

## Response ID ANON-1MRS-TF4F-Q

Submitted to Consultation: Review on whether emissions from international shipping and aviation should be included in the 2050 target  
Submitted on 2024-05-31 14:48:19

### Your details

1 What is your name?

Name:

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3 Are you submitting as an individual, or on behalf of an organisation/group?

I am submitting on behalf of an organisation or group.

Name of your organisation (if applicable)::

New Zealand Cruise Association

Type of group/organisation (if applicable):

Other (please specify below)

Please feel free to provide any further detail::

Industry membership association

4 Privacy statement

Yes – I have read and agree to this privacy statement.

Share 'one big thing' or upload a file

5 Are you here to tell us your one big thing?

Your one big thing::

Congratulations on the release of the discussion document. It is a sound, well-balanced piece of work, which is no easy feat given the size and scale of the industries involved.

This is a positive step for the industry, as the sector needs government support to develop the necessary infrastructure to meet its net carbon zero 2050 targets.

Key points for consideration:

Separate measurement for cruise and aviation: Cruise should be measured separately from aviation.

Consistency with international standards: As cruise works across multiple international authorities, what should be measured and how it should be measured needs to be consistent with other jurisdictions such as EU, UK, and USA policies.

Alignment with IMO standards: There needs to be alignment with IMO standards. Policies should complement IMO and not be ahead of IMO. IMO requires complementary action from member states – not additional burdens. Avoidance of double-counting emissions is essential.

Trans-Tasman policy alignment: The itineraries of vessels visiting Oceania over a cruise season include both New Zealand and Australia, so there needs to be policy alignment between both jurisdictions.

Thank you again for the document and for including the cruise sector within it.

6 Upload a file

Upload file::

No file uploaded

Chapter 2: Key Issues

7 Is there any further information or evidence the Commission should consider on the national and global context or technology opportunities for making decisions on including international shipping and aviation emissions in the 2050 target?

Your answer::

8 Do you have any other feedback on this chapter?

Your answer::

### Chapter 3: Potential impacts and the choice to make

9 What is necessary to enable an effective and equitable Crown-Māori relationship around international shipping and aviation emissions and the 2050 target?

Your answer::

10 How could different te ao Māori worldviews influence the decisions on whether, and if so how, to include international shipping and aviation emissions in the 2050 target?

Your answer::

11 What specific impacts and opportunities for iwi/Māori should be considered if international shipping and aviation emissions were included – or remain outside – the 2050 target?

Your answer::

12 Is there any further information or evidence the Commission should consider on the potential impacts or policy options if international shipping and aviation emissions were included in the target?

Your answer::

13 Which of these options for whether international shipping and aviation emissions should be included in the 2050 target do you support?

What are your reasons or evidence for thinking this?:

14 Do you have any other feedback on this chapter?

Your answer::

### Chapter 4: Options for measuring emissions

15 If international shipping and aviation emissions were included in the 2050 target, which of these options for counting the emissions would you support and why?

Why would you support this/these option(s)?:

16 Is there any further information or evidence the Commission should consider on other impacts from international shipping and aviation contributing to climate change?

Your answer::

17 If international shipping and aviation emissions were included in the 2050 target, which of these options for addressing other impacts would you support and why?

Why would you support this/these option(s)?:

18 Do you have any other feedback on this chapter?

Your answer::

### Chapter 5: Options for including these emissions in the 2050 target

19 If international shipping and aviation emissions were included in the 2050 target, which of these options for the structure of a target would you support and why?

Why would you support this/these option(s)?:

20 Appropriate levels for emission reductions

Not Answered

What are your reasons or evidence for thinking this?:

21 If the international shipping and aviation emissions were included in the 2050 target, should the existing net zero component of the target's level of emissions reduction be changed to match any residual international shipping and aviation emissions?

Why or why not?:

22 Do you have any other feedback on this chapter?

Your answer::

Publishing and data protection

23 Publishing permission

Yes – you may publish any part of my submission

Please do not publish these parts of my submission::

24 Reasons to withhold parts of your submission

I think these parts of my submission should be withheld, for these reasons::

25 Follow-up contact

Yes – you may contact me.

26 Further updates

I'd like to receive updates about this specific project., I'd like to receive updates from the Commission about this and other mahi.