

Invitation to Comment

Design, Construction, and Equipment Rules Reform

Package 3:

- **Survey and Certification**
- **Lifting Appliances, Loose Gear, and Working Gear**
- **Accommodation, Access, Escape, and Personal Safety**
- **Navigation Systems and Equipment**

July 2026

This document is part of a series of documents to support consultation on changes to the existing Design, Construction, and Equipment rules. The documents that form part of the consultation package include:

- *Invitation to Comment* - An overview of the consultation package and summary of the proposals, including information on how to have your say on the proposals (this document).
- *Proposal summaries* - Details of the proposed changes for each of the five rule topics being consulted on: Survey and Certification; Lifting Appliances, Loose Gear, and Working Gear; Accommodation, Access, Escape, and Personal Safety; Accessibility; and Navigation Systems and Equipment.
- *Draft Maritime Rules and draft Maritime Transport Instruments (MTIs)* – the rules and MTIs that apply to each of the Rule topics.
- A template to support preparation of your submission.

These documents, and other supporting information, can be accessed at
<https://www.maritimenz.govt.nz/about-us/consultations/dce-40-series-package-3>

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Note: The word 'ship' is used in the Maritime Transport Act 1994 and the proposed rules and maritime transport instruments. This term is used to refer to any kind of boat or craft and does not refer to a craft of a specific size. For the avoidance of doubt, the terms vessel, ship and boat can be used interchangeably. This document uses the term 'vessel'.

Introduction

Maritime NZ is proposing significant reform of the Maritime Rules for design, construction, and equipment (the DCE rules) for domestic commercial vessels. These rules are sometimes referred to as "the 40-Series rules".

The changes to the DCE rules are being consulted on as packages, each including four proposed new Rule Parts and the associated maritime transport instruments (MTIs).¹ The proposed new rules and MTIs will come into force at the same time, after all changes have been consulted on. In total, 15 existing Rule Parts will be reformed through this programme.

This document briefly explains the reform of the DCE rules and provides an overview of the rules and MTIs included in Package 3, and information on how to provide feedback. It sets out how, and to what extent, the proposed new DCE rules would apply to vessels currently in the commercial fleet and vessels entering the commercial fleet after the rules come into effect, including a preferred approach for the proposed new Stability, Drainage, Freeboard, and Subdivision Rules consulted on as Package 2.² This document also outlines a revised timeline for the DCE rules being made and coming into force.

You are invited to make a submission about the proposals for this consultation. The rule topics covered are Survey and Certification; Lifting Appliances, Loose Gear, and Working Gear; Accommodation, Access, Escape, and Personal Safety; Accessibility; and Navigation Systems and Equipment.

The consultation includes both draft rules and draft MTIs, although the rule must be made before the associated MTI can be made. Consulting on these together enables those affected to understand what requirements are proposed. Maritime NZ is consulting on the proposed rules on behalf of the Associate Minister of Transport (the Minister) who has the authority to make maritime rules. Maritime NZ is consulting on the proposed MTIs on behalf of the Director of Maritime NZ, who has the power to make these instruments where they have been enabled in the rules.

¹ Package 4 will include five Rule Parts and MTIs and consequential amendments to a number of other rules.

² As part of Package 2 consultation, feedback was sought on a range of options for how the proposed new Stability, Drainage, Freeboard, and Subdivision Rules should apply to vessels currently in the commercial fleet and vessels entering the commercial fleet after the rules come into effect (refer to www.maritimenz.govt.nz/about-us/rules/40-series-reform-project/dce-40-series-package-2/ for further information).

It is intended that the proposed new rules and MTIs will come into force in mid- to late-2028. This date is subject to analysis of submissions received during consultation and Ministerial agreement to any changes made in response.

About Maritime Rules and MTIs

The authority to make maritime rules is in section 36(1) of the Maritime Transport Act 1994 (MTA). The authority to make MTIs is in sections 452A and 452B. The collection of documents that make up this consultation package are issued to fulfil formal consultation requirements under sections 446 and 452C of the MTA.

Maritime Rules and transport instruments are secondary legislation under the Legislation Act 2019. Secondary legislation must be presented to the House of Representatives and may be disallowed by resolution of the House. The Regulations Review Committee is the select committee responsible for considering rules and transport instruments.

Matters the Minister considers when making rules

Section 39 of the MTA sets out the matters that the Minister must have regard to when making a rule.³ These matters have informed the selection of the criteria used to evaluate the proposed rules changes and are discussed in detail in the proposal summary for each new rule topic. Some examples are set out below.

The nature of the activity or service (refer section 39(2)(c)) has been considered in all proposals, with requirements being linked to the type of operation, the size of a vessel and how far from shore it operates.

The risk to maritime safety and persons on board a vessel and recommended international practices in respect of maritime safety (refer section 39(2)(a), (b), (d) and (g)) underpin many change proposals. Incidents in New Zealand and overseas have been considered, and all proposals have been considered against the requirements set in comparable jurisdictions – particularly Australia and the United Kingdom, but also in Canada and the European Union, and to a lesser extent the United States.

The costs of specific proposals (refer section 39(2)(fa)) are considered and assessed against potential benefits of change. Transition proposals for existing ships have been informed by dialogue with the sector and an appreciation of the financial circumstances faced by many operators.

³ The considerations that apply to the DCE rules include:

39(2) (b), (c), and (d): the risk to maritime safety and the nature of the activity or service for which the rule is being established.

39(2)(f): whether the proposed rule i) assists economic development; ii) improves access and mobility; iii) promotes and protects public health;

39(2)(fa): the costs of implementing measures for which the rule is being proposed; and

39(2)(g): the international circumstances in respect of maritime safety.

The extent to which rules improve access and mobility (refer section 39(2)(f)(ii)) has been considered and addressed through the Accessibility proposals.

How to have your say

As noted above, this document is part of a package of consultation documents on the proposed changes to the DCE rules. Information on this consultation is available on Maritime NZ's website.

Subject to interest, Maritime NZ will hold online information sessions on the proposals during the weeks of **17 to 21 August and 7 to 11 September**. Please contact us at the email address provided below if you would like to attend a session or if you would like us to contact you to discuss any of the proposals.

We welcome any feedback you wish to provide. Questions about the topics we are consulting on have been included to help you focus your feedback. Answering the questions is optional. In addition, you may also wish to comment on:

- what impacts you think the proposed rules and MTIs might have on the industry, maritime operations or maritime safety; and / or
- whether the proposed rules and MTIs are accurate, and as clear and understandable as possible.

The consultation questions are listed in each proposal summary and attached as Appendix 1 of this document.

If you would like to provide comment on the proposals, please make a submission by completing the submission form available on our website: (<https://www.maritimenz.govt.nz/about-us/consultations/dce-40-series-package-3>), and:

- emailing it through to us at 40.series@maritimenz.govt.nz; or
- posting it to the Regulatory Reform Projects Team, Maritime NZ, PO Box 25620, Wellington 6140.

Submissions do not have to use the submission form. However, all submissions are required to be received by **5pm on Friday 25 September 2026**.

