

Secondary Legislation



TE MANATŪ WAKA
MINISTRY OF TRANSPORT

MARITIME TRANSPORT ACT 1994

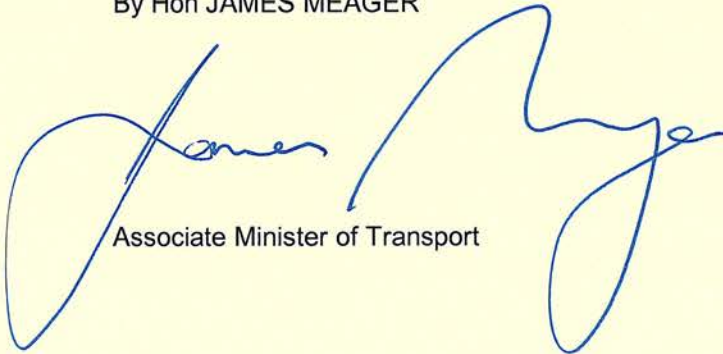
MARITIME RULES AMENDMENTS 2025 (No 3)

Under sections 34 and 36 of the Maritime Transport Act 1994 I, James Meager, Associate Minister of Transport, having had regard to the criteria in section 39(2) of the Maritime Transport Act 1994, make the following Maritime Rules.

Signed at Wellington

This 10 day of December 2025

By Hon JAMES MEAGER



Associate Minister of Transport

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Objective

The objective of the Maritime Rules Amendments 2025 (No 3) is to accommodate within the maritime rules, where appropriate, those matters provided for by way of exemptions granted by the Director that have expired. The objectives, as they relate to each exemption, are summarised in the following paragraphs.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-01-17 is to amend rules requirements to address issues relating to gradients for ladders that form a means of escape from low capacity passenger spaces and in fishing vessels and to amend requirements for means of escape relating to those spaces and vessels.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-02-17 is to provide greater flexibility in terms of the methods available for launching a rescue boat for passenger and non-passenger vessels operating within restricted coastal limits and restricted limits in line with the exemption GE-02-17. This will ensure operators relying on the exemption would not be disadvantaged by its expiry. The objective is being met by incorporating the key elements of exemption GE-02-17 into Maritime Rule Parts 42A and appendices associated with Parts 40A and 40C.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to GE-06-17 is to amend rules requirements to allow one of the two means of escape from passenger accommodation to be replaced with two smaller means of escape that together have the same capacity as the single, larger, means of escape otherwise required.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to GE-07-17 is to amend rules requirements to require two sets of firefighters' outfits and breathing devices instead of one, with some exceptions.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-05-20 is to amend rules requirements for an Integrated Rating (IR) certificate so that applicants who are eligible to be issued an Able Seafarer Deck (AB Deck) certificate and an Able Seafarer Engine (AB Engine) certificate, can be issued the IR certificate as well or instead.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-06-20 is to amend rules requirements for a Marine Engineer Class 3 (MEC 3) certificate so that applicants are not required to document sea service in an approved Training Record Book in the instances when the relevant international convention does not require it.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to GE-08-20 is to amend rules requirements so that an alternative pathway available under the relevant international convention, which provides for longer sea service and no formal training, is available for issuing these certificates.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-13-20 is to reduce unnecessary third-party certification requirements for anchors and anchor chain cables carried on ships of less than 24 metres in load line length. It also amends the thresholds at which anchor chain certification is required.

The objective of the Maritime Rules Amendments 2025 (No 3) relating to exemption GE-20-20 is to align requirements for MF/HF radios with revisions to SOLAS requirements, which no longer require narrow band direct printing functionality.

The authority for making Maritime Rules Amendments 2025 (No 3) is found in sections 34(2), 36(1)(b), (c), (f), (g), (h), (o), (p), (q), and (t) of the Maritime Transport Act 1994.

Maritime rules (rules) are secondary legislation under the Legislation Act 2019. Under that Act, the rules are required to be presented to 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. Anyone can make a complaint to the Regulations Review Committee about the operation of a regulation.

Extent of consultation

Formal consultation on the Regulatory Amendments Package (RAP 2.0) Proposed Rules changes to replace General Exemptions (from which this Maritime Rules Amendments 2025 (No 3) was developed) began on 18 September 2025 and concluded on 24 October 2025. The public were invited to comment on the draft rules via notification on the Maritime New Zealand website. A notice was also published in the *Gazette*. Copies of the draft rules were made publicly available during the consultation. A summary of public consultation is provided at the end of these rules.

Entry into force

The Maritime Rules Amendments 2025 (No 3) comes into force as follows:

- (a) amendment rules 8 to 27 come into force on **28 January 2026**;
- (b) amendment rules 1 to 7 come into force on **31 March 2026**.

Part 32: Seafarer Certification

1 Part 32 Table 11 Table of requirements for DWR

In Part 32, in Table 11, in row 6, in column 3, after “relevant training”, insert “, unless the requirements described for approved seagoing service in subparagraph 2.2.1 of regulation II/4 of STCW are met”.

