,

a qualification higher than SRL endorsed to 500GT, 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.

While specific command qualifications will be outlined in the crewing rules, the Director will have the discretion to determine the type of qualification required on a case by case basis. Clear and transparent guidelines will be developed for application of the Director's discretion.

### **3d. Vessels 3000GT or more in restricted limits**

Vessels over 3000GT operating in enclosed and inshore limits will be manned to unlimited area standards.

## Qualifications for coastal and offshore limits

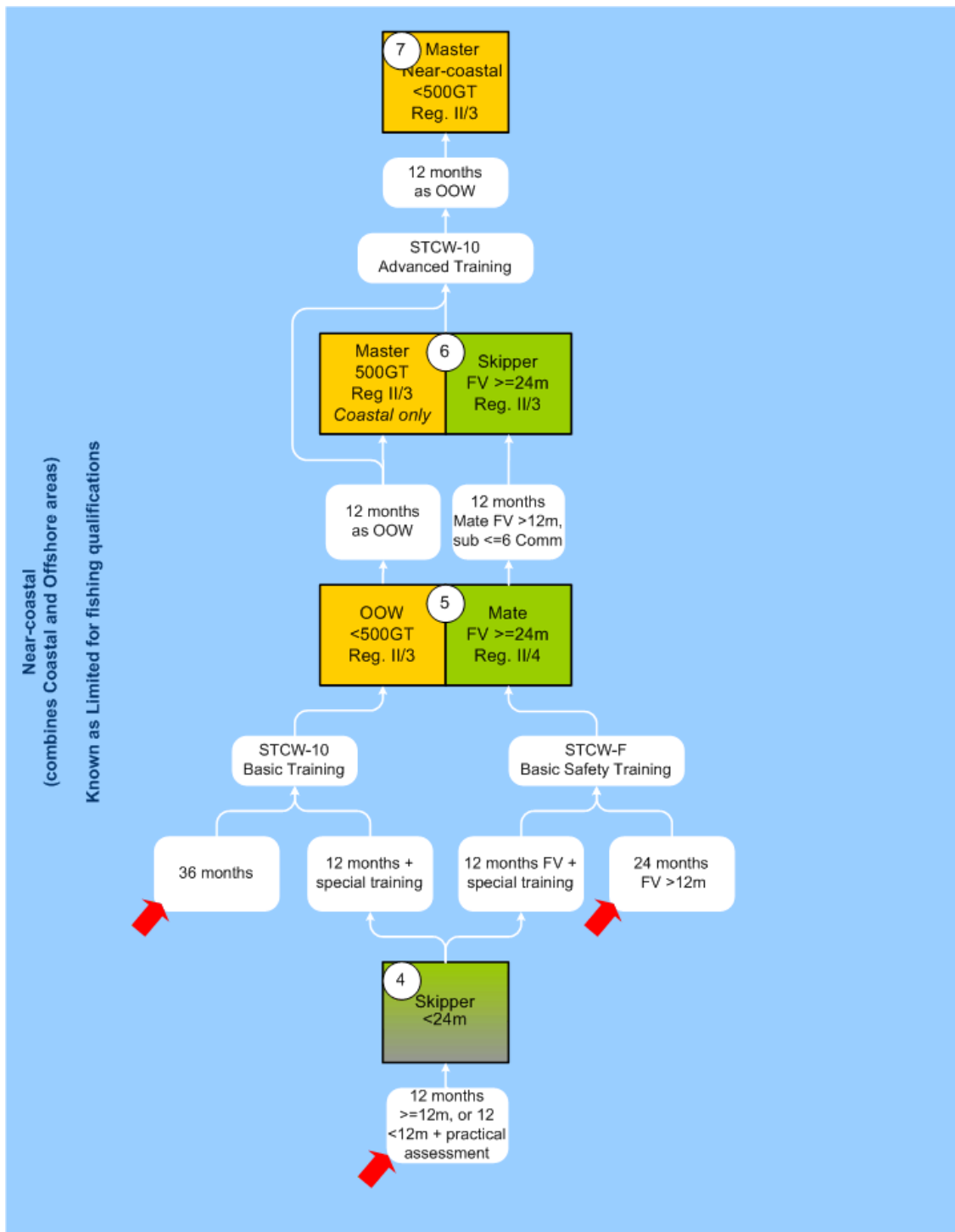


Figure 7 Coastal and Offshore limits qualifications

## Qualifications for coastal and offshore limits

### 4. Skipper coastal/offshore less than 24m

Holders of this qualification may gain an STCW-10 endorsement, provided they have STCW-10 Basic training and 24 months' seagoing service as SCO.

Short name	SCO
Regulation	This is not an STCW-F qualification.  Under Regulation II/3.7, the full application of STCW-10 is not required to be skipper of a vessel less than 24m in the near-coastal area.
Replaces	For vessels less than 24m this qualification replaces: <ul style="list-style-type: none"> <li>• NZOW with ILM endorsement (coastal)</li> <li>• NZOM with STCW endorsement (offshore).</li> </ul>
Operational limit	Coastal and offshore (near-coastal)
Privileges	Skipper of any vessel less than 24m convention length within coastal and offshore limits
Minimum age	18 years of age
Minimum service	Duration: 12 months Vessel length: 12m or more Operational Limit: Service can be obtained in any limit While holding: SRL certificate Conditions: For those with sea service on vessels less than 12m, a practical assessment will be required to demonstrate competency on vessels 12m or more
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Current first aid certificate</li> <li>• Competence in fire prevention and fire-fighting certificate</li> <li>• Survival craft course attendance certificate</li> <li>• General radiotelephone operator's certificate</li> </ul>
Changes	<ul style="list-style-type: none"> <li>• Requirement for a proportion of sea service to be gained outside inshore limits removed</li> <li>• Revalidation</li> </ul>
Career progression	The career path to a variety of STCW-10 and STCW-F qualifications in the near-coastal area are shown in Figure 7.  For an STCW-10 or STCW-F qualification to be obtained it will be necessary to complete all ancillary requirements.

**5. Officer in charge of a navigational watch less than 500GT restricted to near-coastal voyages; and  
Mate fishing vessel between 24 and 45m operating in limited waters**

This qualification will be endorsed according to whether sea service has been obtained aboard a commercial trading ship or a fishing vessel. A certificate can be endorsed for more than one activity.

<b>Short name</b>	<b>OOW less than 500GT – near-coastal MFV 24-45m – limited waters</b>
Regulation	OOW less than 500GT is an STCW-10 qualification under regulation II/3.3. MFV 24-45m is an STCW-F qualification under regulation II/4.
Replaces	NZOW
Operational limit	Coastal and offshore ('near-coastal waters' or 'limited waters')
Privileges	<ul style="list-style-type: none"> <li>Officer in charge of a navigational watch (OOW) on commercial trading ships less than 500GT in the coastal and offshore limits</li> <li>Mate on fishing vessels 24-45m length in coastal and offshore limits</li> </ul>
Minimum age	18 years of age
Minimum service	<p><b>OOW less than 500GT</b>  Duration: 36 months  Vessel length: 12m or more  Conditions: 18 months must be outside restricted limits in a deck capacity on a non-fishing vessel</p> <p>Or</p> <p>Duration: 12 months  Vessel length: 12m or more  Training: Special training that includes the above seagoing service  Conditions: 6 months must be outside restricted limits, in a deck capacity on a non-fishing vessel</p> <p><b>MFV 24-45m</b>  Duration: 24 months  Vessel type: Fishing vessel  Vessel length: 12m or more  Operational limit: 12 months must be outside restricted limits  Role: In a deck capacity</p> <p>Or</p> <p>Duration: 12 months  Vessel type: Fishing vessel  Vessel length: 12m or more  Training: Training programme that includes the above seagoing service  Conditions: 6 months must be outside restricted limits, in a deck capacity</p>
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Has met the standard of competence outlined in regulation II/3 of STCW-10 or regulation 4 in STCW-F</li> <li>STCW-10 Basic training or STCW-F Basic safety training</li> </ul>
Changes	<ul style="list-style-type: none"> <li>Becomes STCW-10 qualification and is aligned with STCW-F</li> <li>Revalidation</li> </ul>
Career progression	To Master less than 500GT coastal, Master NC less than 500GT or SFV