Submissions are public information

Please let us know if your comments are commercially sensitive or if, for some other reason, you consider they should not be disclosed. If your submission is subsequently subject to an Official Information Act 1982 (OIA) request, Maritime NZ will consider your confidentiality request in accordance with the grounds for withholding information set out in the OIA.

In addition, if you are an individual (that is your comments are made personally and not on behalf of a company or an organisation), please let us know if you have reasons that your identity should not be disclosed.

We will acknowledge all submissions that we receive.

Background and reasons for change

The DCE rules set standards and obligations for the:

- survey and certification of New Zealand domestic commercial vessels; and
- design, construction, and equipment requirements for New Zealand domestic commercial vessels (i.e., not international vessels and not pleasure craft).⁴

The current DCE rules have 17 Rules Parts. The reform project is reviewing 15 of these – it is not reviewing Hovercraft (40F) and Novel ships (40G).

The current rules are grouped by vessel type, with each grouping or Rule Part covering topics such as stability, drainage, freeboard and subdivision; watertight and weathertight; fire protection; machinery and ancillary equipment; electrical; radio equipment; and life-saving appliances. This results in significant duplication, and in places there are also inconsistencies with no clear reason why. Most of the rules were introduced in 2000 or 2001 so are generally around 25 years old.

The reform is part of a commitment to improve regulation as part of Maritime NZ's regulatory stewardship, and responds to a number of factors, including:

- feedback from the sector that the rules have numerous technical issues, are hard to use, inconsistent and inflexible – with concerns that these issues cause uncertainty, inconvenience, and delays which lead to unnecessary costs and a high volume of queries and applications for exemptions
- policy investigations and analysis have identified opportunities to remove inconsistencies, unnecessary prescription and complexity and to streamline, modernise, and simplify the rules framework
- rules about a given topic are often located in multiple different places
- separate rules based on vessel type are not justified – much of the content is the same or similar and is repeated across the Rule Parts for passenger (40A), non-passenger (40C), fishing (40D), and sailing (40E) vessels
- reports issued by the Transport Accident Investigation Commission (TAIC) have recommended changes to standards across a number of rules topics
- some rules have not kept pace with sector changes and developments in technology
- some rules set standards that are too onerous and not proportionate to risk; in other cases, the safety standard for some vessels are too low.

The aim of the project is to revise the current DCE rules so that they:

- are evidence-based
- are clear and accessible to the public and user-friendly for those applying them
- set standards that are proportionate and appropriate to the risk
- provide a new framework which is flexible and adaptable so can be more efficiently maintained and updated
- address issues with the current rules raised by the sector.

⁴ In some circumstances, some rules also apply to foreign vessels that are operating commercially in New Zealand.

Regulatory impact statement

An interim regulatory impact statement was produced at the beginning of consultation on the DCE reform project.⁵ This discussion document, and the associated proposal summaries, contain information on the potential impacts of proposed rules changes.

As the documents cover the substantive elements of a regulatory impact assessment, no further regulatory impact statement is provided. A summary of the costs imposed by each of the proposed rules changes is included in this discussion document. Analysis tables and further cost information for each proposal can be found in the corresponding proposal summary.

Responding to your feedback

We have previously published an analysis of the submissions on Package 1 of the DCE Rules. This submission analysis includes a summary of the submissions received and our response, including where we intend to change the proposed rules. This analysis can be found at this link: [DCE Rules Reform Package 1 Submissions Summary and Analysis](#).⁶

We are producing a similar analysis for the submissions on Package 2 and intend to also produce an analysis of the submissions on Package 3.

Assessment criteria explained

Criteria have been established for assessing all proposals for the DCE Rules Reform Project. The proposed changes considered in this consultation package are assessed against the criteria described below.

The changes provide flexible and adaptable regulation:

- changes in technology, standards or knowledge can be incorporated into rules (including MTIs) in a timely manner
- where appropriate, surveyors are provided with options about the evidence that may be used in applying the rules and the standards
- decision-making by surveyors and by Maritime NZ is supported and enhanced.

Rules are clearer and easier to understand and apply:

- unnecessary bulk and complexity is reduced
- requirements in rules are consistent and predictable
- the arrangement of rules makes sense to users and requirements are straightforward to locate
- the purpose of the rules and what is required is clearly stated.

Maritime safety is maintained or enhanced:

⁵www.maritimenz.govt.nz/media/5ufjmmwl/interim-regulatory-impact-assessment-dce-reform-2024.pdf

⁶www.maritimenz.govt.nz/media/df5nz351/dce_rules_reform_package_1_submissions_summary_and_analysis.pdf

- current safety standards are reduced where analysis indicates that they are unnecessarily onerous
- current safety standards stay the same where analysis indicates they are appropriate
- safety standards will be modernised where analysis indicates that this is required for safety reasons.

Changes are practical and economically viable:

- the change supports the ongoing improvement of the commercial fleet
- the change is technically and practically feasible
- unnecessary costs are reduced
- the change achieves a balance between the risks of harm to people and the costs of making improvements to safety
- the requirements are the minimum necessary to ensure safe operation.

The Accessibility proposal summary has been assessed against an additional criterion: Improves access and mobility. This criterion evaluates the extent to which the needs of disabled passengers and passengers with mobility needs are met.

