

23 June 2023

Our ref: F32468/F32471
By email

Dear [REDACTED]

Official Information Act request – Niagara

I refer to your requests, dated 1 May and 4 May 2023, in which you requested information, under the Official Information Act 1982 (the OIA). You requested:

1 May 2023 request:

“I request the following documents and information regarding the Niagara shipwreck, sunk in 1940 off Northland’s coast.

- 1. All reports prepared or received by Maritime New Zealand regarding the Niagara in the last 10 years.*
- 2. All correspondence with government ministers regarding the Niagara since January 1 2018.*
- 3. All other correspondence regarding the Niagara prepared or received by Maritime NZ since January 1 2018.”*

4 May 2023 request:

“How much were the budget bids which were made in 2018/19, and in 2020/21?”

On 29 May 2023, Maritime New Zealand (Maritime NZ) advised you that the timeframe to respond to your request would be extended to 23 June 2023, under sections 15A(1)(A) and 15A(1)(B) of the OIA. This is because the request spans several years, is for a large quantity of information and meeting the original time limit would unreasonably interfere with the operations of Maritime NZ. In addition, the consultations necessary to make a decision on the request means that a proper response could not be made within the original time limit.

Despite this extension, I note that on 1 June 2023, we responded partially to your request.

On 4 June 2023, Maritime NZ contacted you to discuss whether you wished to refine your request given the broad scope. You confirmed that you wanted to receive the information in its broadest sense and declined to refine your request. Our Communications and Ministerial Services Manager, Christine Ross, advised that there are around 700 emails in scope of your request which we are currently working through.

Because of the large number of emails that we need to review, we will send these to you in tranches (by year). Partial information in response to your request is attached as Appendix One. This information release is for the 2019 emails.

Please note that some information is withheld under:

- Section 9(2)(a) of the OIA to protect the privacy of natural persons;
- Section 9(2)(h) of the OIA to protect legal professional privilege;
- Section 9(2)(g)(i) of the OIA, to maintain the effective of conduct of public affairs through the free and frank expression of opinion by or between officials;
- Section 9(2)(ba)(ii) of the OIA to protect information which is subject to an obligation of confidence and making available the information would be likely to damage public interest; and
- Section 9(2)(f)(iv) of the OIA to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by officials.

Information that is not in scope of the request has not been provided. We do not consider that withholding this information is outweighed by other considerations, which render it desirable, in the public interest, to make the information available (section 9(1) of the Act refers).

We are still working through the rest of the response. This will be provided to you in due course and as stated above, in tranches.

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.

Please note that this response (with your personal details removed) may be published on Maritime New Zealand's website.

If you wish to discuss this decision with us, please feel free to email media@maritimenz.govt.nz .

Yours sincerely



Anna Dwen
Senior Advisor
Communication and Ministerial Services

Margee Do

From: Nigel Clifford
Sent: Wednesday, 23 January 2019 3:53 am
To: Renny VanderVelde
Subject: RE: Niagara Operational Plan OWR

Renny,

- Just had the chance to look at this. As you say a very good and useful piece of work.
- If survey activity was to go ahead we should, I think, have a NOWRT representative present for the project planning stage at least.
- Thanks for getting this report done.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Renny VanderVelde
Sent: Thursday, 20 September 2018 11:09 a.m.
To: Chilvers, Louise (B.L.Chilvers@massey.ac.nz)
Cc: Dayne Maxwell; Mike McMurtry; Nigel Clifford; Wayne Rhodes; Eva Maxwell
Subject: FW: Niagara Operational Plan OWR

Hi Louise, right on the mark. A very comprehensive, detailed report, good planning and response options.

Dayne/Mike – please ‘append’ to existing planning documentation.

Please don’t dist any further as this issue is being staffed through MOT etc.

Renny

From: Chilvers, Louise [<mailto:B.L.Chilvers@massey.ac.nz>]
Sent: Friday, 14 September 2018 9:59 a.m.
To: Renny VanderVelde
Subject: Niagara Operational Plan OWR

Dear Renny,

I hope you have had a nice holiday – where ever you are/were. Please find attached the first draft of the Niagara OWR operation plan as asked for in the Massey / MNZ 2018-19 Business Plan.

Please let me know if you have any comments and as always happy to discuss.

9(2)(a)

Thank you

Louise



B Louise Chilvers, B Agr Sci (Hons), PG Dip GIS, PhD

Associate Professor, Response Manager,

Oiled Wildlife Response, Wildbase

Institute of Veterinary Sciences

IUCN-SSC Pinniped Specialist Groups

+

+64 9(2)(a)

B.L.Chilvers@massey.ac.nz

IVABS, Tennent Drive, Massey University, New Zealand 4442

IVABS, Private Bag 11-222, Palmerston North, New Zealand 4442

<http://wildbase.massey.ac.nz>

https://www.researchgate.net/profile/Barbara_Chilvers

To learn more about oiled wildlife response see our website Massey.ac.nz/wildbaseowr

Released under the Official Information Act 1982

Anna Dwen

From: Nigel Clifford
Sent: Wednesday, 27 March 2019 4:45 pm
To: Olivia Kitson; Natasha Rave; Michala Beacham
Cc: David Eyre; shelley Tucker
Subject: Re: Niagara budget bid - info required by midday tomorrow

Olivia, Natasha,

- Please see below for comments from the Maritime NZ perspective. The answers to the first two queries have been covered extensively in previous briefings to Ministers and were also traversed in detail in the Business Case. I have summarized them in the points below - in Red.

- We are happy to support any enquiries for additional information at any time.

Nigel

From: Olivia Kitson <Olivia.Kitson@parliament.govt.nz>
Sent: Wednesday, 27 March 2019 1:31 p.m.
To: Natasha Rave; Nigel Clifford
Cc: David Eyre
Subject: Niagara budget bid - info required by midday tomorrow

Hi there

I understand Minister Shaw is meeting with MoF this week to discuss, among other things, the Niagara budget bid. To assist him in this, the office would like the following information by midday tomorrow:

- A line to explain why we can't sue anyone to cover the cost of the survey and risk assessment

9(2)(h)

- An explanation of why the activity cannot be funded through baseline

9(2)(h)

- Any reasons you are aware of as to why Treasury recommended it be triaged out of the process, and any responses to them if possible.

Maritime NZ is not aware of how the triage decision was made, neither by which entity, when or why.

David, I've copied you in so you're aware, and in case you have any insights as to Treasury's rationale.

Many thanks in advance, happy to discuss! FYI, I'll be out of the office this afternoon but will have my phone on me.

Ngā mihi,
Olivia.

Olivia Kitson

Private Secretary | Office of Hon Julie Anne Genter | Associate Minister of Transport

Level 6.C Bowen House | Parliament Buildings | Wellington | New Zealand

T: 04 817 8248 | M: [REDACTED] E: olivia.kitson@parliament.govt.nz

Anna Dwen

From: Nigel Clifford
Sent: Wednesday, 27 March 2019 1:53 pm
To: Keith Manch
Subject: FW: Niagara budget bid - info required by midday tomorrow

FYI, please let me know if you would like any particular comments to go back from an MNZ perspective. Please note timeline. I'll craft some words and send to you.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Olivia Kitson [mailto:Olivia.Kitson@parliament.govt.nz]
Sent: Wednesday, 27 March 2019 1:32 p.m.
To: Natasha Rave; Nigel Clifford
Cc: David Eyre
Subject: Niagara budget bid - info required by midday tomorrow

Hi there

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- An explanation of why the activity cannot be funded through baseline
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Ngā mihi,
Olivia.

Olivia Kitson
Private Secretary | Office of Hon Julie Anne Genter | Associate Minister of Transport
Level 6.C Bowen House | Parliament Buildings | Wellington | New Zealand
T: 04 817 8248 | M: 9(2)(a) [REDACTED] | E: olivia.kitson@parliament.govt.nz

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David, I've copied you in so you're aware, and in case you have any insights as to Treasury's rationale.

Many thanks in advance, happy to discuss! FYI, I'll be out of the office this afternoon but will have my phone on me.

Ngā mihi,
Olivia.

Olivia Kitson

Private Secretary | Office of Hon Julie Anne Genter | Associate Minister of Transport
Level 6.C Bowen House | Parliament Buildings | Wellington | New Zealand
T: 04 817 8248 | M: 9(2)(a) E: olivia.kitson@parliament.govt.nz

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Anna Dwen

From: Nigel Clifford
Sent: Monday, 25 March 2019 8:30 am
To: Richard Lough
Cc: Renny VanderVelde; Bruce Barton; Wayne Rhodes; Jarred Gustafson; Joanne Sweetman; Nadia Abdeljaber
Subject: Re: Niagara Wreck survey

Many thanks. Look forward to seeing the results.

Nigel Clifford
Deputy Director
Safety and Response Systems
Maritime New Zealand
+64 9(2)(a)

> On 25/03/2019, at 07:12, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:

>

> FYI.

>

> Best Regards,

>

> Richard Lough | Senior Technical Advisor Maritime Systems Assurance

> Maritime New Zealand | Wellington Nō te rere moana Aotearoa

>

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>

>

>

> -----Original Message-----

> From: Keith Gordon [mailto:9(2)(a)]

> Sent: Friday, 22 March 2019 2:57 p.m.

> To: Richard Lough

> Subject: Re: Niagara Wreck survey

>

> Hi Richard

>

> Thank you for your email advising that a SCAPPA application is not required, with reference to what I have outlined in my e-mail of 20 March 2019 with regard to our proposed survey of the Niagara in that we will not require the support vessel to be anchored on the wreck during the survey.

>

> Yes, I will certainly advise the results of the survey to Maritime NZ and will be available to come to Wellington to discuss these results.

>

> I will confirm if there are any changes to the proposed operational dates and will advise the name of the operational support vessel when confirmed.

>

> Thank you Richard for your assistance with this matter which is most appreciated.

>

> Kind regards

>

> Keith Gordon

> SeaROV Technologies Ltd.

>

>

>> On 22/03/2019, at 2:12 PM, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:

>>

>> Good Afternoon Keith,

>>

>> Thank you for your e-mail dated 20 March 2019 outlining the operation you intend to conduct on the wreck. Basis your comments I can confirm there is no requirement for a SCAPPA Notice to be gazetted by the Director of Maritime New Zealand (MNZ).

>>

>> Would there be at all any possibility to have visibility of the results shared with Maritime New Zealand, and come to Wellington to have a meeting with this Administration to discuss any views you might have as to the results of the survey - that would be very much appreciated.

>>

>> Should there be any changes to the nature of the operation or changes to the dates for the survey, please update myself.

>>

>> Best Regards,

>>

>> Richard Lough | Senior Technical Advisor Maritime Systems Assurance

>> Maritime New Zealand | Wellington Nō te rere moana Aotearoa

>>

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>>

>> -----Original Message-----

>> From: Keith Gordon [mailto:9(2)(a)]

>> Sent: Wednesday, 20 March 2019 10:15 a.m.

>> To: Richard Lough

>> Subject: Re: Niagara Wreck survey

>>

>> Hi Richard

>>

>> We have been assessing our requirements for the planned Niagara survey and note your comments in your email of 7/3/19 and especially your comment that if we do not intend to anchor the support boat on the wreck, a SCAPPA application is then not required.

>>

>> On past occasions we have not anchored the support boat but have carried out survey with the boat drifting or live boating across the wreck site and considering our plans for the forthcoming survey we consider this will be the same for the survey we now plan to carry out.

>>

>> This will not include the deployment of the ROV but is planned to involve towing a side scan sonar fish across the wreck site and the deployment of remote imaging systems to image the wreck without anchoring the support vessel.

>>

>> However it is considered we may require to deploy a buoy with a weighted shot line onto the wreck that would not be using a grapnel anchor but rather would be using a clump weight. This would not be a large buoy system requiring a large anchoring weight. The buoy would be removed after each operational day.

>>

>> With the above planned buoy deployment and not anchoring the support vessel is a SCAPPA application still required? Your advice and comment will be appreciated.

>>

>> We are planning to carry out the survey between 24th April and 30th April depending on weather and sea conditions. We have yet to confirm which support vessel we will be using.

>>

>> Kind regards

>>

>> Keith Gordon

>> SeaROV Technologies Ltd.

>>

>>> On 8/03/2019, at 10:47 AM, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:

>>>

>>> Hi Keith,

>>>

>>> Many thanks - an earlier application is much better than a last minute one.

>>>

>>> Have a good weekend.

>>>

>>> Best Regards,

>>>

>>> Richard Lough | Senior Technical Advisor Maritime Systems Assurance

>>> Maritime New Zealand | Wellington Nō te rere moana Aotearoa

>>>

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>>>

>>>

>>>

>>>

>>> -----Original Message-----

>>> From: Keith Gordon [mailto:9(2)(a)]

>>> Sent: Friday, 8 March 2019 9:06 a.m.

>>> To: Richard Lough

>>> Subject: Re: Niagara Wreck survey

>>>

>>> Hi Richard

>>>

>>> Thank you - we will assess what systems we plan and best to use and once sorted will get back to you.

>>>

>>> Kind regards

>>>

>>> Keith Gordon

>>>

>>>> On 7/03/2019, at 2:17 PM, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:

>>>>

>>>> Hi Keith,

>>>>

>>>> Let's make a start here; MNZ have to treat this application as

>>>> separate to the previous one, we would require the following but

>>>> not limited to;

>>>>

>>>> Name of the vessel

>>>> Date's for survey

>>>> Intention to anchor on the wreck or drift only (in case drift only

>>>> no SCAPPA application is required) The use of an ROV or Sonar or

>>>> both Letter and or communications with Spark New Zealand - any

>>>> third parties objecting (MNZ require the complete picture)

>>>> Assessment by SeaROV Technologies with respect to nature of

>>>> operation, the use of the ROV, distance from the wreck to the
>>>> cables
>>>>
>>>> There may be other items Keith but this should allow you to get started.