2 Part 32 Table 12 Table of requirements for AB Deck

In Part 32, in Table 12, in row 6, in column 3, after “relevant training”, insert “, unless the requirements described for approved seagoing service in subparagraph 2.3.1 of regulation II/5 of STCW are met”.

3 Part 32 Table 13 Table of requirements for EWR

In Part 32, in Table 13, in row 6, in column 3, after “relevant training”, insert “, unless the requirements described for approved seagoing service in subparagraph 2.2.1 of regulation III/4 of STCW are met”.

4 Part 32 Table 14 Table of requirements for AB Engine

In Part 32, in Table 14, in row 6, in column 3, after “relevant training”, insert “, unless the requirements described for approved seagoing service in subparagraph 2.3.1 of regulation III/5 of STCW are met”.

5 Part 32 Table 15 Table of requirements for IR

In Part 32, in Table 15, delete column 3 of each of the 7 rows, and insert one cell as column 3 that applies to all 7 rows, and insert the following in that column 3 cell:

“holds or meets all the requirements for an Able Seafarer Deck certificate in Table 12 of rule 32.82

and

holds or meets all the requirements for an Able Seafarer Engine certificate in Table 14 of rule 32.86.”.

6 Part 32 Table 16 Table of requirements for ETR

In Part 32, in Table 16, in row 6, in column 3, after “relevant training”, insert “, unless the requirements described for approved seagoing service in subparagraph 2.2.1 of regulation III/7 of STCW are met”.

7 Part 32 Table 31 Table of requirements for MEC 3

In Part 32, in Table 31, in row 5, in column 3, after “STCW and that”, insert “, where described as a requirement in regulation III/1 of STCW,”.

Part 40A: Design, Construction and Equipment – Passenger Ships which are not SOLAS Ships

8 Rule 40A.19 Egress

- (1) In rule 40A.19, in subrule (1), after “must be determined”, insert “, subject to rule (1A),”.
- (2) In rule 40A.19, in Table 40A.2, in row 1, in column 2, replace “Width of Egress” with “Minimum width of egress”.
- (3) In rule 40A.19, in Table 40A.2, in the last row, in column 2, replace “1500” with “1,450”.
- (4) In rule 40A.19, after subrule (1), beneath Table 40A.2, insert the following subrules (1A) and (1B):

“(1A) A single opening that gives normal egress, as described in subrule (1), may be replaced by 2 or more separate openings with widths less than those specified in Table 40A.2, provided the following conditions are met in respect of the 2 or more separate openings that replace the single opening:

- (a) all of the 2 or more separate openings collectively form a main or second means of escape:
- (b) each of the separate openings is at least 600 mm wide:
- (c) the aggregate capacity of all of the 2 or more separate openings is equal to or greater than the number of persons that the space is permitted to accommodate, where the capacity of each separate opening is calculated using the following formula:

$$N = \frac{W - 450}{10}$$

Where:

N is the maximum number of passengers that the opening provides an escape for

W is the width in millimetres of that opening

Examples of application of subrule (1A)

Example 1: Where a space is permitted to accommodate 100 passengers, then N is 100 and the minimum egress width required under subrule (1) is 1,450 mm; but, under subrule (1A), that single egress may be split into several separate egresses that may each be less than 1,450 mm (but be no less than 600 mm) and collectively the sum of N (“N_t”) must not be less than 100. Therefore, if each opening is 750 mm, then, because each opening is sufficient to provide egress for 30 passengers, 4 such openings would be needed in order for N_t to not be less than 100.

Example 2: In example 1, instead of using 4 openings of 750 mm, it will also be satisfactory to use one opening of 1,350 mm (W₁) and one other opening of 600 mm (W₂); using the formula above, this will provide egress for 90 passengers (N₁) and 15 passengers (N₂) respectively, which gives a total passenger capacity (N_t) of not less than 100.

- (1B) For any ship to which rule 40A.19 applied before 28 January 2026, the width requirements in subrule (1A)(c) may be reduced provided a surveyor is satisfied that the means of escape, despite the reduction, allows for the safe and timely evacuation from the space in an emergency and that each of the separate openings are at least 600 mm wide.”.

9 Rule 40A.19 Egress

- (1) In rule 40A.19, after subrule (3), insert subrule (3A) as follows:

