

Snapshot of Proposed Changes

Design, Construction and Equipment Rule Reform Package 3 Consultation

This document is part of a series of documents to support consultation on changes to the existing Design, Construction, and Equipment rules (the DCE Rules). Other 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.
- *Proposal summaries* - Details of the proposed changes for each of the four Rule topics being consulted on in this package: Survey and Certification; Lifting Appliances, Loose Gear, and Working Gear; Accommodation, Access, Escape, and Personal Safety; and Navigation Systems and Equipment.
- *Draft Maritime Rules and draft Maritime Transport Instruments (MTIs)* – a set of rules and MTIs for each of the four 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>

Note this snapshot not intended to be comprehensive. We encourage readers interested in a particular topic to look at the proposal summary and draft rules and MTI.

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Note: The proposed changes to the Part 1 Survey and Certification Rules are not included in this document. Please refer to the proposal summary, draft maritime rule and draft maritime transport instrument for further information on the proposed changes to survey and certification.

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

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 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.	These rules are for lifting appliances, loose gear and working gear.	Rule A2.3 Definition of cargo Rules C2.4, C2.5
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 Rules

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
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. 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.	Rules C4.2(2) MTI 4.2(3) and (4) Rule C4.4 MTI 4.4(2) – (5)

Main changes	What would change	Rule reference
	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 impede 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 Rules

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)
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

Main changes	What would change	Rule reference
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)
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 Rules

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
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).

Main changes	What would change	How the proposal would apply	Rule reference
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
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)
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	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.

Main changes	What would change	How the proposal would apply	Rule reference
	Part 45¹), 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.		

¹ 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.

Navigation systems and equipment requirements according to Navigation Category

Equipment / System	Navigation Category 1	Navigation Category 2	Navigation Category 3	Navigation Category 4
Binoculars	Required if > 6 metres. Required if ≤6 metres operating at night.	Required.	Required.	Required.
Magnetic compass	Required (permanently installed). Handheld only if tiller-steered.	1 magnetic compass required. If 2 compasses required, 1 magnetic.	2 compasses in total required, 1 magnetic.	2 compasses in total required, 1 magnetic.
Steering compass	Not required.	Required (magnetic or electronic). Must be forward of wheel, visible.	Required (magnetic, electronic, or gyro).	Required (magnetic, electronic, or gyro) or a suitable heading repeater.
Additional compass	Not required.	Required if steering electronic compass or poorly located.	Required (magnetic, electronic, or gyro).	Required (electronic or gyro).
Gyro-compass	Not required.		Optional (counts as second compass).	Optional; if fitted ≥1600 GT, gyro-repeaters and bearing equip required.
BNWAS	Not required.	Required if ≥24 m LLL.	Required if ≥24 m LLL.	Required for all.
Radar	Not required.		Required if ≥300 GT and proceeds into unlimited area.	1 radar (non-passenger).
Automatic radar plotter / ARPA / ATA	Not required.		Not required.	Automatic radar plotter required. ARPA if ≥10,000 GT. 2 ATA if ≥3,000 GT.
GNSS receiver	Not required.		Required if passenger ship >12 passengers. Required if ≥300 GT and unlimited area.	Required.

Equipment / System	Navigation Category 1	Navigation Category 2	Navigation Category 3	Navigation Category 4
Echo-sounding device	Not required.		Required if ≥ 300 GT and unlimited area.	Required.
Speed & distance log	Not required.			Required if $\geq 10,000$ GT.
THD	Not required.			Required.
Rudder angle indicator	Not required.			Required if power-operated steering gear is fitted.
Propeller RPM indicator	Not required.			Required for each propeller.
Pitch / Mode indicators	Not required.			Required for variable-pitch and lateral-thrust propellers.
Signalling daylight lamps or alternative	Not required.			Required.
Emergency steering comms	Not required.			Required: comm link plus heading repeater.
AIS	Not required.		Required if ≥ 300 GT and unlimited area.	Required.
Sextant / Chronometer/ Electronic nav aid	Not required		Required when ship in unlimited area and no electronic navigational aid.	Not required.