>>>> Best Regards,
>>>>

>>>> Richard Lough | Senior Technical Advisor Maritime Systems Assurance
>>>> Maritime New Zealand | Wellington Nō te rere moana Aotearoa
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>>>>
>>>>
>>>>
>>>>
>>>> -----Original Message-----

>>>> From: Keith Gordon [mailto:9(2)(a)]
>>>> Sent: Tuesday, 26 February 2019 9:59 a.m.
>>>> To: Richard Lough
>>>> Subject: Re: Niagara Wreck survey

>>>>
>>>> Thank you Richard - there is no rush on this and will await your email next week.
>>>>
>>>> Cheers

>>>>
>>>> Keith Gordon
>>>> SeaROV Technologies Ltd
>>>>

>>>>> On 26/02/2019, at 9:44 AM, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:
>>>>>

>>>>> Hi Keith,
>>>>>

>>>>> I confirm safe receipt of your e-mail and will get back to you next week, I am a bit snowed under at the moment. You have reached the correct contact point within MNZ.

>>>>>
>>>>> Best Regards,
>>>>>

>>>>> Richard Lough | Senior Technical Advisor Maritime Systems
>>>>> Assurance Maritime New Zealand | Wellington Nō te rere moana
>>>>> Aotearoa
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>>>>> maritimenz.govt.nz

>>>>>
>>>>>
>>>>>
>>>>>
>>>>> -----Original Message-----

>>>>> From: Keith Gordon [mailto:9(2)(a)]
>>>>> Sent: Tuesday, 26 February 2019 9:39 a.m.
>>>>> To: Richard Lough
>>>>> Subject: Niagara Wreck survey

>>>>>
>>>>> Hi Richard
>>>>>

>>>> Simon Gooder has directed me to you regarding processing a SCAPPA application for a further survey of the wreck of the Niagara by SeaROV Technologies Ltd. For the last survey we carried out in February 2016, I processed the application with Simon and therefore contacted him regarding who I should contact for processing an application for a new survey.

>>>>

>>>> At this stage we have still to confirm dates and the charter vessel we will use, however I thought I would contact you regarding what additional information you may require for the application process with reference to information supplied with the last application, which is probably on file at your office.

>>>>

>>>> Your advice will be appreciated and I will confirm dates and vessel to be used once we have confirmed these requirements.

>>>>

>>>> Kind regards

>>>>

>>>> Keith Gordon

>>>> SeaROV Technologies Ltd.

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>>>> necessarily reflect the views of Maritime New Zealand and may

>>>> contain information that is confidential and subject to legal

>>>> privilege. If you are not the intended recipient, you must not

>>>> use, disseminate, distribute or copy this email message or its

>>>> attachments. If you have received this message in error, please

>>>> notify the sender by email immediately, and erase all copies of this message and attachments. Thank you.

Address:

>>>> Maritime New Zealand, Level 11, 1 Grey Street, Wellington 6011. PO

>>>> Box 25620, Wellington 6140 Tel: 0508 22 55 22 (04 473 0111) Fax:

>>>> 04

>>>> 494 1263. www.maritimenz.govt.nz

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>>>>

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>>>> necessarily reflect the views of Maritime New Zealand and may contain

>>>> information that is confidential and subject to legal privilege. If

Anna Dwen

From: Kristopher Ramm <9(2)(a)>
Sent: Friday, 22 March 2019 9:08 am
To: Nigel Clifford
Subject: RE: Covering BUDGET IN CONFIDENCE: RE: Niagara Wreck survey

Ah thanks for that you're quite right I had misunderstood

Those changes are very welcomed and appreciate the additional detail

Thanks

Kris

-----Original Message-----

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Thursday, 21 March 2019 5:27 p.m.
To: Kristopher Ramm <9(2)(a)>
Subject: Covering BUDGET IN CONFIDENCE: RE: Niagara Wreck survey

Kris,

- Sorry but no your original text has misunderstood the survey matter.
- The survey work this April has nothing to do with Maritime NZ or any other Government agency. It is a private venture by one of the parties that raised the issue in the first place and has done similar looks before.
- I've added some suggested text below to clarify and deleted the errors. Please note the Budget in Confidence aspects. Call anytime,

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Kristopher Ramm [mailto:9(2)(a)]
Sent: Thursday, 21 March 2019 4:49 p.m.
To: Nigel Clifford
Subject: RE: Niagara Wreck survey

Hi Nigel,

I'm looking at putting the below text into the weekly status report to our Minister. Happy to accept any suggestions, additions or deletions as you see fit.

Will try to get it signed out by mid next week if that timeframe works for you?

Cheers

Kris

Update – Management of the wreck of RMS Niagara

- The RMS Niagara struck a sea mine and sank in the Hauraki Gulf in 1940, approximately 40km South east of Whangarei.
- In September 2018 Maritime NZ prepared a detailed business case on potential management options for the wreck of the Niagara. Options ranged from monitoring via reports and maintaining a contingency plan, to underwater surveying and detailed risk assessment, to an oil recovery operation.
- The business case concluded that survey and risk assessment was essential to reduce uncertainty and allow for appropriate planning. Ministers directed that a budget bid be put forward to seek funding for an underwater survey and detailed risk assessment. Maritime NZ developed and submitted a detailed budget bid supported by the business case.

Maritime NZ has been advised, in confidence, that the budget bid is likely to be rejected given other budget pressures; if this is the case no Government managed or funded activity will take place in regards to a survey or risk assessment (BUDGET IN CONFIDENCE)

In recent weeks there has been renewed interest from external parties as to how the matters raised are progressing. Maritime NZ has advised the parties (noting the previous releases of reports and advice - including a redacted business case) that the matter is before Ministers for decision.

In a separate development Maritime NZ has been advised that one of the parties, involved previously in bringing this matter to Ministers' attention, will be undertaking its own, privately funded survey of the wreck towards the end of April. Maritime NZ was advised of this intention by the party as they were unclear whether a permit to operate in the area was required (due to the nearby protected area for undersea cables).

Maritime NZ has informed the Transport Minister's Office and the Associate Transport Minister's Office of these developments.

- More information available on request.

Contact: Kris Ramm, Manager Marine Ecosystems 9(2)(a)

-----Original Message-----

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>

Sent: Wednesday, 20 March 2019 5:13 p.m.

To: Kristopher Ramm <9(2)(a)>

Subject: FW: Niagara Wreck survey

Kris,

- FYI, an update on the planned work re the Niagara that will likely be undertaken by one of the interested external parties. I have advised the Transport Ministers Offices.

- Happy to discuss at any time.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Nigel Clifford
Sent: Wednesday, 20 March 2019 5:11 p.m.
To: 'Peter Mee'; Olivia Kitson (Olivia.Kitson@parliament.govt.nz); shelley Tucker
Cc: Keith Manch; Renny VanderVelde; Wayne Rhodes
Subject: FW: Niagara Wreck survey

FYI, an update on activity planned re the Niagara by external parties. Note that the planned work will likely go ahead in late April.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Richard Lough
Sent: Wednesday, 20 March 2019 10:51 a.m.
To: Nigel Clifford; Renny VanderVelde; Bruce Barton
Cc: Wayne Rhodes; Natasha Hallett; Joanne Sweetman; Nadia Abdeljaber; Jarred Gustafson
Subject: FW: Niagara Wreck survey

Information so far.

Best Regards,

Richard Lough | Senior Technical Advisor Maritime Systems Assurance Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Keith Gordon [mailto:9(2)(a)]
Sent: Wednesday, 20 March 2019 10:15 a.m.
To: Richard Lough
Subject: Re: Niagara Wreck survey

Hi Richard

We have been assessing our requirements for the planned Niagara survey and note your comments in your email of 7/3/19 and especially your comment that if we do not intend to anchor the support boat on the wreck, a SCAPPA application is then not required.

On past occasions we have not anchored the support boat but have carried out survey with the boat drifting or live boating across the wreck site and considering our plans for the forthcoming survey we consider this will be the same for the survey we now plan to carry out.

This will not include the deployment of the ROV but is planned to involve towing a side scan sonar fish across the wreck site and the deployment of remote imaging systems to image the wreck without anchoring the support vessel.

However it is considered we may require to deploy a buoy with a weighted shot line onto the wreck that would not be using a grapnel anchor but rather would be using a clump weight. This would not be a large buoy system requiring a large anchoring weight. The buoy would be removed after each operational day.

With the above planned buoy deployment and not anchoring the support vessel is a SCAPPA application still required? Your advice and comment will be appreciated.

We are planning to carry out the survey between 24th April and 30th April depending on weather and sea conditions. We have yet to confirm which support vessel we will be using.

Kind regards

Keith Gordon
SeaROV Technologies Ltd.

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Anna Dwen

From: Clive Sharp <clive@rov.co.nz>
Sent: Thursday, 21 March 2019 8:08 pm
To: Nigel Clifford
Subject: Re: Niagara oil

Hi Nigel,
I hope you are well.

I can assist you with the survey details and costing if required, you may have seen the proposals I gave to the Auckland Conservation Board in 2017.

Regards,
Clie

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Date: Thursday, 21 March 2019 at 17:54
To: 'Karen Baird' <K.Baird@forestandbird.org.nz>
Cc: WADE DOAK [REDACTED], Clive Sharp <clive@rov.co.nz>, Keith Gordon <[REDACTED]>, "Councillor Mike Lee (Mike.Lee@aucklandcouncil.govt.nz)" <Mike.Lee@aucklandcouncil.govt.nz>
Subject: RE: Niagara oil

Karen,

- Nice to catch up with you just now. Please see below for a short statement as to where we are with regards to the Niagara:

Over the course of the year Maritime NZ has provided Ministers with updates on the wreck. The most recent advice was provided in September 2018 and discussed the options available for managing the risks posed by the wreck. That briefing covered a range of issues including:

- The feasibility of any commercial underwater survey of the wreck, including the survey requirements, options for how the wreck should be surveyed, the estimated costs of a survey, and what information is required to support a risk assessment of the wreck, and
- The likely economic impact of a spill based on a variety of scenarios, using oil spill modelling.

Officials were instructed to prepare further advice for Ministers regarding the management of the wreck and that work has been completed and is now with the Government for consideration.

- As we discussed the matter is with Ministers for consideration; I am very happy to facilitate the timely release of material that has previously been released. To help us with that please send a request to the following e mail, cc to me. Ministerial.servicing@maritimenz.govt.nz
- Please also feel free to get in touch at any time. Regards,

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

T +64 4 494 1208 | M +64 [REDACTED] | W www.maritimenz.govt.nz

From: Karen Baird [mailto:K.Baird@forestandbird.org.nz]
Sent: Thursday, 21 March 2019 12:27 p.m.
To: Nigel Clifford
Cc: WADE DOAK; Clive Sharp; Keith Gordon; Councillor Mike Lee (Mike.Lee@aucklandcouncil.govt.nz)
Subject: RE: Niagara oil

Kia Ora Nigel,

I am keen to get an update on where Maritime NZ is with regards to the “Niagara” oil threat. This was an issue that a group of us raised in 2017 and there doesn’t appear to have been any progress. Can you please advise.

Many thanks

Karen Baird

Marine Advocate (F&B & BirdLife International)
Royal Forest and Bird Protection Society of New Zealand Inc.
205 Victoria Street, Wellington
DD 09 422 6868 . 9(2)(a) SKYPE Karenkernadec

You can join Forest & Bird at www.forestandbird.org.nz



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Anna Dwen

From: Nigel Clifford
Sent: Thursday, 21 March 2019 5:36 pm
To: 'Peter Mee'; Olivia Kitson (Olivia.Kitson@parliament.govt.nz)
Subject: FREE AND FRANK IN CONFIDENCE: FW: Covering BUDGET IN CONFIDENCE: RE: Niagara Wreck survey

Peter, Olivia,

- Please see below for an e mail sent to DOC in regards to the Niagara matter. Kris is the new DOC contact person covering this issue. He was advised by us of the recent query as to next steps etc. and has let us know that DOC will update their Minister. He sent through a draft text for that update which was not correct around who was planning a survey.

- I've corrected that text as per the below. Happy to discuss.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems Maritime New Zealand | Wellington Nō te rere moana Aotearoa

T +64 4 494 1208 | M +64 9(2)(a) | W www.maritimenz.govt.nz

-----Original Message-----

From: Nigel Clifford
Sent: Thursday, 21 March 2019 5:27 p.m.
To: 'Kristopher Ramm'
Subject: Covering BUDGET IN CONFIDENCE: RE: Niagara Wreck survey

Kris,

- Sorry but no your original text has misunderstood the survey matter.

- The survey work this April has nothing to do with Maritime NZ or any other Government agency. It is a private venture by one of the parties that raised the issue in the first place and has done similar looks before.

- I've added some suggested text below to clarify and deleted the errors. Please note the Budget in Confidence aspects. Call anytime,

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Kristopher Ramm [mailto:]
Sent: Thursday, 21 March 2019 4:49 p.m.
To: Nigel Clifford
Subject: RE: Niagara Wreck survey

Hi Nigel,

I'm looking at putting the below text into the weekly status report to our Minister. Happy to accept any suggestions, additions or deletions as you see fit.

Will try to get it signed out by mid next week if that timeframe works for you?

