

Life Jackets for Children and Young Persons Bill

Member's Bill

As reported from the Transport and Infrastructure Committee

Commentary

Recommendation

The Transport and Infrastructure Committee has examined the Life Jackets for Children and Young Persons Bill and recommends that it be passed. We recommend all amendments unanimously.

Introduction

The bill is a Member's bill in the name of Hon Dr Shane Reti MP. We wish to acknowledge Dr Reti and the bill's original sponsor, Hon Cameron Brewer, for bringing this matter to the attention of Parliament. The bill's aim, as introduced, is to reduce the risk of children and young people drowning during recreational boating. It would do this by amending Part 91 of the Maritime Rules to make it a requirement for those under the age of 15 to wear a lifejacket while on board a recreational craft of 6 metres or less in length that is in use. At present under Part 91 of the Maritime Rules the wearing of lifejackets is largely left to the discretion of the skipper and those on board. The Maritime Rules also allow local authorities to make their own navigational bylaws. Currently, lifejacket wearing requirements can vary from region to region.

In addition to the lifejacket requirement, the bill as introduced would:

- create a new definition of recreational craft length, "waterline length"
- replace the term "personal flotation device" with "life jacket"
- extend existing exemptions from the requirements in Part 91 to carry and use a personal flotation device to the expanded lifejacket wearing requirements, for example for surfers and competitors in a supervised event.

We are proposing significant redrafting of the bill to implement our broadening of the bill's scope and other proposed changes discussed below. This includes replacing original clauses 3 to 5.

Our process and expanding the scope of the bill

The bill was referred to us on 22 October 2025. We initially opened for submissions for six weeks with a closing date of 11 December 2025. We heard an initial round of oral submissions in early 2026.

The written and oral submissions we received in the initial submission round, coupled with advice from our departmental advisers, made it clear to us that children are not the main victims of drownings from small recreational craft. The majority of submitters urged us to amend the bill to create a universal lifejacket requirement for small recreational craft.

The average age of a person who dies in a recreational boating incident in New Zealand is 50, and the majority are men over 40. There have been eight recreational boating fatalities of children under 15 since the beginning of 2015, whereas there have been 161 fatalities of people over 15.¹

With these statistics in mind, we sought and were granted permission from the Business Committee to allow us to consider an out-of-scope amendment to require all users of relevant recreational craft that are underway to wear a lifejacket.

We were mindful that our proposed amendment differed significantly from the initial scope of the bill. To ensure that the public could have a say on expanded lifejacket requirements we reopened for a second six-week round of public submissions on 4 March 2026. We heard additional oral submissions in May 2026.

Legislative scrutiny

As part of our consideration of the bill, we have examined its consistency with principles of legislative quality. We have no issues regarding the legislation's design to bring to the attention of the House.

Proposed amendments

This commentary covers the main amendments we recommend to the bill as introduced. We do not discuss minor or technical amendments.

Introducing a universal lifejacket requirement

As detailed above, during our consideration of the bill it became clear that children under the age of 15 are not the primary victims of recreational boating incidents. During oral submissions we heard some compelling first-hand accounts of boating accidents. They included instances where adults who were not wearing lifejackets

¹ Ministry of Transport and Maritime New Zealand, departmental report paragraph 16.

drowned because they were not able to access or don the jackets, while their children, who were wearing lifejackets, survived. Consequently, to ensure that the bill is as effective as possible at preventing unnecessary drownings we recommend adding a new requirement that, when a recreational craft that is 6 metres or less in length is underway, the person in charge must ensure that everyone on board is wearing a properly fitted lifejacket. This requirement would be introduced through clause 8(3), which inserts new clause 91.4(1A) into Part 91 of the Maritime Rules. This would introduce a universal requirement to wear a lifejacket on recreational craft that are 6 metres or less in length overall while underway.

Updating the name of the bill

Given our recommended amendment above, we think the bill's title should be updated to reflect the fact that it no longer only applies to children and young people. Consequently, we recommend that the bill be retitled as the "Maritime Transport (Lifejackets on Recreational Craft) Amendment Bill".

