

DISALLOWABLE INSTRUMENT



Maritime Transport Act 1994

Maritime Rules

Various SOLAS-related Amendments 2016

Pursuant to sections 36 of the Maritime Transport Act 1994 I, Craig Foss, Associate Minister of Transport, having had regard to the criteria for making maritime rules in section 39(2) of the Maritime Transport Act 1994, hereby make the following Maritime Rules.

Signed at Wellington

This 12th day of May 2016

By Hon CRAIG FOSS



Associate Minister of Transport

Contents

Rule objective	ii
Extent of consultation	ii
Entry into force	ii
Appendix 1:	1
1 Part 23: Operating Procedures and Training	1
2 Part 24B: Carriage of Cargoes – Stowage and Securing	4
3 Part 25: Nautical Charts and Publications	6
4 Part 40B: Design, Construction and Equipment – SOLAS Ships	8
5 Part 40C: Design, Construction and Equipment – Non-passenger Ships that are not SOLAS Ships	14
6 Part 43: Radio	17
7 Part 45: Navigational Equipment	19
8 Part 53: Pilot Transfer Arrangements and Ship-Helicopter Pilot Transfers	22
Summary of Submissions	23

Rule objective

The objective of the Maritime Rules Various SOLAS-related Amendments 2016 is to ensure that the Maritime Rules reflect changes to SOLAS adopted prior to this amendment entering into force. As a result changes are being made to Part 24B for container weight verification and, for other SOLAS-related matters, to Parts 23, 24B, 25, 40B, 40C, 43, 45, 53, and 90. The relevant convention is the International Convention for the Safety of Life at Sea (SOLAS).

Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.

Extent of consultation

In February and March 2016, Maritime New Zealand consulted, via its website, with the public on drafts of the proposed amendments to the maritime rules in accordance with the Act, including the expected costs and benefits. A notice regarding this consultation was placed in the New Zealand Gazette on 9 February 2016. The deadline for making a submission was 11 March 2016. Fourteen submissions were received.

Entry into force

These rules enter into force on 1 July 2016.

Appendix 1:

1 Part 23: Operating Procedures and Training

Part objective

- 1.1 In the Part objective in Part 23, in the bullet point list after the first paragraph, in the first bullet point, replace “musters” with “muster”.
- 1.2 In the Part objective in Part 23, in the bullet point list after the first paragraph, after the last bullet point item “ship’s routeing”, insert a semi-colon “;”.
- 1.3 In the Part objective in Part 23, in the bullet point list after the first paragraph, after the last bullet point, insert the following bullet points:
 - “● reporting systems;
 - daily reporting;
 - records of navigational activities;
 - safe navigation and avoidance of dangerous situations;
 - stability.”.
- 1.4 In the Part objective in Part 23, replace the last paragraph with:

“Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.”.

23.2 - Definitions

- 1.5 In rule 23.2, after the definition of “Foreign ship”, insert:

“**IMO Resolution A.916(22)** means the resolution adopted by the International Maritime Organization Assembly, titled *Guidelines for recording events related to navigation*.”.
- 1.6 In rule 23.2, after the definition of “**Ship**”, insert:

“**SOLAS** means the International Convention for the Safety of Life at Sea 1974.”.

23.3 – Definitions relating to section 1

- 1.7 In rule 23.3, delete the definition of “**SOLAS**”.

New rules 23.13A and 23.13B

- 1.8 In Part 23, insert the following rules after rule 23.13:

“23.13A Use of heading and/or track control systems

 - (1) The master of a passenger ship that is both a New Zealand ship and a SOLAS ship must ensure that, when heading and/or track control systems are in use, it is possible to establish manual control of the ship’s steering immediately in conditions of—
 - (a) high traffic density; or
 - (b) restricted visibility; or
 - (c) all other hazardous navigational situations.
 - (2) The master must ensure that a qualified helmsperson is available to the officer in charge of the navigational watch to take over steering control where the conditions listed in subrule (1)(a), (b), or (c) are present.

Maritime Rules

- (3) The master must ensure that the change over from automatic to manual steering and from manual steering to automatic steering is made—
 - (a) by the officer in charge of the navigational watch; or
 - (b) under the supervision of the officer in charge of the navigational watch.
- (4) The owner and the master must ensure that the manual steering is tested—
 - (a) after prolonged use of heading and/or track control systems; and
 - (b) before entering areas where navigation requires special caution.

23.13B Operation of steering gear

The master of a passenger ship that is both a New Zealand ship and a SOLAS ship navigating in an area that requires special caution must ensure that the ship has more than one steering gear power unit in operation when such units are capable of simultaneous operation.”.

New rules 23.23A and 23.23B

- 1.9 In Part 23, insert the following rules after rule 23.23:

“23.23A Use of heading and/or track control systems

- (1) The master of a non-passenger ship that is both a New Zealand ship and a SOLAS ship must ensure that when heading and/or track control systems are in use, that it is possible to establish manual control of the ship’s steering immediately in conditions of—
 - (a) high traffic density; or
 - (b) restricted visibility; or
 - (c) all other hazardous navigational situations.
- (2) The master must ensure that a qualified helmsperson is available to the officer in charge of the navigational watch to take over steering control where the conditions listed in subrule (1)(a), (b), or (c) are present.
- (3) The master must ensure that the change over from automatic to manual steering and from manual steering to automatic steering is made—
 - (a) by the officer in charge of the navigational watch; or
 - (b) under the supervision of the officer in charge of the navigational watch.
- (4) The owner and the master must ensure that the manual steering is tested—
 - (a) after prolonged use of heading and/or track control systems; and
 - (b) before entering areas where navigation requires special caution.

23.23B Operation of steering gear

The master of a non-passenger ship that is both a New Zealand ship and a SOLAS ship navigating in an area that requires special caution must ensure that the ship has more than one steering gear power unit in operation if the units are capable of simultaneous operation.”.

Rule 23.31 Foreign ships at a New Zealand port or offshore terminal

- 1.10 In rule 23.31, in subrule (b), replace “Regulations 7, 26” with “Regulations 7, 24, 25, 26”.