Cheers

Kris

Update – Management of the wreck of RMS Niagara

- The RMS Niagara struck a sea mine and sank in the Hauraki Gulf in 1940, approximately 40km South east of Whangarei.
- In September 2018 Maritime NZ prepared a detailed business case on potential management options for the wreck of the Niagara. Options ranged from monitoring via reports and maintaining a contingency plan, to underwater surveying and detailed risk assessment, to an oil recovery operation.
- The business case concluded that survey and risk assessment was essential to reduce uncertainty and allow for appropriate planning. Ministers directed that a budget bid be put forward to seek funding for an underwater survey and detailed risk assessment. Maritime NZ developed and submitted a detailed budget bid supported by the business case.

Maritime NZ has been advised, in confidence, that the budget bid is likely to be rejected given other budget pressures; if this is the case no Government managed or funded activity will take place in regards to a survey or risk assessment (BUDGET IN CONFIDENCE)

In recent weeks there has been renewed interest from external parties as to how the matters raised are progressing. Maritime NZ has advised the parties (noting the previous releases of reports and advice - including a redacted business case) that the matter is before Ministers for decision.

In a separate development Maritime NZ has been advised that one of the parties, involved previously in bringing this matter to Ministers' attention, will be undertaking its own, privately funded survey of the wreck towards the end of April. Maritime NZ was advised of this intention by the party as they were unclear whether a permit to operate in the area was required (due to the nearby protected area for undersea cables).

Maritime NZ has informed the Transport Minister's Office and the Associate Transport Minister's Office of these developments.

- More information available on request.
Contact: Kris Ramm, Manager Marine Ecosystems 9(2)(a)

Duplicate

[Redacted]

[Redacted]

[Redacted]

Anna Dwen

From: Kristopher Ramm <[REDACTED]>
Sent: Wednesday, 13 March 2019 11:26 am
To: Nigel Clifford
Subject: Naigara Wreck

Good Moring Nigel,

I've taken over the role of managing the Marine Ecosystems Team from Kath Blackmore for the next year.

I've been asked by the Auckland Conservation Board to provide an update on the Niagara wreck, unfortunately as Kath was most involved in the background and plan ahead I am a little light on details.

Would someone from MNZ be able to provide an update on progress on this issue since the risk assessment?

Many thanks and happy to discuss over the phone if easier

Regards

Kris

Kris Ramm
Manager Marine Ecosystems | Mātanga Mātai Ahu Moana
Department of Conservation | Te Papa Atawhai
DDI: [REDACTED] | VPN: 8633

Conservation House Wellington | Whare Kaupapa Atawhai
18 - 32 Manners St | PO Box 10 420, Wellington 6143
T: +64 4 471 0726

Kia piki te oranga o te ao tūroa, i roto i te ngātahitanga, ki Aotearoa.
To work with others to increase the value of conservation for New Zealanders.

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Out of Scope
Out of Scope

From: HILL, POLLY Dr (DES SANMO-WRKRES-ENV) 9(2)(a)
Sent: Thursday, 18 January 2018 11:20 p.m.
To: Renny VanderVelde
Cc: Skelhorn, Mathew C1 (DES SANMO-WRKRES-SO2)
Subject: RE: Wreck removal

Hi Renny,

Nice to hear from you, I was actually trying to find Scott's contact details a while ago! I'm scheduled to present at Interspill along with Mark Kirby (Cefas, the man Matt presented alongside at the salvage conference), but we're also doing some work on one of our wrecks at that time so I'm not 100% certain I'll be around. I should know more in the next week or two, and if I can go I would love to have a chat with you on all things wrecks. What's the name of the wreck you're worried about? Just so I can do a bit of homework.

Scott and Nick Quinn mentioned that WWII wrecks are becoming major issues for you and the Aussies and I am really keen for us to work closely together to share experience and ideas. We're particularly interested in using the new underwater technologies that are coming online, lots of exciting stuff going on with great potential.

All the best,

Polly

Polly Hill – Wreck Environmental Scientist | CSS | Salvage & Marine Operations
MOD Abbey Wood, #3212 | Ash 2B | Bristol | BS34 8JH



Defence Equipment & Support

From: Renny VanderVelde [<mailto:Renny.VanderVelde@maritimenz.govt.nz>]
Sent: 18 January 2018 02:05
To: HILL, POLLY Dr (DES SANMO-WRKRES-ENV) 9(2)(a) >
Subject: Wreck removal

Hi Polly, hope things are well with you. I was given your contact details from Scott Read who works with me at Maritime New Zealand. I look after incident response including our oil spill response capability.

Over a number of years we have had reports of oil spills emanating from a WWII wreck which sits 70 miles offshore at 120 m. We are getting the real sense that there is ongoing pressure for Govt to do some thing about this.

Rather than asking a whole bunch of questions on what we should consider, risk profiles etc I was wondering if you intend to attend Interspill this year – and if so it would be good to chat – or if not attending we could meet up for a brief chat.

As an aside Nigel Clifford (one of our GM's in MNZ) attending a briefing late last yr in the UK and Matt Skehorn from MOD, SALMO presented (along with Cefas)

Regards

Renny

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Anna Dwen

From: Renny VanderVelde
Sent: Sunday, 26 May 2019 11:08 am
To: Darren Waterman
Cc: Nigel Clifford
Subject: Re: [EXTERNAL] Wrecks - and monitoring systems

Hi DARREN, and likewise it was good to chat in sunny Perth. Can I thank your team for putting together such a comprehensive response - it's really appreciated.

Regards

Renny

Sent from my iPad

On 25/05/2019, at 3:13 AM, Darren Waterman <[REDACTED]> wrote:

Hi Renny, good to see you at SpillCon this week.

I will send a separate email regarding SREP as we did not get a chance to talk again after your meeting with SREP and AMSA.

Please see below some initial comments provided by one of our SMV team. If you would like to discuss any of the comments or options in more details I can put you in touch. OSRL may be able to assist in the deployment of some of these technologies or put you in direct communication with suppliers.

Kind regards Darren

Reviewing the request from Renny, MNZ are seeking guidance on the potential options for conducting a survey of the oil release from a sunken vessel.

Surveillance of the release point

This is a request traditional of the salvage industry utilising ROV type equipment. The costs and timelines to implement this activity are likely to be significant but would hopefully provide the most reliable estimates of release rates as well as identifying the exact leak point. This activity is likely to be a pre-requisite of any salvage operation if the New Zealand government wished to go down such a route. This is not an area in which OSRL has capability or expertise.

Surveillance in the water column

This can be conducted using a variety of towed or tethered platforms deployed from a survey vessel or using autonomous underwater vehicles. There are a range of different sensor types which could be fitted to the chosen platform, as well as the ability to take water samples (the ability of AUV's to take water samples is very limited or not possible) for subsequent laboratory analysis.

The limitations to this method:

- We presume that the rate of release is relatively low. Therefore detecting conclusive data may be challenging.
- The deployment vessel and equipment for ROV surveys is high cost and the planning and implementation effort (time and resources) is significant.

- AUV's are a possibility (OSRL has a partnership with Blue Ocean Monitoring) who are based in Australia and provide these surveys. AUV's typically operate in a dead-reckoning mode once submerged. This limits how close to the sunken vessel they may be able to be positioned. There has been a significant increase in the range of AUV models available including some relatively low cost models. Based on the oil type and release volumes, there is no guarantee that the survey would be successful. Further advice could be sought from Blue Ocean Monitoring, or any other suitable supplier.

The academic community in New Zealand may have some capability.

Surface Surveillance

Surface surveillance includes surveillance conducted by vessels and/ or aircraft. This can be conducted using visual observations by trained observers supported by sensors such as UV and IR. Most effective surveillance is likely to be conducted during the hours of daylight however some sensors will work during the hours of darkness.

- Vessel based surveillance is likely to be the quickest and easiest to implement as well as the lowest cost option. The limitation of vessel based surveillance is that observations are limited to the direct proximity of the vessel and conducted at low speed. This method of surveillance is relatively straightforward to start, stop, scale up and scale down. Civilian and/or coastguard type vessels could be utilised. One advantage of vessels is their ability to remain on station for a significant period of time.
- Aerial surveillance will cover a larger area, quicker, with a much faster transit time. However the time on scene will be limited to a few hours depending on the aircraft selected. Based on the limited volume of oil on the surface we would suggest smaller helicopters or slower fixed wing aircraft. Removable or open doors are required to use certain sensors (eg IR). An advantage of aircraft is the ability to conduct surveys during optimum daylight and weather conditions and to vary the frequency and duration of missions according to need. They are a relatively flexible option and whilst the per hour flying rates are not high, you only pay for the hours actually flown. A single surveillance flight can therefore sometimes provide better outputs for comparable costs to a whole day of vessel survey. An aerial surveillance program might begin with several flights but then reduce the frequency if the results indicated no significant change or were not successful in detecting the oil due to insufficient volumes and natural attenuation.

Surface Surveillance – UAVs

UAV's offer a lot of benefits over traditional aircraft.

However to get the range and duration to transit the necessary duration (exact location hasn't been provided) requires high specification equipment. It is not known whether this is available in the region, however if it was commercially available (ie not reserved for purposes of national security) then the cost is likely to be disproportionate to the cost of a manned aircraft flight.

Autonomous Surface Vehicles (ASV)

Autonomous surface vehicles offer opportunities for long-range / long-duration deployment of craft for monitoring purposes. Surface monitoring technology of oil spills from these types of platforms is less advance. However opportunities potentially exist for the deployment of sensors/ radar on ASV's. Companies such as Blue Ocean Monitoring may be able to assist in this regard.

Satellite Surveillance

Satellite surveillance offers the potential for a wide area image which helps to target aerial surveillance. The limitations of radar satellite imagery are revisit frequency which can be mitigated through accessing multiple satellites. Radar satellites work by detecting the dampening effect on

surface waves which reduces the signal back scatter. Satellite data can be acquired to order and if a monitoring program was required then the costs of acquiring data and processing would be significant – the satellite data providers will have data that covers the area in question over the preceding months. Some of this data might be suitable and might show some of the released oil. The providers would charge to process and provide the data and there is no guarantee that the image would show any oil. OSRL has an arrangement which enables it to access data via MDA as well as to provide an acquisition schedule and quotation should it be required.

From: Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>
Sent: 10 May 2019 04:53
To: Darren Waterman <[REDACTED]>
Subject: RE: [EXTERNAL] Wrecks - and monitoring systems

Thanks Darren.

Out of Scope
[REDACTED]

The wreck oil is HFO..

See you in Perth

Regards

Renny

From: Darren Waterman <[REDACTED]>
Sent: Thursday, 9 May 2019 3:55 p.m.
To: Renny VanderVelde
Subject: RE: [EXTERNAL] Wrecks - and monitoring systems

Hi Renny, nice to hear from you.

I will reach out to the wider team here and see if we can come back to you with some useful advice. Do you happen to know what type of oil is leaking, whether HFO, IFO or something else?

Out of Scope
[REDACTED]

Kind Regards Darren

From: Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>
Sent: 09 May 2019 06:59
To: Darren Waterman <DarrenWaterman@oilspillresponse.com>
Subject: [EXTERNAL] Wrecks - and monitoring systems

Hi Darren, hope all is well and looking forward to see the team at the AGM in June.

A bit of advice. We have a wreck; NW Auckland that routinely leaks oil, small quantities, not recoverable and the vessel sits at 120 m and is around 40 k from the coast. It was mined during

WWII, and of course the vessels condition is not improving. We have asked Govt to provide monies to undertake survey's and we will find out if this is successful this month. That said we believe we need to improve our monitoring of the oil spills.

Are you aware of 'technology' that can monitor oil leaks from wrecks at the depth noted. Also would satellite imagery do the job – very small, sheen potentially long (1 km), weather not always 'pleasant'. Thanks in anticipation.

Cheers

Renny

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Anna Dwen

From: Nigel Clifford
Sent: Wednesday, 8 May 2019 2:07 pm
To: Keith Manch
Subject: Fwd: Niagara Wreck survey

Just FYI

Nigel Clifford
Deputy Director Safety and Response Systems
Maritime New Zealand Wellington
No te rere moana Aotearoa

+64 4 494 1208
+64 9(2)(a) [REDACTED]
nigel.clifford@maritimenz.govt.nz

Begin forwarded message:

From: Richard Lough <Richard.Lough@maritimenz.govt.nz>
Date: 8 May 2019 at 13:59:45 NZST
To: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>, Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>
Cc: Paul Vorwerk <Paul.Vorwerk@maritimenz.govt.nz>, Mike Hudson <Mike.Hudson@maritimenz.govt.nz>, John Marshall <John.Marshall@maritimenz.govt.nz>, Jarred Gustafson <Jarred.Gustafson@maritimenz.govt.nz>, Nadia Abdeljaber <Nadia.Abdeljaber@maritimenz.govt.nz>
Subject: FW: Niagara Wreck survey

Latest information regarding the survey work recently carried out.

Best Regards,

Richard Lough | Senior Technical Advisor
Maritime Systems Assurance
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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-----Original Message-----

From: Richard Lough
Sent: Wednesday, 8 May 2019 1:58 p.m.
To: 'Keith Gordon'
Subject: RE: Niagara Wreck survey

Good Afternoon Keith,

Many thanks for the update and appreciate you taking the time to consultate with MNZ. It would be very appreciative if at some point you could come down to Wellington and give a few select hi-level Management personnel (I will attend as well) a briefing and if possible presentation/video/results of the survey. This would give MNZ a better overview of the survey work you have undertaken and allow MNZ to have the one on one meeting to establish relationships going forward. I feel that this meeting would benefit both parties.

Look forward to hearing from you.

Best Regards,

Richard Lough | Senior Technical Advisor Maritime Systems Assurance Maritime New Zealand | Wellington Nō te rere moana Aotearoa

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-----Original Message-----

From: Keith Gordon [mailto:9(2)(a)]

Sent: Wednesday, 8 May 2019 1:47 p.m.