Vessel length threshold

A key consideration for us has been what length of recreational craft should be covered by lifejacket wearing requirements. In the bill as introduced, the requirement would apply to recreational craft with a waterline length of 6 metres or less. Submitters noted that waterline length is more difficult to measure than length overall. Therefore, we recommend amending the bill to replace waterline length with length overall.

Six metres is a relatively common cut-off for requirements in New Zealand maritime legislation. For example, commercial ships over 6 metres in length must undergo an annual survey, and there are more stringent bilge pump and firefighting equipment requirements for all craft over 6 metres in length. Also, this threshold aligns with data on recreational boating fatalities, which shows that most fatalities since the beginning of 2016 (147 out of 199 fatalities, or 74 percent) occurred on vessels 6 metres or less in length. Although there is no definitive reason for this, in general these smaller vessels can be more likely to capsize than larger vessels and can lack certain safety features.

While increasing the length threshold could have the benefit of capturing additional vessels, especially in the "trailer-sailer" category, removing the length threshold entirely so all vessels were covered would not be risk-based. It would also not be practical if the lifejacket requirement always applied on a very large yacht or houseboat. Larger vessels often include facilities such as bedrooms, bathrooms, and kitchens aimed towards longer stays. We note that it would be impractical to use these facilities while wearing a lifejacket. While fatalities do occur on these larger vessels, they occur much less often.

Overall, we are satisfied with the 6-metre or less requirement. We think this threshold appropriately captures the most at-risk craft while being easy to enforce and acceptable to the public.

We note, however, that existing lifejacket-related requirements in Part 91 apply to all recreational craft regardless of length. We propose to retain the existing requirement to carry sufficient lifejackets on board recreational crafts of all lengths when the craft is in use. Retaining this requirement means people will be required to wear lifejackets on board craft of 6 metres or less while the craft is underway and otherwise keep sufficient lifejackets on board when the craft is in use but not underway. It will also ensure that people will continue to be required to keep sufficient lifejackets on board recreational craft longer than 6 metres that have a heightened risk of coming into distress.

Standardising the definition of length

As introduced, the bill uses “waterline length” to determine whether a recreational craft is covered by the proposed lifejacket requirements. Although the concept of waterline length is sometimes used elsewhere in the Maritime Rules, it is not defined.

We understand that “length overall” is a more widely understood and used term. People are told the length overall of their craft when they purchase it, and Maritime New Zealand and regional council officers can look up a craft’s length overall for the purpose of enforcement. Because of this, we recommend removing references to waterline length throughout the bill and aligning any length-based thresholds for lifejacket wearing requirements to length overall, as already defined in the Maritime Rules.

Therefore, we recommend inserting the following definition of “length overall” into Part 91 through new clause 7(3):

length overall—

- (a) means the length of the vessel measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the vessel; and
- (b) for the purposes of paragraph (a),—
 - (i) includes structures (such as bulbous bows, deckhouses, free flooding bait tanks, and buoyancy tubing) that project beyond those terminal points; but
 - (ii) does not include fittings (such as beltines, bowsprits, platforms, gantries, trim tabs, and jet and outboard drive units) that project beyond those terminal points.

Clarifying when a lifejacket must be worn

Part 91 uses the term “at the time of use” in relation to lifejacket carriage requirements. This term is not defined in either Part 91 of the Maritime Rules or the Maritime Transport Act 1994.

We acknowledge that this phrase is suitable for lifejacket carriage requirements, as lifejackets are typically kept on board and are therefore available whenever a craft is “in use”. However, it is less clear and less practical when applied to a lifejacket wearing requirement. The phrase “at the time of use” might be interpreted to include

situations where wearing a lifejacket is not appropriate or reasonable, such as when eating or sleeping on board while anchored, or when using a craft that is securely moored in a marina.

We consider that the term “while underway” is more appropriate for lifejacket wearing requirements. A vessel that is “underway” is not at anchor, made fast to the shore, or aground. This term is used for lifejacket wearing requirements in many navigation safety bylaws and is more widely understood. It comes from the Convention on the International Regulations for Preventing Collisions at Sea 1972 and New Zealand law by Part 22 of the Maritime Rules.

We also considered whether a lifejacket should be worn while a vessel is using an electronic anchoring system or trawling. We heard evidence that the lifejacket wearing requirement should extend to these circumstances.