- “(3A) Doors may be used as normal egress from spaces leading to an open deck on the same level or in combination with stairways or ladders.”.
- (2) In rule 40A.19, in subrule (4)(b),—
- (a) before “have a tread”, insert “for step ladders,”; and
 - (b) replace “width” with “depth”.
- (3) In rule 40A.19, replace subrule (4)(c) with the following:
- “(c) subject to subrule (4A), have an angle—
- (i) for step ladders, between 60 and 70 degrees (inclusive) to the horizontal; and
 - (ii) for rung ladders, of not less than 70 degrees to the horizontal; and”.
- (4) In rule 40A.19, after subrule (4), insert the following subrule (4A):
- “(4A) For any ship to which subrule (4) applied before 28 January 2026, an angle beyond the tolerances specified for ladders in subrule (4)(c) may be used, provided a surveyor is satisfied that the ladder, at that angle, allows for the safe and timely evacuation from the space in an emergency.”.
- (5) In rule 40A.19, in subrule (5)(f)(i), replace “wide” with “deep”.
- (6) In rule 40A.19, in subrule (6),—
- (a) replace the first word “At” with “Except as provided in subrule (6C), at”; and
 - (b) replace subrule (a) with the following:
 - “(a) below the weather deck the means of escape from a passenger accommodation space must be as follows:
 - main means of escape**
 - (i) the main means of escape must be a stairway:
 - second means of escape**
 - (ii) for a ship that is 24 m or more in length and more than 12 passengers are permitted in the passenger accommodation space, the second means of escape must be a stairway:
 - (iii) for a ship that is 24 m or more in length and only 12 passengers or fewer are permitted in the passenger accommodation space, the second means of escape must be a trunked ladderway or a stairway:
 - (iv) for a ship that is less than 24 m in length and more than 12 passengers are permitted in the passenger accommodation space, the second means of escape must be a stairway:
 - (v) for a ship that is less than 24 m in length and only 12 passengers or fewer are permitted in the passenger accommodation space, the second means of escape must be a hatch or a vertical window, in accordance with subrule (6A), or a stairway or a ladderway.”; and
 - (c) in subrule (b), replace “; and” with a colon (“:”).
- (7) In rule 40A.19, after subrule (6), insert subrules (6A), (6B), and (6C) as follows:
- “(6A) Each hatch provided for under subrule (6)(a)(v) must meet the following conditions:
- (a) the hatch must be large enough to allow passengers to pass through wearing a lifejacket and, in any event, not less than 460 mm x 460 mm:
 - (b) the hatch must be openable from both sides:

- (c) the hatch must be clearly marked as an escape route and kept clear at all times:
 - (d) for each vertical hatch, the direct vertical height between the base of the hatch and the footing beneath it that a person will use to reach the hatch must be no more than 750 mm, where the footing, if not the floor, may be furniture or other objects that, where used, must be in place at all times to assist a person to access the hatch:
 - (e) for each horizontal hatch, the direct vertical height between the base of the hatch and the footing beneath it that a person will use to reach the hatch must be no more than 1.2 metres, where the footing, if not the floor, may be furniture or other objects that, where used, must be in place at all times to assist a person to access the hatch:
 - (f) the route to the hatch or window, as applicable, over any furniture or other objects must remain unobstructed and readily accessible at all times:
 - (g) the furniture or other objects referred to in subrules (d) and (e) must be constructed of robust materials and be structurally capable of supporting the weight of people using it in an emergency.
- (6B) Each vertical window provided for under subrule (6)(a)(v) must meet the following conditions:
- (a) with the exception of an emergency (breakable glass) window, the window must be capable of being opened from both sides and should be easily openable from the inside without the use of keys, tools, or special knowledge:
 - (b) if the window is a pop-out window it must be installed in a watertight envelope and be weathertight:
 - (c) an emergency (breakable glass) window must have a glass-breaking hammer installed within one metre of the window and be clearly marked:
 - (d) if the window is a sliding window, the minimum clear opening once fully slid must be no less than 460 mm x 460 mm:
 - (e) for each window, the direct vertical height between the base of the window and the footing beneath it that a person will use to reach the window must be no more than 750 mm, where the footing, if not the floor, may be furniture or other objects that, where used, must be in place at all times to assist a person to access the window:
- (6C) An accommodation space is not required to have an alternative means of escape if all the following conditions are met:
- (a) the space accommodates—
 - (i) no more than 6 passengers; and
 - (ii) no more than 8 persons in total:
 - (b) the space is not an area of moderate fire hazard or an area of major fire hazard:
 - (c) the main means of escape—
 - (i) does not pass through a watertight door; and
 - (ii) does not lead to a space lacking direct access to an open deck; and
 - (iii) does not lead to an area of moderate fire hazard or an area of major fire hazard:

- (d) access to a point of safety is not more than the following horizontal travel distance, measured from the point in that space that is furthest away from its exit:
 - (i) for a passenger accommodation space, 5 metres:
 - (ii) for a crew only accommodation space, 7 metres.
- (e) access from the space to a point of safety is not more than the following horizontal travel distance, measured from the point in that space that is furthest away from its exit:
 - (i) for a space that accommodates any passengers, 5 metres:
 - (ii) for a space that only accommodates crew, 7 metres.”.

10 Rule 40A.60 Testing and marking

In rule 40A.60, replace “12.5 mm” with “14 mm”.