Summary of proposed changes that would apply to all topics

General requirements

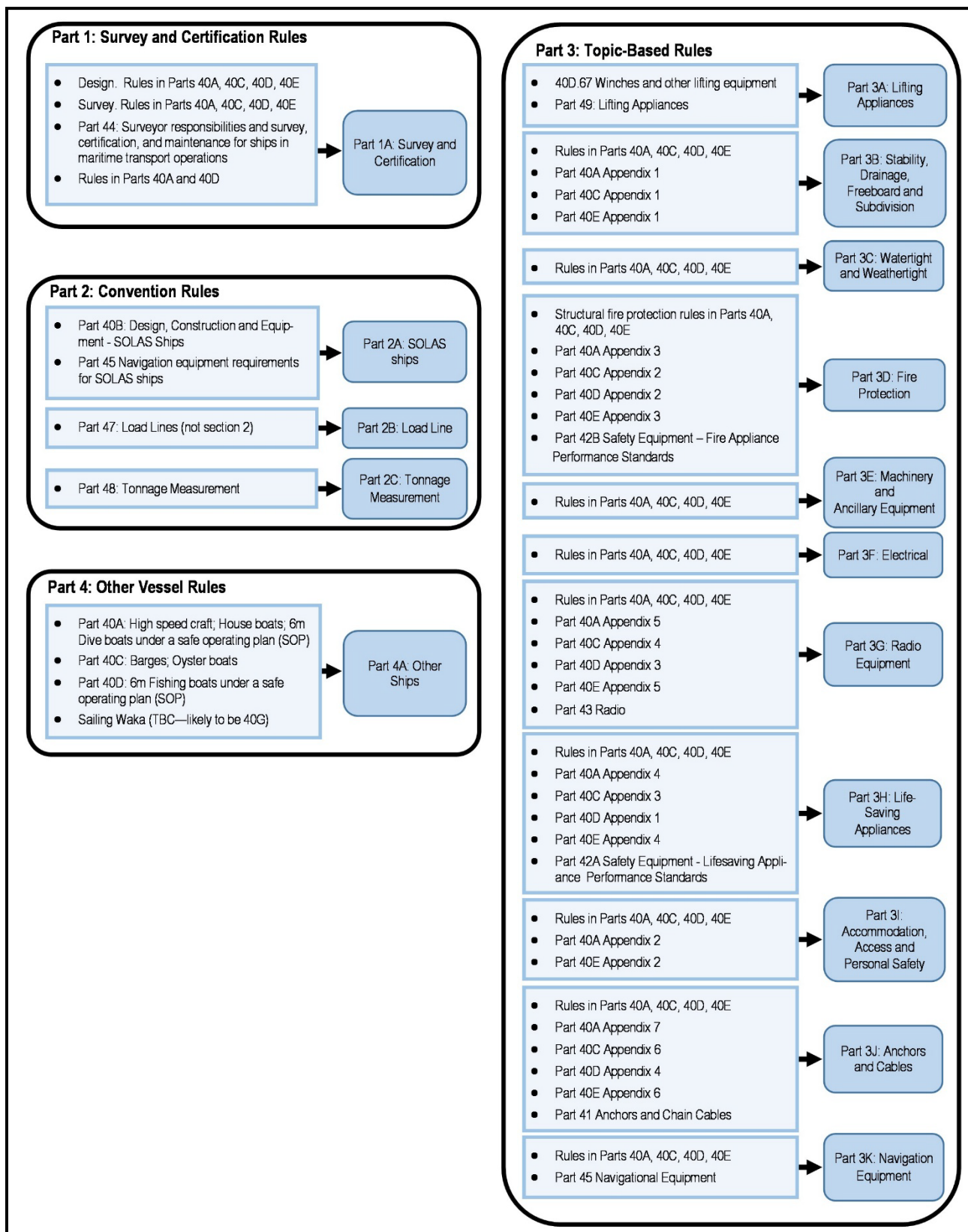
General requirement provisions are being introduced into all proposed new rules. They specify requirements for each topic that are implicit in the current rules but that are often not directly stated. Subsections in Rule Parts also have “General requirements” that apply to that section. The goal of general requirements is to provide direction and clarity about the more detailed requirements that follow. This would help surveyors to make assessments when they are surveying a vessel and assist vessel operators by describing the outcomes that an exemption application must demonstrate. It would also help Maritime NZ by providing the basis against which an exemption application can be assessed.

Harmonising and consolidating requirements across vessel types

A guiding principle of the reform of the DCE rules is that, where practicable, rules would be harmonised and consolidated across vessel types. In most cases, the minor differences in rules from the different vessel types (passenger, non-passenger, fishing, and sailing) have been harmonised and the rules consolidated into one set. This is being done to reduce duplication and complexity and increase consistency.

Harmonising and consolidating means that requirements are arranged differently in the proposed new rules and MTIs and there are wording changes. However, these changes generally do not impose additional duties or costs.

Figure 1: Mapping the existing design, construction, and equipment rules onto the new rule structure



Order of the Part 3 rule topics

The Invitation to Comment document for Packages 1 and 2 included the diagram above showing how the existing Rule Parts map onto the proposed new rules. During consultation on these packages we have received feedback on the order of the topics. In response, we intend to change the order of the Part 3 rules as illustrated in Table 1, noting this change will not be made until after this current consultation has closed.

Table 1: Part 3 rule topic arrangement

	Arrangement previously consulted	Proposed new arrangement
3A	Lifting Appliances, Loose Gear, and Working Gear	Construction
3B	Stability, Drainage, Freeboard and Subdivision	Stability, Drainage, Freeboard and Subdivision
3C	Watertight and Weathertight	Watertight and Weathertight
3D	Fire Protection	Accommodation, Access, Escape, and Personal Safety
3E	Machinery and Ancillary Equipment	Machinery and Ancillary Equipment
3F	Electrical	Fire protection
3G	Radio Equipment	Electrical
3H	Life-saving Appliances	Life-saving Appliances
3I	Accommodation, Access, Escape, and Personal Safety	Anchors and Cables
3J	Anchors and Cables	Navigation Systems and Equipment
3K	Navigation Systems and Equipment	Radio Equipment
3L		Lifting Appliances, Loose Gear, and Working Gear

Requirements are based on risk

A risk-based approach has been used to consider whether changes to requirements are required.

There are currently a number of examples where rules for different vessels address the same items but set different requirements. These requirements have been aligned in the proposed new rules, based on the principle that vessels of the same or similar size working in the same or similar location should meet the same requirements - unless there are specific reasons why they should not.

A risk-based approach means that settings would change for some vessels. Some requirements would reduce, for example, where a vessel is required to have two compasses, the second compass would now be allowed to be an electronic compass, rather than a

magnetic or gyro compass. Some requirements would increase, for example, new vessels that would normally undertake voyages of four hours or more would be required to have toilets and washbasins.

Rules and MTIs support innovation and new technologies

The current rules duplicate the same or similar requirements across multiple vessel types making them difficult to update to support innovation and allow new technology. The introduction of general requirements (see above), topic-based rules, and detailed requirements in MTIs all make this easier. Examples of new technologies addressed in the proposed new rules include electronic alternatives to sextants and chronometers (Navigation Systems and Equipment rules).

Grandparenting, savings, and transitional provisions

The proposed new rules would introduce grandparenting provisions (also referred to as savings provisions) and transitional provisions for some vessels. Grandparenting and transitional provisions are legal tools used when new laws are introduced. They manage how existing rights, obligations, or situations are treated under the new regime.

Grandparenting provisions allow vessels to continue to operate under the current rules. *Transitional provisions* give operators a specific set time for the vessel to move to the new rules. During the transitional period the operator could instead continue to comply with the current rules.

How grandparenting and transitional provisions would be applied to the proposed rules and MTIs is detailed in the Survey and Certification proposal summary.

Fishing vessels of 24 metres or more in length

The 2012 Cape Town Agreement has now been fully ratified and is scheduled to enter into force in February 2027.

New fishing vessels over 45m will be subject to the Part 404: Design, Construction, and Equipment - New Zealand Cape Town Vessels and Foreign Cape Town Vessels.

The proposed DCE rules would also apply the Cape Town rules in Rule Part 404 to all fishing vessels of 24 metres or more in load line length. New Zealand has less than 40 fishing vessels in the commercial fleet that are 24 metres or more in length. It is logical to apply the same rules to all fishing vessels of this size, whether or not they operate in the unlimited area or are a new or existing vessel.

The changes proposed for the DCE rules set may not align with the Cape Town rules. Both sets of rules would be checked for alignment, and if necessary, amendments to Rule Part 404 would be proposed as part of Package 4, targeting consultation in early 2028.

