



TTMRA APPLICATIONS FOR INTERNATIONAL AND DOMESTIC CERTIFICATION

Purpose

This Fact Sheet provides a summary of the Australian Maritime Safety Authority's (AMSA) procedures for lodgement of applications in Australia under the *Trans-Tasman Mutual Recognition Act 1997* (TTMRA).

Background

In accordance with subsection 15(2) of the *Trans-Tasman Mutual Recognition Act 1997* (the Act), a person who is registered to practice an occupation in New Zealand is entitled to practice an equivalent occupation in Australia.

AMSA's responsibility in complying with the TTMRA is to issue a Certificate of Recognition or letter recognising New Zealand qualifications within the limits, conditions and restrictions of the New Zealand primary certificate.

Responsibilities

Please note:

- the performance of duties or functions of the Certificate of Recognition or Letter of Registration is subject to the operation of the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (the National Law) or the *Navigation Act 2012* (the Navigation Act).
- if your New Zealand Certificate of Competency is cancelled, suspended or subject to a condition on disciplinary grounds or as a result of or in anticipation of criminal, civil or disciplinary proceedings, your Australian Certificate of Recognition or Letter of Registration is affected in the same way.
- you must carry the Certificate of Recognition or Letter of Registration AND your New Zealand issued Certificate of Competency when operating.

STCW Seafarer Certificates

Comparison between New Zealand and Australian STCW Qualifications

AMSA will issue a Certificate of Recognition to holders of a New Zealand STCW seafarer certificate if there is an equivalent Australian STCW certificate. If AMSA

considers that there is no equivalent Australian STCW certificate then the New Zealand seafarer will be issued with a letter of registration that will state the capacities and limitations that are on the seafarer's primary certificate of competency.

An Australian STCW Certificate of Recognition is valid for service on Australian registered vessels engaged on international voyages.

A Letter of Registration issued under TTMRA is only valid for service on Australian registered ships engaged on Australian near coastal voyages within the exclusive economic zone (EEZ).

Note: If an Australian vessel is inspected overseas under the provisions of Port State Control the inspector will not accept a TTMRA Letter of Registration as it does not comply with STCW Regulation I/10, which means the vessel may be detained.

What you need to do

Step One:

To work on Regulated Australian Vessels or Australian Domestic Commercial Vessels, complete the [Trans-Tasman Notice of Registration form, \(form AMSA 887\)](#).

The following documents should accompany the application form:

- Copy of your current passport
- Copy of a valid Certificate of Competency (CoC) issued by Maritime New Zealand
- Copy of your Medical certificate appropriate to your certificate:
 - Medical for STCW certificate: www.amsa.gov.au/forms-and-publications/fact-sheets/amsa1579.pdf
 - Medical for Domestic (Near coastal) certificate: www.amsa.gov.au/forms-and-publications/AMSA559.pdf

- Evidence of New Zealand Permanent Residency or Citizenship (NOTE: if you do not have permanent residency or citizenship you are not eligible to apply under the TTMRA)
- Payment of fees of \$190AU per certificate of recognition or letter of registration.

Note: AMSA will not provide oral or written advice, including by email, on either the acceptability of your application or its likely decision before it is formally lodged and considered. AMSA application fees MUST be paid at the time of lodgement of an application, or the application cannot be accepted.

Step Two: Lodge the notice of registration form

Mail the completed notice of registration form (form AMSA 887) and supporting documents to one of the addresses below:

Postal Address

Australian Maritime Safety Authority
Seafarer Certification Service
GPO Box 2181
Canberra ACT 2601
Australia

Courier Address

Australian Maritime Safety Authority
Seafarer Certification Service
82 Northbourne Ave
Braddon ACT 2612
Australia

Step Three: AMSA considers the application

- AMSA completes an authenticity check with Maritime New Zealand
- Once AMSA has received the complete application, please allow up to 28 days for it to be considered.

Note: The assessment process may take longer if AMSA does not receive all of the information or documents requested. AMSA will not accept liability for documents lost in transit.

Step Four: AMSA issues Certificate of Recognition or Letter of Registration in accordance with Tables 1, 2 and 3 on the following pages.

If you disagree with AMSA's decision

If you are not satisfied with AMSA's decision on your formal application you may make application to AMSA for a review of the decision.

Your request for review should be in writing, must clearly request an internal review and must be submitted within 90 days after notification of the AMSA decision. You should also include any additional material that may be relevant.