Rule 23.48 Distress signals

- 1.11 In rule 23.48, insert after subrule (5):

- “(6) The owner and the master of a SOLAS ship to which rule 25.4 applies must ensure that an illustrated table, describing the life-saving signals set out in the publications specified in rules 25.4(1)(b)(vi) and 25.4(2), is provided on the ship that is—

- (a) available to the officer of the watch at all times; and
- (b) used when in distress to communicate with any of the following:
 - (a) life-saving stations;
 - (b) maritime rescue units;
 - (c) aircraft engaged in search and rescue operations.”.

Section 4 - Ship’s routeing, speed near ice, reporting systems, and daily reporting

1.12 In Part 23, before rule 23.50, replace the heading for Section 4, with:

“Section 4 — Ship's routeing, speed near ice, reporting systems, daily reporting, records of navigational activities, and safe navigation and avoidance of dangerous situations”.

23.54 Ship’s daily reporting

1.13 In 23.54, replace the heading for rule 23.54 with:

“23.54 Ships’ daily reporting and records of navigational activities”.

1.14 In rule 23.54, insert after subrule (4):

“(5) The master of a ship to which this rule applies that is a SOLAS ship must record, in the logbook, navigational activities and incidents—

- (a) that are of importance to the safety of navigation; and
- (b) in sufficient detail to restore a complete record of the voyage in accordance with IMO Resolution A.916(22).”.

New rules 23.54A and 23.54B

1.15 In Part 23, insert the following rules after rule 23.54:

“23.54A Safe navigation, avoidance of dangerous situations, and navigation bridge visibility

The master of a ship must ensure that before a voyage commences, the voyage has been planned in accordance with Regulation 34 of Chapter V of SOLAS.

23.54B Ballast water exchange

The owner and master of a ship must ensure that when ballast water exchange is undertaken it is undertaken in accordance with Regulation 22.4 of Chapter V of SOLAS.”.

2 Part 24B: Carriage of Cargoes — Stowage and Securing

Rule 24B.2 Definitions

2.1 In rule 24B.2, insert the following definitions in the appropriate alphabetical order:

“**CSC** means International Convention for Safe Containers:

CSC container has the same meaning as the term “container”:

mark of verification has the same meaning as Regulation 2 of the Weights and Measures Regulations 1999:

scale interval has the same meaning as Regulation 2 of the Weights and Measures Regulations 1999:

terminal representative means a person acting on behalf of another person engaged in the business of providing wharfage, dock, stowage, warehouse, or other cargo handling services in connection with a ship:

trade approved equipment means a weighing or measuring instrument that has a ‘certificate of approval’ and is stamped with a ‘mark of verification’ and issued with a current ‘certificate of accuracy’ in accordance with the Weights and Measures Act 1987 and Regulations made under that Act.”

24B.4 Cargo information

2.2 In rule 24B.4, delete subrule (4).

2.3 In rule 24B.4, insert, after subrule (3):

- “(4) The shipper must ensure that, in the case of cargo carried in a CSC container to be carried on an international voyage, (excluding containers carried on a chassis or a trailer, when such containers are driven on or off a ro-ro ship engaged in a short international voyage), the gross mass required under subrule (1)(a)(ii) is verified by either—
- (a) weighing the packed container using calibrated and certified equipment; or
 - (b) weighing all packages and cargo items including the mass of pallets, dunnage, and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a method acceptable to the Director.
- (5) The shipper shall ensure that the verified gross mass is stated in the shipping document⁵ and the shipping document is—
- (a) signed by a person duly authorised by the shipper; and
 - (b) submitted to the master or the master’s representative and to the terminal representative sufficiently in advance, as required by the master and the shipping company, to be used in the preparation of the ship stowage plan.
- (6) If the shipping document does not contain the verified gross mass, or the master or the master’s representative and the terminal representative do not have the verified gross mass of the packed container, it shall not be loaded onto the ship.
- (7) The master of a ship must not accept cargo on board if the master is not satisfied that it can be transported safely.
- (8) For the purposes of subrule (4)—
- (a) **calibrated and certified equipment** is trade approved equipment that has a scale interval no greater than is acceptable to the Director; and
 - (b) **gross mass** means the combined mass of a container’s tare mass and the masses of all packages and cargo items, including pallets, dunnage and other packing material and securing materials packed into the container; and

- (c) **short international voyage** means, in relation to a ro-ro ship, an international voyage in which—
- (i) the ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety; and
 - (ii) neither the distance between the last port of call in the country in which the voyage begins to the final port of destination, nor the return voyage, exceed 600 miles; and
 - (iii) the final port of destination is the last port of call of the voyage before the ship commences its return voyage to the country in which the voyage began.

(9) For the purposes of subrules (5) and (6) **verified gross mass** means gross mass that has been verified in accordance with subrule (4).”.

2.4 In rule 24B.4(1)(a), delete the footnote number “4”.

2.5 In the footnotes in Part 24B, delete footnote 4.

2.6 In rule 24B.4(1)(b)(ii), replace the footnote number “5” with “4”.

2.7 In the footnotes in Part 24B, replace the footnote number “5” with “4”.

2.8 In the footnotes in Part 24B, on the same page as rule 24B.4(5), insert the following footnote:

⁴⁵ This document may be presented by means of Electronic Data Processing (EDP) or Electronic Data Interchange (EDI) transmission techniques. The signature may be an electronic signature or may be replaced by the name, in capitals, of the person duly authorised to sign the document by the shipper.”.

3 Part 25: Nautical Charts and Publications

Part objective

- 3.1 In the Part objective in Part 25, replace the third sentence with:
“Part 25 ensures that New Zealand continues to meet its obligations under Chapter V, Regulation 21 (International Code of Signals and IAMSAR Manual) and Regulation 27 (Nautical Charts and Nautical Publications), of the International Convention for the Safety of Life at Sea, 1974, (SOLAS).”.
- 3.2 In the Part objective in Part 25, after the current paragraph, insert the following paragraph:
“Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.”.