Accordingly, we recommend amending the bill to replace the term “at the time of use” in clause 5(1A) of the bill as introduced with “while underway” in new clause 8(3).

Exemptions from lifejacket requirements

Rule 91.4(2) includes a list of exemptions from existing lifejacket requirements. These exemptions would be extended to our proposed new lifejacket wearing requirements.

While not covered by Rule 91.4(2), people using a stand-up paddleboard (SUP) while surfing are also exempt from current lifejacket requirements. This stems from a 2022 exemption granted under section 40AA of the Maritime Transport Act. This 2022 exemption does not apply to all people who are using a SUP; it only applies specifically when a person is SUP surfing.

We consider that bringing the 2022 exemption into Part 91 would improve the accessibility of the regulations by ensuring that all exemptions are available in one place. Accordingly, we recommend adding SUP surfing to the list of exempted activities in rule 91.4(2), by means of new clause 8(4).

As a committee we have extensively discussed situations where a universal lifejacket requirement may not be practical. An example of this is when swimming off a boat. In this situation the person swimming would need to remove their lifejacket when entering or exiting the water. We therefore recommend inserting new rule 91.4(1B) to exempt those actively engaged in recreational swimming from needing to wear a lifejacket.

We are also aware that there may be times when an occupant of a vessel may have removed their lifejacket for a short time. Examples of this could include using the bathroom, drying, or sunbathing. In situations like this we would expect harbourmasters to maintain a degree of reasonableness in their enforcement.

Standardising lifejacket terminology

The bill would amend Part 91 to replace the term “personal flotation device” with “life jacket”. We understand that the rationale for this change is because the term “life jacket” is a much more common and understood term than “personal flotation device”.

The terms “personal flotation device” as found in Part 91, and “life jacket” as proposed by this bill are both used in a generic manner to refer to all approved buoyancy aids. Technically, a life jacket is a specific, higher-safety type of buoyancy aid with a collar to turn an unconscious person face-up, prioritising survival and rescue. Life jackets are aimed at or marketed for use by people on power boats and sail boats, and by children and non-swimmers.

We recommend amending Rule 91.2 and 91.4 through new clauses 7 and 8 to replace references to a “personal flotation device” with references to a “lifejacket”. The purpose of these amendments is to make Part 91 more accessible. They do not change what counts as a lifejacket, personal floatation device, or buoyancy aid for the purposes of Part 91. We note that there is a range of different lifejackets that can be used in different situations.

Interactions with existing bylaws

Under the Maritime Transport Act 1994, regional councils can make local navigation bylaws for the purpose of ensuring maritime safety in their region. In many cases, regional councils have imposed lifejacket requirements in bylaws. The ability of regional councils to stipulate lifejacket wearing requirements is specifically provided for in section 33M(1)(i) of the Maritime Transport Act 1994. In total, 18 bylaws have been made, requiring users of small craft to wear lifejackets.

We note that our proposed amendments to Part 91 might create inconsistencies with these local bylaws. Under the Maritime Transport Act 1994, the national rule would take precedence over any existing local bylaws.

Amending inconsistent bylaws

Our proposed new Part 5 of Schedule 1AA enables regional councils to amend or revoke any part of a navigation bylaw that is inconsistent with the new lifejacket wearing requirements in Part 91 without undertaking any consultation. However, councils would still be required to consult the Director of Maritime New Zealand.

Typically, when amending or repealing a bylaw a local authority is required to meet certain consultation and procedural requirements. We do not consider it fair or reasonable for a council to be forced to undertake an onerous public consultation process simply to comply with a nationally set rule. Therefore, our proposed amendment also clarifies that local councils can bypass these requirements in order to comply with the national rule. If local authorities wanted to amend their bylaws to address matters wider than the inconsistencies, they would still have to go through the standard public consultation processes.

Enforcing lifejacket requirements

As introduced, the bill does not set out any penalties for failing to comply with the new lifejacket requirements. To ensure that the bill is effective at promoting lifejacket use, new offences and penalties will need to be created to enforce the new requirements. We understand that Maritime New Zealand also plans to undertake an education campaign in the lead-up to the bill's implementation. Consequently, we recommend that the Government undertake policy work to create new offences and penalties under the Maritime (Offences) Regulations 1998.

