

From: Florian Burch [REDACTED]
Sent: Friday, 21 December 2018 5:31 PM
To: Maritime Transport
Subject: MARPOL Annex VI submission

Hello

Below is my submission in regard to whether New Zealand should accede to MARPOL Annex VI.

Regards

Florian Burch

- **Your name, where you live (location is fine, we don't need your address):** Florian Burch, Princes Wharf, Auckland
-
- **Do you think New Zealand should accede to MARPOL Annex VI?** Yes
-
- **Why do you think this?**
-
- I agree with most of the benefits of New Zealand acceding to MARPOL Annex VI that were outlined in Section 2 of the public discussion paper.
-
- The world's 15 largest container ships reportedly emit as much toxic sulphur dioxide and climate-change-inducing nitrous oxide as all the world's cars combined. These chemicals are harmful to human health and the environment. Acceding to MARPOL Annex VI would contribute pressure on global and domestic shippers to take measures that reduce harmful emissions from ships, which would be good for New Zealanders and for the environment.
-
- Fumes emitted by ships in the Waitemata harbour are a significant contributor to air pollution in Auckland, particularly in the heavily populated waterfront area and central business district, according to studies undertaken by Auckland Council.

These emissions are permitted activities under the Resource Management Act, and so there is very little that Aucklanders or people who live near ports in other towns can do to prevent or mitigate these emissions; forcing shippers to install scrubbers or use cleaner fuels, as MARPOL Annex VI would do, would reduce this pollution problem at its source.

-
- Currently the health impacts of these emissions are unfairly borne by a few tens or hundreds of thousands of people who spend a significant amount of time near NZ ports, while the benefits of the ships using cheap and dirty fuel are probably shared widely among shippers, NZ exporters, foreign consumers of NZ exports, foreign exporters of goods to NZ, and NZ consumers of imported goods. The costs of complying with MARPOL would likely be passed on from shippers to these many players through higher shipping prices, and would likely be imperceptible to the end consumer. This wide sharing of the cost of reducing the negative externalities from consumption of shipping services seems fair. Even if the costs of being environmentally responsible were not widely shared, and fell largely on a few shippers or exporters, they would simply be a cost of doing business like any other and should not be viewed as a reason to continue tolerating unnecessary pollution.
-
- Acceding to MARPOL Annex VI would signal domestically and internationally that New Zealand is in favour of measures to reduce pollution and is willing to play its part in reducing global environmental problems.
-
- **Sometimes we want to know a little bit more about what someone thinks. If this is the case with you, are you ok if we get in touch? What is the best way to do this? (please provide an email or phone number). Yes:**
██████████.