25.2 Definitions

- 3.3 In rule 25.2, after the definition of “foreign ship”, insert:
“**IAMSAR Manual** means the International Aeronautical and Maritime Search and Rescue Manual specified in Regulation 21 of Chapter V of SOLAS:
“**IMO Resolution A.817(19)** means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on performance standards for electronic chart display and information systems (ECDIS)*:”
“**IMO Resolution MSC.232(82)** means the resolution adopted by the International Maritime Organization Assembly, titled *Revised performance standards for electronic chart display and information systems (ECDIS)*:”
- 3.4 In rule 25.2, after the definition of “ship”, insert:
“**SOLAS** means the International Convention for the Safety of Life at Sea 1974:”.

Rule 25.4 Unlimited area

- 3.5 In rule 25.4, replace rule 25.4 with:
“**25.4 Unlimited area**
- (1) The owner and the master of any vessel that operates in the unlimited area must ensure that the following charts, publications, and tables are carried on the vessel—
- (a) nautical charts; and
 - (b) the following nautical publications:
 - (i) tide tables:
 - (ii) lists of lights:
 - (iii) sailing directions:
 - (iv) notices to mariners:
 - (v) an astronomical almanac:
 - (vi) the International Code of Signals; and
 - (c) mathematical tables for the calculation of astronomical observations.
- (2) The owner and the master of any vessel that is not a fishing vessel and that operates in the unlimited area must ensure that the IAMSAR Manual is carried on the vessel.

- (3) The owner and the master must ensure that the charts, publications, and tables required to be carried under subrules (1) and (2) comply with rules 25.7 and 25.8, as applicable.”.

Rule 25.7 Nautical charts

- 3.6 In rule 25.7, amend subrule (1)(c)(i) by inserting, after “Resolution A.817(19)” and before the semi-colon “;”, the following:
“or the Revised Performance Standards for Electronic Chart Display and Information Systems (ECDIS) adopted by the International Maritime Organization by Maritime Safety Committee Resolution MSC.232(82)”.
- 3.7 In rule 25.7, amend subrule (c)(ii) by inserting, after “charts” and before the semi-colon “;”, the following:
“or have an independent back-up Electronic Chart Display and Information System that meets the requirements of *Performance Standards for Electronic Chart Display and Information Systems (ECDIS)* adopted by the International Maritime Organization by Assembly Resolution A.817(19), or the *Revised Performance Standards for Electronic Chart Display and Information Systems (ECDIS)* adopted by the International Maritime Organization by Maritime Safety Committee Resolution MSC.232(82)”.

4 Part 40B: Design, Construction and Equipment — SOLAS Ships

Part objective

- 4.1 In the Part objective in Part 40B, in the first paragraph, insert, after “radiocommunication requirements” and before “of SOLAS 74”, the following:
“and certain navigation equipment requirements”.
- 4.2 In the Part objective in Part 40B, replace the last paragraph with:
“Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.”.

Rule 40B.2 Definitions

- 4.3 In rule 40B.2, before the definition of “bulk carrier”, insert:
“**BNWAS** means Bridge Navigational Watch Alarm System.”.
- 4.4 In rule 40B.2, after the definition of “Director”, insert:
“**ECDIS** means Electronic Chart Display and Information System.”.
- 4.5 In rule 40B.2, after the definition of “fire protection”, insert:
“**first survey** means the initial survey, the first annual survey, the first periodical survey, or the first renewal survey whichever is due first after the date specified in the relevant rule.”.
- 4.6 In rule 40B.2, after the definition of “IMO”, insert:
“**IMO Resolution A.813(19)** means the resolution adopted by the International Maritime Organization Assembly, titled *General requirements for electromagnetic compatibility (EMC) for all electrical and electronic ship’s equipment*.”
“**IMO Resolution A.817(19)** means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on performance standards for electronic chart display and information systems (ECDIS)*:
“**IMO Resolution MSC.232(82)** means the resolution adopted by the International Maritime Organization Assembly, titled *Revised performance standards for electronic chart display and information systems (ECDIS)*.”

“**IMO Resolution MSC.128(75)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance standards for a bridge navigational watch alarm system (BNWAS)*:

“**IMO Resolution MSC.333(90)** means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on performance standards for voyage data recorders (VDRs)*:

“**IMO Resolution A.861(20)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance standards for voyage data recorders (VDRs)*:

“**IMO Resolution MSC.163(78)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance standards for simplified voyage data recorders (S-VDRs)*.”

- 4.7 In rule 40B.2, after the definition of “restricted limits”, insert:

“**ro-ro cargo spaces** mean spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded normally in a horizontal direction:

ro-ro passenger ship means a passenger ship with ro-ro cargo spaces or special category spaces:

S-VDR means simplified VDR.”

- 4.8 In rule 40B.2, after the definition of “SOLAS”, insert:

“**special category spaces** means those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access.”

- 4.9 In rule 40B.2, at the end of the definition of “territorial sea of New Zealand”, replace the full-stop (“.”) with a colon (“:”).

- 4.10 In rule 40B.2, after the definition of “territorial sea of New Zealand”, insert:

VDR means voyage data recorder and, where specified in a particular rule, also includes an S-VDR.”

Rule 40B.23 Ship requirements

- 4.11 In rule 40B.23, in subrule (1)(b), replace “regulations 6, 7 and 13” with “6, 7, 13, and 18”.

Heading after rule 40B.32

- 4.12 Below the end of rule 40B.32 and above rule 40B.33, replace the heading “**Automatic identification system**” with “**Navigation and special measures to enhance maritime safety**”.

Rule 40B.33 Automatic identification system

- 4.13 In rule 40B.33, in subrule (1), delete “(as amended in December 2002)”.

- 4.14 In rule 40B.33, insert after subrule (3):

“(4) The automatic identification system must be tested annually in accordance with regulation 18.9 of Chapter V of SOLAS.”

Heading after rule 40B.33

- 4.15 Below the end of rule 40B.33 and above rule 40B.34, insert the heading “**Special measures to enhance navigation safety**”.