To: Richard Lough

Cc: Keith Gordon

Subject: Re: Niagara Wreck survey

Hi Richard

A bit of a follow up on our recent Niagara survey.

We managed two days on the wreck site when weather allowed. Unfortunately on the first day the light shot line did not stay on the wreck and although we did get imaging equipment down on the seabed visibility was very limited - around 2-3metres so we abandoned the operation. One item of interest noted was a mooring block on the seabed from previous salvage operations - maybe of use for future operations.

The second day we did get the shot onto the wreck and imaging equipment down onto the wreck but again visibility was very limited much the same as the day before. Two imaging systems failed and due to limited visibility we only got very poor GoPro video of a transverse from near the bow along the vertical upper deck wall to the propellers.

Oil was rising to the surface continuously on both days, the first day the surface was disturbed due to 10-15kt wind but the areas of surface oil were quite discernible.

We had calm conditions for most of the second day and the rising oil floated alongside our ops vessel.

It was noted the oil this time was not rising from the wreck as previously noted in the form of "tar golf balls" then on reaching the surface breaking into a surface slick but seemed to be rising already in an emulsified form. I have recorded surface video clips and images of this. Surface temperature was 19C and down on the wreck 16C.

While mid water visibility was good we were concerned to again find visibility on the wreck as poor and limiting imaging recording. These conditions have been noted more in recent times and it is possible visibility down deep is now being affected by sediment being carried from development run-off towards Auckland. Only further surveys will confirm this.

A reason for our visit to the wreck was to assess the present condition of the wreck from previous surveys and deepwater conditions for a possible future ROV survey which we are considering.

Thank you Richard for your assistance and advice for this recent survey.

Kind regards

Keith Gordon
SeaROV Technologies Ltd

On 2/05/2019, at 11:40 AM, Richard Lough <Richard.Lough@maritimenz.govt.nz> wrote:

Hi Keith,

Out of Scope

Out of Scope

Best Regards,

Richard Lough | Senior Technical Advisor Maritime Systems Assurance
Maritime New Zealand | Wellington Nō te rere moana Aotearoa

T +64 4 495 2938 | M +64 [0210000000](tel:0210000000) | F +64 4 494 1263 | W
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-----Original Message-----

From: Keith Gordon [<mailto:0210000000>]
Sent: Thursday, 2 May 2019 11:23 a.m.
To: Richard Lough
Cc: Keith Gordon
Subject: Re: Niagara Wreck survey

Hi Richard

Just to advise - After weather delays we got out onto the Niagara wreck site last Friday 26th and Saturday 27th, but with mixed results, due to very low

visibility on the wreck and some imaging equipment failure. A large amount of oil was continuously rising to the surface on both days but not a heavy discharge (image attached). Sea conditions deteriorated and I came home with a bad cold which I am just getting over and will advise you further info in the next week.

Kind regards

Keith Gordon
SeaROV Technologies Ltd

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Anna Dwen

From: Jayne Cooper-Woodhouse
Sent: Wednesday, 8 May 2019 10:19 am
To: Nigel Clifford
Subject: FW: Niagara - site visit 190507

Hi Nigel,

If we get any media interest on this – what's our holding line for now? Its no-doubt a political thing.

Cheers

Jayne Cooper-Woodhouse | Senior Communications and Media Advisor
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Jim Lyle [mailto:jiml@nrc.govt.nz]
Sent: Wednesday, 8 May 2019 10:06 a.m.
To: Mike McMurtry
Cc: Mark Cavanagh; Dayne Maxwell; Andrew Hayton (AT); Jim Dilley; Alex van Wijngaarden; MPRS All Staff; Christiaan Moss (AT); Media; Nigel Clifford
Subject: Re: Niagara - site visit 190507

Hi all, comment from Tony Phipps from our council FYI:

Again these findings are very similar to those found when we investigated the similar slicks 20yrs ago, the photos from the air are almost identical.

Cheers

Sent from my mobile.

On 7 May 2019, at 20:11, Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz> wrote:

Kia ora tātou,

Site visit to the Niagara today. Details are as follows.

Timing - outgoing

- depart Tutukaka at 0840 hrs on the vessel 'Hookie', operated by Fish Tutukaka
- arrive on-site at 1035 hrs

WX

- wind average 12 knots, peak 16 knots with associated chop; approx 1m swells (in all, not ideal conditions for surveying or sampling)

Spill

- oil apparent on the surface, initial estimate (from the calm area) was 300 - 400 m long, and 20 m wide
- noticeable smell from the oil
- multiple small surface slicks (rainbow and silver sheen) approx 3 m diameter
- at 'source' location, dark concentrations of oil noted at the centre of some of the slicks; these were either circular blobs 10-25 mm diameter, or broken up into an array of smaller droplets (refer attached photos)
- estimate that these releases were 5 - 20 ml each, and the release was ongoing

Location

- location noted as 35 51.36 S and 174 56.4 E (prior information notes the location as 35 51.6 S and 174 56.75 E)
- location of the 'source' (ie where the oil first surfaced) was noted as 35 51.348 S and 174 56.501 E – this was NE of the master's wreck location; likely due to currents

UAV surveys

- vessel drifting downwind, tracking 240 degrees (drogue on the bow) with considerable pitch & roll
- UAV had issues initialising and calibrating, and UAV take-off and landing was challenging
- two surveys undertaken
 - o survey 1 = an initial recce
 - o survey 2 = a flight of the slick perimeter @ 22 m altitude
- survey 2 estimated the slick at 900 m long (data to follow, post-processing)
- viewing of the surface slick was effective, by using a polarised filter

Sampling

- despite conditions, some small volumes of oil collected
- consistency and appearance of samples was comparable to old engine oil... less viscous than expected
- in calmer conditions, it would have been viable to collect the clearly-defined oil droplets shortly after they reached the surface

Timing – incoming

- UAV pack-down @ 1145 hrs; attempted sampling, then offsite @ 1240 hrs

General

- clear benefits of working from a vessel = easy to manoeuvre / backtrack / resurvey, and limited disturbance to the spill
- the UAV was indispensable, and surveying the slick would have been very difficult without aerial capability
- the port side of the vessel was noticeably oiled, on return to Tutukaka

Any questions welcome!

Ngā mihi,
Mike

From: Mark Cavanagh

Sent: Monday, 6 May 2019 7:39 p.m.

To: Dayne Maxwell; Andrew Hayton (AT); Jim Dilley; Alex van Wijngaarden; MPRS All Staff; Christiaan Moss (AT); Jim Lyle

Cc: Media; Nigel Clifford

Subject: RE: Niagara release

Hi all,

Following on from Dayne's email.....

9(2)(a)

Flight duration approx 50 mins.

Observations at sight

- Weather conditions worse than Fridays flight. Sea state was slightly more “choppy”. Wind 10-15 knots. Light not as favourable for photos but did manage to get a few.
- Slick appearance was the same – mostly very faint silver sheen but did separate to form wind rows (IMG 0288 best example). Total length 815 meters and each wind row approx 20 meter wide.
- Surfacing oil causing an initial iridescent/rainbow sheen with no dark brown patches observed.(IMG’s 0294, 0297, 0298)
- NOTE – As Dayne mentions below, the weather/sea state appeared to be assisting natural dispersion.

Mike - It took us a minute or so to actually locate the slick from the air at 150ft. Good call with the drone and hope the weather is on your side tomorrow. Safe trip.

Happy to chat more if required and will put all the photos on M drive on Wednesday when I’m back in the office.

Cheers.

Mark.

From: Dayne Maxwell

Sent: Monday, 6 May 2019 2:53 p.m.

To: Andrew Hayton (AT); Jim Dilley; Alex van Wijngaarden; MPRS All Staff; Christiaan Moss (AT); Jim Lyle

Cc: Media; Nigel Clifford

Subject: RE: Niagara release

Hi all...I just spoke to Mark C, who has just returned to land from today’s overflight. He reported that the “slick” was smaller in appearance, and the appearance of the oil where it was surfacing was less significant. It still had an iridescent sheen however did not have the “darker” patches. He did say that the conditions weren’t as calm as Friday and the surface was a bit ruffled so this may have been a contributing factor. He will put together a brief report with a few photos later today.

FYI today’s recon flight was undertaken by Skyworks Helicopter.

Regards

Dayne

From: Dayne Maxwell

Sent: Friday, 3 May 2019 6:20 p.m.

To: Andrew Hayton (AT); Jim Dilley; Alex van Wijngaarden; MPRS All Staff; Christiaan Moss (AT); Jim Lyle

Cc: Media; Nigel Clifford

Subject: Niagara release

Hello all...this afternoon Scott, Mark C and I went out on an overflight of the Niagara wreck site to investigate reports of oil in the vicinity the wreck site.

When we arrived at the wreck location we observed a faint narrow slick that was approximately 1.5 km long and between 10 - 30m wide. The majority of the slick was only detectable as a flattening of the water surface and not a sheen, however there was small patches of sheen where the oil was surfacing. See attached photos.

As we were in a seaplane we were able to land on the slick and attempt to get a sample from where the oil was surfacing, however we only were able to get a small amount of oil on absorbent pad as it was barely detectable.

MPRS intends to undertake further monitoring of this release by way of another observation flight on Monday, followed by a possible visit to the site by boat on Tuesday.

Regards

Dayne

Sent from my iPad

Begin forwarded message:

From: Dayne Maxwell <Dayne.Maxwell@maritimenz.govt.nz>
Date: 3 May 2019 at 18:06:21 NZST
To: Dayne Maxwell <Dayne.Maxwell@maritimenz.govt.nz>

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Anna Dwen

From: Renny VanderVelde
Sent: Friday, 3 May 2019 1:29 pm
To: Nigel Clifford
Cc: Mike Hudson; Security Incident Response Group
Subject: FW: Modelling request - "RMS Niagara reported oil spill 26Apr19"
Attachments: R0063 MNZ - RMS Niagara Spill 26Apr2019-2Day Prediction Thickness.pptx; R0063 MNZ - RMS Niagara Spill 26Apr2019-7Day Prediction Thickness.pptx

FYI – APASA produced model in 2 hrs (not bad) – up until 28 April oil heading out to the east. We have done sustained modelling in the past for a continuous spill and oil impacts on Coromandel.

Just asking for additional modelling from today's date to see how that could impact on next weeks activity.

Renny

Out of Scope

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Sasha Zigic [REDACTED] [REDACTED]
Sent: Friday, 3 May 2019 1:15 p.m.
To: Mike McMurtry; ZZ_AAP_APASA_Response
Subject: RE: Modelling request - "RMS Niagara reported oil spill 26Apr19"

Hi Mike,

As discussed, the initial 2 day prediction was showing that the HFO was still at a visible level. Therefore, a second simulation has been run for 7 days to determine if or when the HFO would drop below the visible level.

As such, attached are two PowerPoint presentations which show the predicted thicknesses and movement of the 1m³ instantaneous surface release of HFO . Both presentations show the predicted oil thickness at 3- hourly intervals.

Below is a brief summary of the findings based on the 7 day simulation:

- A 7 day hour simulation was performed ocean currents (HYCOM) and tides; and Bureau of Meteorology high resolution wind data (ACCESS-R) from 0800hrs 26th April 2019 (Local)
- The spill was predicted to drift northeast as a silvery to rainbow sheen in the first 24 hours after the commencement of the spill. The oil then moved towards the southeast, due to the change in wind direction, though remaining offshore. By the end of the 2 day simulation the oil is predicted to have been 18 km east of Mokohinau Islands as isolated patches of silvery sheen.
- There was no shoreline contact predicted.

- At approximately day 3, the oil is predicted to be 17km northeast of Great Barrier Island as a silvery sheen. At this point the oil changes directions and heads offshore east to offshore waters, weathering and fragmented patches. Just before 4 day, the oil drops below visible level.
- Note the oil type contained within the holds of the RMS Niagara is Furnace oil. An analysis of an oil sample was found to be consistent with a heavy fuel oil (HFO) with a high pour point. As such, a generic bunker C fuel oil was selected as a proxy for the spill modelling. The HFO had a density of 974.9 kg/m³, a pour point of 7°C and a dynamic viscosity of 22,800 cP at 15°C. This HFO is composed of approximately 82.8% persistent compounds, which does not evaporate.

In the following emails, I will send through the Google Earth files PowerPoint presentations which show the particles (dots on the screen).

I will call you to discuss once they have been sent through.

Kind regards,

Sasha

Dr Sasha Zigic
General Manager

(2)(a)

From: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>

Sent: Friday, 3 May 2019 9:38 AM

To: Sasha Zigic (2)(a); ZZ_AAP_APASA_Response <response@apasa.com.au>

Subject: RE: Modelling request - "RMS Niagara reported oil spill 26Apr19"

CAUTION: This email originated from outside of RPS.

Kia ora Sasha,

Thanks for getting in touch. And, cheers, the mobile is perfect.

The photo was taken from a surface vessel that was involved in survey work.

We are sending aerial observers out today – we will have more info for you as soon as they have completed their survey.

Note that their primary objective is to confirm if the spill is on-going.

Thanks a million. Ngā mihi nui

Mike

From: Sasha Zigic (2)(a)

Sent: Friday, 3 May 2019 11:29 a.m.

To: Mike McMurtry; ZZ_AAP_APASA_Response

Subject: RE: Modelling request - "RMS Niagara reported oil spill 26Apr19"

Morning Mike,

Sorry, I meant to say I will call you on your mobile listed below.

As discussed, we will run to cases to provide an upper and lower bound:

- 1 m³ instantaneous release of HFO; and
- 10 m³ instantaneous release of HFO

Could you please let us know how from the RMS Niagara was the photo taken and if there is any other aerial surveillance that we can review.