AMSA must advise the applicant in writing of its review decision no later than 28 days after the application for its review was received.

AMSA's decision in relation to an application is reviewable directly by the Administrative Appeals Tribunal in accordance with section 33 of the *Administrative Appeals Tribunal Act 1975* (The AAT Act).

Subject to the AAT Act, application for review of this decision (including the conditions imposed on your certificate) may be made to the Australian Tribunal. Except where section 28(4) of the AAT Act applies. You may apply in accordance with section 28 of the AAT Act, for a statement in writing setting out the findings on material questions of fact, referring to the evidence or other material on which those findings were based, and giving reasons for the decision. Information and contact details for the AAT Act may be found at www.aat.gov.au or by calling 1300 366 700.

Commencing work in Australia

In accordance with subsections 18(2) and 26 of the AAT Act, and provided that:

- you have included all of the information and documents requested by AMSA; and
- you have evidence of submitting the application (i.e. receipt of payment or registered/courier mail receipt)

Your application will be deemed as registered and you may immediately carry on your occupation in the capacity of your corresponding New Zealand certificate while AMSA considers your application.

If in doubt you should contact AMSA (see contact details below) to ensure that your application is complete before proceeding to carry out your occupation in Australia.

If you need to speak to someone in AMSA about your New Zealand qualifications

Further information about working on an Australian regulated vessel can be obtained by contacting AMSA Connect at AMSAconnect@amsa.gov.au or by phoning +61 2 6279 5000.

TABLE 1 – STCW Seafarer Certificates

New Zealand Certificate	Comments	Australian Certificate of Recognition issued
Able Seafarer – Deck (STCW II/5)		Able Seafarer – Deck (STCW II/5)
Able Seafarer – Engine (STCW III/5)		Able Seafarer – Engine (STCW III/5)
Chief Mate (STCW II/2)		Chief Mate (STCW II/2)
Chief Mate <3000 GT (STCW II/1 and II/2)		Chief <3000 GT (STCW II/1 and II/2)
Chief Mate Yachts (STCW II/2)	New Zealand Certificate is limited to commercial yachts <3000 GT	Chief Mate <3000 GT (Yachts) (STCW II/1 and II/2)
Deck Watch Rating (STCW II/4)	NWR certificate is not valid for service on tankers unless endorsed	Navigational Watch Rating (STCW II/4)
Electro-Technical Officer (STCW III/6)		Electro-Technical Officer (STCW III/6)
Electro-Technical Rating (STCW III/7)	No equivalent Australian seafarer certificate	Will be issued letter of registration
Engine Room Watch Rating (STCW III/4)	EWR certificate is not valid for service on tankers unless endorsed	Engine Room Watch Rating (STCW III/4)
GMDSS Radio Operator (STCW IV/2)	May NOT serve on an Australian registered vessel unless the seafarer holds a Certificate of Competency, Certificate of Proficiency as Rating or has evidence of having completed STCW basic safety training.	GMDSS Radio Operator (STCW IV/2)
Integrated Rating (STCW II/5 and III/5)		Integrated Rating (STCW II/5 and III/5)
	No equivalent New Zealand seafarer certificate	Integrated Rating (STCW II/4 and III/4)
Master (STCW II/2)		Master (STCW II/2)
Master <3000 GT (STCW II/1 and II/2)		Master <3000 GT (STCW II/1 and II/2)
Master yacht <500 GT (STCW II/1 and II/2)		Master yacht <500 GT (STCW II/1 and II/2)
Master <500 GT Near coastal (STCW II/3)	No equivalent Australian seafarer certificate (STCW Section A-II/3.7) This certificate is only valid for Australian and New Zealand near coastal voyages (STCW Regulation II/3)	Will be issued a letter of registration
Master yacht (STCW II/2)	Valid for service on superyachts only. New Zealand defines Superyacht as a commercial yacht less than 3000GT	Master <3000 GT (Yachts) (STCW II/1 and II/2)
Master <500 GT (STCW II/2)	No equivalent Australian seafarer certificate. AMSA issues CoC as Master <500 GT but this certificate comes with additional permitted duties and functions	Will be issued a letter of registration. For service on an Australian vessel engaged on “overseas voyages” will be issued with a restricted certificate of recognition.
Marine Engineer Class 1 (STCW III/2)		Marine Engineer Class 1 (STCW III/2)
Marine Engineer Class 2 (STCW III/2)	No equivalent Australian seafarer certificate	Will be issued a letter of registration. For service on an Australian vessel engaged on “overseas voyages” will be issued will be issued with a restricted certificate of recognition.
Marine Engineer Class 2 endorsed Chief Engineer (STCW III/2)	All Australian Engineer Class 2 certificates are endorsed Chief Engineer <3000 kW unlimited	Engineer Class 2 (STCW III/2)
Marine Engineer Class 2 on ships less than 3000 kW (STCW III/3)	New Zealand prerequisite for issue of this certificate is a MEC3	Engineer Watchkeeper with endorsement Second Engineer <3000 kW (STCW III/1 and III/3)
Marine Engineer Class 3 (STCW III/1)		Engineer Watchkeeper (STCW III/1)
Radio Officer (STCW IV/2)	May NOT serve on an Australian registered vessel unless the seafarer holds a Certificate of Competency, Certificate of Proficiency as Rating or has evidence of having completed STCW basic safety training	GMDSS Radio Operator (STCW IV/2)
Watchkeeper Deck (STCW II/1)		Watchkeeper Deck (STCW II/1)