Heading and new rules after rule 40B.37

4.16 Below the end of rule 40B.37, insert:

“Navigation equipment

40B.38 Application

- (1) Rules 40B.39 to 40B.52 inclusive apply to a New Zealand ship that is required by rule 40B.3 to comply with this Part.
- (2) Rule 40B.53 applies to a foreign ship that is required by rule 40B.3(1)(d), (e), or (f) to comply with this Part.

40B.39 Bridge design, systems, equipment, and procedures

The owner of a ship must ensure that the bridge design, the design and arrangement of navigational systems and equipment, and bridge procedures comply with regulation 15 of Chapter V of SOLAS.

40B.40 Maintenance of equipment

- (1) The owner and master of a ship to which rules 40B.33 and 40B.45 to 40B.50 apply must ensure that the equipment—
 - (a) is in good working order and condition; and
 - (b) is fit in all respects for its intended use; and
 - (c) meets the applicable performance standards of Chapter V of SOLAS.
- (2) The owner and master of a ship to which rules 40B.33 and 40B.45 to 40B.50 apply must ensure that the ship is provided with—
 - (a) special tools and other items necessary for the maintenance of the equipment; and
 - (b) spare parts likely to be required during any intended voyage; and
 - (c) adequate information and instructions on the use and maintenance of all such equipment are provided on the ship in printed form in English.
- (3) Compliance with rules 40B.39(1) and (2) is not required where there is a defect in the equipment and either—
 - (a) maintenance is being carried out; or
 - (b) maintenance is not practicable given the location of the ship—

provided that suitable arrangements are made by the master to take the inoperative equipment into account in planning and executing a safe voyage to a port where repairs can take place.
- (4) The owner and master of a ship must ensure that the navigational equipment and systems are installed, tested, and maintained so as to minimise the risk of malfunction.

40B.41 Electromagnetic compatibility

- (1) The owner and master of a ship constructed on or after 1 January 2017 must ensure that all electrical and electronic equipment on the bridge or in the vicinity of the bridge is tested for electromagnetic compatibility, in accordance with IMO Resolution A.813(19).
- (2) The owner of a ship must ensure that electrical and electronic equipment is installed so that electromagnetic interference does not affect the proper function of navigational systems and equipment.
- (3) The owner and master of a ship must ensure that portable electrical and electronic equipment is not operated on the bridge if it may affect the proper function of navigational systems and equipment.

40B.42 Navigation bridge visibility

- (1) The owner of a ship of 55m or more in length constructed on or after 1 January 2017 must ensure that the ship complies with the navigation bridge visibility requirements of regulation 22 of Chapter V of SOLAS.
- (2) The owner of a ship of 55m or more in length constructed before 1 January 2017 must ensure where practicable that the ship complies with the navigation bridge visibility requirements of regulation 22 of Chapter V of SOLAS where this does not require structural alteration or additional equipment.

40B.43 Integrated bridge systems

Integrated bridge systems must comply with regulation 19.6 of Chapter V of SOLAS.

40B.44 Reserved

40B.45 Electronic Chart Display and Information System (ECDIS)

- (1) The owner of any of the following type of ship must ensure that the ship is fitted with an ECDIS as follows:
 - (a) passenger ships of 500 gross tonnage or more constructed on or after 1 January 2017:
 - (b) passenger ships of 500 gross tonnage or more constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017:
 - (c) tankers of 3,000 gross tonnage or more constructed on or after 1 January 2017:
 - (d) tankers of 3,000 gross tonnage or more constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017:
 - (e) cargo ships other than tankers of 3,000 gross tonnage or more constructed on or after 1 January 2017:
 - (f) cargo ships other than tankers of 3,000 gross tonnage or more and less than 10,000 gross tonnage constructed before 1 January 2017 but on or after 1 July 2014, not later than the first survey on or after 1 January 2017:
 - (g) cargo ships other than tankers of 50,000 gross tonnage or more, constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017:
 - (h) cargo ships other than tankers of 20,000 gross tonnage or more but less than 50,000 gross tonnage constructed before 1 January 2017 but on or after 25 May 1980, not later than 1 July 2017:
 - (i) cargo ships other than tankers of 10,000 gross tonnage or more but less than 20,000 gross tonnage constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 July 2018.
- (2) The owner of a ship must ensure that the ECDIS complies with the performance standards set in—
 - (a) IMO Resolution A.817(19); or
 - (b) IMO Resolution MSC.232(82).
- (3) Subrules (1) and (2) do not apply to a ship that will be permanently taken out of service before the implementation date specified in regulations 19.2.10.5 to 19.2.10.9 of Chapter V of SOLAS.

40B.46 Bridge Navigational Watch Alarm System (BNWAS)

- (1) The owner of the following ships must ensure that the ship is fitted with a BNWAS:

- (a) ships constructed on or after 1 January 2017:
 - (b) ships constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017.
- (2) The owner of a ship must ensure that the BNWAS complies with the performance standards set in IMO Resolution MSC.128(75).
 - (3) The master of a ship must ensure that the BNWAS is in operation at all times when the ship is underway.

40B.47 Heading or Track Control System

The owner of the following ships of 10,000 tons gross tonnage or more must ensure that the ship is fitted with a heading or track control system or other means to automatically control and keep to a heading and/or straight track:

- (a) ships constructed on or after 1 January 2017:
- (b) ships constructed before 1 January 2017 but on or after 1 July 2002, not later than the first survey on or after 1 January 2017.

40B.48 Automatic tracking aid

- (1) The owner of a ship constructed on or after 1 July 2002 must ensure that the ship is fitted with an automatic tracking aid to plot automatically the range and bearing of other targets to determine collision risk not later than 1 January 2017.
- (2) The owner of a ship of 3,000 tons gross tonnage or more constructed on or after 1 July 2002 must ensure that the ship is fitted with a second automatic tracking aid to plot automatically the range and bearing of other targets to determine collision risk, which is functionally independent of the equipment required by subrule (1) not later than 1 January 2017.