**6. Master less than 500GT restricted to coastal voyages; and  
Skipper fishing vessel between 24 and 45m operating in limited waters**

<b>Short name</b>	<b>Master less than 500GT coastal SFV</b>
Regulation	STCW-10 regulation II/3.5 STCW-F regulation II/3
Replaces	NZOM
Operational limit	<ul style="list-style-type: none"> <li>Coastal limit for Master less than 500GT (STCW-10)</li> <li>Coastal and offshore limits for SFV (STCW-F)</li> </ul>
Privileges	<ul style="list-style-type: none"> <li>Master of a commercial trading ship of less than 500GT operating in the coastal limit only (ie, not offshore)</li> <li>Skipper of a fishing vessel 24m or more, but less than 45m convention length operating in the coastal and offshore limits (limited waters)</li> </ul>
Minimum age	18 years of age
Minimum service	<p><b>For trading endorsement:</b>  Duration: 12 months  Vessel type: Non-fishing vessel  Vessel length: 24m or more  Operational limit: Outside restricted limits  Role: Operating as officer in charge of a navigational watch</p> <p><b>For fishing endorsement:</b>  Duration: 12 months  Vessel type: Fishing vessel  Vessel length: 12m or more  Operational limit: Outside restricted limits  Role: Operating as officer in charge of a navigational watch</p>
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Qualification as OOW less than 500GT or MFV 24–45m near-coastal</li> <li>Has met the standard of competence outlined in regulation II/3 of STCW-10 or regulation 3 in STCW-F</li> <li>General radiotelephone operator's certificate</li> <li>STCW-10 Basic training or STCW-F Basic safety training</li> </ul>
Changes	<ul style="list-style-type: none"> <li>Where current rules refer to a length of 45m, this will be changed to 500GT for new trading ships</li> <li>Becomes STCW-10 qualification and is aligned with STCW-F</li> <li>Revalidation</li> </ul>
Career progression	To Master NC less than 500GT, or MFV

## 7. Master less than 500GT restricted to near-coastal voyages

Short name	Master NC less than 500GT
Regulation	STCW-10 regulation II/3
Replaces	NZOM with STCW-95 endorsement
Operational limit	Coastal and offshore (near-coastal)
Privileges	Master of a commercial trading ship less than 500GT in the coastal and offshore limits
Minimum age	20 years of age
Minimum service	Duration: 12 months Vessel type: 6 months of service must be served on non-fishing vessels Vessel length: 24m or more Operational limit: Outside restricted limits Role: Operating as officer in charge of a navigational watch
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/3 of STCW-10</li> <li>• Evidence of knowledge and ability to carry out the duties of a master</li> <li>• Training record book</li> <li>• VHF radio communications</li> <li>• General radiotelephone operator's certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	Renaming of qualification for greater clarity of privileges
Career progression	To OOW

## Deck qualifications for fishing vessels

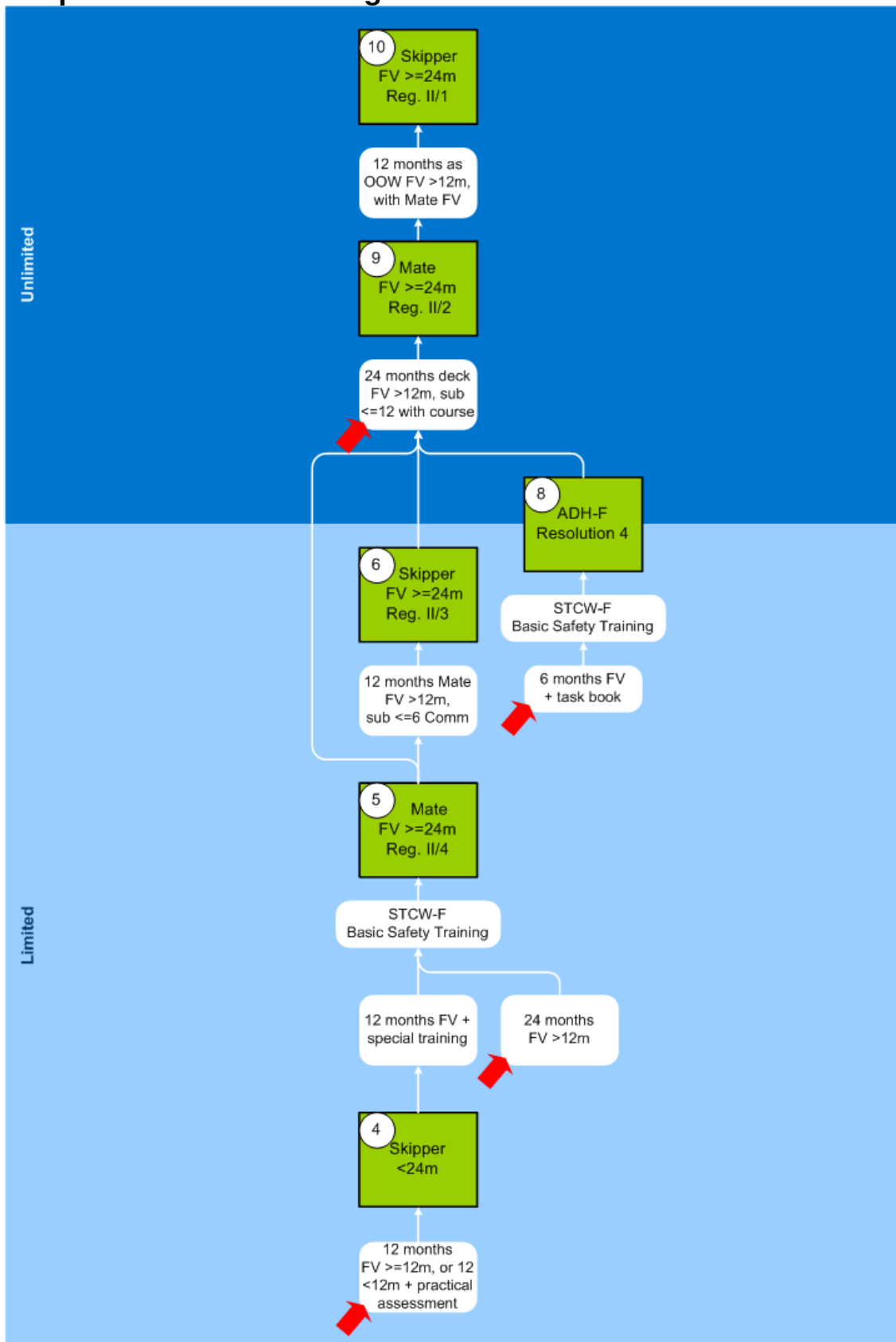


Figure 8 Fishing vessel qualifications

## Deck qualifications for fishing vessels

### 8. Advanced deck-hand – fishing

This qualification has been retained from the previous framework, but has been updated to align with STCW-F and to reflect the shift in emphasis from long periods of sea service to proof of quality sea service.

This is an STCW-F qualification for deckhands aboard larger fishing vessels.