Incorporation by reference

When external material is referred to in a rule or MTI, that material then becomes ‘incorporated’ into, and forms part of, the rule or transport instrument. Standards, codes, and requirements and rules of international, national, and specialist organisations are incorporated into the draft MTIs in Package 3 under section 452 of the MTA.

References to “the Administration” in material incorporated by reference

The proposed new rules and MTIs sometimes refer to technical detail contained in another document issued, for example, by a Standards body or the International Maritime Organization (IMO).⁷

Some of this technical material allows the “the Administration” to determine details or allow alternatives. “The Administration” means the authority responsible for maritime regulation in a country. For New Zealand, this is usually Maritime NZ.

References to the Administration can create uncertainty if they leave it unclear what applies in New Zealand. We therefore propose to reduce the use of those references where possible. In practice, this would mean:

- setting out requirements directly in the rules or MTIs where possible
- applying the stated requirement where technical material allows “the Administration” to approve an alternative, unless the rule or MTI says otherwise
- clearly stating in the rule or MTI who will make a decision where one is still needed.

Where needed, the MTI would reflect how this approach works for a particular topic. The draft MTIs do not yet fully reflect this proposed approach.

Offences and penalties

As part of the review of the DCE rules, Maritime NZ and the Ministry of Transport will determine whether the offences in the MTA and the Maritime (Offences) Regulations 1998 will continue to be sufficient for compliance and enforcement purposes. No changes to offences and penalties are proposed in this package. Any proposed new offences and penalties will be consulted on separately and require Cabinet agreement.

⁷ Standards bodies include Standards New Zealand, Standards Australia or the International Standards Organisation (ISO). IMO documents include conventions such as SOLAS, IMO Assembly and Maritime Safety Committee (MSC) resolutions, circulars and guidelines.

Summary of proposed changes in Package 3 by topic

Note that these summaries are not intended to be comprehensive. We encourage readers interested in a particular topic to look at the proposal summary and draft rules and MTI for that topic.

The key changes proposed for each of the five topics in Package 3 are briefly summarised below. A 'snapshot' table of the proposed changes for each topic (except Survey and Certification) is included in Appendix 2 to this document.

Part 1A: Survey and Certification – main proposals

The survey framework and process

The proposed new Survey and Certification rules and MTI consolidate the existing survey and certification requirements into one framework and clarify the responsibilities of surveyors and operators at each stage of the survey process.

The proposed new rules strengthen and clarify survey processes, particularly for approving a vessel's design and verifying its construction. They expand the types of documentation that can be used, clarify the role of surveyors in assessing existing documentation, and introduce an alternative pathway for verifying construction of vessels that have already been built. This alternative pathway would provide an additional option for both passenger and non-passenger vessels, while introducing more explicit requirements for fishing and sailing vessels, which currently may rely on structural surveys to verify construction.

The proposed new rules would also introduce clearer descriptions and processes for identifying and assessing major alterations or operational changes to a vessel, with a more flexible, risk-based approach that focuses requirements on the areas affected by the change.

We are also seeking feedback on the frequency of survey. Maritime NZ is considering how the proposed framework for the new rules could support a flexible, risk-based approach to survey and certification, including survey scope and frequency.

Application of the proposed new rules

The Survey and Certification proposal summary sets out how the proposed design, construction, and equipment rules would apply to vessels currently in the commercial fleet as well as to vessels that enter the commercial fleet after the commencement of the rules. Feedback on Packages 1 and 2 supported the wider use of grandparenting and transitional provisions for vessels currently in the commercial fleet, as well as for vessels entering the fleet that have been certified by the Australian Maritime Safety Authority (AMSA) or a recognised classification society (Class).

The proposed new rules would apply differently depending on whether a vessel is already in the New Zealand fleet when the rules come into force, or enters the fleet after that time. In general, it is proposed that the grandparenting or transitional provisions would apply as follows:

- for vessels that are already in the commercial fleet when the proposed new DCE rules come into effect:
 - grandparenting provisions would apply where there are no significant safety concerns or where upgrades would be impractical or disproportionate
 - transitional provisions would apply where the proposed new rules would deliver safety benefits but operators would need time to comply
- for eligible AMSA and Class certified vessels⁸ entering the commercial fleet after commencement of the rules, the vessel would be permitted to comply with the rules or standards under which it was certified, rather than the corresponding New Zealand requirements:⁹
 - where grandparenting provisions apply to an equivalent vessel already in the commercial fleet
 - where transitional provisions apply to an equivalent vessel already in the commercial fleet and the requirements applicable to the AMSA or Class certified vessel are considered equivalent to those in the proposed new DCE rules.

The detail of how the grandparenting and transitional provisions are proposed to apply to the new DCE rules is set out in detail in Appendix 1 of the Survey and Certification proposal summary. This includes the application of the proposed new Stability, Drainage, Freeboard, and Subdivision rules consulted on in Package 2.

Update on Stability, Drainage, Freeboard, and Subdivision rules

As part of Package 2, Maritime NZ sought feedback on how, and to what extent, the proposed Stability, Drainage, Freeboard, and Subdivision rules should apply to vessels already in the commercial fleet and those entering the commercial fleet after the proposed new rules come into effect.

Following consultation, and balancing the safety concerns against practicality and cost, it is proposed that vessels currently in the commercial fleet would be grandparented to New Zealand's current requirements. It is also proposed that vessels certified by AMSA or Class would be grandparented to the requirements under which they are certified, but would be required to have an appropriate level of stability assessment based on the vessel's complexity.¹⁰

Feedback on this proposal is sought as part of the grandparent and transitional provisions proposal in the Survey and Certification policy summary.

⁸ To be eligible, a vessel would need to have a valid certificate of survey from the Australian Maritime Safety Authority (AMSA) or Class certificate from a recognised Classification Society, be constructed under survey, and have entered the Australian commercial fleet after 1 July 2013 (in the case of an AMSA vessel).

⁹ This allowance would only apply to vessels entering the New Zealand commercial fleet within 10 years of the DCE rules coming into effect. After that period, all vessels entering the commercial fleet would be required to comply with the proposed new DCE rules.

¹⁰ Under the proposed new Stability, Drainage, Freeboard and Subdivision rules vessels are categorised as high or low complexity. A high complexity vessel must have a comprehensive stability assessment.

Part 3A: Lifting Appliances, Loose Gear, and Working Gear – main proposals

The proposed Lifting Appliances, Loose Gear, and Working Gear rules and MTI include a number of changes that further specify the testing, examination, inspection, and associated record keeping requirements. The proposed rules would also reduce the required frequency of the examination of small and simple lifting appliances.

The proposals clarify the requirements for the survey of lifting appliances, loose gear, and working gear. The proposals would further clarify that all lifting devices on all vessels (including fishing, marine farming, scientific research, or marine surveying vessels) must be tested and regularly examined and inspected.

Steel wire rope used in association with loose gear and working gear would also be required to be visually inspected before use and cared for and maintained in accordance with the manufacturer's instructions and international standards.