Kind regards,

Sasha

Dr Sasha Zigic

General Manager

9(2)(a)

From: Sasha Zigic 9(2)(a)
Sent: Friday, 3 May 2019 9:13 AM
To: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; ZZ_AAP_APASA_Response <response@apasa.com.au>
Subject: RE: Modelling request - "RMS Niagara reported oil spill 26Apr19"

Morning Mike,

I will call you now on the email below.

Kind regards,

Sasha

Dr Sasha Zigic

General Manager

9(2)(a)

From: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>
Sent: Friday, 3 May 2019 9:10 AM
To: ZZ_AAP_APASA_Response <response@apasa.com.au>
Subject: Modelling request - "RMS Niagara reported oil spill 26Apr19"

CAUTION: This email originated from outside of RPS.

Kia ora RPS APASA colleagues,

We have a reported spill from the RMS Niagara; we'd like to investigate this a little further.

Would you please undertake trajectory modelling, from the date highlighted in the request form.

Please find attached:

- the Oil Spill Trajectory Modelling request
- an image of the oil on water, taken on 26 or 27 April 2019

Can you please let us know if we have a complimentary model?

I believe that we are lucky enough to get one per year.

If you could give us an indication of the timing for the delivery of the modelling, please, that would be great.

Please note – I have had two failed attempts to call 0061 400 754 038. Is there another number I should be calling?
This was sourced from Rev2 / 17 Sept 2014 'Client Instructions – How to Activate Emerg Resp Procedures w RPS APASA and Interpret Subseq Results'

Ngā mihi,

Mike

Mike McMurtry | MPRS Senior Planning Advisor
Maritime New Zealand | Marine Pollution Response Service | Te Atatū
Nō te rere moana Aotearoa

T +64 9 839 1038 - 9(2)(a) - W www.maritimenz.govt.nz/contact-us

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Anna Dwen

From: Nigel Clifford
Sent: Friday, 3 May 2019 1:03 pm
To: Andrew Barron
Cc: Renny VanderVelde
Subject: Re: Ardent Diver-less oil removal system

Andrew,

- Many thanks for getting in touch. It was good to meet you and our thanks for your support and interest.
- For now we have no more questions and we are awaiting a budget funding decision before we can make any more progress on the project. We will let you know - via Drew once the way ahead is clear.
- Once again, thanks for the interest and the information. Kind regards,

Nigel

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Anna Dwen

From: Keith Manch
Sent: Friday, 3 May 2019 11:29 am
To: Nigel Clifford
Cc: Renny VanderVelde
Subject: RE: Niagara Wreck survey

Very good, thanks

Keith Manch | Chief Executive and Director
Maritime NZ | Wellington
Nō te rere moana Aotearoa

T +64 4 4941247 | **9(2)(a)** | F +64 4 4948903 | W maritimenz.govt.nz



Linkedin: <https://www.linkedin.com/company/18210889/>

From: Nigel Clifford
Sent: Friday, 3 May 2019 11:28 a.m.
To: Keith Manch
Cc: Renny VanderVelde
Subject: Fw: Niagara Wreck survey

Keith,

- A Heads Up. The 'private' survey activity re the Niagara has been completed and we received a very short e mail and a photo stating this with further follow up expected - see below.

- The photo indicated at least some surface 'sheen' or perhaps oil itself - light or heavy not clear. The e mail text suggested a "significant" release but then qualified itself as "not a heavy discharge". Renny sought expert opinion from MPRS staff who were minded more to the "sheen" side of things but all acknowledge the paucity of evidence. There have been no reports of oil from any other parties that we are aware of.

- Notwithstanding this we consider that some first-hand survey is merited (not least to manage reputational aspects) so the team will undertake the activity specified below. We will keep you advised as this occurs. At this time we would not expect that any additional activity is merited but of course we will review this as we go.

- Through the connection with Richard Lough we expect to meet in due course with the private party to discuss their work and the results/data they have obtained - no timescale to that at this time.

Nigel

From: Renny VanderVelde
Sent: Friday, 3 May 2019 11:15 a.m.
To: Nigel Clifford
Cc: Paul Vorwerk; Mike Hudson; Kenny Crawford; John Marshall
Subject: RE: Niagara Wreck survey

Nigel, further to our telecom:

- Observation flight confirmed 1300 today (sea plane)
- Arranging flight Monday (weather dependent)and followed up by Vessel deployment
- APASA request for modelling sent 2 mins ago

Renny

-----Original Message-----

From: Nigel Clifford
Sent: Friday, 3 May 2019 10:09 a.m.
To: Renny VanderVelde
Cc: Paul Vorwerk; Mike Hudson; Kenny Crawford; John Marshall
Subject: Re: Niagara Wreck survey

Renny,

- As discussed let's arrange to look into this further.

Nigel

From: Richard Lough
Sent: Thursday, 2 May 2019 11:42 a.m.
To: Nigel Clifford; Renny VanderVelde
Cc: Paul Vorwerk; Mike Hudson; Kenny Crawford; John Marshall
Subject: FW: Niagara Wreck survey

Gents,

FYI - more to follow.

Best Regards,

Richard Lough | Senior Technical Advisor Maritime Systems Assurance Maritime New Zealand | Wellington Nō te rere moana Aotearoa

T +64 4 495 2938 | M +64 9(2)(a) | F +64 4 494 1263 | W maritimenz.govt.nz

-----Original Message-----

From: Keith Gordon [mailto:9(2)(a)]
Sent: Thursday, 2 May 2019 11:23 a.m.
To: Richard Lough
Cc: Keith Gordon
Subject: Re: Niagara Wreck survey

Hi Richard

Just to advise - After weather delays we got out onto the Niagara wreck site last Friday 26th and Saturday 27th, but with mixed results, due to very low visibility on the wreck and some imaging equipment failure. A large amount of oil was continuously rising to the surface on both days but not a heavy discharge (image attached). Sea conditions deteriorated and I came home with a bad cold which I am just getting over and will advise you further info in the next week.

Kind regards

Keith Gordon
SeaROV Technologies Ltd

Released under the Official Information Act 1982

Anna Dwen

Out
of
Scope

[Redacted]

[Redacted]

[Redacted]

[Redacted]



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Follow us on:

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>

Sent: 01 June 2019 04:48

To: Aaron Blowers (Cefas) <[Redacted]@cefas.co.uk>

Cc: Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>; Mike Hill <Mike.Hill@maritimenz.govt.nz>;

Wayne Rhodes <Wayne.Rhodes@maritimenz.govt.nz>

Subject: RE: Framework Agreement

Aaron,

- My apologies for the late response to your previous e mail (15th May). It's been budget time here and very busy.
- Firstly, thanks for the paper in your earlier e mail on PPW; interesting and relevant to us.
- Secondly, I'm afraid that our budget bid to fund a comprehensive survey of the Niagara was not successful; we are now assessing what the next steps might be.
- Thirdly, I think it would be prudent to extend the contract as we are unclear on what our way forward would be but it will be good to keep the relationship with your organisation going. I'm not sure what formal mechanism is necessary to do this – do you have a view?

- Thanks for the academic paper and for following up. We will likely be in London in early December for the salvage conference and also in February at IMO. It would be good to catch up at one or both of these events. Kind regards,

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Aaron Blowers (Cefas) [[mailto:9\(2\)\(a\)@cefaz.co.uk](mailto:9(2)(a)@cefaz.co.uk)]
Sent: Friday, 31 May 2019 1:58 a.m.
To: Nigel Clifford
Subject: Framework Agreement

Hi Nigel,

Hope you are well. I've just been reviewing my contracts and can see the expiry date the Framework Agreement we have setup for you will expire on the 30th June 2019. It also indicates that it may be extended by written agreement.

Just thought I would bring this to your attention to see if you would like to extend the agreement.

Best regards,
Aaron

Aaron Blowers
Senior Project Manager | Overseas Portfolio
Pakefield Road, Lowestoft, Suffolk, NR33 0HT, UK
Tel: +44 9(2)(a) | Email: 9(2)(a)@cefaz.co.uk



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Anna Dwen

From: Nigel Clifford
Sent: Wednesday, 5 June 2019 7:30 am
To: Aaron Blowers (Cefas)
Cc: Renny VanderVelde; Mike Hill; Wayne Rhodes
Subject: Re: Framework Agreement

Yes that would be fine. Many thanks.

Nigel

Nigel Clifford
Deputy Director
Safety and Response Systems
Maritime New Zealand
+64 (2)(a)

On 5/06/2019, at 00:45, Aaron Blowers (Cefas) <(2)(a)> <cefas.co.uk> wrote:

Hi Nigel,

No I can sympathise, we're in the same position here.

Okay, well in the Framework Agreement Terms and Conditions under Terms of Framework Agreement 2.2, it says we are able to extend it by written agreement. If you are happy, shall we extent it for another year, 30th June 2020?

That's great, I'll pass on your travel plans to our team to see if we can arrange to meet.

Best regards,
Aaron

Aaron Blowers
Senior Project Manager | Overseas Portfolio
Pakefield Road, Lowestoft, Suffolk, NR33 0HT, UK
Tel: +44 (2)(a) | Email: (2)(a) <cefas.co.uk>

<image001.png>

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Duplicate



Anna Dwen

From: Nigel Clifford
Sent: Monday, 1 July 2019 11:52 am
To: Kirstie Hewlett <K.Hewlett@transport.govt.nz> (K.Hewlett@transport.govt.nz); shelly Tucker
Cc: Renny VanderVelde
Subject: FREE AND FRANK - IN CONFIDENCE: Next Steps re Niagara Survey

Kirstie, Shelley,

- Thanks for the catch-up on Wednesday last re the Niagara matters.
- I've discussed internally; at this time we propose to:
 - o Complete our internal consideration of surface monitoring options. These may range from status quo (reacting to third party reports) to a variety of proactive schemes whereby there are scheduled visit to the area to evaluate the surface situation, and
 - o Continue to explore options for a comprehensive survey of the wreck site; including potential use of RNZN assets and NIWA support.
- In terms of surface monitoring; we have not yet made a decision to undertake pro-active monitoring. The issue of potential cost recovery is a key consideration. Should there be a decision to undertake a proactive scheme then the working assumption is that we would seek to recover costs incurred as part of a future bid for funding of the comprehensive survey.
- Happy to discuss at any time. Regards,

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
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Anna Dwen

From: Nigel Clifford
Sent: Monday, 26 August 2019 4:36 pm
To: Kristopher Ramm
Subject: FREE AND FRANK - IN CONFIDENCE Re: Niagara
Attachments: 20190826 Update on Niagra for DOC.docx

Kris,

- Good to catch up just now. Please see the attached note. If you have any questions, please call.

Nigel

From: Kristopher Ramm <9(2)(a)>
Sent: Monday, 26 August 2019 4:03 p.m.
To: Nigel Clifford
Subject: Niagara

Hi Nigel,

Thanks for your time before, if you were able to send through the document you mentioned that would be greatly appreciated

I'll ensure it's treated with the appropriate confidence

Thanks

Kris

Kris Ramm
Manager Marine Ecosystems | Mātanga Mātai Ahu Moana
Department of Conservation | Te Papa Atawhai
DDI: 9(2)(a) | VPN: 8633

Conservation House Wellington | Whare Kaupapa Atawhai
18 - 32 Manners St | PO Box 10 420, Wellington 6143
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Kia piki te oranga o te ao tūroa, i roto i te ngātahitanga, ki Aotearoa.
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Anna Dwen

From: Henry Peach <Henry.Peach@parliament.govt.nz>
Sent: Friday, 23 August 2019 8:44 am
To: shelley Tucker
Cc: Olivia Kitson; Renny VanderVelde; Nigel Clifford; Kirstie Hewlett; Eve Tucker
Subject: RE: Budget sensitive - RMS Niagara

Thanks Shelley, this is very useful.



Henry Peach
Office of Hon Julie Anne Genter | Ministerial Advisor
M: 9(2)(a) [REDACTED]
E: henry.peach@parliament.govt.nz

From: Shelley Tucker [mailto:s.tucker@transport.govt.nz]
Sent: Thursday, 22 August 2019 6:09 PM
To: Henry Peach <Henry.Peach@parliament.govt.nz>
Cc: Olivia Kitson <Olivia.Kitson@parliament.govt.nz>; Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>; Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>; Kirstie Hewlett <K.Hewlett@transport.govt.nz>; Eve Tucker <E.Tucker@transport.govt.nz>
Subject: Budget sensitive - RMS Niagara

Hi Henry

Thanks for your time earlier this week. As requested here are some key lines for you.

RMS Niagara

- As outlined in the Budget 2020 bid, two phases of surveying are needed to assess the RMS Niagara wreck to inform next steps.
- For the first survey, the capabilities needed are:
 - a vessel with a platform able to support specialist surveying equipment
 - specialist surveying equipment
 - specialist analytical capability to interpret the data received.
- As set out in the Budget 2020 bid, MNZ estimates the cost of the first survey could be around \$660,000. This amount could be reduced if a Royal New Zealand navy vessel is available to be used at no cost. Estimates vary as to how much the total amount might reduce by if a vessel is available. MNZ estimates it could potentially save \$150,000 - \$200,000.
- Whilst government could commit to progressing with the first survey for now, this would only provide limited (but necessary) information about the wreck, including its location, orientation and, possibly, the location of any tanks. It will not provide data about how much oil is in the tanks or the state of the tanks/any oil. MNZ's advice is that a second, more complex survey will also be needed. Information from the first survey could, however, provide important information to support a bid for funding for the second survey.
- As noted in the Budget 2020 bid, the estimated cost for the second survey could be between \$3.0 to \$4.0 million. This is because the surveying undertaken would be much more significant and complex. The costs

associated with the second survey could possibly be less, for example, the recently commissioned New Zealand Hydrographic Dive ship may be available and additionally technology advancements in the surveying area may reduce costs.