Short name	ADH-F
Regulation	STCW-F Resolution 4
Replaces	This qualification is retained from existing framework with updated sea service requirements
Operational limit	Coastal, offshore and unlimited
Privileges	Deckhand aboard fishing vessels 24m or more convention length
Minimum age	16 years of age
Minimum service	Duration: 6 months Vessel type: Fishing vessel Operational limit: Outside enclosed limits
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Task book</li> <li>• Practical assessment</li> <li>• STCW-F Basic safety training</li> </ul>
Changes	Reduced sea service, offset by task book and practical assessment providing evidence of competency. The STCW-F Basic safety training is already largely covered under the ADH-F syllabus, with the addition of elementary first aid.
Career progression	To MFV

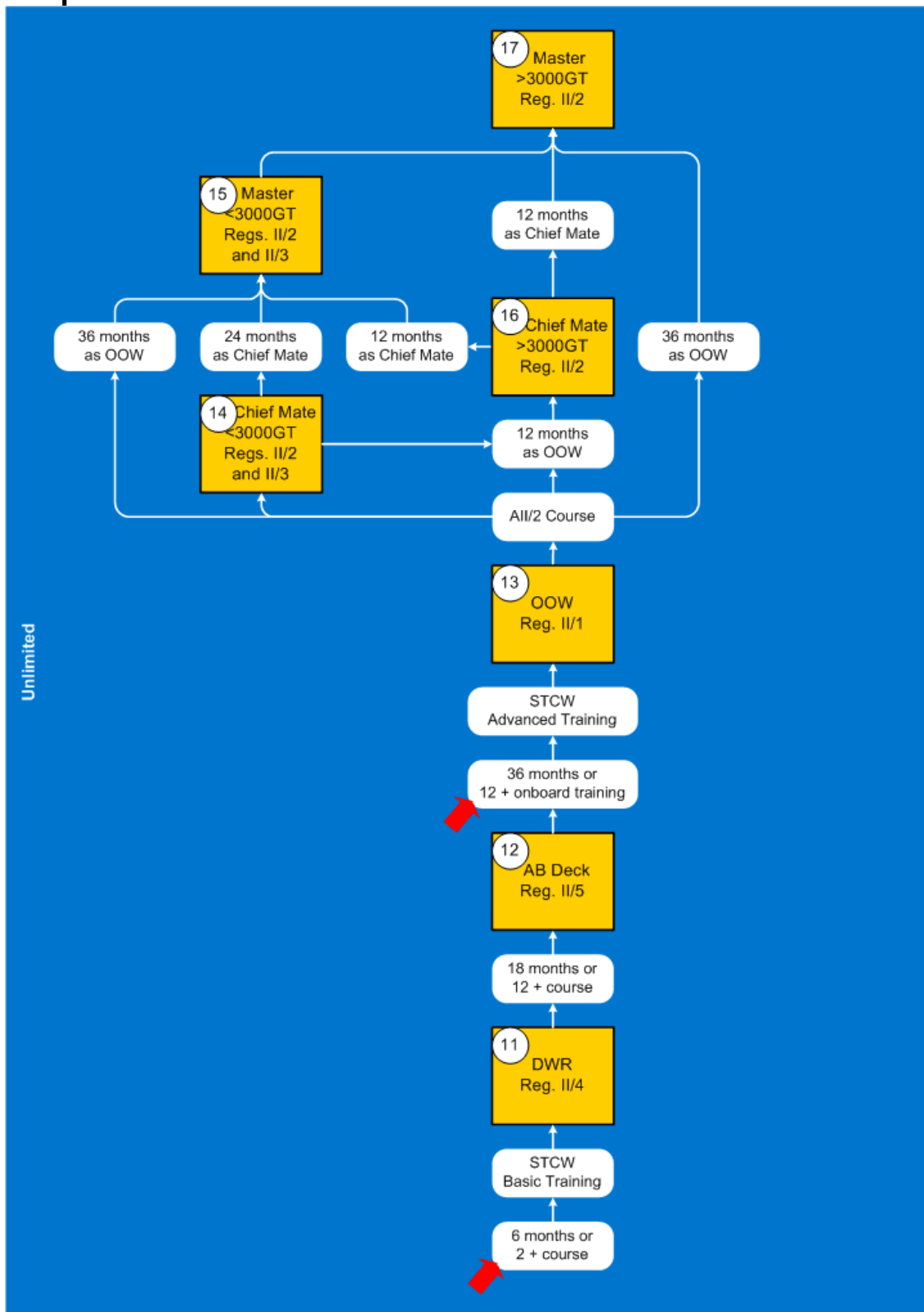
## 9. Mate fishing vessel 24m and over operating in unlimited waters

Short name	MFV-U
Regulation	STCW-F regulation II/2
Replaces	The syllabus for this qualification aligns closely with the existing Mate of a deep sea fishing vessel certificate (MDSFV) and career pathways in STCW-F.
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Officer in charge of navigational watch</li> <li>• Fishing vessels only</li> <li>• Vessels 24m or more in length convention length</li> <li>• Unlimited area</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: 24 months Vessel type: Fishing vessel Vessel length: 12m or more Operational limit: Outside restricted limits Role: Operating in a deck capacity Training: It is possible to substitute seagoing service with up to 12 months' special training, as long as training is equivalent in value to the period of service it substitutes
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation 2 of STCW-F</li> <li>• GMDSS radio operator certificate</li> <li>• General radio operator's certificate</li> <li>• Restricted radar certificate</li> <li>• Navigation controls course certificate</li> <li>• Proficiency in survival craft and rescue boats (other than fast rescue boats) certificate</li> <li>• Advanced fire-fighting certificate</li> <li>• Current first aid certificate</li> </ul>
Changes	Alignment with STCW-F
Career progression	Can progress to Skipper fishing vessel, or to Officer in charge of a navigational watch via route 2

## 10. Skipper fishing vessel 24m and over operating in unlimited waters

Short name	SFV-U
Regulation	STCW-F regulation II/1
Replaces	This qualification aligns closely with the existing Master of a deep sea fishing vessel qualification and career pathways in STCW-F.
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Skipper of fishing vessel</li> <li>• Fishing vessels 24m or more in length convention length</li> <li>• Operating in the unlimited area</li> </ul>
Minimum age	19 years of age
Minimum service	Duration: 12 months Vessel type: Fishing vessel Vessel length: 12m or more Operational limit: Outside restricted limits While holding: MFV-U certificate Role: Operating as mate or skipper Conditions: Up to 6 months can be substituted from sea service as officer in charge of a navigational watch on non-fishing vessels covered by STCW-10
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation 1 of STCW-F</li> <li>• GMDSS radio operator certificate</li> <li>• General radio operator's certificate</li> <li>• Restricted radar certificate</li> <li>• Navigation controls course certificate</li> <li>• Advanced fire-fighting certificate</li> <li>• Proficiency in survival craft and rescue boats (other than fast rescue boats)</li> </ul>
Changes	Alignment with STCW-F
Career progression	Sea service with this qualification can count towards becoming an officer in charge of a navigational watch via route 2.