NOTE:

1. The holder of a New Zealand STCW Certificate of Competency or Rating may NOT have completed oil and chemical tanker familiarisation that meets the standard specified in Section A-V/1-1, paragraph 1 of the STCW Code nor liquefied gas tanker familiarisation that meets the standard specified in Section A-V/1-2, paragraph 1.

It is the responsibility of the seafarer and the vessel operator to ensure that this training is completed if the seafarer wishes to work on an Australian registered tanker.

2. From the 1 January 2017 a New Zealand STCW Certificate of Competency as Marine Engineer may not be valid for service on ships fitted with High Voltage (over 1000 volts) systems unless endorsed.

Note: All AMSA STCW Certificates of Competency as Marine Engineer are valid for service on ships fitted with High Voltage (over 1000 volts).

3. AMSA will not place endorsements, such as ECDIS in a Certificate of Recognition (COR). These endorsements must be in the New Zealand certificate that the AMSA COR recognizes or held as a separate endorsement.
4. In order to comply with STCW Regulation I/2 paragraph 7, when relevant and evidence that required training has been completed, AMSA will issue the holder of a New Zealand STCW Certificate of Competency, who has been issued with an AMSA STCW Certificate of Recognition, a separate advanced oil, chemical or gas tanker endorsement. An Advanced tanker endorsement is required for Masters, Mates, Chief Engineers and First Engineers with immediate responsibility for loading, discharging and care in transit and other cargo related operations on tankers.
5. The holder of a New Zealand STCW Certificate of Competency, who has been issued an AMSA STCW Certificate of Recognition as marine engineer issued under the provisions of TTMRA is NOT deemed to hold a Refrigerant Handling License (RHL).
6. Employers should note that some New Zealand Engineer Watchkeeper Certificates of Competency are endorsed "not for service on vessels fitted with boilers".

Background: The Ozone Protection and Synthetic Greenhouse Gas Management Regulations 1995 (the ozone regulations). Among other things, the ozone regulations require that a person must not handle refrigerant unless he or she holds a Refrigerant Handling License. Various types of RHL are available and administered by the Australian Refrigerant Council, see: www.arctick.org

7. In order to comply with STCW requirements, from 1 January 2017, the holder of a New Zealand Certificate as Able Seaman or Able Seaman (ILO) is not valid for service on a "regulated Australian vessel" (*Navigation Act 2012*) unless the certificate has been transitioned to a New Zealand Able Seafarer – Deck (STCW II/5) or Deck Watch Rating (STCW II/4).

The holder of a New Zealand Able Seaman certificate that does not reference STCW may work on a "Domestic Commercial Vessel" as a General Purpose Hand provided they hold a letter of registration.

8. In order to comply with STCW requirements, from 1 January 2017, the holder of a New Zealand Certificate as Integrated Rating that does not reference STCW-78 (as amended) must transition the certificate to either a New Zealand Certificate as Integrated Rating (STCW II/5 & III/5) or a combination of Able Seafarer – Deck (STCW II/5), Able Seafarer – Engine (STCW III/5), Deck Watch Rating (STCW II/4) or Engine Room Watch Rating (STCW III/4) to be able to work on a "regulated Australian vessel".