Part 3I: Accommodation, Access, Escape, and Personal Safety – main proposals

The draft Accommodation, Access, Escape, and Personal Safety rules and MTI contain proposals for the design of new vessels as well as updating some of the requirements that apply to existing vessels. The rules contain a standalone section on accessibility requirements, which is being consulted on as a separate proposal.

It is proposed that new vessels that will normally undertake voyages of four hours or more would be required to have crew toilets. New vessels undertaking voyages of 24 hours or more would be required to have crew accommodation (e.g., bunks and cooking facilities).

Safety barriers on most new passenger vessels would be required to be 1 metre in height. New passenger vessels that are less than 12 metres in length and operating exclusively in enclosed waters will be allowed to have lower safety barriers if a surveyor is satisfied that alternative safety measures in place are sufficient. Other vessels would also be allowed to have lower or no safety barriers if they would interfere with the normal operations of the ship and additional safety measures approved by a surveyor are recorded on the certificate of survey.

The design requirements for safety barriers would be standardised across all vessel types and courses of taut wire would be included as an additional option. We are also consulting on whether the design requirements should be strengthened for barriers on decks where children under 12 years of age are permitted to prevent falls. The available evidence does not currently support a clear assessment of the safety benefits and costs of this proposal. We are seeking stakeholder input to inform our final decisions.

Two means of escape will continue to be a requirement for most spaces, but standardised exceptions are proposed for small, low occupancy, and low risk areas. We are also proposing new standards for the design and construction of means of escape. Every vessel would be required to meet a standardised set of requirements for all areas accessible by

passengers or crew determined by whether the area has a capacity of more than 12 people and whether it is an accommodation or work space.

Means of escape would have to meet specified dimensions, although no change in dimensions are proposed for existing vessels if a surveyor is satisfied they are safe. Areas below the bulkhead deck must have at least one means of escape that is not through a watertight door, with alternative measures available for existing ships.

Part 3I, Section 5: Accessibility – main proposals

We are proposing that new rules be introduced for new passenger ferries and other large passenger vessels that ensure vessel accessibility for people that are disabled or are in need of special assistance.

Under the proposal, these vessels would be required to have accessible routes (850mm clear width), including gangway ramps for boarding and disembarking, priority seating for passengers with a disability or in need of special assistance, allocated spaces for passengers using a wheelchair or other mobility device, and accessible toilets. Stairs would also be required to meet certain specifications.

Vessels with more than 50 passengers would be required to have at least one accessible toilet (internal dimensions 1900mm by 1600mm).

These features would be required to be well lit and identified with signage and information in accessible formats. Vessels carrying more than 100 passengers would also be required to have electronic displays that broadcast safety messages visually with subtitles or sign language and a hearing-aid loop for on-board announcements.

Part 3K: Navigation Systems and Equipment – main proposals

The proposed new Navigation Systems and Equipment rules and MTI update the requirements for navigation systems and equipment to reflect global regulatory and technological developments.

Navigation systems and equipment rules are currently spread out across seven different categories, which have substantial overlap. Under the proposed rules, the number of categories would be reduced. Where the requirements are the same for vessels in every category repetition would be reduced by creating a general requirements section. Navigation systems and equipment requirements for SOLAS and Cape Town vessels would be located in their separate Rule Parts.

Magnetic compasses would be required to meet updated technical standards within ten years. Where vessels are required to have two compasses, the second compass would now be allowed to be an electronic compass. Alternatives to sextants and chronometers would also be allowed to be carried so long as they can perform equivalent functions and have an emergency source of power (if the alternative is electronic).

Small vessels' compasses would be required to be liquid-filled, rather than dry. If the vessel is tiller-steered and no suitable permanent mounting position is available a handheld compass would be allowed to be used if the vessel is only operating within restricted or inshore fishing limits.

New pathways would also be created for mariners to be able to train as Compass Adjusters.

Costs of the proposals

Cost information about the proposals in Package 3 is included below. Costs have been considered by rule topic, as the application of the different parts to different vessels make it difficult to collate the costs together.

All costs discussed in this consultation package are indicative and may not reflect the actual cost for any particular vessel. There is a high degree of uncertainty around the standards that vessels currently meet.

The impact of the proposals vary from vessel to vessel

The impact of the proposals would vary between vessels. Not all proposals apply to all vessels. Some existing vessels would incur little or no cost, and many are expected to incur some costs. We expect that only a minority of vessels would incur costs across all proposals. We do not have data on the exact number of vessels impacted by the proposals but welcome feedback on how operators would be affected.

Existing vessel owners and operators would have between 2 years and 10 years to meet the new requirements, depending on the proposal. Vessels that already meet requirements would not be impacted. Further information on which vessels can continue to meet existing requirements and the time allowed to transition to the new requirements is included in the proposal for Part 1A: Survey and Certification.

Cost estimates for Survey and Certification

Survey framework and process

The proposed changes are expected to have an overall positive impact by consolidating the survey requirements into a single framework and providing greater flexibility and clarity in terms of the survey process. Greater flexibility and clarity are achieved through a wider use of existing information on which a surveyor can use as part of the assessment, taking a risk-based approach to the actions following a major alteration or operational change, and including an alternative pathway for passenger and non-passenger vessels to verify their construction.

In some instance, greater flexibility and clarity would increase costs where it results in more surveyor oversight or additional survey assessment criteria. For example, increased surveyor costs may be associated with design approvals of AMSA or Class certified vessels (depending on how the current rules have been interpreted) or fishing and sailing vessels utilising the alternative pathway to verify their construction.

Application of the proposed new rules

The proposed use of grandparenting and transitional provisions, as set out Survey and Certification policy summary document, would have significant benefits to vessels currently in the commercial fleet as well as eligible AMSA and Class certified vessels. It would reduce the impact of the proposed new DCE rules by ensuring that vessels would not be required to undertake unnecessary upgrades or alterations where there were no safety concerns with the current requirements or where it was not practical or economically viable to meet the new requirements.

Cost estimates for Lifting Appliances, Loose Gear, and Working Gear

The clarification and standardisation of rules for lifting appliances, loose gear, and working gear are expected to be mostly cost-neutral or slightly reduce costs (particularly for non-open vessels with small lifting appliances). In some specific cases there may be a minor increase in costs.

The proposals are expected to largely clarify and codify existing practices rather than introduce new obligations, meaning most test, examination, inspection, and survey activities are already occurring and will not incur new costs. The shift toward rules and away from requiring operators to rely on or apply for exemptions is also expected to provide greater certainty and consistency.

Any cost increases are expected to be limited and modest, mainly arising from transitional effort, additional surveyor time where checks were not previously done, or the need to engage competent persons. These costs are likely to be minor and are offset by a more consistent, risk-based approach that ensures the required safety improvements are proportional to risk, particularly for smaller vessels.

Cost estimates for Accommodation, Access, Escape, and Personal Safety

The Accommodation, Access, Escape, and Personal Safety proposals are expected to have only minor cost impacts on existing vessels. This reflects the overarching policy approach of avoiding retrofit requirements wherever possible, while allowing existing arrangements to continue where they are assessed by surveyors as safe and fit for purpose.