11 Part 40A Appendix 4 Life saving appliances

- (1) In Part 40A, in Appendix 4.2, in row 1 (titled “Survival craft – (comprising lifeboats, rescue boats and liferafts)”), in column 2, replace clause (3) with the following clauses (3) and (3A):
 - “(3) Except as provided in clause (3A), every lifeboat or rescue boat must be attached to a separate set of davits, and each launching appliance must comply with rule 42A.28(2).
 - (3A) The launching appliance for a rescue boat on a ship that is less than 45 m in length may be operated manually, and is not required to comply with subrule 42A.28(2)(b), if—
 - (i) it is impractical, due to the size or design of the ship or the circumstances of the ship’s operation, for the launching appliance to depend on gravity or stored mechanical power that is independent of the ship’s power supplies; and
 - (ii) the appliance complies with rules 42A.28(2)(a), (c), and (d).”.
- (2) In Part 40A, in Appendix 4.3, in row 1 (titled “Survival craft – (comprising lifeboats, rescue boats, liferafts and buoyant apparatus)”), in column 2, replace clause (6) with the following clauses (6) and (6A):
 - “(6) Except as provided in clause (6A), every lifeboat or rescue boat must be attached to a separate set of davits, and each launching appliance must comply with rule 42A.28(2).
 - (6A) The launching appliance for a rescue boat on a ship that is less than 45 m in length may be operated manually, and is not required to comply with subrule 42A.28(2)(b), if—
 - (i) it is impractical, due to the size or design of the ship or the circumstances of the ship’s operation, for the launching appliance to depend on gravity or stored mechanical power that is independent of the ship’s power supplies; and
 - (ii) the appliance complies with rules 42A.28(2)(a), (c), and (d).”.

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

12 Rule 40C.56 Testing and marking

In rule 40C.56, replace “12.5 mm” with “14 mm”.

13 Part 40C Appendix 2 Fire fighting appliances

In Part 40C, in Appendix 2.3, in the penultimate row (titled “Fire crew outfits”), replace clause (3) as follows:

“(3) A ship of 24 metres or more in length overall that proceeds within inshore or enclosed limits must be provided with at least 1 fire axe and 1 safety lamp that complies with rule 42B.66.”.

14 Part 40C Appendix 3 Life saving appliances

In Part 40C, in Appendix 3.3, in row 1 (titled “Survival craft – (comprising lifeboats, rescue boats and liferafts)”), in column 2, replace clause (4) with the following clauses (4) and (4A):

“(4) Except as provided in clause (4A), each lifeboat or rescue boat must be attached to a separate set of davits, and each launching appliance must comply with rule 42A.28(2).

(4A) The launching appliance for a rescue boat on a ship that is less than 45 m in length may be operated manually, and is not required to comply with subrule 42A.28(2)(b), if—

(i) it is impractical, due to the size or design of the ship or the circumstances of the ship’s operation, for the launching appliance to depend on gravity or stored mechanical power that is independent of the ship’s power supplies; and

(ii) the appliance complies with rules 42A.28(2)(a), (c), and (d).”.

15 Part 40C Appendix 6 Anchors and chain cables

In Part 40C, in Appendix 6, in the reference to applicable rules above the appendix heading, replace “40C.54-57,” with “40C.54-55, 40C.57, and”.

Part 40D: Design, Construction and Equipment – Fishing Ships

16 Rule 40D.57 Means of escape

In rule 40D.57, replace subrule (2)(a) with the following:

“(a) below the weather deck the main means of escape must be a stairway and the second means of escape must be either—

(i) a stairway; or

(ii) a ladderway (trunked or otherwise), provided that a surveyor is satisfied that the ladderway provides adequate protection from heat or smoke in emergencies, taking into account the nature and location of the space and the number of persons who normally might be present there; and”.

17 Rule 40D.73 Testing and marking

In rule 40D.73, replace “12.5 mm” with “14 mm”.

18 Part 40D Appendix 3.3 Radiocommunications

In Part 40D, in Appendix 3.3, in row 1 (headed “MF/HF Radiotelephone”), replace the words in column 2 with the following:

“The ship must be provided with an MF/HF Radiotelephone that complies with rule 43.15.”.

Part 40E: Design, Construction and Equipment – Sailing Ships

19 Rule 40E.56 Testing and marking

In rule 40E.56, in subrule (b), replace “12.5 mm” with “14 mm”.

Part 41: Anchors and Chain Cables

20 Rule 41.2 Definitions

In rule 41.2, in the appropriate alphabetical order, insert the following definitions:

“Exemption GE-13-20 means the exemption issued by the Director on 5 August 2020 and includes the notice of that exemption in the *Gazette* on the 28th of September 2020 in gazette notice 2020-au4519, which exempts (subject to conditions) the owner of any ship with anchors, chain cables, and accessories that have been certified under clause 2.3.3.2 of Part C Subsection 7D of the Australian National Standard for Commercial Vessels and that are subject to maritime rules 40A.60, 40C.56, 40D.73, or 40E.57, in relation to the requirements in maritime rules 41.4 (anchors) and 41.5 (chain cables and accessories):

load line length means 96 percent of the total length on a waterline at 85 percent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured is to be parallel to the designed waterline:

manufacturer’s certificate means a certificate issued by the manufacturer of an anchor, cable, or accessory that complies with the Appendix:”.

21 Rule 41.3 Application

In rule 41.3, in subrule (1)(a),—

- (a) before “75 kilograms”, insert “more than”; and
- (b) delete “or greater”.