Changes to the commencement date

As introduced, the bill would come into effect on the day after Royal assent. We note, however, that time would be needed to develop the necessary offences and penalties as well as to brief relevant local authorities. We are aware that Maritime New Zealand and other parties will require time to educate the public, regional authorities, and key stakeholders on the new lifejacket wearing requirements. We therefore recommend amending clause 2 to provide for the bill to come into force 28 days after Royal assent. This would ensure that the lifejacket requirements are in place by summer 2026/27 while still providing time for Maritime New Zealand to undertake the necessary education campaign.

Other matter considered

We also considered the following matter. Although we are not making any specific recommendations, we wish to bring this matter to the attention of the House.

Other methods to amend the Maritime Rules

As introduced, the bill would only amend Part 91 of the Maritime Rules. These rules are secondary legislation. They are made under a delegation to the Minister responsible for maritime transport under the Maritime Transport Act.

It is unusual for a bill to only amend secondary legislation. Typically, secondary legislation would be amended by the relevant Minister following a process set out in the principal legislation. Section 119 of the Legislation Act 2019 also codifies an inherent power of the House of Representatives to directly amend secondary legislation by resolution.

We considered whether either of these two alternative pathways to amending Part 91 would be a more appropriate and efficient approach to establishing nationwide rules for the wearing of lifejackets. Overall, after considering various factors including democratic accountability, public engagement, and the ability to add requirements that can only be established with primary legislation (such as new clause 4), we consider this bill the most appropriate means to establish a lifejacket requirement.

Appendix

Committee process

The Life Jackets for Children and Young Persons Bill was referred to this committee on 22 October 2025. We invited the member in charge at the time, Hon Cameron Brewer, to provide an oral submission on the bill. He did so on 29 January 2026.

We called for submissions on the bill with a closing date of 11 December 2025. Following our initial round of submissions, we sought, and received, permission from the Business Committee to consider an out-of-scope amendment. We then reopened for submissions with a closing date of 16 April 2026. In our first submission round we received and considered submissions from 157 interested groups and individuals. After reopening for submissions, we received 129 additional submissions from new and existing submitters. We heard oral evidence from 16 submitters in February 2026. We heard oral submissions from an additional 16 submitters in May 2026 on our proposed universal lifejacket requirement.

We wish to acknowledge the efforts of all submitters. It was the efforts of submitters that brought to our attention the need to amend the bill to cover older users of recreational craft.

Advice on the bill was provided by the Ministry of Transport and Maritime New Zealand. The Office of the Clerk provided advice on the bill's legislative quality. The Parliamentary Counsel Office assisted with legal drafting.

Committee membership

Andy Foster (Chairperson)

Dan Bidois

Dr Carlos Cheung

Simon Court

Hon Julie Anne Genter (until 11 February 2026)

Dr Tracey McLellan

Tangi Utikere

Celia Wade-Brown (from 11 February 2026)

Hon Dr Shane Reti and Hon Cameron Brewer participated in our consideration of this bill.

Related resources

The documents we received as advice and evidence are available on the Parliament website.

Key to symbols used in reprinted bill

As reported from a select committee

text inserted unanimously

~~text deleted unanimously~~

Hon Dr Shane Reti

Life Jackets for Children and Young Persons Bill

Member's Bill

Contents

	Page
1 Title	2
2 Commencement	2
3 Principal Rules	2
4 Rule 91.2 amended (Definitions)	2
5 Rule 91.4 amended (Personal flotation devices)	3
<u>Part 1</u>	
<u>Amendments to Maritime Transport Act 1994</u>	
<u>3</u> <u>Principal Act</u>	<u>3</u>
<u>4</u> <u>Schedule 1AA amended</u>	<u>4</u>
<u>Part 2</u>	
<u>Amendments to Maritime Rules and consequential revocation</u>	
<u>Subpart 1—Amendments to Maritime Rules Part 91: Navigation</u>	
<u>Safety Rules</u>	
<u>5</u> <u>Principal rules</u>	<u>4</u>
<u>6</u> <u>Part objective amended</u>	<u>4</u>
<u>7</u> <u>Rule 91.2 amended (Definitions)</u>	<u>4</u>
<u>8</u> <u>Rule 91.4 amended (Personal flotation devices)</u>	<u>6</u>
<u>Subpart 2—Consequential revocation</u>	
<u>9</u> <u>Consequential revocation</u>	<u>7</u>
<u>Schedule</u>	
<u>New Part 5 inserted into Schedule 1AA of Maritime Transport</u>	
<u>Act 1994</u>	

The Parliament of New Zealand enacts as follows:

1 Title

This Act is the ~~Life Jackets for Children and Young Persons Act 2025~~ Maritime Transport (Lifejackets on Recreational Craft) Amendment Act 2025.