For new vessels, the proposals are expected to result in modest incremental costs that can be incorporated efficiently at the design and construction stage. Cost impacts will often be low or negligible as many vessels are already required to meet some or all of the proposed requirements. Other vessels, which are not subject to existing requirements, have also been observed to already comply with some of the proposals. Where costs do arise, they are typically small relative to overall build costs.

Cost estimates for Accessibility

International studies suggest that accessibility requirements can increase the cost of new vessels by around 1–5% of construction costs. The design choices in this proposal —

particularly the focus on single-level access and efficient use of space — are likely to place costs toward the lower end of this range. Existing vessels are not affected by these proposals, reflecting the significantly higher costs and practical constraints associated with retrofitting for accessibility.

Cost estimates for Navigation Systems and Equipment

The proposed navigation rule changes are expected to have an overall neutral to low-cost impact, with some measures likely to reduce costs over time. Many proposals – such as simplifying vessel categories, allowing electronic compasses, handheld devices, and alternative navigation tools – either lower compliance costs or make requirements more flexible. Where new standards are introduced, they largely align with existing equipment already in use, meaning most operators will not need to make significant upgrades. Any short-term costs (e.g., learning new rules or verifying compliance) are expected to be modest and offset by longer-term efficiency and simplicity.

Some limited one-off costs may arise in specific cases, particularly where older equipment does not meet performance standards and must be replaced, or where compliance is harder to verify. These costs are expected to affect only a small portion of the commercial fleet and remain relatively low. For larger or higher-risk vessels, while the cost impacts are less certain, they are expected to be minimal because most already carry suitable equipment. Overall, the changes aim to improve safety, align with international standards, and ensure consistency, while keeping financial impacts proportionate and manageable.

Implementation, monitoring and review

The proposed new DCE rules are being consulted on in four packages. The intention is that all the new rules and MTIs will take effect at the same time. As identified above, transition periods and grandparenting will apply to some rules.

The process to finalise the rules is being amended from what has previously been described. Rule Parts 1A and 3A – K (Packages 1 – 3) will be finalised and signed in mid-2027 by the Minister in advance of Rule Parts 2A – C and 4A (Package 4). Finalising some of the rules in advance of the whole rule set coming into force will provide industry certainty earlier and allow time for stakeholders to understand and prepare for the new rules.

The proposed rules and MTIs are expected to be in force in mid- to late-2028, at which time they will replace the current DCE rules. This date is provisional and is subject to feedback received during consultation.

Materials will be developed to support implementation. These are expected to include updated instructions and guidance to surveyors, updated delegations, and potentially the development of templates for use during survey.

Maritime NZ will monitor the implementation of the new rules and MTIs. We anticipate that any issues identified will be addressed through the regular Rule Amendment Package (RAP) process, which makes changes to a range of Maritime and Marine Protection Rules.

Future consultation

This is the third package of DCE rule topics to be consulted on. We expect to consult on the fourth and final package in early 2028. The packages have covered the following topics:

Package 1	Package 2	Package 3	Package 4
Fire Protection (Part 3D) Machinery and Ancillary Equipment (Part 3E) Life-saving Appliances (Part 3H) Anchors and Cables (Part 3J)	Stability, Drainage, Freeboard, and Subdivision (Part 3B) Watertight and Weathertight (Part 3C) Electrical (Part 3F) Radio Equipment (Part 3G)	Survey and Certification (Part 1A) Lifting Appliances, Loose Gear and Working Gear (Part 3A) Navigation Systems and Equipment (Part 3K) Accommodation, Access, Escape, and Personal Safety (Part 3I)	SOLAS (Part 2A) Load Lines (Part 2B) Tonnage (Part 2C) Other Vessels (Part 4A) Construction (Part 3D) Schedule of Consequential Amendments (part of Part 1A)
Consulted 7 Aug – 18 Oct 2024	Consulted 8 May – 11 Jul 2025	Current Consultation - 15 July – 25 September 2026	Targeting consultation early 2028

Appendix 2: A ‘snapshot’ of the proposed changes in Package 3

Part 3A: Lifting Appliances, Loose Gear, and Working Gear

Part 3A: Lifting Appliances			
Application		Part 3A would not apply to— SOLAS Ships; Novel Ships; Hovercraft; or Commercial Jet Boat Operations on rivers, pleasure craft, a warship of the New Zealand Defence Force or a warship of any other state. Fishing vessels of 24m or more in load line length. These would need to meet Part 404: Design, Construction, and Equipment - New Zealand Cape Town Vessels and Foreign Cape Town Vessels.	
Existing vessels		An existing vessel would have to comply with new rules.	
Main Changes	What would change	How proposal will apply	Rule/MTI ref
Reduced examination requirements for “small and simple” lifting appliances	Lifting appliances that are ‘small and simple’ (non-luffing, non-extendable, with a SWL of less than 300 kg) would have reduced examination and testing requirements. Instead of being examined by a competent person annually, these appliances would only be required to be examined every 5 years, when they first come into service or undergo a major alteration. A responsible person would be required to inspect the appliances annually.	These rules are for all vessels using lifting appliances.	Rule C2.2(4)

Clarifying survey requirements for lifting appliances, loose gear and working gear	We are proposing to include more detail in the rules about what surveyors would need to look at when they survey a vessel with a lifting appliance, loose gear or working gear. Surveyors would be required to inspect lifting appliances, loose gear and working gear and verify that all tests, examination and inspections have been conducted, and records are kept. These requirements would be included in Appendix 6 of the draft new Survey and Certification Rules, which are also being consulted as part of the Package 3 consultation.	These rules are for lifting appliances, loose gear, and working gear.	Part 1A Survey and Certification Appendix 6: section 8.
More detailed requirements for maintenance and inspection of steel wire rope	We are proposing more detailed requirements for the maintenance and inspection of steel wire ropes. This includes requirements for checking for general deterioration and mechanical damage and displacement from normal operating position prior to use, and to follow manufacturer's instructions on care and maintenance or at a minimum follow the ISO 4309:2017 standard.	These rules are for loose gear and working gear.	Rule C2.4 MTI appendix 2: Codes of practice and official standards
Requirements for testing, examination, inspection and record keeping for working gear and lifting appliances on fishing and marine farming vessels	We propose new rules for regular inspections of working gear on fishing vessels by a responsible person. Following inspection, the responsible person would need to record in a register of equipment any item of working gear that is found to be unsatisfactory. As under the current rules, operators must ensure that working gear is used within its load rating limit and tested by a competent person when the equipment first comes into service, after a major modification. What is changing is we are clarifying that records of these examinations and tests would need to be kept, and if a responsible person identifies an issue with the equipment, it must not	These rules are for lifting appliances, loose gear and working gear.	Rule A2.3 Definition of cargo Rules C2.4, C2.5

	be used until any defect is remedied to the satisfaction of a competent person. We are proposing to clarify requirements for lifting appliances used for offloading fish catch from a fishing vessel and loading and offloading aquaculture product from marine farming vessels.		
Clarifying requirements for undertaking inspection, maintenance, deployment and retrieval activities using a lifting device	Most non-cargo lifting devices would be subject to the working gear rules including vessels engaged in the deployment, recovery, or maintenance of scientific equipment, aquaculture inspection and moorings. The higher risk activities of aquaculture product being loaded or unloaded and tender and submersible launching and retrieval when a person is onboard, would be subject to the lifting appliance rules. Changes clarify that lifting devices used for lifesaving are subject to the lifesaving rules. The changes proposed are a clarification of the current rules which have substantially been carried over into the new.	These rules are for lifting appliances and working gear.	Rule A1.3 Definition of working gear, lifting appliance, davit and gantry.

