

From: Prathamesh,MESHA, Bhaswande [REDACTED]
Sent: Monday, 26 November 2018 3:49 PM
To: Maritime Transport
Cc: Brian Nijman
Subject: MARPOL Annexe VI submission

Respected Gents,

Thank you for the opportunity given to the wider people of the community to express their thoughts , and hopefully this would be beneficial comments on ratifying the amendments.

I agree with q1 absolutely in the public discussion paper .

We are not threatened by any external forces like rest of the world,but our biggest threat is the climate change and its effects In the coming years for the future generations.

Our nation being one of the very few slice of earth which is still pristine and untouched and not as abused as other parts of the globe where industrialization and globalization has overlooked the damage done to the environment.

Even our Hon PM In her recent meeting in the pacific island forum and in united nations summit has pledged to protect the pacific island from potential environmental abuse.

We by signing this treaty would also be in the global fight of the harsh impact to the environment.

Our local fleet around the country will have a bit of financial impact, but its not only Nz , there are many more other smaller nations who are participating in this.

Very surprised we are also not the signatory of the MARPOL annexe IV,which is also very concerning for the coastal flora and fauna .

You must see that puff of heavy soot and exhaust when our ferries start in picton.All the fresh air is filled with the heavy smoke and soot

Also if we set our standards high and at par with the global maritime community , the ships visiting our nation would also be respecting our environment.

SEEMP and EEDI are long term investment plan, which are becoming more and more cheaper and many alternatives and products are being designed by the engine manufacturers and shipyards around the globe for this very special purpose.

Emissions would also impact our ozone hole in the long run.

If our local fleet operators are not yet prepared for the change we might buy some more time if required and start planning and gradually implementing required steps.

During the peak tourist season we have heavy cruise ships visiting our ports, our shipping industry has seen many foreign log carriers and containers visiting our ports each year.

If ships coming from Australia with .5 % sulphur in fuel they would have no need to change to fuel while entering NZ. And same our ships visiting NZ to other countries would not have a problem complying with the regulation.

It's a one time investment, once every one has embraced the change just a matter of time. Reduced sulphur content in fuel will also result in low usage of expensive cylinder oil to the engines, ultimately a money saver.

Interislander is in planning stages of new ferries for the future, so would not be a great deal to install new NOx emission tier 2 or 3 engines, and thereby meeting the requirements. And like wise all other ships on the coast would comply gradually, once implemented.

Also please look in to signing the MARPOL annexe 4 for sewage discharge from ships.

Hope this will be heard, and we would also be part of the global fight in this challenging task. Keeping Aotearoa cleaner, greener and healthy.

Thanking You,

Best Regards,

MESHA.

Prathamesh Bhaswande

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