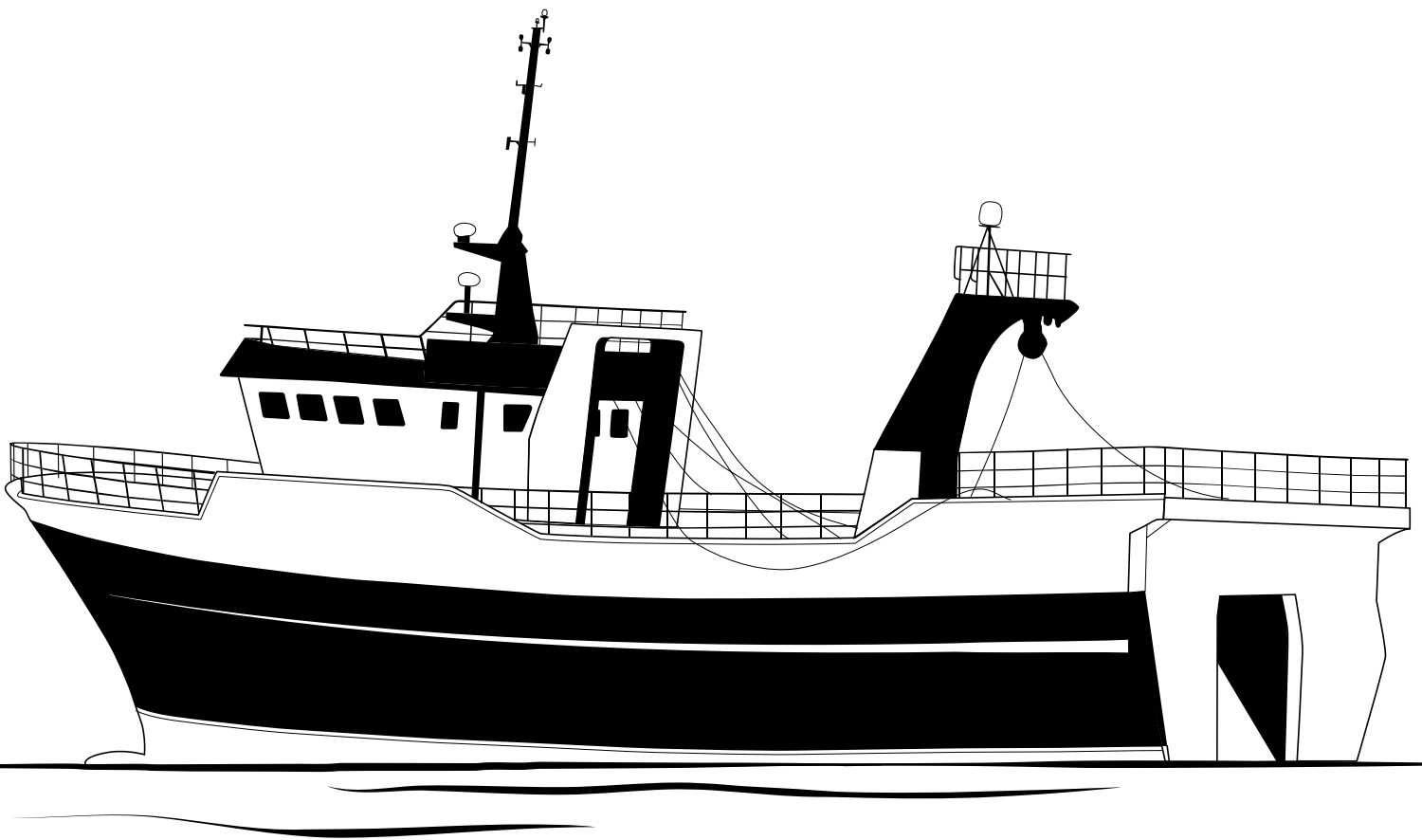


Commercial ship international voyages to or from New Zealand

September 2024

QUICK GUIDE



**Te Kāwanatanga
o Aotearoa**
New Zealand Government

Nō te rere moana Aotearoa
MARITIME
NEW ZEALAND

This guidance is for operators of commercial ships less than 500 gross tonnage and less than 45 metres in length that propose to undertake an international voyage to or from New Zealand with 12 passengers or less. If your situation does not fit one of the following scenarios, contact your surveyor for assistance.