The holder of a New Zealand IR certificate that does not reference STCW may work on a "Domestic Commercial Vessel as a General Purpose Hand provided they hold a letter of registration.

New Zealand "National" and Australian "Domestic" seafarer certificates Letter of Registration for New Zealand National seafarer certificates

A Letter of Registration issued under TTMRA is only valid for service on Australian registered vessels engaged on Australian near coastal voyages within the EEZ. The TTMRA Letter of registration is only valid if the New Zealand seafarer certificate that the letter recognises is also valid.

A Letter of Registration, except for New Zealand legacy certificates, will be valid for a maximum of five years or till the expiry date of the certificate that it recognises.

In determining the expiry date of a Letter of Registration AMSA will take into consideration the requirements of New Zealand Maritime Rules Part 32 – Seafarer Certification, Subpart F Revocation, savings and transition provisions.

AMSA very strongly recommends holders of New Zealand legacy or perpetual national certificates obtain a new transition seafarer certificate before seeking work in Australia.

A Letter of Registration for a New Zealand legacy certificate, including perpetual certificates, will be valid till 1 April 2019. This letter will not be re-issued until the holder demonstrates they meet the same revalidation requirements as the holder of an Australian domestic seafarer certificate issued under the Provisions of NSCV Part D – Crew Competencies

A Letter of Registration will state the following:

- Letter identification number;
- Full name and date of birth of the certificate holder;
- Certificate number and grade of the New Zealand certificate;
- Date of issue of the letter;
- Date of expiry of the letter, and
- Capacities and limitations allowed on the certificate.

Some of the capacities and limitations may only be valid for service in New Zealand near coastal waters, others may have little relevance or understanding by the Australian maritime industry. AMSA's interpretation of the capacities and limitations on a New Zealand certificate of competency is contained in TABLE 4.

On expiry the Letter of Registration can be re-issued and replaced with another Letter of Registration provided the applicant provides evidence that they meet the revalidation requirements for an Australian Certificate of Competency issued under the provisions of NSCV Part D – Crew Competencies.

A Letter of Registration will be valid for five years or initially until the expiry date of the certificate that the letter recognizes. The letter can be re-issued if the holder meets the revalidation requirements for an Australian certificate of competency issued under the provisions of NSCV Part D – Crew Competencies.

TABLE 2 - Comparison between New Zealand National Certificates and Australian domestic near coastal certificates of competency

New Zealand Certificate	Comments	Australian domestic seafarer certificate that may be issued
Master yacht less than 24 m	No equivalent Australian seafarer certificate	Will be issued a letter of registration
Marine Engineer Class 4	No direct equivalent Australian seafarer certificate	Will be issued a letter of registration
Marine Engineer Class 5	No direct equivalent Australian seafarer certificate	Will be issued a letter of registration
Marine Engineer Class 5 – Steam	Australian domestic marine engineer steam certificates are limited to vessels with propulsion power of <750 kW. Currently there are no steam driven vessels in the Australian domestic fleet that have a propulsion power greater than 750 kW	Will be issued a letter of registration
Marine Engineer Class 5 – Steam and Motor		Will be issued a letter of registration
Marine Engineer Class 6		Will be issued a letter of registration
Qualified Deck Crew – Allows the holder to work on vessels <24 m in length out to offshore limits	No direct equivalent Australian seafarer certificate	Will be issued a letter of registration
Skipper coastal/offshore	No direct equivalent Australian seafarer certificate	Will be issued a letter of registration
Skipper restricted limits	No direct equivalent Australian seafarer certificate if the Skipper restricted limits contains a higher level endorsement that allows the holder to operate vessels <24 m or <500 GT	Will be issued a letter of registration
Watchkeeper deck on ships less than 500 GT in the near coastal area	No direct equivalent Australian seafarer certificate	Will be issued a letter of registration

Note: The holder of a New Zealand National Certificate of Competency as Marine Engineer or an Australian Domestic Certificate of Competency as Marine Engineer is NOT deemed to hold a Refrigerant Handling License (RHL). It is the responsibility of the holders of these certificates to determine if a RHL is required.

Background: The *Ozone Protection and Synthetic Greenhouse Gas Management Regulations 1995* (the ozone regulations). Among other things, the ozone regulations require that a person must not handle refrigerant unless he or she holds a Refrigerant Handling License. Various types of RHL are available and administered by the Australian Refrigerant Council, see: <https://www.arctick.org/>

New Zealand Fishing Vessel Seafarer Certificates

Australia does not issue fishing vessel seafarer certificates.