2 Commencement

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This Act comes into force on ~~the day after the date on which it receives the Royal assent~~ the 28th day after Royal assent.

3 Principal Rules

This Act amends ~~Part 91 of the Maritime Rules (the principal Rules), which were made under section 36 of the Maritime Transport Act 1994.~~

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4 Rule 91.2 amended (Definitions)

(1) In rule 91.2, insert in its appropriate alphabetical order:

life jacket means a buoyancy aid that—

(a) is designed to be worn on the body; and

(b) is certified by a recognised authority as meeting—

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(i) type 401, 402, 403, 404, 405, or 408 in NZ Standard 5823:1989;
or

(ii) type 401, 402, 403, 404, 405, or 408 in NZ Standard 5823:2001;
or

(iii) type 401, 402, 403, 404, 405, or 406 in NZ Standard 5823:2005;
or

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(iv) a national or international standard whose application is considered by the Director to have substantially the same effect as the application of any of **subparagraphs (i) to (iii)**; and

(e) is serviceable:

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(2) In rule 91.2, delete the definition of **personal flotation device**.

(3) In rule 91.2, replace the definition of **recognised authority** with:

recognised authority means an authority that the Director considers is competent to certify a life jacket's compliance with a standard:

(4) In rule 91.2, in the definition of **vessel**, replace “.” with “.”.

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(5) In rule 91.2, after the definition of **vessel**, insert:

waterline length means the horizontal distance between the most forward and the most aft points on a vessel's hull, measured—

(a) at the vessel's waterline; and

(b) without including the vessel's outboard motor, if it has one; and

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- (e) when the vessel has no persons on board; and
- (d) when the vessel is stationary; and
- (e) when the vessel is not affected by the wind.

5 Rule 91.4 amended (Personal flotation devices)

- (1) Replace the heading to rule 91.4 with “**Life jackets**”. 5
- (2) Replace 91.4(1) with:
 - (1) No person in charge of a recreational craft of over 6 m in waterline length may use it unless, at the time of use, life jackets are on board—
 - (a) in numbers sufficient for each person on board; and
 - (b) in sizes appropriate for each person on board; and 10
 - (c) in a location readily accessible by each person on board.
 - (1A) No person in charge of a recreational craft of 6 m or less in waterline length may use it unless, at the time of use,—
 - (a) each person on board under the age of 15 years wears a life jacket in a size appropriate for him or her; and 15
 - (b) each person on board of or over the age of 15 years has available to him or her a life jacket—
 - (i) in a size appropriate for him or her; and
 - (ii) in a location readily accessible by him or her.
- (3) In rule 91.4(2), replace “Rule 91.4(1) and” with “Rule 91.4(1), **(1A)**, and”. 20
- (4) In rule 91.4(2)(e), replace “personal flotation device” with “life jacket”.
- (5) In rule 91.4(3), replace “personal flotation devices” with “life jackets”.
- (6) In rule 91.4(4), replace “rule 91.4(1)” with “rule 91.4(1) **and (1A)**”.
- (7) In rule 91.4(4), replace “personal flotation devices” with “life jackets”.
- (8) In rule 91.4(5), replace “Rule 91.4(1) and” with “Rule 91.4(1), **(1A)**, and”. 25
- (9) In rule 91.4(6), replace “personal flotation device” with “life jacket”.
- (10) In rule 91.4(7), replace “personal flotation device” with “life jacket”.
- (11) In rule 91.4(9), replace “personal flotation device” with “life jacket”.
- (12) In rule 91.4(9)(a), replace “device” with “life jacket”.