- 9(2)(h) [REDACTED]
- At the Minister's Office request, the Ministry of Transport is making enquiries about possible funding sources from the EPA, DoC, and MfE. To date, we have not received any advice from these departments to suggest they have funding sources for this work.
- In the interim, MNZ will continue working with the Ministry to prepare a new bid for Budget 2021.

Thanks,

Shelley

Policy Manager | Resilience & Security | Regulatory and Data Group
Ministry of Transport – Te Manatū Waka

M: 9(2)(a) [REDACTED] E: s.tucker@transport.govt.nz | www.transport.govt.nz

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Anna Dwen

From: Renny VanderVelde
Sent: Thursday, 22 August 2019 4:45 pm
To: shelley Tucker
Cc: Nigel Clifford
Subject: RE: Draft email for Henry - Budget sensitive

Hi Shelley, thanks for the email, and yes we are comfortable with the comments and figures noted. We have added some suggested words at the 5th bullet point.

Cheers

Renny

From: Shelley Tucker [mailto:s.tucker@transport.govt.nz]
Sent: Thursday, 22 August 2019 3:16 p.m.
To: Renny VanderVelde
Cc: Nigel Clifford
Subject: Draft email for Henry - Budget sensitive
Importance: High

Hi Renny,

Thanks for meeting with Henry with me earlier this week.

Henry asked for a short email summary of the key points/lines going forward. I have drafted a starter for 10 below. Could you please check if you are comfortable with the comments, and check the figures in particular please.

RMS Niagara

- As outlined in the Budget 2020 Bid, two phases of surveying are needed to assess the RMS Niagara wreck to inform next steps.
- For the first survey, the capabilities needed are:
 - A vessel with a platform able to support specialist surveying equipment
 - Specialist surveying equipment
 - Specialist analytical capability to interpret the data received.
- As set out in the 2020 Budget Bid, MNZ estimates the cost of the first survey could be around \$660,000. This amount could be reduced if a Royal New Zealand navy vessel is available to be used at no cost. Estimates vary as to how much the total amount might reduce by if a vessel is available, but MNZ estimates it could potentially save \$150,000 - \$200,000.
- Whilst government could commit to progressing with the first survey for now, this would only provide limited (but necessary) information about the wreck, including its location, orientation and, possibly, the location of any tanks. It will not provide data about how much oil is in the tanks or the state of the tanks/oil. MNZ's advice is that a second, more complex survey will also be needed. Information from the first survey could, however, provide important information to support a bid for funding for the second survey.
- As noted in the Budget 2020 bid, the estimated cost for the second survey could be between \$3.0 to \$4.0 million. This is because the surveying undertaken would be much more significant and complex. The costs associated with the second survey could possibly be less, for example, the recently commissioned New Zealand

Hydrographic Dive ship may be available and additionally technology advancements in the surveying area may reduce costs.

- 9(2)(g)(i) [REDACTED]
- At the Minister’s Office request, the Ministry of Transport is making enquiries about possible funding sources from the EPA, DoC, and MfE. To date, we have not received any advice for these departments to suggest they have funding sources for this work.
- In the interim, MNZ will continue working with the Ministry to prepare a new bid for Budget 2021.

Policy Manager | Resilience & Security | Regulatory and Data Group
Ministry of Transport – Te Manatū Waka

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Margee Do

From: Rob Christie <Rob.Christie@niwa.co.nz>
Sent: Tuesday, 3 September 2019 3:50 pm
To: Nigel Clifford; Renny VanderVelde
Subject: Niagara
Attachments: Out of Scope

Attached some info on the ROV

Regards

Rob

From: Rob Christie
Sent: Tuesday, 3 September 2019 2:05 PM
To: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>; Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>
Cc: Owen Anderson <Owen.Anderson@niwa.co.nz>; Alan Orpin <Alan.Orpin@niwa.co.nz>
Subject: Niagara

Nigel/Renny,

Good to talk last week.

To summarise, we will endeavour to get you a proposal (likely in next couple of weeks) for four survey stages as discussed:

- (1) **Multibeam Survey:** Using a window RV *Ikatere* is in the Auckland area in February we will quote for surveying a 2 km² box around the wreck and the wreck itself. We will provide MNZ processed multibeam, backscatter and water column data (seeps etc). This data can then be used for planning a return ROV trip.
- (2) **ROV Survey:** On the return trip we would again make use of RV *Ikatere* being in Auckland, potentially beginning of May, and utilising our ROV to image the wreck. We would expect MNZ to source a wreck integrity expert for guiding where the ROV imagery should be concentrated on etc. It may be that on the same voyage we could potentially take some interim grab samples to get a snap shot of existing impact.
- (3) **Baseline Sample Plan:** Provide an estimate for designing a base line sample plan for assessing the current impact of the wreck and the baseline state of the immediate environment to help your decision making.
- (4) **Baseline Survey:** Cost for implementing this baseline plan. Potentially late March again when vessel is in Auckland.

We also discussed weather forecasting for emergency events. As a first step, if you gave me an idea when you may next be in Auckland I could arrange for you to meet with with our weather forecasting team and discuss emergency spill weather forecasting etc. They are the same team that provides the Fire Service their emergency forecasting.

Kind Regards

Rob



Rob Christie
Manager - Marine Resources

+64-4-386-0881 | +9(2)(a)

Anna Dwen

From: Nigel Clifford
Sent: Thursday, 31 October 2019 4:27 pm
To: Keith Manch
Subject: FW: FEEDBACK - Niagara opinion - update re timing

Just FYI; we will not have the new legal opinion for next week. I had been clear that it is more important to get this right than to get it early.

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Nigel Clifford
Sent: Thursday, 31 October 2019 4:26 p.m.
To: Dave Whiteridge; Stephanie Winson
Subject: RE: FEEDBACK - Niagara opinion - update re timing

Dave,

- Thanks. No problem from my perspective to delay this a little to ensure we get a good view of all the issues.

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
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[REDACTED]

Anna Dwen

From: Olivia Kitson <O.Kitson@transport.govt.nz>
Sent: Thursday, 31 October 2019 4:04 pm
To: Nigel Clifford
Cc: David Eyre
Subject: Initial feedback on Niagara bid

Kia ora Nigel

Good to talk to you just now. As discussed, the initial feedback on your *Niagara* bid is as follows:

- Whether there are any thoughts from the Navy on this bid, particularly whether they are supportive, and whether that can be included in the bid.
- Making sure that the costs identified are reasonable and enough to adequately do the survey
- Whether DoC is supportive, and if so including that in the bid.

Happy to discuss further if you have any questions.

Ngā mihi,
Olivia.

Olivia Kitson
Senior Adviser – Demand Management and Revenue
Te Manatū Waka – Ministry of Transport

M: 9(2)(a) | E: o.kitson@transport.govt.nz | www.transport.govt.nz

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MINISTRY OF TRANSPORT

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Auckland | NZ Government Auckland Policy Office | 45 Queen Street | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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Please consider the environment before printing this email.

Anna Dwen

From: Sally Kane
Sent: Tuesday, 8 October 2019 9:14 pm
To: Nigel Clifford; Andrew Saunderson
Subject: Fwd: BUDGET SENSITIVE: Budget 2020 process and request for Bids

Hi Nigel/Andrew,
Just checking in on status of the bids.
Nigel - have you had a chance to send the one-pager through for Niagara?

Out of Scope
[Redacted]

Cheers
S

Sally Kane

Begin forwarded message:

Out of Scope
[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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Anna Dwen

From: Chris Gould (NZ) <chris.j.gould@pwc.com>
Sent: Monday, 7 October 2019 4:02 pm
To: Nigel Clifford
Subject: Re: IN CONFIDENCE: Updating of Business Case re Niagara

Hi Nigel

Out of Scope



Cheers

On Mon, 7 Oct 2019 at 14:00, Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz> wrote:

Chris,

- Thanks for the time today. As discussed we are at the start of a process to potentially re-submit a budget bid in regards to undertaking an underwater survey and consequent formal risk assessment in regards a potential oil spill from the wreck of the Niagara.
- As time has moved on we have been continuing to research options and costs within/for the survey and risk assessment option. In simple terms it appears that it may be possible to undertake the underwater work using assets already in NZ – a sufficiently capable vessel and a ‘work-class’ ROV are now available.
- In addition Navy now has taken on a vessel that may be capable/available and we also have indicative pricing from a UK supplier of global ROV services and analysis. Taken all round this allows us to revisit the options within the general survey and risk assessment option.

- At this time we have developed a one page summary that will be considered by MoT and that MAY then go forward as a budget bid. What is now required is to refresh/update the original business case to revisit the costs and hence the detail of how the work might progress. It appears that it would now be feasible to undertake a single phase programme – either using the NZ commercial assets or using the navy and the UK ROV assets. Either way the work could all be done at once and the costs are substantially different – lower.

- The original LOC report postulated a two phase approach to minimise the risks of incurring large vessel costs when a ‘quick look’ showed this to be a waste of time. If the vessel costs are substantially lower this reduces the argument for two phases. Also having the vessel here in NZ and potentially the ROV or using a ‘fly in’ ROV capability again lowers the costs.

- What we are thinking is that the Business case should be refreshed/updated – the core arguments all remain the same – the solution is somewhat different – single phase and cheaper. We see this as a small piece of work relatively as the core work remains valid.

- I attach a memo prepared internally to outline the costs and assumptions under the revised approach.

- Please have a look and as discussed make us a proposal to refresh the Business Case; this will need to be done within the next three weeks (including this one). I hope we can fit this in. I have a budget in mind of sub \$10k. Look forward to hearing from you. Regards,

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design

Maritime New Zealand | Wellington

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Anna Dwen

From: Nigel Clifford
Sent: Monday, 7 October 2019 1:56 pm
To: Chris Gould (NZ) 9(2)(a)
Cc: Renny VanderVelde
Subject: IN CONFIDENCE: Updating of Business Case re Niagara
Attachments: 20191004 Assumptions and Cost estimates Revised Niagara Budget Bid 2020.docx

Chris,

- Thanks for the time today. As discussed we are at the start of a process to potentially re-submit a budget bid in regards to undertaking an underwater survey and consequent formal risk assessment in regards a potential oil spill from the wreck of the Niagara.
- As time has moved on we have been continuing to research options and costs within/for the survey and risk assessment option. In simple terms it appears that it may be possible to undertake the underwater work using assets already in NZ – a sufficiently capable vessel and a ‘work-class’ ROV are now available.
- In addition Navy now has taken on a vessel that may be capable/available and we also have indicative pricing from a UK supplier of global ROV services and analysis. Taken all round this allows us to revisit the options within the general survey and risk assessment option.
- At this time we have developed a one page summary that will be considered by MoT and that MAY then go forward as a budget bid. What is now required is to refresh/update the original business case to revisit the costs and hence the detail of how the work might progress. It appears that it would now be feasible to undertake a single phase programme – either using the NZ commercial assets or using the navy and the UK ROV assets. Either way the work could all be done at once and the costs are substantially different – lower.
- The original LOC report postulated a two phase approach to minimise the risks of incurring large vessel costs when a ‘quick look’ showed this to be a waste of time. If the vessel costs are substantially lower this reduces the argument for two phases. Also having the vessel here in NZ and potentially the ROV or using a ‘fly in’ ROV capability again lowers the costs.
- What we are thinking is that the Business case should be refreshed/updated – the core arguments all remain the same – the solution is somewhat different – single phase and cheaper. We see this as a small piece of work relatively as the core work remains valid.
- I attach a memo prepared internally to outline the costs and assumptions under the revised approach.
- Please have a look and as discussed make us a proposal to refresh the Business Case; this will need to be done within the next three weeks (including this one). I hope we can fit this in. I have a budget in mind of sub \$10k. Look forward to hearing from you. Regards,

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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Anna Dwen

From: Olivia Kitson <Olivia.Kitson@parliament.govt.nz>
Sent: Monday, 7 October 2019 12:12 pm
To: Nigel Clifford
Subject: RE: Budget Sensitive: Copy of Initial Summary Budget Bid - Niagara

Kia ora Nigel,

Thank you very much. Unfortunately I will only be in office until the end of this week, but until then I look forward to working with you on this!

Cheers.