22 Rule 41.4 Anchors

In rule 41.4,—

- (a) before “The owner”, insert “(1)” to denote this is subrule (1); and
- (b) in subrule (1), after “The owner of a ship”, insert “of 24 metres or more in load line length”; and
- (c) after subrule (1), insert the following subrules (2) and (3) as follows:
 - “(2) The owner of a ship of less than 24 metres in load line length must not fit an anchor that is manufactured outside New Zealand to the ship unless the anchor has a manufacturer’s certificate.
 - (3) The owner of a ship is not required to comply with rule 41.4(2) if—
 - (a) the anchor on the ship was used in reliance on Exemption GE-13-20; and
 - (b) a surveyor is satisfied that the anchor arrangements do not compromise the safety of the ship and its crew, and remain in a condition satisfactory to a surveyor.”.

23 Rule 41.5 Chain cables and accessories

In rule 41.5,—

- (a) before “The owner”, insert “(1)” to denote this is subrule (1); and
- (b) in subrule (1), after “The owner of a ship”, insert “of 24 metres or more in load line length”; and
- (c) after subrule (1), insert the following subrules (2) and (3) as follows:
 - “(2) The owner of a ship of less than 24 metres in load line length must not fit a chain cable or any accessory that is manufactured outside New Zealand to the ship unless—
 - (a) the chain cable has a manufacturer’s certificate, if it is more than 14 mm in diameter; and

- (b) the accessory has a manufacturer's certificate if it is joined to an anchor of more than 75 kilograms mass; and
 - (c) the accessory has a manufacturer's certificate if it is joined to a chain cable that is more than 14 mm in diameter.
- (3) The owner of a ship is not required to comply with rule 41.5(2) if—
- (a) the chain cable or accessory on the ship was used in reliance on Exemption GE-13-20; and
 - (b) a surveyor is satisfied that the chain cable or accessory arrangements do not compromise the safety of the ship and its crew, and remain in a condition satisfactory to a surveyor.”.

24 Part 41 New Appendix

In Part 41, after rule 41.17, insert the following Appendix:

“APPENDIX

refer rule 41.4(2) and 42.5(2) and
definition of manufacturer's certificate

anchors

- 1 The manufacturer's certificate for anchors referred to in rule 41.4(2) must—
- 1.1 identify the anchor by reference to its markings; and
 - 1.2 specify that it is type approved, if applicable; and
 - 1.3 include the following:
 - 1.3.1 the manufacturer's name:
 - 1.3.2 the certificate number:
 - 1.3.3 the type of anchor:
 - 1.3.4 the mass of the anchor:
 - 1.3.5 for a stocked anchor, the mass of stock:
 - 1.3.6 the grade of materials of which the anchor is constructed:
 - 1.3.7 the results of the proof load test results:
 - 1.3.8 heat treatment, if applied:
 - 1.3.9 the markings that have been applied to the anchor:
 - 1.3.10 the dimensions of the anchor:
 - 1.3.11 fluke and shank identification numbers.

cables and accessories

- 2 The manufacturer's certificate for cables and accessories referred to in rule 41.5(2) must—
- 2.1 identify the cable or accessory by reference to its markings; and
 - 2.2 include the following:
 - 2.2.1 the manufacturer's name:
 - 2.2.2 the certificate number:
 - 2.2.3 the date of the certificate:
 - 2.2.4 the results of any proof load and breaking load tests:

- 2.2.5 the markings applied to the cable or accessory:
- 2.2.6 the nominal diameter and weight:
- 2.2.7 the length of cable:
- 2.2.8 the results of any mechanical tests:
- 2.2.9 for chain cables:
 - 2.2.9.1 the grade of steel:
 - 2.2.9.2 the chemical composition of the steel (including total aluminium content):
 - 2.2.9.3 details of any heat treatment used in manufacturing:
- 2.2.10 for a steel wire rope cable, a description of the rope construction and materials:
- 2.2.11 for a fibre rope cable:
 - 2.2.11.1 rope type:
 - 2.2.11.2 rate of straining."

Part 42A: Safety Equipment – Life-Saving Appliances – Performance, Maintenance and Servicing

25 Rule 42A.2 Definitions

In rule 42A.2, in the appropriate alphabetical order, insert the following definition:

“**maritime transport operation** has the same meaning as in Part 19:”.

26 42A.28 Launching and embarkation appliances

- (1) In rule 42A.28, in subrule (1), replace “survival craft” with “liferaft, lifeboat, or rescue boat”.
- (2) In rule 42A.28, in subrule (2)—
 - (a) in the chapeau, replace “vessels operating under a Safe Ship Management Certificate or a Maritime Transport Operator Certificate” with “a ship in a maritime transport operation”; and
 - (b) in the chapeau, replace “life-raft, lifeboat” with “liferaft, lifeboat,”; and
 - (c) in subrule (b), replace “survival craft” with “liferaft, lifeboat, or rescue”.