## Deck qualifications for the unlimited area



**Figure 9** Unlimited area qualifications

## Deck qualifications for the unlimited area

### 11. Deck watch rating

Short name	DWR
Regulation	This is a certificate of proficiency under STCW-10 regulation II/4 - ratings forming part of a navigational watch
Replaces	This aligns with the existing Deck watch rating (DWR) qualification in terms of competencies and seagoing experience
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Rating forming part of a navigational watch</li> <li>• Ships of 500GT or more</li> <li>• Near-coastal and unlimited areas</li> </ul>
Minimum age	16 years of age
Minimum service	Duration: 6 months' training and service Vessel size: 500GT or more Or Duration: 2 months Vessel size: 500GT or more Training: Either pre-sea or on board ship, documented in a training record book
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/4 of STCW-10</li> <li>• STCW-10 Basic training</li> </ul>
Changes	As a requirement under STCW-10 an English language component has been added to the syllabus
Career progression	To Able seafarer deck or OOW

## 12. Able seafarer deck

Short name	Able seafarer
Regulation	This is a certificate of proficiency under STCW-10 regulation II/5
Replaces	The existing qualification AB Certificate aligns almost directly to this qualification
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Able seafarer deck</li> <li>• Ships of 500GT or more</li> <li>• Near-coastal and unlimited areas</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: 18 months Vessel size: 500GT or more While holding: Deck watch rating certificate Or Duration: 12 months Vessel size: 500GT or more While holding: Deck watch rating certificate Training: Approved training
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/5 of STCW-10</li> <li>• Proficiency in survival craft and rescue boats (other than fast rescue boats)</li> <li>• STCW-10 Basic training</li> </ul>
Changes	A reduction in required seagoing service from 36 months
Career progression	Able seafarer deck is part of the career path from Deck watch rating to Officer in charge of a navigational watch

### 13. Officer in charge of a navigational watch on ships of 500GT or more

Short name	OOW unlimited
Regulation	STCW-10 regulation II/1
Replaces	This qualification aligns with the existing OOW qualification in terms of competencies, supplementary certificates and seagoing experience
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Officer in charge of navigational watch</li> <li>• Ships 500GT or more</li> <li>• Near-coastal and unlimited areas</li> <li>• This qualification may be required within restricted limits for vessels of between 500 and 3000GT at the Director's discretion</li> <li>• This qualification will be required to operate as officer in charge of a navigational watch within restricted limits for vessels of 3000GT or more</li> <li>• Can also be Chief mate on ships of between 500 and 3000GT in near-coastal area</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: 12 months' seagoing service as part of training programme Training: Approved training programme including onboard training, documented in a training record book Conditions: Including 6 months' bridge watchkeeping under supervision of master or deck officer Or Duration: 36 months Conditions: Including 6 months' bridge watchkeeping under supervision of master or deck officer
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/1 of STCW-10</li> <li>• Approved training record book as part of seagoing experience</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Basic training</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	Route 1 remains largely unchanged from the existing Part 32.17 Route 2, as outlined in Part 32.17A, will be amended to require 12 months' seagoing service on commercial ships as a person in charge of a navigational watch on vessels of 45m or more, or 500GT or more.
Career progression	It is possible, with seagoing service as OOW unlimited, to progress to Chief mate 3000GT or more unlimited, or to Master mariner. No additional seagoing service as OOW unlimited is required to progress to Chief mate 500-3000GT unlimited.

STCW-10 regulation II/3 requires that every OOW on ships of less than 500GT operating in unlimited waters must hold a certificate for ships of 500GT or more.

## 14. Chief mate on ships of between 500 and 3000GT

Short name	Chief mate 500-3000GT unlimited
Regulation	STCW-10 regulation II/2 and regulation II/3
Replaces	This is a qualification under STCW-95; (continued under STCW-10) but was not included in the existing Part 32.
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Chief mate</li> <li>• Ships of between 500 and 3000GT</li> <li>• Near-coastal and unlimited areas</li> <li>• This qualification may be required within restricted limits for vessels of between 500 and 3000GT at the Director's discretion</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: No additional seagoing service is required While holding: OOW unlimited certificate
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/2 of STCW-10 (these are the same competencies as for Master 500–3000GT).</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	The existing Part 32 rules have a prerequisite of 18 months as OOW unlimited to be chief mate. This has been removed under STCW-10 for vessels of between 500 and 3000GT.
Career progression	Holders of this qualification can progress to Master 500–3000GT unlimited, provided they have 12 months' seagoing service as Chief mate and an additional 12 months' seagoing service as OOW unlimited. It is possible to bypass this qualification from OOW unlimited to Master unlimited.

## 15. Master on ships of between 500 and 3000GT

Short name	Master 500-3000GT unlimited
Regulation	STCW-10 regulation II/2.3 and regulation II/3
Replaces	This qualification aligns with the existing Master of a foreign-going ship less than 3000GT qualification in terms of capacity, competencies and seagoing service
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Master</li> <li>• Ships of between 500 and 3000GT</li> <li>• Near-coastal and unlimited areas</li> <li>• This qualification may be required within restricted limits for vessels of between 500 and 3000GT at the Director's discretion</li> </ul>
Minimum age	20 years of age
Minimum service	Duration: 36 months Vessel size: 500GT or more While holding: OOW unlimited Role: Operating as officer in charge of a navigational watch Or Duration: 24 months Vessel size: 500GT or more While holding: OOW unlimited certificate and either Chief mate 500-3000GT unlimited certificate or Chief mate 3000GT or more unlimited certificate Role: Operating for 12 months as chief mate
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/2 of STCW-10</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This is unchanged from the existing Part 32 rule requirements.
Career progression	Holders of this qualification can progress to Master unlimited.

STCW-10 regulation II/3 requires that every master on ships of less than 500GT operating in unlimited waters must hold a certificate for ships of between 500 and 3000GT.

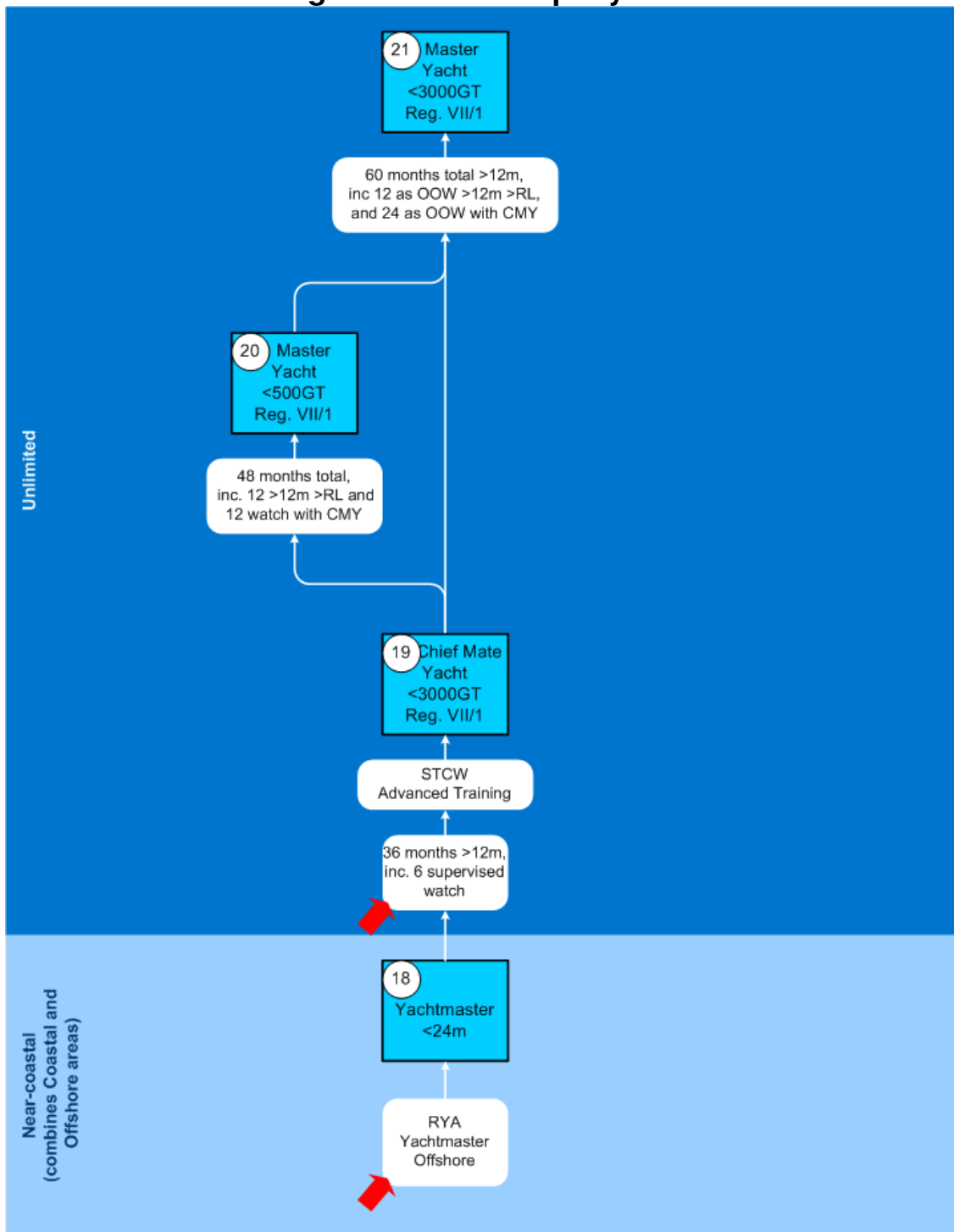
## 16. Chief mate on ships of 3000GT or more