Part 1

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Amendments to Maritime Transport Act 1994

3 Principal Act

This Part amends the Maritime Transport Act 1994.

4 Schedule 1AA amended

In Schedule 1AA,—

- (a) insert the Part set out in the **Schedule** of this Act as the last Part; and
- (b) make all necessary consequential amendments.

Part 2

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Amendments to Maritime Rules and consequential revocation**Subpart 1—Amendments to Maritime Rules Part 91: Navigation Safety Rules****5 Principal rules**

This subpart amends the Maritime Rules Part 91: Navigation Safety Rules. 10

6 Part objective amended

In the Part objective, after the fifth paragraph, insert:

Changes made by Maritime Transport (Lifejackets on Recreational Craft) Amendment Act 2025

The Maritime Transport (Lifejackets on Recreational Craft) Amendment Act **2025** amended Part 91 to— 15

- make Part 91 more accessible by replacing references to “personal flotation device” with the more commonly used term “lifejacket”;
- add a new requirement for the person in charge of a recreational craft to ensure that each person on board is wearing a lifejacket while the craft is underway. The requirement applies to recreational craft that are 6 metres or less in length and is subject to the same exceptions as the existing Part 91 requirement to carry lifejackets; 20
- incorporate the Maritime Transport (Class Exemption—Carriage of Personal Flotation Devices on Stand-up Paddleboards in Surfing Zone) Notice 2022 into Part 91. 25

7 Rule 91.2 amended (Definitions)

- (1) In rule 91.2, revoke the definition of **personal flotation device**.
- (2) In rule 91.2, definition of **recognised authority**, replace “a personal flotation device’s compliance” with “that a lifejacket complies”. 30
- (3) In rule 91.2, insert in their appropriate alphabetical order:

length overall—

 - (a) means the length of the vessel measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the vessel; and
 - (b) for the purposes of **paragraph (a)**,— 35

- (i) includes structures (such as bulbous bows, deckhouses, free flooding bait tanks, and buoyancy tubing) that project beyond those terminal points; but
- (ii) does not include fittings (such as beltings, bowsprits, platforms, gantries, trim tabs, and jet and outboard drive units) that project beyond those terminal points:

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lifejacket means a lifejacket, personal flotation device, or other buoyancy aid that is—

- (a) designed to be worn on the body; and
- (b) serviceable; and
- (c) certified by a recognised authority as complying with any of the following:
 - (i) a New Zealand standard for buoyancy aids; or
 - (ii) any national or international standard that the Director considers has substantially the same requirements as a New Zealand standard for buoyancy aids:

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New Zealand standard for buoyancy aids means any of the following:

- (a) type 401, 402, 403, 404, 405, or 408 in NZS 5823:1989;
- (b) type 401, 402, 403, 404, 405, or 408 in NZS 5823:2001;
- (c) type 401, 402, 403, 404, 405, or 406 in NZS 5823:2005:

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out back means the area of open water adjacent to the area of breaking waves where—

- (a) waves are not breaking; and
- (b) a SUP surfer may wait before attempting to ride a wave:

stand-up paddleboard or **SUP** means a recreational craft, similar to a surfboard, of rigid or inflatable construction that is—

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- (a) sufficiently buoyant for the user to stand upright on the board when it is stationary; and
- (b) only powered manually by the SUP surfer using a paddle or by pumping (if using a board with hydrofoils); and
- (c) not powered by a motor of any kind:

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SUP surfer means a person in charge of a stand-up paddleboard for the purpose of SUP surfing:

SUP surfing—

- (a) means the action of riding breaking waves towards the shore on a stand-up paddleboard in a surfing zone where the board is propelled by the slope of the advancing wave; and

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(b) includes activities directly related to the action described in **paragraph (a)**, such as—

- (i) paddling through the transit zone; and
- (ii) waiting or resting out back; and
- (iii) attempting to catch waves; and
- (iv) returning to out back or to a position to catch waves:

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surfing zone—

(a) means an area of water between the shore and open water where waves advancing towards the shore are breaking due to wave shoaling to form rideable waves; and

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(b) includes—

- (i) any body of salt water or fresh water where wind or swell waves exist with sufficient magnitude to produce rideable waves; and
- (ii) out back; and
- (iii) the transit zone; but