Part 43: Radio

27 Rule 43.15 MF/HF radio (voice communication, narrow-band direct printing and DSC)

Replace rule 43.15, including its heading, with the following:

"43.15 MF/HF radio (voice communication and DSC)

An MF/HF radio installation used for radiotelephony and DSC and capable of transmitting and receiving for distress and safety purposes on all distress and safety frequencies in the bands between 1605 kHz and 4000 kHz and between 4000 kHz and 27500 kHz must comply with performance standards not inferior to those specified in the following, as applicable:

- (a) if installed on or after 1 January 2024, the performance standards specified by the IMO by resolution titled *Performance Standards For Shipborne MF And MF/HF Radio Installations Capable Of Voice Communication, Digital Selective Calling And Reception Of Maritime Safety Information And Search And Rescue Related Information*:
- (b) if installed on or after 23 November 1996 but before 1 January 2024, the performance standards (except those standards applicable to narrow-band direct printing) specified by the IMO by resolution titled *Performance Standards For Shipborne Mf/Hf Radio Installations Capable Of Voice Communication, Narrow-Band Direct-Printing And Digital Selective Calling*:
- (c) if installed before 23 November 1996, the performance standards (except those standards applicable to narrow-band direct printing) specified by the IMO by resolution titled *Performance Standards For Shipborne Mf/Hf Radio Installations Capable Of Voice Communication, Narrow-Band Direct Printing And Digital Selective Calling*."

The summary of public consultation below does not form part of the rules, but provides details of the consultation undertaken in making the rules.

Summary of public consultation

1. Maritime NZ published a notice of the Minister's intention to make rules in the New Zealand Gazette on 18 September 2025 (2025-au5204). Publication coincided with the consultation process commencing. An Invitation to Comment (ITC) document was posted on the Maritime NZ website for a five week period. Information was also posted on the Government consultation website. The consultation closed on 24 October 2025.
2. Eight submissions were received from three industry associations, two individuals, one Class Society, one operator, and one Rūnanga. Two Crown Entities and one Crown ministry also provided input. The three industry associations represent a range of maritime interests in New Zealand including approximately 30% of all inshore owner-operator fishers and crew, over 1500 commercial maritime operators, and at least 40 recognised marine surveyors.
3. Overall, the feedback included:
 - 30 series proposals (seafarer certification and training) – there was broad support for these proposals, with feedback highlighting the benefits of flexible pathways, reduced duplication, and improved workforce mobility.
 - 40 series proposals (vessel design, construction and equipment) – feedback on these proposals ranged from support for clearer requirements and increased flexibility, to concerns about cost, practicality, and alignment with other jurisdictions.

30 series proposals (seafarer certification and training)

GE-05-20 – Sea Service and prior certification for Integrated Rating Certificate

4. Three submitters commented on the proposal for rule changes to amend the sea service and prior certification for Integrated Rating certificates.
 - All three submitters agreed with the proposal.
 - One submitter noted that candidates who were applying from either a deck or engine room background should have the appropriate experience, and should demonstrate competency to work in the alternative workstream as an Integrated Rating.
 - One submitter considered that this proposal is aligned with advancing workforce mobility, recognises competencies gained through the AB Deck and AB Engine certificates, and that streamlining the pathway reduces administrative burdens and supports more efficient career progression.

Maritime NZ comment

5. We have considered the submissions and no changes have been made to the proposal.
6. We note that candidates who are applying from either a deck, or engine room background will have the appropriate experience and will be able to demonstrate competency for the Integrated Rating certificate as they will hold or meet the requirements for both certificates.

GE-06-20 – Training Record Book requirement for a MEC 3 certificate

7. Two submitters commented on the proposal for rule changes to amend the requirements for the MEC 3 certificate so that an approved Training Record Book is only required in the instances described in STCW.
 - Both submitters agreed with the proposal.
 - One submitter considered that the amendment would provide clarity and supports practical and flexible pathways into engineering roles for both new trainees and

experienced seafarers. They also considered that it maintains competency assurance and maritime safety standards while removing unnecessary duplication.

Maritime NZ comment

8. We have considered the submissions and no changes have been made to the proposal.

GE-08-20 – Training requirements – Deck watch rating, Able seafarer deck, Engine room watch rating, Able seafarer engine, and Electro-technical rating

9. Three submitters commented on the proposal for rule changes to amend the requirements for the listed certificates so that applicants have two options:
- a) a shorter length of sea service and successful completion of an approved training programme in accordance with the relevant STCW regulation, or
 - b) a longer length of relevant sea service with no approved training in accordance with the relevant STCW regulation.
- All three submitters agreed with the proposal.
 - One submitter considered that the proposal recognises that practical workplace experience provides an effective pathway for achieving the competencies, while maintaining maritime safety. The submitter noted that the proposal supports workforce continuity, enables experienced personnel to progress without unnecessary interruption to employment, and will likely result in time and cost savings for seafarers. They did not expect that the proposal would have an adverse impact on Maritime Schools, as current qualifications would continue.
 - One submitter considered that maintaining alignment with STCW ensures regulatory clarity and supports consistent implementation.