Short name	Chief mate 3000GT or more unlimited
Regulation	STCW-10 regulation II/2
Replaces	This qualification aligns with the existing Chief mate of a foreign-going ship qualification
Operational limit	Enclosed, inshore, coastal, offshore and unlimited areas
Privileges	<ul style="list-style-type: none"> <li>• Chief mate</li> <li>• Ships of 3000GT or more</li> <li>• Restricted limits, near-coastal and unlimited areas</li> </ul>
Minimum age	19 years of age
Minimum service	Duration: 12 months Vessel size: 500GT or more While holding: OOW unlimited certificate
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/2 of STCW-10 (these are the same competencies as the Master unlimited qualification)</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	The existing rule does not differentiate between less or greater than 3000GT at the Chief mate level – in both qualifications and manning requirements. Seagoing service is reduced from 18 months to 12 months.
Career progression	Holders of this qualification can progress to Master unlimited, provided they have 36 months' seagoing service at OOW unlimited or higher. However, the Chief mate qualification is not a prerequisite to gain Master unlimited.

## 17. Master on ships of 3000GT or more

Short name	Master unlimited
Regulation	STCW-10 regulation II/2
Replaces	This qualification aligns with the existing Master of a foreign-going ship qualification in terms of capacity, competencies and seagoing watchkeeping experience
Operational limit	Enclosed, inshore, coastal, offshore and unlimited areas
Privileges	<ul style="list-style-type: none"> <li>• Master</li> <li>• Ships of 3000GT or more</li> <li>• Restricted limits, near-coastal and unlimited areas</li> </ul>
Minimum age	20 years of age
Minimum service	Duration: 36 months Vessel size: 500GT or more While holding: OOW unlimited certificate Role: Operating as officer in charge of a navigational watch Or Duration: 24 months Vessel size: 500GT or more While holding: OOW unlimited certificate and either Chief mate 500-3000GT unlimited certificate or Chief mate 3000GT or more unlimited certificate Role: Operating for 12 months as chief mate
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation II/2 of STCW-10</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This qualification is unchanged from the existing Part 32 rule requirements.
Career progression	This is the most senior command qualification.

## Qualifications for sailing vessels and super yachts



**Figure 10** Sailing vessel and superyacht qualifications

## Qualifications for sailing vessels and superyachts

### 18. Yachtmaster less than 24m restricted to near-coastal voyages

Short name	Yachtmaster NC < 24m
Regulation	None
Replaces	This is a new qualification to align with proposed Australian and existing UK qualifications.
Operational limit	Coastal and offshore (near-coastal)
Privileges	Skipper of commercial sailing vessels less than 24m convention length.
Minimum age	18 years of age
Minimum service	Duration: 50 days (2500nm) Conditions: At least 5 passages over 60nm, 2 overnight and 2 as skipper
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• RYA Yachtmaster Offshore course</li> <li>• Marine radio operator's qualification</li> <li>• Current first aid certificate</li> <li>• Coastguard Boating Education Advanced Sea Survival Certificate or an RYA Sea Survival certificate</li> <li>• Practical assessment</li> <li>• A square-rigged endorsement will be necessary where appropriate</li> </ul>
Changes	This is a new qualification
Career progression	Sea service accumulated with this qualification could contribute to the Chief mate yacht qualification.

## 19. Chief mate yacht less than 3000GT

Short name	Chief mate yacht
Regulation	STCW-10 regulation VII/1
Replaces	This remains the same as the present Chief mate (yacht) qualification.
Operational limit	Coastal, offshore and unlimited
Privileges	Chief mate of a superyacht or sailing vessel of less than 3000GT
Minimum age	19 years of age
Minimum service	Duration: 36 months Role: Operating in a deck capacity and 6 months performing navigational watchkeeping duties under the supervision of a master or deck officer 12 months must have been served on: Vessel length: 12m or more Operational limits: Outside restricted limits Conditions: Service must be while over the age of 16
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Completion of approved training record book</li> <li>• Unit standards 6912 and 6913</li> <li>• Completion of training programme including human factors and bridge resource management appropriate to the class of vessel</li> <li>• Oral and written exams</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Basic training</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This remains unchanged from existing Part 32 rules.
Career progression	To Master yacht less than 3000GT or Master yacht less than 500GT

## 20. Master yacht less than 500GT

Short name	Master yacht <500GT
Regulation	STCW-10 regulation VII/1
Replaces	This remains the same as the present New Zealand master (yacht less than 500GT) qualification.
Operational limit	Coastal, offshore and unlimited
Privileges	Master of a superyacht or sailing vessel of less than 500GT
Minimum age	20 years of age
Minimum service	Duration: 48 months total Role: 12 months as person in charge of navigational watch while holding Chief Mate Yacht and 6 months in deck capacity on a superyacht 12 months must have been served on: Vessel length: 12m or more Operational limit: Outside restricted limits
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Approved training programme for Chief mate of a yacht less than 3000GT</li> <li>• Oral and written exams for Chief mate of a yacht less than 3000GT</li> <li>• Approved training programme for Master of a yacht less than 500GT</li> <li>• Oral exam for Master of a yacht less than 500GT.</li> <li>• GMDSS radio operator certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This remains unchanged from existing Part 32 rules
Career progression	To Master yacht <3000GT

## 21. Master yacht between 500 and 3000GT

Short name	Master yacht
Regulation	STCW-10 regulation VII/1
Replaces	This remains the same as the present New Zealand master (yacht) qualification.
Operational limit	Coastal, offshore and unlimited
Privileges	Master of a superyacht or sailing vessel of between 500 and 3000GT
Minimum age	21 years of age
Minimum service	<p>Duration: 60 months total</p> <p>Role: 24 months as person in charge of navigational watch while holding Chief Mate Yacht and 12 months as person in charge of navigational watch on vessels 12m or more, outside restricted limits, while holding watchkeeping or command certificate</p> <p>12 months must have been served on:</p> <p>Vessel length: 12m or more</p> <p>Operational limit: Outside restricted limits</p> <p>While holding: Watchkeeping or command certificate</p>
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Approved training programme for Chief mate of a yacht less than 3000GT</li> <li>• Oral and written exams for Chief mate of a yacht less than 3000GT</li> <li>• Oral exam for Master of a yacht less than 500GT</li> <li>• Oral and written exams for Master of a yacht of between 500 and 3000GT</li> <li>• Navigation control certificate</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This remains unchanged from existing Part 32 rules
Career progression	To OOW unlimited via route 2, as under existing Part 32 rules