AMSA will issue a TTMRA Letter of Registration to holders of New Zealand fishing vessel seafarer certificates who wish to work on an Australian fishing vessels operating on Australian near coastal voyages.

An Australian fishing vessel operating on Australian near coastal voyages is a “domestic commercial vessel” (Reference *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*, Section 7 and Marine Order 51 Section 2).

Holders of New Zealand fishing vessel seafarer certificates that allow the holder to sail on a fishing vessel engaged on “unlimited” voyages or in “any operating area” may sail on an Australian registered fishing vessel engaged on “overseas voyages” to capacities and limits described on their certificate without the need to obtain a TTMRA Letter of Registration provided the operator or owner of the fishing vessel is satisfied that the certificate is valid, authentic and appropriate for the position held.

The term “overseas voyage” is defined in the *Navigation Act 2012*.

TABLE 3 - New Zealand Fishing Vessel Seafarer Certificates

New Zealand Certificate	Privileges when operating on an Australian Fishing Vessel
Advanced Deck Hand – Fishing	Perform the functions and duties of a deckhand on a fishing vessel of any length in any area of operation.
Mate Fishing Vessel - limited	Perform the functions and duties of: <ul style="list-style-type: none"> • Mate on a fishing vessel less than 45 metres in length operating in restricted offshore limits (30 nm). • Deck Watchkeeper on a fishing vessel of any length in unlimited waters.
Mate Fishing Vessel – unlimited	Perform the functions and duties of: <ul style="list-style-type: none"> • Mate on a fishing vessel of any size in any operating area.
Skipper fishing vessel - limited	Perform the functions and duties of: <ul style="list-style-type: none"> • Master of a fishing less than 45 metres in length operating out to restricted offshore limits (30 nm). • Master of a vessel, other than a fishing vessel, less than 24 metres in length operating out to restricted offshore limits (30 nm). • Deck Watchkeeper on a fishing vessel of any length in unlimited waters.
Skipper fishing vessel – unlimited	Perform the functions and duties of: <ul style="list-style-type: none"> • Master on a fishing vessel of any length in any operating area.

Definition

Mate is the person next in line to the master upon who command of the fishing vessel would fall if the master is incapacitated.

TABLE 4 - AMSA interpretation of terms and privileges shown on New Zealand National Seafarer Certificates of Competency

A New Zealand National seafarer certificate is not issued under the provisions of STCW and is only suitable for vessels operating on near coastal voyages within the exclusive economic zone (EEZ) of either New Zealand or Australia.

New Zealand term or privilege shown on Certificate	Privileges allowed when the holder of a New Zealand national certificate is employed on an Australian registered vessel in Australian near coastal waters	Explanation - More detailed information on "operational limits" is contained in NSCV Part B – General Requirements
Coastal limits	Restricted offshore operations	Restricted offshore operations (Operational Category C) Generally, no more than 30 nm from land except in Great Barrier Reef region and the Torres Strait Zone where it is 50 nm from mainland Queensland.
Enclosed water limits	Partially smooth water operations and smooth water operations	Partially smooth water operations and smooth water operations (Operational Category D and E) Partially smooth and smooth water operations means waters that are designated by State or Territory waterway management legislation to be smooth or partially smooth waters.
Inshore fishing limits	Inshore operations	Inshore operations - Within inshore operations, which mean operations of a vessel that are conducted laterally along the coast from either the base or a regular port of departure of the vessel that is 15 nm to seaward from: (a) The baseline of any of the following: (i) The Australian mainland (ii) The Tasmanian mainland (iii) A recognised island; or (b) Sheltered water limits.
Inshore limits	Inshore operations	See above
Offshore Limits	Offshore operations	Offshore operations - Within offshore operations, which means vessel operations that are: (a) Within 200 nm seaward of the baseline of: (i) The Australian mainland; or (ii) The Tasmanian mainland; or (iii) A recognised Island; and (b) in waters to the outer limits of the EEZ.
Passenger and non-passenger ships		AMSA recognizes all New Zealand national seafarer valid for service on Australian domestic commercial passenger vessels provided the holder undertakes training in crowd management as detailed in the vessel's safety management plan.
Less than 4 systems	Not relevant	"Systems" is defined in New Zealand legislation but not Australian legislation.