Maritime NZ comment

10. We have considered the submissions and no changes have been made to the proposal.

40 series proposals (vessel design, construction and equipment)

GE-01-17 – Egress or means of escape for passenger accommodation

11. Four submitters commented on the proposal for rule changes to requirements for means of escape from vessels in relation to trunked ladderways, ladder slopes, and the use of furniture and hatches.
- Submitters broadly agreed with the proposal. Feedback included that the proposal is practical and avoids unnecessary structural modifications on small vessels, and reflects what has already been safely implemented under existing exemptions.
 - One submitter considered that existing vessels with compliant means of escape should not be required to retrofit, where doing so would impose cost or have a structural impact. The submitter noted that safe operational history supports this. They suggested that any new requirements should only apply to new builds or to vessels undergoing major refits affecting escape arrangements.

Trunked ladderways

- One submitter raised an issue with retaining the term 'trunked' when it does not exist in a New Zealand domestic ship. They suggested that if the term is retained, the rules should state when one would be required.
- Two submitters agreed that trunked ladders remain an appropriate safety measure for vessels of 24 metres or more in length. Another submitter considered that a degree of flexibility is required to allow the surveyor to assess the risk and consider alternative arrangements.

Ladder slopes and step ladders

- One submitter commented on and supported the proposal to allow step ladders.
- Two submitters commented on and supported the proposal to allow a great range of ladder angles.

Use of furniture and hatches for means of escape

- Three submitters commented on this proposal and were generally in support, with feedback including that this would provide a safe and practical solution for smaller vessels.
- Two submitters suggested that in addition to the vertical hatch proposed, vertical passage through a window and horizontal hatches should also be permitted. There was also a suggestion that in small compartments, a single means of escape should be permitted.

Maritime NZ comment

12. Although the proposal allows a larger range of ladder angles than under the current Maritime Rules, the framing of the general exemption effectively allowed any ladder angle and as a result it is possible that an existing vessel might have a ladder angle that is not covered by the proposed range. We propose addressing this by amending the proposal to allow a surveyor to accept different ladder angles provided the surveyor considers the arrangement to be safe.
13. We considered the suggestion to allow a window as a means of escape as well as hatches. We agree that windows can act as a means of escape in similar situations, subject to certain conditions, such as that they can be opened easily and safely. We have amended the proposal to also allow windows provided some limited additional safety conditions are met.
14. We considered whether the proposed additional conditions for the use of a vertical hatch as a means of escape are unduly more onerous for existing vessels. We consider that the conditions, such as that the path to the hatch should be unobstructed, the hatch be clearly marked, and that any furniture or object that is climbed over to reach the hatch is robust enough to be used in that way are important basic safety features and are not onerous.
15. We considered the submission that a single means of escape from small accommodation spaces should be allowed. We agree that in certain circumstances this will not present a significant safety issue provided certain safety conditions are met. We have amended the proposal to allow a single means of escape and adopting the conditions in Australia's NSCV. We also considered the point made regarding the use of a door where no change in level is required and will clarify this in the rules as the submitter suggested.

GE-02-17 – Means of launching the rescue boat on ships operating up to restricted coastal limits

16. Five submitters commented on the proposal for rule changes to allow alternative launching methods for rescue boats (vessels within restricted coastal limits).
 - There was general support for this proposal, with feedback including that it is a safe, practical and proportionate approach that provides greater flexibility, and reflects what has been safely practiced under prior exemptions.
 - However, three submitters did not consider the proposal to go far enough. They considered the proposal should either apply to a wider range of vessels and operating areas, or that rescue boats should not be required for the operating areas covered by the proposal.
 - One submitter was concerned that the proposal was ambiguous as to whether other current individual exemptions regarding the requirements for rescue boats would be impacted.
 - One submitter commented that they did not foresee any adverse costs or impacts resulting from the proposal.

- One submitter did not agree with how the proposal was incorporated into the existing rules.

Maritime NZ comment

17. Issues raised by submitters in terms of widening the scope of when manual launching of rescue boats can be used and when and where rescue boats are required are being actively considered as part of Maritime New Zealand's regulatory reform project of the current design, construction and equipment rules (the DCE project). These issues have already been consulted on as part of the DCE project and will be considered and finalised as part of the wider project.
18. As a result, of the work underway as part of the DCE project, no changes have been made to the policy intent of this proposal. However, changes have been made to how the proposal is incorporated into the existing rules. The changes will primarily be made to the principal rule and appendices (Rule Parts 40A and 40C) that set out when requirements need to be met, rather than Rule Part 42A which sets out performance, maintenance and servicing requirements of the launching appliances.
19. We note that the proposed rule change would not impact any existing exemptions as they relate to when and where a rescue boat would be required.

GE-06-17 – Egress or means of escape for passenger accommodation

20. Three submitters commented on the proposal for rule changes to allow one of the two means of escape from passenger accommodation to be replaced with two smaller means of escape that together have the same capacity as the single, larger, means of escape otherwise required.
 - Submitters broadly agreed with the preferred option set out in the proposal, but noted some suggestions or concerns around the formula and whether the requirement would apply to existing vessels.
 - One submitter considered that the formula proposed for determining the widths of egresses from passenger accommodation was too complicated and suggested an alternative.
 - Two submitters considered that the proposal should only apply to vessels that are built or materially modified after the rule changes come into force. One submitter suggested a grandfathering provision be put in place to ensure that legacy vessels are not subject to unreasonable retrofitting and that regulatory changes remain proportional to risk.