# Engineering qualifications

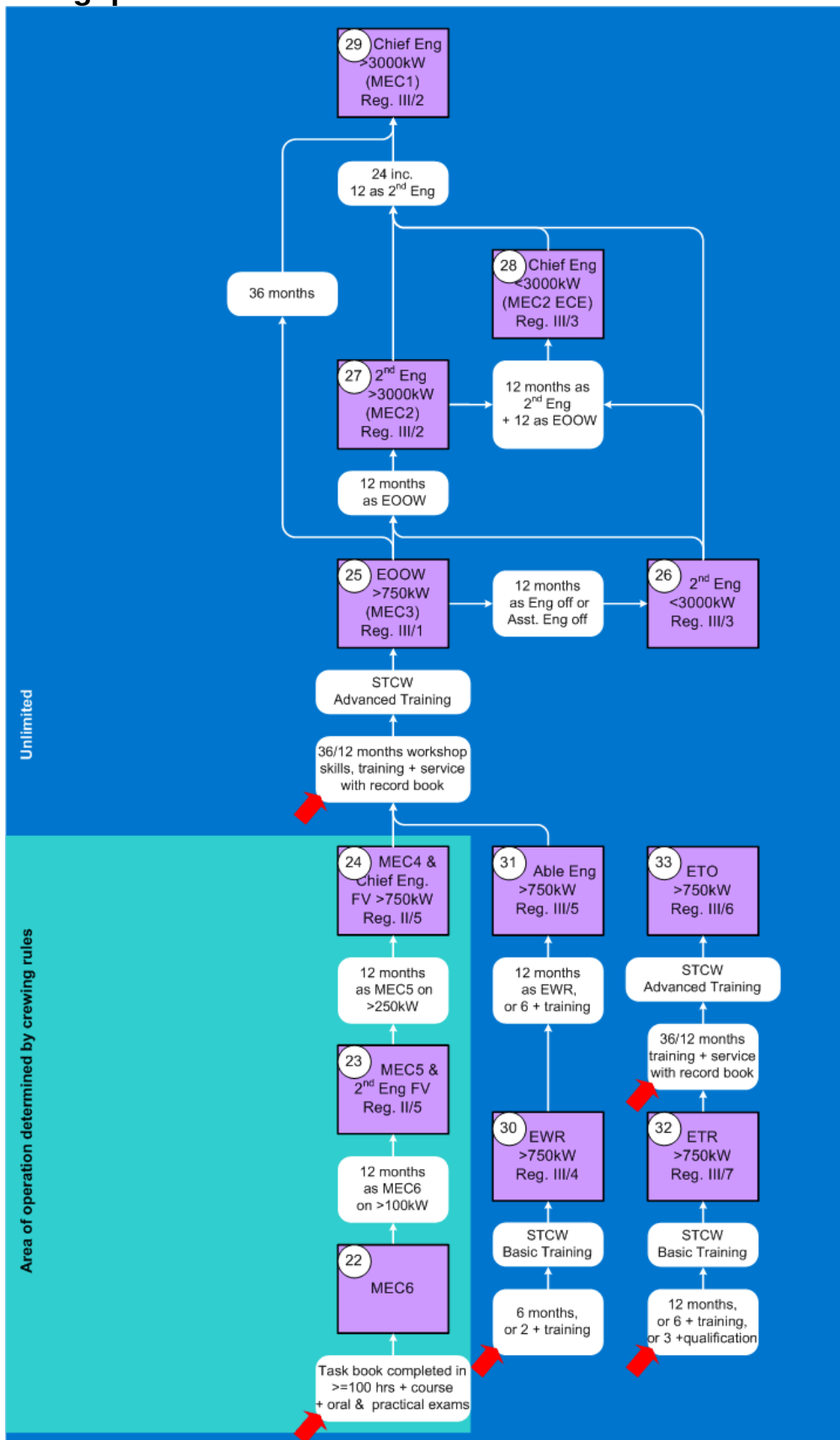


Figure 11 Engineering qualifications

# Engineering qualifications

## 22. Marine Engineer Class 6

Short name	MEC6
Replaces	The existing Marine engineer class 6. However, sea service requirements are reduced. This will be offset by the introduction of an evidence-based task book and a practical assessment, which will ensure that quality sea service is achieved.
Operational limit	Enclosed, inshore, coastal, offshore
Privileges	<p>The privileges of this certificate remain largely unchanged from the current framework. Some privileges include:</p> <ul style="list-style-type: none"> <li>• Second engineer on fishing vessels up to 750kW in the unlimited area</li> <li>• Chief engineer on fishing vessels up to 750kW in coastal area for vessels that have engine and system maintenance carried out ashore or under warranty</li> <li>• Chief engineer on non-passenger vessels up to 750kW in coastal area for vessels that have engine and system maintenance carried out ashore or under warranty</li> <li>• Chief engineer on passenger vessels up to 750kW in restricted limits for vessels with less than four systems</li> </ul> <p>The propulsion power of vessels that are less than 24m convention length will be based on the power in kilowatts of the single largest propulsion engine.</p>
Minimum age	18 years of age
Minimum service	Duration: 100 hours Vessel type: Any powered vessel, this can be a recreational vessel
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Completion of task book aboard a vessel</li> <li>• Practical assessment and oral examination</li> <li>• Current first aid certificate</li> <li>• The alternative entry option of National Certificate will remain for this qualification, however, certain components of the task book will still need to be completed</li> </ul>
Changes	<p>Emphasis shifts from lengthy sea service to evidence-based learning and competency.</p> <p>Where 200GT is used in the existing Part 31 rules for determining engineer crewing, this will be replaced by 24m convention length.</p>
Career progression	To MEC5

## 23. Marine Engineer Class 5 and Second engineer of a fishing vessel 750kW or more

Short name	MEC5
Regulation	MEC5 is not an STCW-10 certificate. This is a STCW-F qualification under regulation II/5.
Replaces	The existing Marine engineer class 5. As with the current framework, this can be either a motor certificate or a steam certificate.
Operational limit	Enclosed, inshore, coastal, offshore
Privileges	The privileges of this certificate remain largely unchanged from the current framework. Some privileges include: <ul style="list-style-type: none"> <li>• Second engineer of fishing vessels of 750kW or more in the unlimited area.</li> <li>• Chief engineer of non-passenger vessels up to 750kW in the coastal area</li> <li>• Chief engineer of passenger vessels up to 3000kW in the inshore area, on vessels with less than 4 systems and that have engine and system maintenance carried out ashore or under warranty</li> </ul> <p>The propulsion power of vessels that are less than 24m convention length will be based on the power in kilowatts of the single largest propulsion engine.</p>
Minimum age	19 years of age
Minimum service	Duration: 12 months Engine power: 100kW or more While holding: MEC6 certificate Or Duration: 24 months Engine power: 100kW or more While holding: ERWR certificate
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Task book</li> <li>• STCW-F Basic safety training</li> <li>• Competence in fire prevention and fire-fighting certificate</li> <li>• Survival craft course attendance certificate</li> </ul>
Changes	The total sea service to get this qualification has been reduced, due to the reduction in sea service for MEC6
Career progression	To MEC4

## 24. Marine Engineer Class 4 and Chief engineer of a fishing vessel of 750kW or more

Short name	MEC4
Regulation	MEC4 is not an STCW-10 certificate. This is a STCW-F qualification under regulation II/5.
Replaces	The existing Marine engineer class 4. As with the current framework, this can be either a motor certificate or a steam certificate.
Operational limit	All operational limits – dependent upon vessel type, kW and number of systems
Privileges	The privileges of this certificate remain largely unchanged from the current framework. Some privileges include: <ul style="list-style-type: none"> <li>• Chief engineer of a fishing vessel up to 3000kW in the unlimited area</li> <li>• Chief engineer of non-passenger vessels up to 3000kW in restricted limits</li> <li>• Chief engineer of non-passenger vessels up to 750kW in the offshore area</li> <li>• Chief engineer of passenger vessels up to 3000kW in restricted limits</li> </ul> <p>The propulsion power of vessels that are less than 24m convention length will be based on the power in kilowatts of the single largest propulsion engine.</p>
Minimum age	20 years of age
Minimum service	Duration: 12 months Engine power: 250kW or more While holding: MEC5 certificate Or Duration: 12 months Engine power: 250kW or more Training: Shore based engineering training
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Task book</li> <li>• STCW-F Basic safety training</li> <li>• Competence in advanced fire-fighting certificate</li> <li>• Survival craft course attendance certificate</li> </ul>
Changes	The progression from MEC4 to Officer in charge of an engineering watch (MEC3) will no longer require a National Certificate in Engineering.
Career progression	To MEC3