40B.49 Long-range Identification and Tracking System

- (1) The owner of a ship constructed before 1 January 2017 but on or after 25 May 1980 must ensure that it is fitted with a system to automatically transmit long-range identification and tracking information in accordance with regulation 19-1 of Chapter V of SOLAS not later than the first survey of the radio installation on or after 1 January 2017.
- (2) The owner of a ship constructed on after 1 January 2017 must ensure that it is fitted with a system to automatically transmit long-range identification and tracking information in accordance with regulation 19-1 of Chapter V of SOLAS.

40B.50 Voyage Data Recorder (VDR)

- (1) The owner of any of the following type of ship must ensure the ship is fitted with a VDR:
 - (a) Passenger ships constructed on or after 1 January 2017:
 - (b) Passenger ships constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017:
 - (c) Non-passenger ships of 3,000 gross tonnage or more constructed on or after 1 January 2017:
 - (d) Non-passenger ships of 3,000 gross tonnage or more constructed on or after 1 July 2002, not later than the first survey on or after 1 January 2017.
- (2) The owner of a non-passenger ship of 3,000 gross tonnage or more constructed before 1 July 2002 but on or after 25 May 1980 must ensure the ship is fitted with a VDR, which may be an S-VDR, not later than the first survey on or after 1 January 2017.

- (3) A ship referred to in subrule (1) or (2) constructed before 1 July 2002, except a ro-ro passenger ship, does not need to be fitted with a VDR where it can be demonstrated to the Director's satisfaction that interfacing a VDR with the existing equipment on the ship is unreasonable and impracticable.
- (4) VDRs and S-VDRs must comply with the performance standards in the following resolutions of the IMO—
 - (a) where a VDR is installed, IMO Resolution MSC.333(90); or
 - (b) where a VDR was installed before 1 July 2014, IMO Resolution A.861(20); or
 - (c) where a S-VDR is installed IMO Resolution MSC.163(78).
- (5) The owner and the master of a ship fitted with a VDR must ensure that—
 - (a) the VDR is tested annually in accordance with regulation 18.8 of Chapter V of SOLAS by a testing facility approved for that purpose by the Director; and
 - (b) a copy of the certificate of compliance issued by the testing facility stating the date the VDR is found to be compliant and the performance standard applicable to the VDR must be carried on board at all times.

40B.51 Type approval

The owner and master of a ship must ensure that the equipment required by rules 40B.33 and 40B.45 to 40B.50 is of a type approved by the Director.

40B.52 Alternative modes of operation

Where the navigational equipment and systems offer alternative modes of operation the owner and master must ensure that the equipment indicates the actual mode of use.

40B.53 Foreign ships

The owner of a foreign ship must ensure that the ship complies with the design, equipment, maintenance and operational requirements of SOLAS Chapter V regulations 15, 16, 17, 18, 19, 19-1 and 22.”.

5 Part 40C: Design, Construction and Equipment — Non-passenger Ships that are not SOLAS Ships

Rule 40C.2 Definitions

- 5.1 In rule 40C.2, after the definition of “Act”, insert:
“**BNWAS** means bridge navigational watch alarm system.”.
- 5.2 In rule 40C.2, after the definition of “exposed recess”, insert:
“**first survey** means the initial survey, the first annual survey, the first periodical survey, or the first renewal survey whichever is due first after the date specified in the relevant rule.”.
- 5.3 In rule 40C.2, after the definition of “fully decked boat”, insert:
“**IMO Resolution MSC.128(75)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance standards for a bridge navigational watch alarm system (BNWAS)*.”.

Rule 40C.4 Maritime New Zealand number

- 5.4 In rule 40C.4, replace the heading with:
“**Maritime New Zealand number and IMO number**”.
- 5.5 In rule 40C.4, insert the following rule after rule 40C.4(3):
- (4) The owner and master of a ship of 300 gross tonnage or more that proceeds on an international voyage must ensure that the ship is permanently marked with the ship’s identification number in accordance with regulation 3 of Chapter XI-1 of SOLAS not later than the first scheduled dry-docking on or after 1 January 2017.

Rule 40C.59

- 5.6 Immediately before rule 40C.59, replace the heading with:
“**Navigation position and equipment**”.
- 5.7 In rule 40C.59, replace the heading with:
“**Navigation equipment**”.

New rules 40C.59A, 40C.59B, and 40C.59C

- 5.8 In Part 40C, insert the following rules after rule 40C.59:
- “40C.59A Bridge Navigational Watch Alarm System**
- (1) The owner of any of the following type of ship must ensure that the ship is fitted with a BNWAS:
- (a) non-passenger ships of 150 gross tonnage or more engaged on international voyages to which Part 40B does not apply constructed on or after 1 January 2017:
 - (b) non-passenger ships of 150 tons gross tonnage or more engaged on international voyages to which Part 40B does not apply constructed before 1 January 2017 but on or after 1 July 2002, not later than the first survey on or after 1 January 2017:
 - (c) non-passenger ships of 150 gross tonnage or more engaged on international voyages to which Part 40B does not apply constructed before 1 July 2002 but on or after 25 May 1980, not later than the first survey on or after 1 January 2018:
 - (d) non-passenger ships of 500 gross tonnage or more not engaged on international voyages constructed on or after 1 January 2017:

- (e) non-passenger ships of 500 gross tonnage or more not engaged on international voyages constructed before 1 January 2017 but on or after 25 May 1980, not later than the first survey on or after 1 January 2017.
- (2) The owner of a ship to which subrule (1) applies must ensure that the BNWAS complies with IMO resolution MSC.128(75).
- (3) The master of a ship fitted with a BNWAS must ensure that the BNWAS is in operation at all times when the ship is underway.

40C.59B Long-Range Identification and Tracking System

- (1) The owner and master of a ship of 300 gross tonnage or more constructed before 1 January 2017 but on or after 25 May 1980 that proceeds on an international voyage must ensure that it is fitted with a system to automatically transmit long-range identification and tracking information in accordance with regulation 19-1 of Chapter V of SOLAS not later than the first survey of the radio installation on or after 1 January 2017.
- (2) The owner and master of a ship of 300 gross tonnage or more constructed after 1 January 2017 that proceeds on an international voyage must ensure that it is fitted with a system to automatically transmit long-range identification and tracking information in accordance with regulation 19-1 of Chapter V of SOLAS.