Weiye Zhang

Acting Private Secretary | Office of Hon Julie Anne Genter | Associate Minister of Transport

Level 6.C Bowen House | Parliament Buildings | Wellington | New Zealand

T: 04 817 8248 | **9(2)(a)** | E: olivia.kitson@parliament.govt.nz

From: Nigel Clifford [mailto:Nigel.Clifford@maritimenz.govt.nz]

Sent: Monday, 7 October 2019 11:55 AM

To: Olivia Kitson <Olivia.Kitson@parliament.govt.nz>

Subject: Budget Sensitive: Copy of Initial Summary Budget Bid - Niagara

Weiye Zhang,

- Hi, welcome to the Office.
- I have been working with Olivia on matters related to the **Niagara** shipwreck. Minister Genter has been interested in this matter for some time and there was a budget bid last year seeking funding to undertake an underwater survey and then a formal risk assessment to judge the likelihood and consequence should there be a major oil spill arising from the historic wreck.
- The budget bid last year was not successful but interest has continued. We understand that there may be support for a re-bid this year Budget 20. Accordingly as the budget process is now underway Maritime NZ has raised the initial summary overview for a Budget 20 bid for this work. I attach a copy of the summary as I understand from Olivia that the Office has an interest in this.
- At this time this is for information only, the summary will be considered by the MoT Investment Panel prior to any further work and prior to the bid progressing any further,. MoT are aware (Helen White) that we are sending you this information copy.
- If you have any questions please let me know at any time. Regards,

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design

Maritime New Zealand | Wellington

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Anna Dwen

From: Nigel Clifford
Sent: Monday, 7 October 2019 11:59 am
To: 'Helen White'
Cc: shelley Tucker
Subject: 9(2)(f)(iv)

Helen,

- Thanks for the swift response last week . You indicated that there was no problem for us to send a copy of the summary to the Associate Minister's Office – they had asked to see it. So I have sent the e mail below with the summary.
- Happy to chat at any time. Regards,

Nigel,

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
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Out of Scope

[Redacted]

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| [Redacted]

| [Redacted]

| [Redacted]

| [Redacted]

| [Redacted]

[Redacted]

[Redacted]

Anna Dwen

Out
of
Scope

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>

Sent: Friday, 4 October 2019 10:31 AM

To: Helen White <h.white@transport.govt.nz>; Shelley Tucker <s.tucker@transport.govt.nz>

Cc: Miriam Eagle <M.Eagle@transport.govt.nz>; Cori Yap <C.Yap@transport.govt.nz>; Ngaire Best <N.Best@transport.govt.nz>

Subject: Re: Budget Guidance

Helen,

- Many thanks for this. Please find attached version 1 of the high level outline for the Niagara Survey budget bid. I have not been able to review this in light of the guidance but as we discussed given the purpose of the overview at this time I think this should be sufficient for now.

- I'll have a look at the guidance over the weekend and see if there is any need to substantially revise the summary - but hopefully not.

- I have added a fairly detailed 'note' at the end of the summary to give a bit more context and detail as we discussed.

- Please note that I have also been in touch with the Associate minister's Office to let them know that the bid is being re-submitted as it was through the office that the original bid was requested last year. I have not sent them this summary as I wasn't sure it was appropriate but felt I needed to let them know that the process was underway. I hope all this is OK.

- I think it could be useful for them to see the summary or be across the changes from last time; I want to be aligned with the ministry on this. I have copied this to Shelley as my main point of contact on this matter last time.

Nigel

Anna Dwen

From: Nigel Clifford
Sent: Friday, 4 October 2019 4:06 pm
To: Keith Manch; Renny VanderVelde
Cc: Andrew Saunderson; Sally Kane
Subject: BUDGET SENSITIVE: High level Summary for Budget 20 Niagara Survey - for MoT initial review
Attachments: 20191003 High Level Overview Niagara Bid Budget 20.docx; 20191004 Assumptions and Cost estimates Revised Niagara Budget Bid 2020.docx

Keith et al,

- Late this week we received the Budget 20 timetable from MoT. It required submission of a short, high level summary of any Crown bids. This is to allow MoT to consider all the Transport bids and does not go forward into the process at this time.

- Based on the view that Maritime NZ is expected to re-submit the Niagara bid for Budget 19 I have submitted the attached summary today to Helen White, cc to Shelley tucker. I also spoke to the Associate Minister's Office to advise that this was underway. I didn't send them a copy of the summary but covered the gist of it in the discussion.

- I suggested to MoT that they advise the office of the summary/send them a copy. No response on that at this time. I have had a text just now from the Office asking for a copy for info purposes - haven't sent them one as yet.

- The summary for this year is a cut and paste of the bid summary from last year but the cost estimates have been revised downwards given the likely availability in NZ of a suitable vessel and ROV. It is also possible that the RNZN's new 'off-shore' vessel could be used - further reducing costs. At this time these are very much estimates but I have allowed contingency.

- I also attach a short note that details how the costs are derived for the record. Happy to discuss at any time.

Nigel

Anna Dwen

From: Rob Christie <Rob.Christie@niwa.co.nz>
Sent: Thursday, 3 October 2019 2:13 pm
To: Nigel Clifford
Subject: RE: Niagara

Nigel,

For the sake of timeliness please find a response to our conversation this morning.

Phase 1 and 2 costs attached. Subject to conditions of the full proposal which will be sent later. Thought I'd get this off asap as the full proposal has some work to do on it. Phase 3 sampling costs are harder to estimate and will be subject to Phase 1 results.

Kind Regards

Rob

Phase	Survey Type	Fees and expenses (\$NZ), excl. GST
I	Pre-mobilisation in Wellington and mobilisation in Gulf Harbour <i>(NOTE: If RV Ikatere is not available in the Hauraki region at the desired survey time additional transit costs will be required: \$15,600.00)</i>	\$13,610.00
I	Mapping Survey (1 day onsite, 2 science staff aboard, demobilisation)	\$16,420.00
I	Processing and Reporting	\$8,840.00
	Total Phase I Costs	\$38,870.00
II	Pre-mobilisation in Wellington and mobilisation in Gulf Harbour	\$11,220.00
II	ROV Survey (1 day onsite, 2 science staff aboard, demobilisation)	\$13,940.00
II	Processing and Reporting	\$5,890.00
	Estimated Phase II Costs	\$31,050

1.1 Phase 1: Seafloor Mapping Survey

RV *Ikatere* is fitted with a dual-head Kongsberg EM2040 shallow-water multibeam echo sounder (MBES) with all required supporting equipment and onboard navigation and motion-sensor systems. RV *Ikatere* is exceptionally well suited to undertake the proposed survey work in an extremely safe, expedient and cost-effective manner. RV *Ikatere* has a cruising speed of 28 knots, and a maximum speed of 36 knots. She has been used extensively for marine surveys and environmental studies and proven to be an exceptional platform for survey operations.

The full acoustic survey will include comprehensive mapping of a priority survey area ~3 x 3 km in water depths averaging 120 m. Based on the specifications provided for mapping phase of the investigation programme, the on-site MBES acquisition time is estimated to be half a day, including sound-velocity calibration (see Fig. 1 for regional map and proposed initial survey). A secondary targeted survey will be performed in a smaller area across the wreck to ensure full coverage and multiple angles of vertical structures that are often difficult to image.

The resulting multibeam data will be cleaned and processed using industry standard survey methodology using CARIS HIPS & SIPS software. The bathymetric data will be gridded into a BASE (Bathymetry Associated with Statistical Error) surface DEM (digital elevation model) at 2-m resolution (or best endeavours) to produce a georeferenced TIFF representation of the seabed. Processed data products will be readily importable into ArcGIS.

NIWA will acquire the acoustic backscatter (strength of return signal) data along with MBES data on all survey lines. The backscatter data provide information similar to side-scan sonar, but with far superior georeferencing, which is a tool to characterise the bottom substrate (seafloor composition and grain size) and assist in the analysis of benthic-habitat classifications. Acoustic backscatter images generated from multibeam echo sounder (MBES) data are often complex due to variability in seafloor roughness, sediment grain size and volume heterogeneity.

Acoustic water-column backscatter (from echo-sounder to seafloor) will also be collected simultaneously with multibeam bathymetry data to detect potential fluid seep sites. Water-column data will be processed with Fledermaus Mid Water (FMMW) to identify location and geometry of any features emanating from the seafloor (examples include: identify bubbles). Due to the nature of the water-column backscatter data at this time only an indication of the range of features present within the dataset will be provided.

Prior to mobilising to site during each phase, NIWA will examine the onsite weather forecast over the programmed survey period and determine if the weather window is suitable for the transit and survey to commence. The survey will involve mobilisation of RV *Ikatere* to the project site, followed by onsite MBES calibrations and checks. RV *Ikatere* will operate daily and progress the sounding operation as and when conditions allow. Weather days will be an additional cost. The vessel will berth at a suitable jetty overnight with the crew being accommodated ashore.

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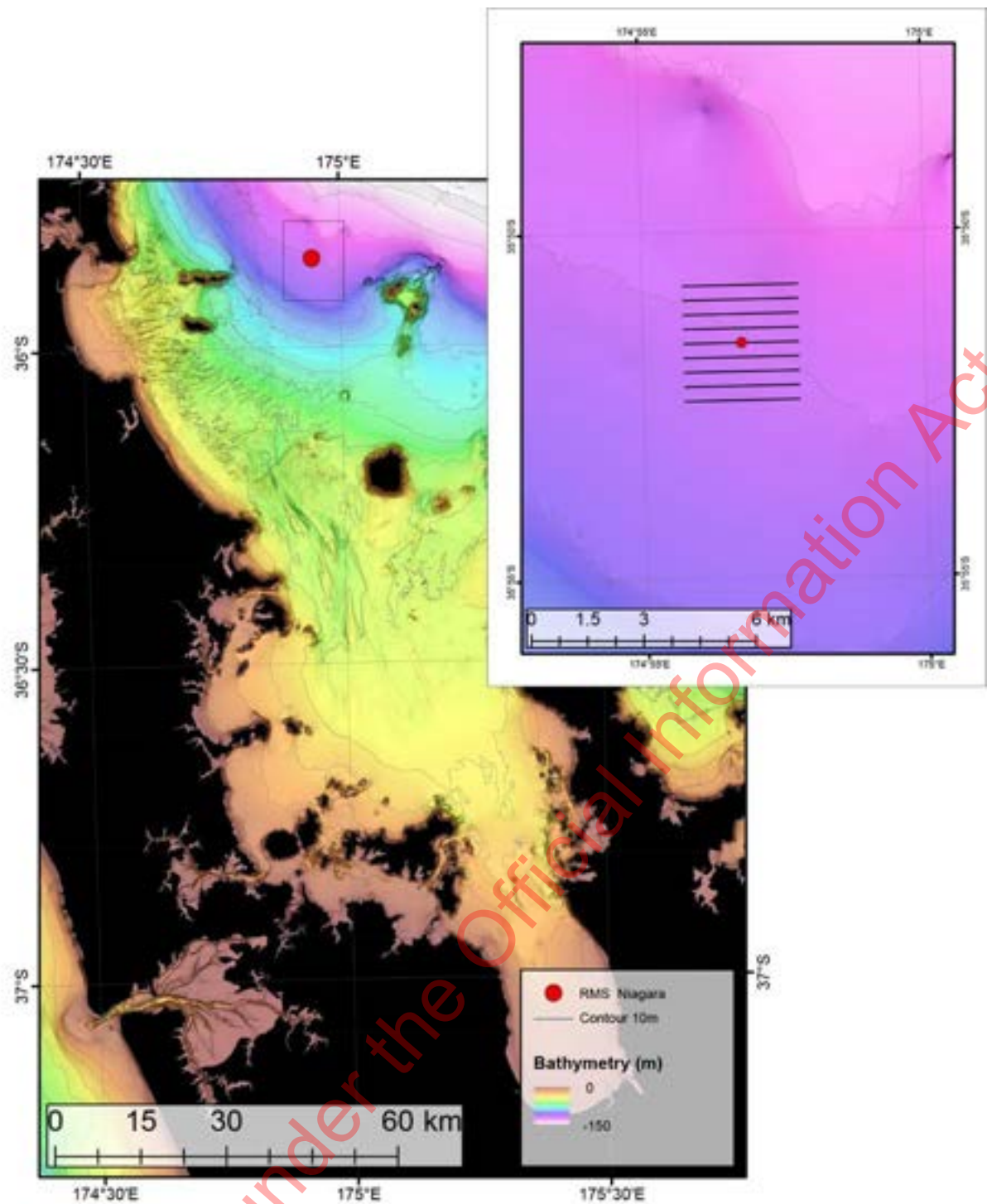


Figure 1. Regional location of survey area showing existing bathymetric coverage (~20 m resolution grid) and the location of RMS *Niagara* wreck. Inset, zoomed in location of RMS *Niagara* with proposed priority survey lines.

1.2 Phase 2: ROV Survey

NIWA owns and operates a Boxfish ROV for application in a variety of nearshore and offshore coastal settings. The Boxfish ROV represents a new generation of ROV's producing stable video imagery at high-resolution and is capable of 6 degrees freedom of movement. The freedom of movement, stability and high video resolution of this inspection class ROV have enabled high resolution 3D-recreation of in water features including port and marina structures, and biological communities. In 2019 NIWA invested further in a dual frequency imaging sonar for high resolution multibeam products and a USB-L positioning system. Combined this ROV package is highly capable of a variety of inspection tasks, with high resolution video, sonar imagery, and accurate positioning enabling highly accurate geolocation and recreation of 3D structures.

NIWA has two trained ROV pilots, Leigh Tait and Louis Olsen. The ROV pilots have operated the ROV under a range of scenarios, around port/marina structures, in exposed open coastal environments, and under high current flows, as well as from both anchored and live vessels. The ROV has also been operated under a range of water clarity contexts, and the need to navigate in poor visibility environments was a key justification for the purchase of an ROV mounted imaging sonar.

The ROV survey will be aimed to provide video and still images that allow assessment of wreck integrity. A wreck integrity expert will be provided by Maritime New Zealand, who will provide report and assessment of wreck integrity. This wreck integrity expert will provide input during ROV survey planning and acquisition and may require ROV specifications that differ from NIWA's Boxfish ROV. Detailed costing for the ROV survey will be re-evaluated based on the prior seafloor survey results and consultation with the wreck integrity expert.



Figure 2. Boxfish ROV and tether reel.

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Tuesday, 17 September 2019 6:14 PM
To: Rob Christie <Rob.Christie@niwa.co.nz>
Cc: Renny VanderVelde <Renny.VanderVelde@maritimenz.govt.nz>; Mike Hill <Mike.Hill@maritimenz.govt.nz>; Wayne Rhodes <Wayne.Rhodes@maritimenz.govt.nz>
Subject: Re: Niagara

No worries. Thanks for the update.