## 25. Officer in charge of an engineering watch

<b>Short name</b>	<b>Marine engineer class 3 (MEC3)</b>
Regulation	STCW-10 regulation III/1
Replaces	The existing MEC3 qualification
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>Officer in charge of engineering watch in manned engine room or designated duty engineer in periodically unmanned engine room</li> <li>Ships powered by main propulsion machinery of 750kW propulsion power or more</li> <li>May also be second engineer of ships powered by main propulsion machinery of between 750kW and 3000kW in the near-coastal area</li> </ul>
Minimum age	18 years of age
Minimum service	<p>Duration: 12 months' seagoing service as part of training programme, including onboard training, documented in a training record book</p> <p>Role: 6 months performing engine room watchkeeping duties under supervision of the chief engineer officer or an engineer officer</p> <p>Training: Workshop skill training additional to the above seagoing service</p> <p>Engine power: 750kW main propulsion power or more</p> <p>Conditions: Service on fishing vessels with 750kW or more main propulsion power will be accepted, provided 6 months is served as chief engineer.</p> <p>Or</p> <p>Duration: 36 months, of which 30 months must be in engine department</p> <p>Role: 6 months performing engine room watchkeeping duties under supervision of the chief engineer officer or an engineer officer.</p> <p>Training: Workshop skill training</p> <p>Engine power: 750kW main propulsion power or more</p> <p>Conditions: Service on fishing vessels with 750kW or more main propulsion power will be accepted, provided 6 months is served as chief engineer.</p>
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Has met the standard of competence outlined in regulation III/1 of STCW-10</li> <li>STCW-10 Basic training</li> <li>STCW-10 Advanced training</li> </ul>
Changes	The prerequisite of a National Certificate in Engineering will no longer be mandatory, although it will be retained as an approved training programme.
Career progression	To Second engineer or Chief engineer

## 26. Second engineer officer on ships between 750 and 3000kW propulsion power

<b>Short name</b>	<b>Marine engineer class 2, 750 to 3000kW (MEC2 &lt; 3000kW)</b>
Regulation	STCW-10 regulation III/3
Replaces	This is an STCW-95 qualification,(continued under STCW-10) but is not currently included in Part 32
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Second engineer officer</li> <li>• Ships powered by main propulsion machinery of between 750kW and 3000kW propulsion power</li> </ul>
Minimum age	19 years of age
Minimum service	Duration: 12 months Engine power: 750kW main propulsion power or more While holding: Officer in charge of an engineering watch certificate Role: Operating as an assistant engineer officer or engineer officer
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/3 of STCW-10</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This is a new qualification
Career progression	To Second engineer on ships 3000kW or more, or to Chief engineer

## 27. Second engineer officer on ships 3000kW or more propulsion power

Short name	Marine engineer class 2 3000kW or more (MEC2 3000kW or more)
Regulation	STCW-10 regulation III/2
Replaces	The existing MEC2
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Second engineer officer</li> <li>• Ships propelled by main propulsion machinery of 3000kW propulsion power or more</li> </ul>
Minimum age	19 years of age
Minimum service	Duration: 12 months Engine power: 750kW main propulsion power or more While holding: Officer in charge of an engineering watch certificate Role: Operating as an engineer officer
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/2 of STCW-10</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	Direct entry into the framework as second engineer will no longer be possible - candidates must first hold the MEC3 qualification and have seagoing service in that capacity.
Career progression	To MEC2 ECE or MEC1

## 28. Chief engineer officer on ships between 750 and 3000kW propulsion power

Short name	Marine engineer class 2 ECE (MEC2 ECE)
Regulation	STCW-10 regulation III/3
Replaces	The existing MEC2 endorsed chief engineer qualification
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Chief engineer officer</li> <li>• Ships powered by main propulsion machinery of between 750kW and 3000kW propulsion power</li> <li>• May also serve as second engineer on ships powered by main propulsion machinery of 3000kW or more in the unlimited area</li> </ul>
Minimum age	20 years of age
Minimum service	Duration: 24 months Engine power: 750kW main propulsion power or more While holding: Officer in charge of an engineering watch certificate and either MEC2 less than 3000kW or MEC 2 3000kW or more Role: 12 months served while qualified to serve as second engineer officer, 12 as officer in charge of an engineering watch
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/3 and III/2 of STCW-10</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This is largely unchanged from the existing Part 32 rules
Career progression	To MEC1

## 29. Chief engineer officer on ships 3000kW propulsion power or more

Short name	Marine engineer class 1 (MEC1)
Regulation	STCW-10 regulation III/2
Replaces	The existing MEC1 qualification
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>Chief engineer officer</li> <li>Ships powered by main propulsion machinery of 3000kW propulsion power or more</li> </ul>
Minimum age	20 years of age
Minimum service	Duration: 36 months Engine power: 750kW main propulsion power or more While holding: Officer in charge of an engineering watch certificate Or Duration: 24 months Engine power: 750kW main propulsion power or more While holding: Officer in charge of an engineering watch certificate and either MEC2 less than 3000kW or MEC 2 3000kW or more Role: 12 months as second engineer officer, 12 months as officer in charge of an engineering watch
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Has met the standard of competence outlined in regulation III/2 of STCW-10 (this is the same set of competencies as for second engineer officer)</li> <li>STCW-10 Advanced training</li> </ul>
Changes	Candidates can now gain this qualification directly from MEC3 without having MEC2, as long as sea service and competency requirements are met.
Career progression	This is the most senior engineering qualification.

### 30. Rating forming part of an engineering watch

Short name	Engine room watch rating (ERWR)
Regulation	This is a certificate of proficiency under STCW-10 regulation III/4
Replaces	This is the same as the current EWR qualification
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>Rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine room</li> <li>Ship powered by main propulsion machinery of 750kW propulsion power or more</li> </ul>
Minimum age	16 years of age
Minimum service	Duration: 6 months' training and experience Engine power: 750kW main propulsion power or more Or Duration: 2 months Engine power: 750kW main propulsion power or more Training: Either pre-sea or on board ship, documented in a training record book
Training and supplementary certificates	<ul style="list-style-type: none"> <li>Has met the standard of competence outlined in regulation III/4 of STCW-10</li> <li>STCW-10 Basic training</li> </ul>
Changes	This is unchanged from the present EWR qualification
Career progression	To Able seafarer engine or MEC5

### 31. Able seafarer engine

Short name	Able seafarer engine
Regulation	This is a certificate of proficiency under STCW-10 regulation III/5
Replaces	ILO AB certificate
Operational limit	Coastal, offshore and unlimited
Privileges	<ul style="list-style-type: none"> <li>• Able seafarer engine in a manned engine room or designated to perform duties in a periodically unmanned engine room</li> <li>• Ship powered by main propulsion machinery of 750kW propulsion power or more</li> </ul>
Minimum age	18 years of age
Minimum service	Duration: 12 months Engine power: 750kW main propulsion power or more While holding: Engine room watch rating certificate Or Duration: 6 months Engine power: 750kW main propulsion power or more While holding: Engine room watch rating certificate Training: Approved training
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/5 of STCW-10</li> <li>• STCW-10 Basic training</li> </ul>
Changes	This is a new IMO qualification
Career progression	Able seafarer engine is one of the career path options to Officer in charge of an engineering watch