Part 3I: Accommodation, Access, Escape, and Personal Safety

Main changes	What would change	Rule reference
Crew toilets	New ships that would normally undertake voyages of four hours or more would be required to have crew toilets.	Rule C2.3(4)
Crew accommodation	New ships undertaking voyages of 24 hours or more would be required to provide basic crew accommodation such as sleeping, cooking, eating, and wash facilities.	Rules C2.3(2), (3) and (5) to (12)
Means of escape	Spaces below the bulkhead deck would be required to have at least one means of escape that is not through a watertight door. Where this would be impracticable for an existing vessel alternative safety measures would apply. Exceptions to where two means of escape are required would also be standardised across all vessel types Requirements for all accessible spaces to have two means of escape would be standardised across all ship types. The permitted type of means of escape would be determined by whether it is the primary or alternative means of escape, whether the area it serves is accommodation or a workspace, and whether the space has more than 12 occupants. These changes would apply to new and existing vessels, other than existing sailing ships The current rules that provide for the required dimensions and geometry of means of escape from passenger accommodation would be expanded to apply to all new domestic commercial vessels. Existing vessels are unaffected, provided a surveyor considers existing arrangements are safe.	Rule C3.3(6), Appendix 1 of Survey Proposal Summary Rules C3.3(3) and (4) Rules C3.2, C3.3(1) and (2) MTI 3.2 and 3.3 Rules C3.4 and C3.5 MTI 3.4 and 3.5 Appendix 1 of Survey Policy Proposal

Main changes	What would change	Rule reference
Personal safety	Requirements for the design of safety barriers would be standardised across all vessel types. Existing vessels would not be required to comply with the changes, so long as a surveyor is satisfied that existing arrangements are safe and fit for purpose.	Rules C4.2(2) MTI 4.2(3) and (4)
	New passenger vessels would be required to have a minimum safety barrier height of one metre, with some exceptions for smaller vessels or where barriers would impede normal vessel operations if alternative safety measures are in place	Rule C4.4 MTI 4.4(2) – (5)
	Also under consideration is whether additional safety barrier requirements should be applied in areas of open deck accessible to children under 12 years of age to prevent them from being swept overboard and to prevent climbing.	Rule C4.3 MTI 4.3(6) – (8)
	Existing abilities to have lower or no safety barriers if they would impeded a ship's normal operations are made more transparent by requiring surveyors to specify alternative safety measures and record these on the certificate of safety.	Rules C4.5 and C4.6 MTI 4.5 and 4.6

Part 3I, Section 5: Accessibility

Main changes	What would change	Rule reference
Application	The rules relating to disability access would apply to new vessels which are: - passenger ferries certified to carry 36 passengers or more, or - pre-booked tourism or scenic passenger services certified to carry more than 100 passengers.	Rule A1.3(4)
Signage	Signage must identify accessible entrances, accessible routes, accessible toilets, priority seating (including with disability assistance animals), and allocated spaces for wheelchairs, stairs, and lifts. Signs must comply with Accessible Signage Guidelines and include large print, high contrast tactile print, and braille. Signs must be consistent throughout the vessel and use universally recognised symbols and icons.	Rules C5.2(2) and (3) MTI 5.2(1) and (2)
Visual aids	Doors, signs, counters, stairs, and other artificially lit areas must be well illuminated. Handrails, steps, ramps and coamings, priority seating handholds, door handles, and accessible toilet fittings must be in colours that contrast with their background. Contrasting colours must be used consistently throughout the vessel.	Rules C5.2(4) and (5) MTI 5.2(3) and (4)
Other aids	Vessels carrying more than 100 passengers must have a hearing-aid loop for on board announcements and television screens that broadcast safety messages visually with subtitles or sign language.	Rule C5.2(6) MTI 5.2(5)

Main changes	What would change	Rule reference
Boarding and disembarking	At least once access to the ship must be via a gangway ramp. The gangway ramp must have an even gradient, a slip-resistant surface, an upstand or kerb on each side of at least 75 mm height, and handrails between 840 and 900mm in height. Gangways must not have a gradient greater than 1:12, except where tides and/or land-based infrastructure does not allow. Where tides and/or land-based infrastructure prevents some people's ability to board, or limits it to certain times, passengers should be notified at the earliest opportunity. Door sills on the entrance must not be greater than 20mm in height. If not practicable, "drop in sills", "roll over sills" or similar solutions may be used to ensure there is no abrupt change in level greater than 20mm.	Rule C5.3 MTI 5.3
Accessible routes	There must be an accessible route between the embarkation/disembarkation point, priority seating and seating allocated for people using wheelchairs, and accessible toilets. The route must have a minimum clear width of 850 mm and be well illuminated by day and night. The route must not have an abrupt change in level of more than 20mm or a gradient greater than 1:12. Turning points must have dimensions and clear space sufficient for the user of a standard wheelchair to manoeuvre through the turn without assistance. Doors must be designed for people with limited dexterity and operable with one hand.	Rule C5.5 MTI 5.5(1) – (3), (9) and (10)

Main changes	What would change	Rule reference
Priority seating	All seating must be 450mm wide and 450mm high with a minimum distance between seat rows of 750 mm (from seat front to seat front). Priority seating must be vacated when needed by passengers with disabilities or in need of special assistance. Four priority seats must be provided for the first 50 passengers and two additional seats must be provided for every additional 50 passengers or part thereof. Priority seating must be as close as possible to entry and exit doorways and in a location that enables occupants to view any safety information screens and have good access to sound supports and other aides. Their position must not place the occupants at a disadvantage in terms of comfort or amenities than general passengers seating. Priority seating must have suitable handholds that enable a person to support themselves when sitting down or getting up. Signage must be visible stating that priority seating must be vacated for passengers with disabilities or in need of special assistance.	Rules C5.6(1) – (4) MTI 5.6(1) and (2)
Allocated spaces for users of wheelchairs of other mobility devices	There must be at least two allocated spaces for users of wheelchairs or other mobility devices for the first 37 passengers, and one additional space for every 50 additional passengers or part thereof. Allocated spaces must have minimum dimensions of 1300mm by 800mm. The dimensions of the allocated spaces and adjacent areas must be sufficient for a person in a standard wheelchair to manoeuvre into and out of the space unassisted. A clear turning circle with 1925mm diameter must be provided at or adjacent to allocated spaces. Allocated spaces must be on the same level as the level of boarding and be located as close as possible to the entry and exit doorways. Occupants must be able to view any safety information screens and have good access to sound supports and other aides. Their position must not place the occupants at a disadvantage in terms of comfort or amenities than general passengers seating.	Rule C5.7 MTI 5.7(1) – (3)