Nigel

Nigel Clifford
Deputy Director

Safety and Response Systems
Maritime New Zealand
+64 9(2)(a) [REDACTED]

On 17/09/2019, at 17:27, Rob Christie <Rob.Christie@niwa.co.nz> wrote:

Nigel,

Sorry, let this one slip. Ill confirm tomorrow.
Working on the Niagara Quote. Hope to have this to you next week.

Kind Regards

Rob

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Monday, 9 September 2019 10:31 AM
To: Rob Christie <Rob.Christie@niwa.co.nz>
Subject: RE: Niagara

Rob,

- Sorry, missed this off – in terms of the weather stuff: I'm in Auckland 25/26 this month – 26th would be best if that would work?

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Rob Christie [<mailto:Rob.Christie@niwa.co.nz>]
Sent: Tuesday, 3 September 2019 2:05 p.m.
To: Nigel Clifford; Renny VanderVelde
Cc: Owen Anderson; Alan Orpin
Subject: Niagara

Nigel/Renny,

Good to talk last week.

To summarise, we will endeavour to get you a proposal (likely in next couple of weeks) for four survey stages as discussed:

1. **Multibeam Survey:** Using a window RV *Ikatere* is in the Auckland area in February we will quote for surveying a 2 km² box around the wreck and the wreck itself. We will provide MNZ processed multibeam, backscatter and water column data (seeps etc). This data can then be used for planning a return ROV trip.
2. **ROV Survey:** On the return trip we would again make use of RV *Ikatere* being in Auckland, potentially beginning of May, and utilising our ROV to image the wreck. We would expect MNZ to source a wreck integrity expert for guiding where the ROV imagery should be

concentrated on etc. It may be that on the same voyage we could potentially take some interim grab samples to get a snap shot of existing impact.

3. **Baseline Sample Plan:** Provide an estimate for designing a base line sample plan for assessing the current impact of the wreck and the baseline state of the immediate environment to help your decision making.
4. **Baseline Survey:** Cost for implementing this baseline plan. Potentially late March again when vessel is in Auckland.

We also discussed weather forecasting for emergency events. As a first step, if you gave me an idea when you may next be in Auckland I could arrange for you to meet with with our weather forecasting team and discuss emergency spill weather forecasting etc. They are the same team that provides the Fire Service their emergency forecasting.

Kind Regards

Rob



Rob Christie
Manager - Marine Resources

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National Institute of Water & Atmospheric Research Ltd (NIWA)
301 Evans Bay Parade, Greta Point, Wellington New Zealand

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Anna Dwen

From: Shelley Tucker <s.tucker@transport.govt.nz>
Sent: Thursday, 28 November 2019 9:12 am
To: Nigel Clifford
Cc: Stephanie Winson; Andrew Saunderson; Sarah Allen; Mike Hill; Renny VanderVelde
Subject: RE: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Hi Nigel,

Thanks very much. When things like this happen (or don't happen!), please do let me know so I can follow it up for you. All that my team appears to have received was the preliminary overview, which I think you sent to Eve. I don't think my team has been included in any subsequent correspondence on the bid etc. Grateful if you can copy us in from now on.

I have just spoken to the Investment team. I can advise:

- The bid was considered by the Panel – the Panel didn't have any comments to strengthen the bid.
- All bids, including the Niagara bid, have been sent to the Minister for consideration.
- The Minister has agreed the suite of bids that will be submitted to the Minister of Finance – the Niagara bid is included, so at this stage it is still progressing.
- All bids need to be in today. So I will take the bid template, add my name to the front and then I'll send it to the Investment team, copying you, Mike and Renny in.

Thanks,

Shelley

Shelley Tucker
Policy Manager | Resilience & Security | Regulatory and Data Group
Ministry of Transport – Te Manatū Waka

M: 9(2)(a) E: s.tucker@transport.govt.nz | www.transport.govt.nz

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From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Thursday, 28 November 2019 8:57 AM
To: Shelley Tucker <s.tucker@transport.govt.nz>
Cc: Stephanie Winson <stephanie.winson@maritimenz.govt.nz>; Andrew Saunderson <Andrew.Saunderson@maritimenz.govt.nz>
Subject: Fwd: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Shelley,

Here is what I sent in. I've had no further contact with anyone at MoT on this, no questions and no comments on progress or anything else.

The bid template is in Word; I didn't send a PDF version.

The Business Case is a PDF as supplied by PWC.

Nigel

Nigel Clifford
Deputy Director
Safety and Response Systems
Maritime New Zealand
+64 9(2)(a)

Begin forwarded message:

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Date: 4 November 2019 at 20:15:38 GMT
To: Olivia Kitson <O.Kitson@transport.govt.nz>
Cc: David Eyre <d.eyre@transport.govt.nz>, Helen White <h.white@transport.govt.nz>, 9(2)(a) <9(2)(a)>
Subject: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Olivia et al,

- Please see attached for the budget bid for the survey and risk assessment in regards to the Niagara plus a revised version of the comprehensive business case that underpins the bid.

- I've spoken to DOC (e mailed in above) and they remain fully supportive of the bid. I'm in discussions with the Navy re the possibilities of the use of the newly arrived vessel at some point. I hope to be able to give you more on this shortly; at this time it's not clear if it will be suitable. Hence the bid seeks the higher 9(2)(b) figure and we will look to bring that down as/when/if the navy vessel would be suitable.

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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www.maritimenz.govt.nz<<http://www.maritimenz.govt.nz/>>

From: Olivia Kitson [<mailto:O.Kitson@transport.govt.nz>]
Sent: Monday, 4 November 2019 2:33 p.m.
To: Nigel Clifford
Cc: David Eyre
Subject: Niagara bid due tomorrow

Kia ora Nigel

As you know, bids are due to the Ministry tomorrow. We are expecting to receive about 20 bids, so if it's at all possible to get your bid for the Niagara sent through earlier in the day then close of business that would be greatly appreciated from our end. Many thanks in advance!

Ngā mihi,
Olivia.
Olivia Kitson
Senior Adviser – Demand Management and Revenue
Te Manatū Waka – Ministry of Transport

M: 9(2)(a) | E: o.kitson@transport.govt.nz | www.transport.govt.nz

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Released under the Official Information Act 1982

Anna Dwen

From: Nigel Clifford
Sent: Tuesday, 26 November 2019 11:39 pm
To: Saeed.Kidwai@hmtreasury.gov.uk
Subject: Re: Gold bullion on Niagara shipwreck

Saeed,

- Please see the e mail below. I work for Maritime New Zealand and am leading on the matter below for our agency. I am over in the UK at present and would like to catch up if possible to discuss this issue in more detail.

- I rang the number at the bottom but it comes up as unobtainable.

- Would it be possible to make an appointment to see you on Monday or Tuesday next week?

Regards,

Nigel

N CLIFFORD
Deputy Director Safety and Response Systems
Maritime New Zealand

0064 [REDACTED]

Out of Scope

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Anna Dwen

From: Nigel Clifford
Sent: Tuesday, 5 November 2019 4:24 pm
To: ANDREW.SORENSN@NZDF.mil.nz
Subject: Fwd: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid
Attachments: 9(2)(f)(iv); ATT00001.htm; 20191104 V2 0 Niagara Business Case FINAL.pdf; ATT00002.htm

Andrew,

- Thanks for your time just now. Please see attached budget submission paperwork and the underlying business case.
- As discussed you will see that I have tried to 'make no promises' around an RNZN vessel but was bound to address it as it came up last time.
- Please don't distribute more widely than necessary due to the Budget Sensitive marking and I note that this bid may well not be progressed by MoT, or Treasury or Government.
- Please just confirm (text or e mail is fine) that you have received this. I'm happy to discuss at any time; I am very keen that we are aligned with you on this matter.

Nigel

Nigel Clifford
Deputy Director Safety and Response Systems
Maritime New Zealand Wellington
No te rere moana Aotearoa

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+64 9(2)(a)
nigel.clifford@maritimenz.govt.nz

Begin forwarded message:

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Date: 5 November 2019 at 09:15:37 NZDT
To: 'Olivia Kitson' <O.Kitson@transport.govt.nz>
Cc: David Eyre <d.eyre@transport.govt.nz>, 'Helen White' <h.white@transport.govt.nz>, "9(2)(a)" <9(2)(a)>
Subject: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Olivia et al,

- Please see attached for the budget bid for the survey and risk assessment in regards to the Niagara plus a revised version of the comprehensive business case that underpins the bid.
- I've spoken to DOC (e mailed in above) and they remain fully supportive of the bid. I'm in discussions with the Navy re the possibilities of the use of the newly arrived vessel at some point. I hope to be able to give you more on this shortly; at this time it's not clear if it will be suitable. Hence the bid seeks the higher \$1.6M figure and we will look to bring that down as/when/if the navy vessel would be suitable.

Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Olivia Kitson [<mailto:O.Kitson@transport.govt.nz>]
Sent: Monday, 4 November 2019 2:33 p.m.
To: Nigel Clifford
Cc: David Eyre
Subject: Niagara bid due tomorrow

Kia ora Nigel

As you know, bids are due to the Ministry tomorrow. We are expecting to receive about 20 bids, so if it's at all possible to get your bid for the Niagara sent through earlier in the day then close of business that would be greatly appreciated from our end. Many thanks in advance!

Ngā mihi,
Olivia.

Olivia Kitson
Senior Adviser – Demand Management and Revenue
Te Manatū Waka – Ministry of Transport

M: 9(2)(a) | E: o.kitson@transport.govt.nz | www.transport.govt.nz

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Anna Dwen

From: Nigel Clifford
Sent: Tuesday, 5 November 2019 3:48 pm
To: Olivia Kitson
Subject: Re: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Hi, can you give me a call re the Niagara budget bid - semi urgent

Nigel Clifford
Deputy Director
Safety and Response Systems
Maritime New Zealand
+64 9(2)(a)

On 5/11/2019, at 09:18, Olivia Kitson <O.Kitson@transport.govt.nz> wrote:

Thanks Nigel, much appreciated.

Ngā mihi,
Olivia

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Tuesday, 5 November 2019 9:16 AM
To: Olivia Kitson <O.Kitson@transport.govt.nz>
Cc: David Eyre <d.eyre@transport.govt.nz>; Helen White <h.white@transport.govt.nz>;
9(2)(a) <9(2)(a)>
Subject: BUDGET SENSITIVE: Niagara Survey and Risk Assessment Bid

Olivia et al,

- Please see attached for the budget bid for the survey and risk assessment in regards to the Niagara plus a revised version of the comprehensive business case that underpins the bid.
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Nigel

Nigel Clifford | Acting Deputy Director Regulatory Systems Design
Maritime New Zealand | Wellington
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From: Olivia Kitson [<mailto:O.Kitson@transport.govt.nz>]
Sent: Monday, 4 November 2019 2:33 p.m.
To: Nigel Clifford
Cc: David Eyre
Subject: Niagara bid due tomorrow

Kia ora Nigel

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Ngā mihi,
Olivia.

Olivia Kitson
Senior Adviser – Demand Management and Revenue
Te Manatū Waka – Ministry of Transport

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Anna Dwen

From: Olivia Kitson <O.Kitson@transport.govt.nz>
Sent: Wednesday, 18 December 2019 5:24 pm
To: Nigel Clifford
Cc: shelley Tucker; David Eyre; Cori Yap; Andrew Saunderson; Sally Kane; Keith Manch
Subject: RE: Budget 2020 - question from Treasury on your bid

Thanks Nigel, much appreciated!

Ngā mihi,
Olivia

From: Nigel Clifford <Nigel.Clifford@maritimenz.govt.nz>
Sent: Wednesday, 18 December 2019 4:56 PM
To: Olivia Kitson <O.Kitson@transport.govt.nz>
Cc: Shelley Tucker <s.tucker@transport.govt.nz>; David Eyre <d.eyre@transport.govt.nz>; Cori Yap <C.Yap@transport.govt.nz>; Andrew Saunderson <Andrew.Saunderson@maritimenz.govt.nz>; Sally Kane <Sally.Kane@maritimenz.govt.nz>; Keith Manch <Keith.Manch@maritimenz.govt.nz>
Subject: RE: Budget 2020 - question from Treasury on your bid

Olivia,

- Sorry for the slight delay; I have been away.
- The answer is as follows:
 - o Maritime NZ total funding is made up of core Crown Funding, levies, fees and charges. There is no 'baseline' funding that under current settings can be used to fund the proposed Niagara project. Crown funding is limited to specific activities and additional Crown funding was declined during Budget 19. The Maritime Transport Act details the purposes that the maritime levy may be used for – the proposed Niagara project does not fall within these purposes. The budget initiative proposes new funding because there are no sources of funding under the current arrangements.
- We are very happy to provide further clarification if required and/or meet with Treasury to explain any of the details in the bid. The template submitted is necessarily brief but the Business Case which we also supplied traverses the question in more detail as well as covering many other matters.

Nigel

Nigel Clifford | Deputy Director Safety and Response Systems
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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From: Olivia Kitson [<mailto:O.Kitson@transport.govt.nz>]
Sent: Friday, 13 December 2019 2:11 p.m.
To: Nigel Clifford

Cc: shelley Tucker; David Eyre; Cori Yap
Subject: Budget 2020 - question from Treasury on your bid

Kia ora Nigel

Treasury just has one question on the Niagara new spending initiative:

- Has funding within baselines been considered?

Treasury has advised that they will not need to discuss this bid in person next week, so if you can just send us your response to the question above by CoP Wednesday, we can pass it on to Treasury.

Ngā mihi,
Olivia.

Olivia Kitson
Senior Adviser – Demand Management and Revenue
Te Manatū Waka – Ministry of Transport

M: 9(2)(a) | E: o.kitson@transport.govt.nz | www.transport.govt.nz

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