40C.59C Automatic Identification System

- (1) The owner and master of any of the following type of ship must ensure that an automatic identification system is fitted on board the ship in accordance with the requirements of regulation 19 of Chapter V of SOLAS:

Maritime Rules

- (a) a ship of 300 gross tonnage or more constructed before 1 January 2017 but on or after 25 May 1980 that proceeds on an international voyage, not later than the first survey on or after 1 January 2017:
 - (b) a ship of 300 gross tonnage or more constructed on or after 1 January 2017 that proceeds on an international voyage:
 - (c) a ship of 500 gross tonnage or more constructed before 1 January 2017 but on or after 25 May 1980 that proceeds beyond restricted limits, not later than the first survey on or after 1 January 2017:
 - (d) a ship of 500 gross tonnage or more constructed on or after 1 January 2017 that proceeds beyond restricted limits.
- (2) The master of the ship must ensure that the automatic identification system is in operation at all times.
 - (3) The automatic identification system must be tested annually in accordance with regulation 18.9 of Chapter V of SOLAS.”.

6 Part 43: Radio

Rule 43.2 Definitions

- 6.1 In rule 43.2, after the definition of “HF”, insert:

“**IMO Resolution A.664(16)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance Standards for Enhanced Group Call Equipment*.

“**IMO Resolution MSC.306(87)** means the resolution adopted by the International Maritime Organization Assembly, titled *Revised Performance Standards for Enhanced Group Call (EGC) Equipment*.

“**IMO Resolution A.762(18)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance Standards for Survival Craft Two-Way VHF Radiotelephone Apparatus*:

“**IMO Resolution A.809(19)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance Standards for Survival Craft Two-Way VHF Radiotelephone Apparatus*:

“**IMO Resolution MSC.149(77)** means the resolution adopted by the International Maritime Organization Assembly, titled *Performance Standards for Survival Craft Two-Way VHF Radiotelephone Apparatus*.”.

Rule 43.24 EGC equipment

- 6.2 Replace rule 43.24 with:

“43.24 EGC equipment

Enhanced group call equipment to be used in the INMARSAT system must comply with the performance standards in subrule (a) or (b) as applicable:

- (a) if installed before 1 July 2016, the standards in IMO Resolution A.664(16):
- (b) if installed on or after 1 July 2016, the standards in IMO Resolution MSC.306(87).”.

Rule 43.25 Survival craft two-way VHF radiotelephone

- 6.3 Replace rule 43.25 with:

“43.25 Survival craft two-way VHF radiotelephone

Survival craft portable two-way VHF radiotelephones must comply with the following standards as applicable:

- (a) if installed before 23 November 1996, the standards in IMO Resolution A.762(18)

- (b) if installed on or after 23 November 1996 but before 1 July 2016, the standards in IMO Resolution A.809(19):
- (c) if installed on or after 1 July 2016, the standards in IMO Resolution MSC.149(77).”.

Appendix 1 Radio equipment tests for GMDSS ships

6.4 In Appendix 1 of Part 43, insert after clause 3:

“4. Annually and five yearly

Each satellite EPIRB must be tested and maintained in accordance with regulation 15.9 of Chapter IV of SOLAS.”.

7 Part 45: Navigational Equipment

Part objective

- 7.1 In the Part objective in Part 45, replace the second paragraph with:

“Part 45 incorporates a number of the requirements for shipborne navigational equipment contained in Chapter V of the International Convention for the Safety of Life at Sea 1974 (SOLAS) where these are not otherwise incorporated into Part 40B, and the requirements for similar equipment on non-SOLAS ships. Rule 45.35 sets out the criteria for recognition by the Director of a person as a compass adjuster.”.

- 7.2 In the Part objective in Part 45, replace the last paragraph with:

“Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.”.

Rule 45.2 Definitions

- 7.3 In rule 45.2, after the definition of “equipment”, insert:

“**first survey** means the initial survey, the first annual survey, the first periodical survey, or the first renewal survey whichever is due first after the date specified in the relevant rule:”.

- 7.4 In rule 45.2, after the definition of “Foreign ship”, insert:

“**IMO Resolution MSC.64(67), annex 4** means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on Performance Standards for Radar Equipment*:

IMO Resolution MSC.192(79) means the resolution adopted by the International Maritime Organization Assembly, titled *Adoption of the Revised Performance Standards for Radar Equipment*:

IMO Resolution MSC.116(73) means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendations on Performance Standards for Marine Transmitting Heading Devices (THDs)*:

IMO Resolution A.1021(26) means the resolution adopted by the International Maritime Organization Assembly, titled *Code on Alerts and Indicators*:

IMO Resolution A.526(13) means the resolution adopted by the International Maritime Organization Assembly, titled *Performance Standards for Rate-of-turn indicators*:

IMO Resolution A.1046(27) means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on Worldwide Radionavigation System*:

IMO Resolution A.818(19) means the resolution adopted by the International Maritime Organization Assembly, titled *Recommendation on performance standards for shipborne Loran-C and Chayka receivers*:

IMO Resolution A.819(19) means the resolution adopted by the International Maritime Organization Assembly, and as amended by resolution MSC.112(73), titled *Recommendation on performance standards for shipborne global positioning system receiver equipment*.

IMO Resolution MSC.53(66) means the resolution adopted by the International Maritime Organization Assembly, and as amended by resolution MSC.113(73), titled *Recommendation on performance standards for shipborne GLONASS receiver equipment*.

IMO Resolution MSC.64(67), annex 2 means the resolution adopted by the International Maritime Organization Assembly, and as amended by resolution MSC.114(73), titled *Recommendation on performance standards for shipborne DGPS and DGLONASS maritime radio beacon receiver equipment*.

IMO Resolution MSC.74(69), annex 1 means the resolution adopted by the International Maritime Organization Assembly, and as amended by resolution MSC.115(73), titled *Recommendation on performance standards for combined GPS/ GLONASS receiver equipment*.”.

- 7.5 In rule 45.2, after the definition of “Ship”, insert:

“**SOLAS** means the International Convention for the Safety of Life at Sea 1974:”.

