

IMPLEMENTATION DATE MOVED

Full implementation of the new Maritime Operator Safety System, known as MOSS, is now planned to start early in 2013, rather than this October, as originally envisaged.

Maritime New Zealand says as it has worked through the submissions made on the draft maritime rules for MOSS, it has become clear that while there is support for MOSS, vessel operators need time to come to grips with the new system and develop the tools and processes needed to implement it.

The original view was that complex rules were being removed and the base safety management system would not differ substantially from the current safe ship management system. This governed early estimates of workloads and timelines. The October date also assumed key decisions would be achieved earlier than had occurred.

“It is very important that Maritime NZ ensures sufficient time is provided for all parties to make these changes,” says the director of Maritime NZ, Catherine Taylor. “If we don’t, there is a real risk MOSS will not succeed.”

It is anticipated the maritime rules for MOSS can be signed into law during the first half of 2012. Having the rules finalised well in advance will help provide certainty about what will be required, says Taylor.

Further work is being done on survey services in response to feedback that the consultation proposal needs to be modified if it is to work effectively. Maritime NZ says the introduction



date for MOSS will be announced as soon as the package has been finalised.

QOL FRAMEWORK NOW AVAILABLE

The new proposed Qualifications and Operational Limits framework is now available on the Maritime New Zealand website, following approval from the Maritime NZ Authority.

“Key changes have been made to the QOL framework as a result of extensive feedback on the version presented last year,” says the QOL programme manager, Andrew Clapham. “This is the culmination of two years’ hard work by many people.”

The most significant change is the exclusion of vessels under 24m in length from the full application of STCW-10 within near-coastal waters (coastal and offshore).

“A number of submissions argued strongly against applying full STCW-10 to smaller vessels operating within the coastal limit,” said Clapham. A separate command qualification, skipper coastal/offshore <24m (SCO <24m) will be introduced instead. This will be a combined fishing/non-fishing qualification as at present and is based on the current New Zealand offshore watchkeeper qualification.

Requirements for vessels greater than 500gt operating in restricted limits has been clarified to correct the mistaken perception that large ships in Cook Strait could be commanded by holders of a very basic qualification.

“Qualifications required for vessels of 500-3000gt operating exclusively in restricted limits will be determined by the director, based on the size and nature of operation of the vessel,” said Clapham. Vessels over 3000gt operating exclusively in restricted limits will require unlimited qualifications.

Drafting new rules to reflect the proposals has now started. Once completed, the draft will be released for public consultation and the programme is due to be implemented in 2013.

“Consultation will include any proposed amendments to other rules, such as minimum safe crewing or medical standards. Everyone will have a chance to make submissions on any proposed changes.”

FUNDING REVIEW MAKES GOOD PROGRESS

Maritime New Zealand’s funding review is making good progress, with the Minister of Transport, Steven Joyce, signing off the principles by which the review will operate.

Project leader and principal policy advisor Helen Algar says the framework ensures the organisation has the funds to deliver the activities it is mandated to undertake.

“The four key principles are authority, efficiency, equity and accountability,” said Algar. “These will provide the criteria against which the process and the various funding options will be evaluated.”

Legislation set out the activities and services Maritime NZ must provide to the maritime community. These services also need to support the government’s broader objectives, which include economic growth and providing better and smarter public services.

The review is also considering the costs and benefits of services provided by Maritime New Zealand, including those that may result from the current MOSS project and the QOL programme, and changes to improve the efficiency of corporate



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functions. The principle of equity will ensure funding comes from those who give rise to costs or who benefit from services.

A paper on funding Maritime NZ will go to the Minister of Transport, Steven Joyce, in September. He will decide when and how to release the options for consultation with the maritime community.

APPOINTMENT TO MARITIME BOARD

Peter Cowper has been appointed to the board of Maritime New Zealand for a three-year term, starting on May 1.

The Minister of Transport, Steven Joyce, says Cowper brings to the board commercial experience and governance expertise.

Cowper has worked extensively with boards of directors in leadership and consultancy roles. He is a director and trustee of the Porirua Digital Trust and was formerly a non-executive director of Infinity Solutions Ltd. He is a co-founder and director of Quorum Group Ltd, an organisational and leadership effectiveness partnership.

Previous roles have included general manager network delivery at Telecom New Zealand Ltd, and general manager science and engineering services at BRANZ Ltd.

NEW TRAINING FOR PILOTS

The New Zealand Maritime School has introduced new training for harbour pilots following changes to licensing requirements in the Maritime Transport Act 1994, part 90, amendment 2010. The change came into effect in April 2011.

The first course, held in early April, was full, with eight pilots from all around the coast, said Captain Kees Buckens, the programme leader for navigation courses at the school.

"Requirements for training have changed. Previously, pilots' training was unregulated and differed extensively from port to port," said Captain Buckens. "Now the courses they complete can contribute to the mandatory continuous professional development requirements introduced by the amendment."

The Maritime School has run New Zealand's only advanced pilot programme since 2004. Training includes theoretical and practical courses in bridge resource management, simulator training for exercising emergency situations and contingency plans, human factors and other topics.

New Zealand has fifteen main harbours and about eight smaller harbours. Under the amended act, each port must provide a structured training programme for pilots every five years.

"Pilots in training can have virtual operating experience of each of the ports in New Zealand, because all the real-life operating features of each port are programmed into the full-mission bridge simulators at the school," said Buckens.

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