### 32. Electro-technical rating

Short name	ETR
Regulation	This is a certificate of proficiency under STCW-10 regulation III/7
Replaces	This is a new qualification
Operational limit	Coastal, offshore and unlimited
Privileges	Serve as electro-technical rating on seagoing ship powered by main propulsion machinery of 750kW propulsion power or more
Minimum age	18 years of age
Minimum service	Duration: 12 months training and experience Engine power: 750kW main propulsion power or more Or Duration: 6 months Engine power: 750kW main propulsion power or more Training: Approved training Or Duration: 3 months Engine power: 750kW main propulsion power or more Training: Qualifications that meet the technical competencies in STCW-10 Table III/7
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/7 of STCW-10</li> <li>• STCW-10 Basic training</li> </ul>
Changes	This is a new qualification
Career progression	To ETO

### 33. Electro-technical officer

Short name	ETO
Regulation	STCW-10 regulation III/6
Replaces	This is a new qualification
Operational limit	Coastal, offshore and unlimited
Privileges	Serve as electro-technical officer on a seagoing ship powered by main propulsion machinery of 750kW propulsion power or more
Minimum age	18 years of age
Minimum service	<p>Duration: 6 months' seagoing service as part of approved programme of onboard training, documented in a training record book</p> <p>Training: An approved training programme that includes at least 6 months workshop skills training, additional to the above seagoing service</p> <p>Engine power: 750kW main propulsion power or more</p> <p>Or</p> <p>Duration: 30 months' seagoing service</p> <p>Role: Working in the engine department</p> <p>Training: Workshop skill training of 6 months, additional to the above seagoing service</p> <p>Engine power: 750kW main propulsion power or more</p>
Training and supplementary certificates	<ul style="list-style-type: none"> <li>• Has met the standard of competence outlined in regulation III/6 of STCW-10</li> <li>• STCW-10 Advanced training</li> </ul>
Changes	This is a new qualification
Career progression	This is the most senior electro-technical qualification.

## Part 3 - Next steps

### QOL Implementation timeline

The following table summarises the programme for implementation of the approved qualifications and operational limits framework.

DATE	ACTION
May 2011	New QOL framework approved (prior to rule making)
June 2011 – March 2013	Amend maritime rules, update syllabuses, processes and procedures for certificates, develop IT systems to support new framework, design task books, establish new roles and MNZ structure to support new framework
April 2013	Introduce new framework and start transition to new qualifications

### Transition

A fundamental principle of the QOL Review is that older and existing qualifications will be replaced by those arising from 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.

Including the four new STCW-10 qualifications, there will be a total of 33 qualifications in the final framework.

The principles of transition will be to:

- maintain quality of qualifications
- move all existing qualification holders to new or reconfirmed qualifications
- not 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.

## Indicative table of equivalent qualifications

The following table indicates likely equivalent qualifications to old (not currently in Part 32) and existing (currently in Part 32) qualifications. Clear guidance on transition requirements will be widely available as soon as possible after the final framework is approved.

Old qualifications	Existing qualifications	New qualifications	Ref. No.
Local launchman's licence	LLO, Part 35	Specified area alternatives and Part 35	1
ADH	CDH, ADH	QDC	2
Local launchman's licence, Master of restricted-limit launch, Commercial launchmaster, Inshore fishing skipper	LLO	Skipper restricted limits (SRL)	3
Local launchman's licence, Master of restricted-limit launch, Commercial launchmaster, Inshore fishing skipper	ILM	SRL endorsed to 24m	3a.
Master River Ship	NZOW with ILM endorsement for vessels carrying 50 or more passengers in inshore limits	SRL endorsed to 24m with passenger endorsement, or SRL endorsed 24m–500GT	3a or 3b
Commercial launchmaster	ILM, NZOW with ILM endorsement	Vessels 500–3000GT operating exclusively in restricted limits; qualification to be determined by size and nature of operation – at the Director's discretion	3c
Master River Ship	NZOW with ILM endorsement (coastal)	Skipper coastal and offshore less than 24m (SCO) (non-STCW-10 and STCW-F)	4
Master river ship	NZOW	Mate fishing vessel 24–45m limited waters (STCW-F)	5
Master river ship	NZOW	OOW less than 500GT near-coastal (STCW-10)	5

Old qualifications	Existing qualifications	New qualifications	Ref. No.
NZ coastal master, Master small home trade ship,	NZOM	Master less than 500GT coastal (STCW-10)	6
Skipper of a coastal fishing boat, NZ coastal master, Master small home trade ship,	NZOM	Skipper fishing vessel 24–45m limited waters (STCW-F) <sup>1</sup>	6
NZ coastal master	NZOM with STCW-95 endorsement	Master NC less than 500GT (STCW-10)	7
QFDH	ADH-F	ADH-F (STCW-F)	8
Mate of a deep sea fishing boat Mate home trade	Mate of a deep sea fishing vessel	MFV-U (STCW-F)	9
Skipper of a deep sea fishing boat, Master of a foreign-going fishing boat	Master of a deep sea fishing vessel	SFV-U (STCW-F)	10
No qualification	DWR (STCW-95)	DWR (STCW-10)	11
AB	AB Certificate (ILO)	Able seafarer deck (STCW-10)	12
Second mate foreign-going	Officer in charge of a navigational watch of a foreign-going ship (STCW-95)	OOW 500GT or more (STCW-10)	13
No qualification	No qualification	Chief mate 500–3000GT unlimited (STCW-10)	14
No qualification	Master foreign-going ship less than 3000GT	Master 500–3000GT unlimited (STCW-10)	15
Mate foreign-going, Class 2 deck officer	Chief mate of a foreign-going ship	Chief mate 3000GT or more unlimited (STCW-10)	16

Old qualifications	Existing qualifications	New qualifications	Ref. No.
Master foreign-going, Class 1 deck officer	Master of a foreign-going ship (Master mariner)	Master unlimited (STCW-10)	17
No qualification	No qualification	Yachtmaster NC less than 24m	18
No qualification	New Zealand chief mate (yacht)	Chief mate yacht less than 3000GT (STCW-10)	19
No qualification	New Zealand master (yacht less than 500GT)	Master yacht less than 500GT (STCW-10)	20
No qualification	New Zealand master (yacht)	Master yacht 500–3000GT (STCW-10)	21
Second class diesel trawler engineer, Engineer restricted limits motor ship, PVOS	MEC6	MEC6	22
Second class coastal motor, River engineer, Engineer local ship, Engineer local motor ship, Third class steam	MEC5	MEC5 Second Engineer Fishing Vessel >750kW (STCW-F)	23
First class coastal motor, First class diesel trawler engineer	MEC4	MEC4 Chief Engineer Fishing Vessel >750kW (STCW-F)	24
Marine engine watchkeeper	MEC3 (STCW-95)	MEC3 (STCW-10)	25
No qualification	No qualification	MEC2 750-3000kW (STCW-10)	26
Second engineer, Second class engineer	MEC2 (STCW-95)	MEC2 3000kW or more (STCW-10)	27
First class coastal motor	MEC2 endorsed chief engineer	MEC2 ECE 750-3000kW (STCW-10) <sup>3</sup>	28

Old qualifications	Existing qualifications	New qualifications	Ref. No.
Chief engineer, First class engineer	MEC1 (STCW-95)	MEC1 3000kW or more (STCW-10)	29
Motorman	ERWR (STCW-95)	ERWR (STCW-10)	30
No qualification	No qualification	Able seafarer engine (STCW-10)	31
No qualification	No qualification	Electro-technical rating (STCW-10)	32
No qualification	No qualification	Electro-technical officer (STCW-10)	33

#### Notes

- 1 People transitioning from Skipper of a coastal fishing boat, NZ coastal master or Master small home trade ship will have their certificate restricted to operating 100nm from the coast to reflect existing privileges.
- 2 People transitioning from First class coastal motor to MEC2 ECE will be limited to non-passenger ships, of less than 3000kW and within the near-coastal area.

## **Appendix 1: Maritime rules affected by 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 examination