Footnote 1

- 7.6 In Part 45, replace footnote 1 in relation to rule 45.5(1) with:

“¹ Part 25 of the Maritime Rules requires vessels operating in the unlimited area to carry nautical charts and nautical publications necessary for the calculation of the ship's position.”.

Rule 45.8 Gyro-compasses

- 7.7 In rule 45.8, insert after subrule (3):

“(4) The owner and master of a ship must ensure that gyro-compasses fitted after 1 January 2017 transmit heading information for input to other equipment as required by Regulation 19.2.5.1 of Chapter V of SOLAS.”.

Rule 45.10 Radar installations

- 7.8 In rule 45.10, insert after subrule (5):

“(6) The owner and master of a ship must ensure that radar installations fitted to the ship on or after 1 January 2017 meet the requirements of IMO Resolution MSC.64(67) Annex 4 and Maritime Safety Committee Resolution MSC.192(79).

(7) The owner and master of a ship constructed on or after 1 January 2017 or, for an existing ship, not later than the first survey on or after 1 January 2017, must ensure that a properly adjusted transmitting heading device—

(a) is fitted to the ship that transmits heading information for input to the equipment referred to in rule 45.10 (1), (2), or (3), rule 45.11 and rule 45.14; and

(b) complies with International Maritime Organization Maritime Safety Committee Resolution MSC.116(73).”.

Rule 45.15 Rudder angle indicator and propeller revolution indicator

- 7.9 In rule 45.15, in subrule (3), replace “International Maritime Organization Assembly Resolution A.694(17)” with:

“The owner and the master of a ship must ensure that the indicators referred to in rule 45.15(2) and fitted to that ship meet the requirements of IMO Resolution A.1021(26)”.

Rule 45.16 Rate-of-turn indicator

7.10 In rule 45.16, replace the rule with:

- “(a) A ship of 100,000 tons gross tonnage or more that is constructed on or after 1 September 1984 but before 1 July 2002 must be fitted with a rate-of-turn indicator that meets the requirements of IMO Resolution A.526(13).
- (b) A ship of 50,000 gross tonnage or more that is constructed on or after 1 July 2002 must be fitted with a rate-of-turn indicator that meets the requirements of IMO Resolution A.526(13) not later than 1 January 2017.”.

Rule 45.17 Radio direction-finding equipment

7.11 In rule 45.17, replace the heading for rule 45.17 with:

“45.17 Positioning receiving systems”.

7.12 In rule 45.17, replace the rule with:

- “(1) Rule 45.17 applies—
 - (a) in relation to a ship constructed on or after 1 January 2017, as at its date of construction; and
 - (b) in relation to a ship constructed before 1 January 2017 but after 25 May 1980, as at the first survey of the ship occurring on or after 1 January 2017.
- (2) The owner and master of a ship must ensure that the ship is fitted with a receiver for a global satellite system or a terrestrial radionavigation system, or other means suitable for use at all times throughout the intended voyage to establish and update the ship’s position by automatic means.
- (3) The owner and master of a ship must ensure that the global satellite system or terrestrial radionavigation system meets the standards applicable to the ship in the following resolutions of the International Maritime Organization:
 - (a) IMO Resolution A.1046(27):
 - (b) IMO Resolution A.818(19):
 - (c) IMO Resolution A.819(19):
 - (d) IMO Resolution MSC.53(66):
 - (e) IMO Resolution MSC.64(67), annex 2:
 - (f) IMO Resolution MSC.74(69), annex 1.”.

Footnote 3

7.13 In Part 45, replace footnote 3 with “Footnote ³ is reserved”.

New rule 45.18A

7.14 In Part 45, insert the following rule after rule 45.18:

“45.18A Back-up arrangements

The owner and the master of a ship to which rules 45.7 to 45.18 apply must ensure that the ship has associated back-up arrangements in accordance with Regulation 19 of Chapter V of SOLAS.”.

8 Part 53: Pilot Transfer Arrangements and Ship-Helicopter Pilot Transfers

Part objective

- 8.1 In the Part objective in Part 53, in the second paragraph, replace “resolution A.889(21)” with “resolution A.1045(27)”.

Rule 53.2 Definitions

- 8.2 In rule 53.2, replace the definition of “pilot transfer arrangement or transfer arrangement” with:

“**pilot transfer arrangement or transfer arrangement means—**

- (a) a pilot ladder; and
- (b) an accommodation ladder used in conjunction with a pilot ladder; and
- (c) any other arrangement equivalent to those specified in paragraphs (a) and (b) that is approved in accordance with rule 53.5(1):”.

Rule 53.4 Duties in respect of pilot transfer arrangement

- 8.3 In rule 53.4, replace subrule (f) with:

“(f) *Reserved*”.

- 8.4 In rule 53.4, replace subrule (i) with:

“(i) there is adequate means for communication between—

- (i) the operator; and
- (ii) the officer designated in accordance with rule 53.4(g); and”.

- 8.5 In rule 53.21, in subrule (1), replace “the head of the accommodation ladder, or the head of the mechanical pilot hoist,” with:

“or the head of the accommodation ladder,”.

Various SOLAS-related amendments 2016

Summary of Submissions

(This text does not form part of the rules contained in this maritime rule. It provides details of the consultation undertaken in making the rules)

Summary of consultation

An invitation to comment on draft Maritime Rules various SOLAS related amendments 2016 was issued on 9 February 2016 with a closing date for submissions 11 March 2016. Release was by Gazette notice, and on the Maritime New Zealand website.

Fourteen organizations made submissions, TPT Forests, Scrap Metal Recycling Association of New Zealand, Port Company CEO Group, Shipper's Council, Top Logic Limited, INTTRA, Bison Group, International Container Lines Committee (ICLC), Meat Industry Association of New Zealand (MIA), Pan Pac Forest Products Limited, Tenon Manufacturing Limited, Customs Brokers and Freight Forwarders Federation of NZ (CBAFF), Road Transport Forum New Zealand (RTF), Wood Processors and Manufacturers Association of New Zealand (WPMA).