Maritime NZ comment

21. We have considered the suggestion for an alternative formula and we have not made any changes, but have identified a simpler way of explaining the formula in guidance.
22. We understand the submitter's perspective that, while specific examples were not provided, the slightly different conditions of the expired general exemption could mean, theoretically, that an existing vessel that met the conditions of the general exemption might not meet the proposed new requirement. We propose addressing this by allowing surveyors to allow smaller openings for existing vessels provided that they are satisfied that it provides an adequate means of escape.

GE-07-17 – Breathing apparatus set and firefighters' outfit

23. Four submitters commented on the proposal for rule changes to require two sets of firefighters' outfits and breathing devices instead of one for non-passenger vessels of 24 metres or more in length operating within inshore limits. A Crown Entity (Fire and Emergency New Zealand) also provided input on this proposal.
 - Fire and Emergency New Zealand agreed with the proposal to require two sets of firefighters' outfits and breathing devices, while the four submitters did not agree. Concerns about the proposal broadly fell under the following themes:

- Safety and practicality – there was concern that the proposal may unintentionally increase risk by encouraging crew to enter hazardous environments, and that the minimum crewing requirements mean there may not be sufficient numbers of crew onboard to safely fight a fire or they may not have the right training.
- Operation and cost – the equipment is seen as costly and could pose logistical challenges given that the apparatus needs to be fitted for each individual crew member.
- Consideration of proximity to shore – there were comments that vessels operating closer to shore can access shore-based emergency responses more quickly than vessels that operate further offshore, reducing their need for firefighting capability.
- Alignment with other jurisdictions – one submitter highlighted that the proposal does not align with requirements in Australia for vessels of a similar type and operating area.
- The proposed role of surveyors in exercising discretion was mixed. There was some feedback that the requirements should be clearly set out in the rules, rather than at the discretion of a surveyor, in order to provide consistency. One submitter considered that surveyor discretion should only apply within a defined framework.

Maritime NZ comment

24. Fire and Emergency New Zealand considered that, if crew are to actively fight a fire on a vessel, it is not safe to do so with a single firefighters' outfit and breathing device. At a minimum there should be at least two sets of each to ensure crew safety. Maritime New Zealand agrees with Fire and Emergency New Zealand on this.
25. However, taking into account the points made by submitters, it was concluded that passive fire protection systems (with abandoning ship as a last resort) are more appropriate responses for non-passenger vessels operating relatively close to shore than for crew to actively fight a fire with firefighters' outfits and breathing devices. We will therefore not require any of these vessels to require any firefighters' outfits or self-contained breathing devices.
26. Passive fire-fighting measures, including fire detection systems, a gastight engine space and fixed fire-extinguishing systems were included in the 40 series consultation on Fire Protection. Final decisions have not yet been made on whether these fire protection features will be required when the 40 Series reforms are implemented.

GE-13-20 – Anchor chain cables and accessories, testing and marking

27. Four submitters commented on the proposal for rule changes to the thresholds at which anchor chain certification is required.
 - Submitters broadly agreed with the proposal, with feedback including that the changes are practical and will provide regulatory certainty.
 - One submitter suggested that Maritime NZ encourage chain and anchor suppliers to provide specifications and certification of their products to purchasers.
 - One submitter considered that the number of anchors that must be fixed to a ship should be in accordance with a classification society rule and confirmed by an NZ recognised naval architect.
 - Two submitters considered that the requirements setting out what must be included in the manufacturers certificate were too prescriptive, with one submitter suggesting alternative wording.
 - One submitter considered that existing vessels should be grandfathered and not required to retrospectively upgrade their anchoring equipment. They otherwise did not foresee any negative cost impacts from the proposal.
 - Some feedback related more broadly to separate proposals on the draft new Anchors and Cables Rules that are part of the DCE project.

Maritime NZ comment

28. We have simplified the proposed requirements to be included in the manufacturers certificate.
29. We note that communications material for chain and anchor suppliers will be developed as part of implementation.
30. The proposal has been revised to add the grandparenting of existing vessels that have been imported from Australia and that have relied on the exemption in regard to anchors and anchor chain cables. We consider this necessary because it would not be practicable for operators to locate a manufacturers certificate retrospectively.
31. Broader feedback on the draft new Anchors and Cables Rules will be addressed through the DCE project.

GE-20-20 – MF/HF radio in respect of Narrow-band Direct Printing

32. Two submitters commented on the proposal for rule changes to reflect that Narrow-band Direct Printing is redundant technology and therefore no longer required.
 - Both submitters agreed with the proposal. Feedback included that removing the requirement provides continuity and reduces equipment burden and compliance costs, while maintaining safety and international performance standards.

Maritime NZ comment

33. We have considered the submissions and no changes have been made to the proposal.