Main changes	What would change	Rule reference
Stairs	Doors must not open directly across the top flight of stairs or obstruct the top or bottom steps. Steps must be of uniform height and have non-slip surfaces. Steps must have handrails on both sides and, where the stairway is more than 1500mm wide, a centre line dividing handrail. Tactile ground surface indicator warnings must be provided at the top and bottom of each flight of steps. Stairs must be well illuminated day and night.	Rule C5.8 MTI 5.8
Accessible toilets	Every vessel with more than 50 passengers must have at least one accessible toilet. The accessible toilet must be available for use by anyone and able to be reached by an accessible route without going through an area reserved for one gender. The accessible toilet must be well-lit, have doors that either open outwards or slide sideways, and offer privacy for each compartment. The internal dimensions of the toilet compartment must be at least 1900mm by 1600mm and the toilet and washbasin must meet certain dimensional specifications.	Rule C5.9 MTI 5.9(2) – (14)

Part 3K: Navigation Systems and Equipment

Main changes	What would change	How the proposal would apply	Rule reference
Combining vessel categories	The current rules have 5 vessel categories, that would reduce to 4 in this ruleset for applying navigation systems and equipment requirements. The new vessel categories would be: Navigation Category 1: Small vessels (<12 metres LOA, or ≤6 metres LOA if a passenger vessel) that do not proceed beyond restricted limits or inshore fishing limits. Navigation Category 2: Passenger vessels less than 24 metres LLL and 500 GT that do not proceed beyond offshore limits and are not Category 1 vessels. Other vessels less than 500 GT that do not proceed beyond offshore limits and are not Category 1 vessels. Navigation Category 3: Vessels less than 500 GT that are not Category 1, Category 2, SOLAS, or Cape Town vessels. Navigation Category 4: Vessels 500 GT or more that do not proceed beyond restricted limits and are not SOLAS or Cape Town vessels. Navigation requirements for SOLAS vessels would move to the new Part 2A SOLAS vessels; and requirements for fishing vessels of 24 metres or more in length would move to Part 404 Cape Town Fishing Vessels. Both are to be consulted on as part of Package 4.	Would apply to all vessels in the domestic commercial fleet when the new rules take effect.	Rule C1.1

Main changes	What would change	How the proposal would apply	Rule reference
Allowing the second compass to be electronic	If a ship requires a second compass, it could be electronic. An electronic compass could be a satellite (GNSS), gyro or fluxgate compass. An electronic compass would require an alternative source of electricity and would need to interface with a suitable Marine Transmitting Heading Device.	Would apply to some vessels in navigation category 2 and all vessels in navigation categories 3 and 4. Would apply when the new rules take effect.	MTI 2.4(2)(a), 2.5(2)(b)(ii), 2.6(2)(b)(i), 3.2(4).
Compasses and other navigational systems and equipment would need to meet technical performance standards	Compasses and navigation systems and equipment would be required to meet appropriate IMO resolutions and technical standards. A surveyor would confirm that compasses and other navigation systems and equipment meet the standards at the next periodic survey. Where the standard for a magnetic compass is not evident, a compass adjuster would need to determine whether the compass meets the ISO standard or needs to be upgraded.	Would apply to all vessels, except those in the small vessels Inshore/restricted and inshore fishing category 1. Ten-year transition would apply to any magnetic compass upgrades required for all vessels impacted in categories 2 - 4.	Rule D3.1 MTI Section 3

Main changes	What would change	How the proposal would apply	Rule reference
Additional navigation systems and equipment to align with SOLAS	In accordance with SOLAS, vessels would be required to carry the following additional navigational systems and equipment: Navigation Category 3 passenger vessels $\geq 24\text{m}$ LLL that proceed beyond restricted limits: - GNSS receiver Navigation Category 3 vessels ≥ 300 GT that proceed into the unlimited area: - Echo sounder - GNSS receiver - Radar - AIS Navigation Category 4: - AIS - ATA - Signalling day lamp - Additional requirements for ship over 3000, 10000, and 50000 GT.	Would apply to category 3 and 4 vessels. Would apply when the new rules take effect.	MTI 2.5(4), (5) & (6), and 2.6 (6), (10), (11), (12), (13) & (17).

Main changes	What would change	How the proposal would apply	Rule reference
Allowing handheld compasses for small tiller steered vessels	Tiller steered vessels operating in restricted limits and inshore fishing limits would be able to carry a handheld compass where there is no suitable mounting position for a compass.	Would apply to all vessels in the small vessels Inshore/restricted and inshore fishing navigation category 1. Would apply when the new rules take effect.	MTI C3.2(2)
Allowing alternative options to carrying a sextant and a chronometer	Vessels that are currently required to carry a sextant and a chronometer would be allowed to carry alternatives that perform equivalent functions. If the alternative is electronic, it would require an alternative source of electrical power.	Would apply to all vessels proceeding into the unlimited. Would apply when the new rules take effect.	Rule D2.1(3) MTI 2.7
Compasses on small category 1 vessels must be liquid filled	Compasses carried on board a small category 1 vessel must be liquid filled. This is a clarification rather than a change as most marine compasses will already be liquid filled.	Would apply to all vessels in the small vessels Inshore/restricted and inshore fishing navigation category 1. Would apply when the new rules take effect.	MTI 3.2(1)(a)

Main changes	What would change	How the proposal would apply	Rule reference
Compass adjuster recognition opened up to more mariners	In addition to a master mariner, a chief mate or a sub-specialist navigation officer in the Royal New Zealand Navy (the same qualifications that are currently required under Part 45¹¹), a person could also be recognised as a compass adjuster if they have a base qualification and experience as either: - a certificate of competency as a master on ships less than 500 GT; or - a certificate of competency as a chief mate on ships less than 3000 GT; or - a certificate of competency as a chief mate yacht; or - a certificate of competency as a master yacht less than 500GT; or - a certificate of competency as a skipper fishing vessel – unlimited (as outlined under current Rule Part 32). In addition to having the one of the above listed base qualifications and a compass adjustment course, mariners with less than a master mariner, a chief mate or a sub-specialist navigation officer in the Royal New Zealand Navy qualifications must do four compass swings, with at least one swing on each type of the category 2-4 vessels supervised and signed off as accurate by a certified compass adjuster.	Would apply to compass adjusters. A suitable compass adjuster course needs to be developed. Would apply when the new rules take effect.	Rule Section 6. MTI Section 6.

¹¹ A certificate of competency as Master or Chief Mate or have worked as a Sub-specialist Navigation Officer in the Royal New Zealand Navy; and hold a certificate proving that the person has passed a compass adjuster's course acceptable to the Director.