Scenario A

If you are planning on buying a ship overseas and bringing it to New Zealand for commercial service and:

- you hold a Maritime Transport Operator Certificate (an ‘MTOC’), and
- the ship is not on the New Zealand Register of Ships (‘the Register’)

you must (in this order):

- get an MNZ-recognised surveyor to undertake a survey of the ship to confirm that it meets New Zealand design and construction rules and it is fit for the voyage
- apply to Maritime NZ:
 - for an exemption (including payment of the applicable fee) if the ship cannot meet the unlimited operating limits survey rule requirements
 - to register the ship on the Register (including payment of the applicable fee).
[See also Ship registration](#)
- obtain a Certificate of Survey for the voyage from the surveyor
- apply to Maritime NZ for a Certificate for International Voyage (‘CIV’) (including payment of the applicable fee) and attach all relevant documents for the voyage.
[See also Ballast water management](#)
- ensure that onboard safety, communications and emergency equipment are suitable to mitigate the foreseeable risks of the voyage
- modify your operator plan and procedures as appropriate for the international voyage
- ensure your crew has the competencies for the trip and the number of seafarers is sufficient to keep watches.

Check before you buy

Before buying a ship, Maritime NZ recommends that you:

- **first** check that the ship complies with New Zealand Maritime and Marine Protection Rules including the Part 199 Rules (see below). This applies whether the ship is a new build or secondhand
- understand that even if a ship complies with Australian and/or Class requirements, this is **no guarantee** that it will comply with New Zealand Maritime and Marine Protection Rules.

Part 199 Rules

If you are importing a ship into New Zealand, you must ensure it complies with the Marine Protection Rules Part 199: Prevention of Air Pollution from Ships from the point of its initial survey that will result in the issue of a Certificate of Survey. Depending on when and where this survey takes place, this may be **before** the ship arrives in New Zealand.

Certification by a surveyor

Certification (in the case of a ship coming into the New Zealand system for the first time) that the ship's standard of design and construction meets the applicable New Zealand rules can only be given by surveyors with the appropriate recognitions for design approval (for the construction material) and in-construction surveys.

Ship registration

Under the Ship Registration Act 1992, a commercial ship of 24 metres register length or less can be registered on Part A or Part B of the New Zealand Register. Fees for registration vary depending on whether the ship is a new build or an existing ship, and whether it's going on Part A or Part B of the Register. Part B registration is more straightforward and costs less. If a ship is over 24 metres in length, it must be registered on Part A.

[See also the Q&A in this guidance](#)

Scenario B

If you are planning on taking a New Zealand commercial ship overseas from New Zealand and:

- you hold an MTOC, and
- the ship is on the Register, and
- the ship has been assigned **unlimited operating limits**

you must (in this order):

- apply to Maritime NZ for a CIV (including payment of the applicable fee) and attach all relevant documents for the voyage. [See also Ballast water management](#)
 - ensure that onboard safety, communications and emergency equipment as required under the relevant rules for unlimited operating limits are onboard and in good condition
 - review and, if required, modify your operator plan and procedures as appropriate for the international voyage.
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Scenario C

If you are planning on taking a New Zealand commercial ship overseas from New Zealand and:

- you hold an MTOC, and
- the ship is on the Register, and
- the ship has been assigned **less than unlimited operating limits**

you must (in this order):

- get an MNZ-recognised surveyor to undertake a survey of the ship to confirm that it meets New Zealand design and construction rules and it is fit for the voyage
 - apply to Maritime NZ for an exemption (including payment of the applicable fee) if the ship cannot meet the unlimited operating limits survey rule requirements
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- obtain a Certificate of Survey for the voyage from the surveyor
 - apply to Maritime NZ for a CIV (including payment of the applicable fee) and attach all relevant documents for the voyage. [See also Ballast water management](#)
 - ensure that onboard safety, communications and emergency equipment are suitable to mitigate the foreseeable risks of the voyage
 - modify your operator plan and procedures as appropriate for the international voyage
 - ensure your crew has the competencies for the trip and the number of seafarers is sufficient to keep watches.
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Scenario D

If you are planning on taking a New Zealand commercial ship overseas from New Zealand and:

- you hold an MTOC, and
- the ship is **not on the Register**, and
- the ship has been assigned **less than unlimited operating limits**

OR

Scenario E

If you are planning on taking a New Zealand commercial ship overseas from New Zealand and:

- you hold an MTOC, and
- the ship is **not on the Register**, and
- the ship has been assigned **less than unlimited operating limits**, and
- the ship carries 12 or fewer passengers

you must (in this order):

- get an MNZ-recognised surveyor to undertake a survey of the ship to confirm that it meets New Zealand design and construction rules and it is fit for the voyage
- apply to Maritime NZ:
 - for an exemption (including payment of the applicable fee) if the ship cannot meet the unlimited operating limits survey rule requirements
 - to register the ship on the Register (including payment of the applicable fee). [See also Ship registration](#)
- obtain a Certificate of Survey for the voyage from the surveyor
- apply to Maritime NZ for a CIV (including payment of the applicable fee) and attach all relevant documents for the voyage. [See also Ballast water management](#)
- ensure that onboard safety, communications and emergency equipment are suitable to mitigate the foreseeable risks of the voyage
- modify your operator plan and procedures as appropriate for the international voyage
- ensure your crew has the competencies for the trip and the number of seafarers is sufficient to keep watches.

The following information applies to all scenarios in this guidance

As owner or operator you should bear in mind that while an international voyage for pleasure involves non-commercial use, the ship does not change its status as a commercial ship. The ship is still part of the maritime transport operation, and obligations continue to apply to the maritime transport operator. Importantly, a commercial ship does not become a 'pleasure craft' when used on an international voyage for pleasure.

Ballast water management

If your ship carries non-permanent ballast water, you must undergo a certification process for international voyages.

To avoid delays in receiving your CIV and your related ballast water documentation, Maritime NZ recommends you apply for ballast water certification as soon as possible.

Port State Control inspections under the Maritime Labour Convention

Ships, other than fishing ships, on international voyages may be inspected by port state control officers in overseas ports for compliance with the Maritime Labour Convention, 2006 ('the Convention'). Ships less than 500 gross tonnage must comply with the Convention, but they are not required to hold a Maritime Labour Certificate. You may, however, wish to voluntarily obtain certification as evidence of compliance, otherwise your ship may be subject to more detailed inspection against the Convention standards.

What your surveyor will do

Your surveyor will:

- survey the ship
- confirm whether the ship you intend to purchase or take on the international voyage meets the design and construction standards set in New Zealand Maritime and Marine Protection Rules for that particular class of ship (the surveyor must have the appropriate recognition for design approval and in-construction surveys)
- provide advice to you about:
 - appropriate safety, communications and emergency equipment for the voyage, and
 - appropriate crew competencies
- decide whether to issue a Certificate of Survey for the voyage.

Links to more information

Ballast

www.maritimenz.govt.nz/ballast

Certificate of International Voyage application form

www.maritimenz.govt.nz/internationalvoyages

Fees

www.maritimenz.govt.nz/fees

Maritime Labour Convention certificate

www.maritimenz.govt.nz/commercial/ships

Maritime NZ

<https://www.maritimenz.govt.nz/public/contact-us/>

Recognised surveyors

www.maritimenz.govt.nz/surveyors

Rules

www.maritimenz.govt.nz/rules

Part 199 specifically

www.maritimenz.govt.nz/commercial/environmental-requirements/prevention-of-air-pollution-from-ships/

Ship registration

www.maritimenz.govt.nz/commercial/ships

Q & A

Following are some common questions and answers about newly purchased ships coming to New Zealand.

Q. Can the ship sail under the New Zealand flag with an overseas crew – say, Australian certificate holders?

A. Yes, provided the Director is satisfied that the competencies are appropriate for the voyage and the number of seafarers is adequate.

Q. Can I delay settlement of the purchase of the ship until it arrives in New Zealand, and have it delivered here under the overseas flag with an overseas crew?

A. Yes. Registration under the New Zealand flag is only required once the sale is finalised. Note too that once in New Zealand, a commercial ship of 24 metres register length and less is not required to be registered unless it proceeds on an international voyage. This option may make sense if you do not envisage any subsequent overseas excursions.

Q. Can I bring the ship to New Zealand as a pleasure craft (and therefore not have to have a Certificate for International Voyage), and then enter it as a commercial ship in my operation under MOSS (Maritime Operator Safety System)?

A. No. A ship intended for commercial service in New Zealand cannot be classes as a pleasure craft at the owner's convenience. The law recognises non-commercial use of a commercial ship but the ship remains at all times a commercial ship.