All submissions except one related to the proposed amendment to Maritime Rule Part 24B; Carriage of Cargoes – Stowage and Securing. The one not relating to Part 24B was from Top Logic Limited and made general comment about the provision of power supplies.

Responses to these submissions are given below:

General comment

Top Logic Limited expressed concern at the lack of any mention within the proposed amendments on the provision of adequate power supplies to operate various items of equipment under normal and emergency operating conditions.

MNZ's response – Sources of electrical power for normal and emergency operation of equipment is already covered under regulations 40 to 45 of chapter II-1 of SOLAS which are reflected under maritime rule part 40B. In addition supply of electrical power for non-SOLAS ships is current set under maritime rules 40A, and 40C.

General comments on Part 24B

Bison Group, ICLC, MIA, Scrap Metal Recycling Association, Port Company CEO Group and Shipper's Council expressed general support for the proposed amendments to part 24B to reflect the amendments to chapter VI regulation 2 of SOLAS.

MNZ's response - Noted.

INTTRA, highlighted the results of a global survey on the readiness of the ocean shipping industry to implement the requirements to provide a verified gross mass (VGM) of containers, and the provision of an on-line discussion group for shipping professionals on the implementation of VGM.

MNZ's response - Noted.

CBAFF, WPMA and RTF raised concerns on the proposed entry into force date of 1 July 2016 and requested that entry into force be delayed, with a suggested date of July 2017.

MNZ's response – If New Zealand utilizes the powers under SOLAS Article VIII(b)(vi)(2) to exempt New Zealand from the amendment for the maximum period of 12 months this would have the effect of limiting the carriage of export containers to only New Zealand registered ships or ships registered to any other State which has also exercised the rights under Article VIII(b)(vi)(2).

Maritime Rules

Ships registered to states which have implemented within their own laws the requirements for containers to have a Verified Gross Mass before loading, would be prohibited from loading any container which did not have a VGM, even ones from states which had exercised Article VIII(b)(vi)(2). To the end of March 2016 no states have exercised powers under Article VIII(b)(vi)(2) and New Zealand does not have the capacity to service our export trade, therefore the proposed date for entry into force must remain as set by the IMO's Maritime Safety Committee at 1 July 2016.

CBAFF and Tenon suggested that the shipping line or port company should be the body made responsible for the provision of the VGM. Sighting that ports have suitable weighing equipment and are the most appropriate and cost effective place to carry out the weighing of containers.

MNZ's response – *The amendment to SOLAS regulation 2 of chapter VI specifically places the obligation for the provision of the VGM on the Shipper, defined in IMO circular MSC.1/Circ.1475 as 'the legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document (e.g. "through" bill of lading) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company'. In order for New Zealand to meet its obligations under SOLAS New Zealand law must reflect the convention requirements.*

Ports or Shipping lines may provide a VGM service, but this is purely a commercial matter between them and the Shipper.

Specific comments on rules of Part 24B

Bison Group and WPMA raised concerns on the need for the certificate of accuracy to remain current in rule 24B.2 under the definition of 'trade approved equipment'. They cited the additional costs of the annual testing of equipment to renew the certificate of accuracy, and whether the level of weighing accuracy designed to meet consumer trading is commensurate with meeting the objective of safety at sea.

MNZ's response – *Noting SOLAS Chapter VI regulation 2.4.1 requires 'weighing the packed container using calibrated and certified equipment' and clause 5.1.2.3. of IMO circular MSC.1/Circ.1474 'Guidelines regarding the verified gross mass of a container carrying cargo' recommends containers weighed under SOLAS regulation Chapter VI regulation 2.4.2 are subject to certification and approval as determined by the competent authority of the State; it is the intent of SOLAS that both methods of weighing containers as reflected in rules 24B.4(4)(a) and (b) should be subject to some form of certification to ensure consistency and robustness of the results. In order to meet this requirement either a new form of certification would need to be developed, maintained, enforced and payments made, or New Zealand could utilize suitable current legislation. The Weights and Measures Act provides a suitable certification and verification system with an accuracy system which is commensurate with that required for ship and cargo safety (noting the class system with variable accuracy requirements) and utilizing this act means no additional compliance costs for holders of trade approved equipment with certificates of accuracy and provide both services to trade and to Shippers for provision of VGM.*

WPMA, Pan Pac, and Tenon raised concerns for industries which export product by volume and whether a system utilizing a known density of the products could be used under rule 24B.4(4)(b) for determining the weight of the product.

MNZ's response – *Rule 24B.4(4)(b) allows alternative procedures to be used to establish a VGM, that are acceptable to the Director. This provides Shippers with a degree of flexibility to account for different cargoes that are not commonly shipped on a weight basis, such as pulp, lumber and produce. Such procedures must provide an accurate and reliable VGM (comparable to that achieved with Rule 24B.4(4)(a)).*

The procedures should be based on methods of known accuracy supported by a quality management system to ensure a consistent process and verifiable weights. For example, the use of conversion factors for volume to mass would be acceptable, provided that the process for establishing and verifying those factors on an ongoing basis is subject to a rigorous quality process, which may include sampling and weighing using calibrated and certified equipment. The onus remains on the Shipper to demonstrate that their process can produce a reliable and accurate VGM.

Amendments and Point of Clarification initiated by MNZ and MOT

Rule 23.54B

Text of rule adjusted to make it clear that the requirements of regulation 22.4 only apply when ballast water exchange is undertaken. The introduction of marine protection rule Part 300 - Ballast water management, will in due course phase out ballast water exchange.

Rule 24B.2

Definition for CSC amended by inserting the word 'International' to accurately reflect the full title of the convention.

Rule 24B.4(4)(a)

Amended to accurately reflect the text of SOLAS regulation 2.4.1 of Chapter VI.

Rule 24B.4(8)

Amended to include a definition of 'calibrated and certified equipment'.

Clarification

MNZ considers it beneficial to include here, for information, a statement received from the Port Company CEO Group:

“As a Group we have agreed that we will not accept onto the port any container packed for export without the required verified gross mass documentation. Our strong preference is for this documentation to be provided in advance of the container arriving at a port, and in electronic format.”