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(c) does not include—

- (i) river waves or any area where waves are formed by flowing water, such as standing waves, tidal bores, or upstream waves; and
- (ii) areas of open water where a SUP surfer may paddle an extended distance to reach the breaking waves or out back:

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transit zone means the area of water between the nearest appropriate point of entry to, or exit from, the water and the surf or out back, through which a SUP surfer may transit in order to enter or exit the water safely:

underway, in relation to a vessel, means not—

- (a) at anchor; or
- (b) made fast to the shore; or
- (c) aground:

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8 Rule 91.4 amended (Personal flotation devices)

(1) Replace the heading to rule 91.4 with “**Lifejackets**”.

(2) In rule 91.4,—

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- (a) replace “personal flotation device” with “lifejacket” in each place:
- (b) replace “personal flotation devices” with “lifejackets” in each place.

(3) After rule 91.4(1), insert:

(1A) A person in charge of a recreational craft of 6 metres or less in length must ensure that each person on board is wearing a lifejacket of an appropriate size while the craft is underway.

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- (1B) However, rule 91.4(1A) does not require a person in charge of a recreational craft to ensure that a lifejacket is worn by a person on board the craft if that person is actively engaged in recreational swimming from the craft (for example, where the person is preparing to jump from the craft for the purpose of recreational swimming). 5
- (4) In rule 91.4(2),—
- (a) replace “Rule 91.4(1) and (6)” with “Rule 91.4(1), **(1A)**, and (6)”:
- (b) after paragraph (a), insert:
- (aa) a SUP surfer, if the surfer is attached to the stand-up paddleboard by a board leash that is fit for purpose and suitable for the circumstances; and 10
- (5) In rule 91.4(4), replace “rule 91.4(1)” with “rule 91.4(1) **and (1A)**”.
- (6) In rule 91.4(5), replace “Rule 91.4(1) and (6)” with “Rule 91.4(1), **(1A)**, and (6)”.
- (7) In rule 91.4(9), replace “subrules (1) and (6)” with “rule 91.4(1), **(1A)**, and (6)”. 15
- (8) Revoke rule 91.4(10).

Subpart 2—Consequential revocation

9 Consequential revocation

The Maritime Transport (Class Exemption—Carriage of Personal Flotation Devices on Stand-up Paddleboards in Surfing Zone) Notice 2022 is revoked. 20

Schedule
New Part 5 inserted into Schedule 1AA of Maritime Transport Act
1994

s 4

Part 5	5
<u>Provisions relating to Maritime Transport (Lifejackets on Recreational Craft) Amendment Act 2025</u>	
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<u>Interpretation</u>	
In this Part,—	
<u>amendment Act</u> means the Maritime Transport (Lifejackets on Recreational Craft) Amendment Act 2025	10
<u>commencement date</u> means the date on which the amendment Act comes into force.	
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<u>Process for amending inconsistent navigation bylaw</u>	
(1) <u>This clause applies in relation to a navigation bylaw that—</u>	15
(a) <u>was in force immediately before the commencement date; and</u>	
(b) <u>becomes inconsistent with or repugnant to the Maritime Rules Part 91: Navigation Safety Rules on the commencement date as a result of the amendments to those rules made by the amendment Act.</u>	
(2) <u>The regional council that made the navigation bylaw may, under section 33M(1), amend or revoke the bylaw to remove the inconsistency or repugnancy without consulting any person other than the Director (in accordance with section 33M(1)).</u>	20
(3) <u>If the regional council reviews the navigation bylaw in accordance with section 158 or 159 of the Local Government Act 2002,—</u>	25
(a) <u>section 160(3)(a) of that Act does not apply to a proposal to amend or revoke the bylaw to remove the inconsistency or repugnancy; and</u>	
(b) <u>the regional council may, for that purpose, amend or revoke the bylaw by resolution publicly notified without being required to—</u>	
(i) <u>consult in accordance with section 82 of that Act; or</u>	30
(ii) <u>use the special consultative procedure set out in section 83 of that Act.</u>	

Life Jackets for Children and Young Persons Bill

Legislative history

10 April 2025
22 October 2025

Introduction (Bill 143–1)
First reading and referral to Transport and Infrastructure
Committee