

5 May 2026

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New Zealand

Spencer Jones

fyi-request-34430-b5faee6b@requests.fyi.org.nz

Our ref: F38390
By email

Dear Spencer,

Response to request regarding analysis of atmospheric and climatic impacts of shipping emissions

I refer to your request to Maritime NZ on 8 April 2026 as follows:

“I request copies of any documents held from 1 January 2015 to present that:

1. *Assess or analyse the atmospheric impacts of shipping emissions, including:*
 - *sulphur dioxide (SO₂)*
 - *sulphate aerosols*
 - *particulate matter*
2. *Evaluate or discuss:*
 - *aerosol–cloud interactions*
 - *cloud condensation nuclei (CCN)*
 - *cloud formation or reflectivity*
 - *rainfall or precipitation effects*
3. *Relate to implementation or impacts of:*
 - *MARPOL Annex VI*
 - *Marine Protection Rules Part 199*
4. *Include any modelling, monitoring, or scientific assessments of:*
 - *coastal air quality near ports*
 - *secondary sulphate formation*
 - *observable “ship track” phenomena*

If no documents exist that evaluate rainfall or cloud effects, please confirm that no such analysis has been undertaken or is held.”

We have now considered your request under the Official Information Act 1982 (the Act).

Question 1 – impacts of shipping emissions

We are refusing this question under s18(e) of the Act - the information requested does not exist. Maritime NZ has no mandate to monitor emissions from ships therefore we have not undertaken any assessment or analysis of the atmospheric impacts of shipping emissions. However as outlined below, we do have responsibilities under MARPOL Annex VI.

MARPOL Annex VI

On 26 May 2022, New Zealand signed up to the International Maritime Organization (IMO) convention known as MARPOL Annex VI. Maritime NZ has specific responsibilities for this Annex. Annex VI of MARPOL seeks to address the impact of air pollution from shipping activities on human health and environments in and around port communities, and the impacts of emissions from shipping activities on climate change and ozone layer depletion.

The MARPOL Annex VI requirements are given effect by the Marine Protection Rules Part 199: Prevention of Air Pollution from Ships, and the Engine Fuel Specifications Regulations (administered by the Ministry of Business Innovation and Employment). The rules apply to New Zealand ships voyaging anywhere in the world, and to all other ships in seas under New Zealand's jurisdiction, except for warships and ships of the New Zealand Defence Force.

The Marine Protection Rules Part 199: Prevention of Air Pollution from Ships (Part 199) brought the requirements of Annex VI into effect in New Zealand law and came into force from 26 August 2022.

As stated above, Annex VI or the MTA and rules Part 199 does not provide Maritime NZ with a mandate to monitor ship emissions. Annex VI is designed to manage emissions through how vessels are designed and constructed, and fuel used.

Questions 2 and 4 – cloud interactions and air quality

We are refusing these questions under s18(e) of the Act – the information requested does not exist. Maritime NZ is a regulatory agency. As noted above in our response to question 1, we have no mandate to monitor emissions from ships under the Maritime Transport Act 1994 (MTA) and our responsibilities under MARPOL Annex VI are outlined above. As we are not an environmental agency, we do not measure possible impacts of cloud interactions or air quality.

Please note that under the Resource Management Act 1991 (RMA), regional councils and unitary authorities are responsible for monitoring local air quality and addressing local sources of pollution. However, through regulations under the RMA, different Councils have interpreted their roles differently and we understand that some Councils consider ship emissions a permitted activity. If you want more information on this mechanism, you could approach the Ministry for the Environment or the relevant Council for their interpretation of the RMA provisions.

Question 3 – Documents relating to the implementation/impacts of MARPOL Annex VI and the Marine Protection Rules Part 199 from 2015

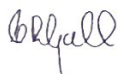
The process involved in New Zealand acceding to MARPOL Annex VI was a multi-year project involving several different agencies, and to provide all documents from 2015 would require us to refuse this question under s18(f) of the Act, in that the information cannot be made available without substantial collation or research. Both the Ministry of Transport and Maritime NZ have proactively released material relating to the implementation and the impacts of MARPOL Annex VI and therefore we are refusing this question under s18(d) of the Act as this information is publicly available.

The Ministry of Transport's material relating to the implementation and impacts of MARPOL Annex VI can be accessed via the following link - [MARPOL Annex VI Treaty | Ministry of Transport](#). In particular I would draw your attention to the *National Impact Analysis report* available here - [MARPOL-Annex-VI-National-Interest-Analysis.pdf](#)

Maritime NZ has also published material relating the implementation and impacts of MARPOL Annex VI and these can be accessed via the following link - [Prevention of air pollution from ships - Maritime NZ](#). You might find this document, the *Guide for Marine Protection Rules Part 199: Prevention of air pollution from ships* helpful - [Guide for Marine Protection Rules Part 199](#)

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Yours sincerely,

A handwritten signature in blue ink that reads "C. Gall".

Caroline Gall
Acting Manager, Communication and Ministerial Services