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Sent: Friday, 25 January 2019 10:10 AM
To: Maritime Transport
Subject: MARPOL Annex VI submission

Submission on MARPOL Annex VI: Prevention of Air Pollution from Ships

My concerns about ships burning dirty fuel are two fold, human health and atmospheric health: GHG emissions plus ozone depletion.

Because NZ isnt a signatory to Annex VI visiting ships such as cruise ships can burn dirty fuel in our ports and harbours. I saw this in the Milford Sound, where the dirty smoke was trapped in an inversion layer and contaminated this beautiful setting. The tourists not inside that ship would have seen this too, and I couldnt understand why it was permitted in a National Park.

I understand our inter island ferries can burn dirty fuel too, so when the wind blows the fumes at the passengers on deck they are also getting the high sulphur and soot.

Some ports provide electricity for visiting ships, but not all, and the residents and port workers will be exposed to contaminants.

Climate Change

NOx and CO2 are long lived GHG, and we need to halve the rate of GHG emission in 10 years to have any chance of keeping the global warming below 1.5 degrees. I understand the cost is an issue, but the consequences of not reducing GHG are much more severe, and longterm so trading goods to an unstable world wont be as profitable as it currently is. This is another reason for adding value, and selling ideas not commodities. The discussion paper rightly points out our international reputation and credibility depends on NZ doing the right thing and playing our part to meet the IMO GHG Strategy.

Long term we need to accept that ships will need to be powered by solar, wood boilers, wind (sail), and other fossil free energy, and we should design more efficient ways of moving goods by sea.

I strongly recommend that we do adopt Annex VI and I wish that we had done it years ago.

yours sincerely

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