

12 March 2025

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Level 11, 1 Grey Street, Wellington 6011
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New Zealand

s 9(2)(a)

F36422
By email

Dear s 9(2)(a)

Official Information Act request – briefings and correspondence re the *RMS Niagara*

I refer to your email of 21 January 2025, as follows:

“Hi I would like to request the following under the official information act:

- *All briefings, aide memoire and reports from the past year between government ministers and Maritime NZ relating to the RMS Niagara between November 2023 and January 21 2025*
- *All communications (including texts) between Maritime NZ and government ministers relating to the RMS Niagara between November 1 2023 and January 21 2025*
- *All communications between Maritime NZ and DOC relating to the RMS Niagara between November 1 2023 and January 21 2025*
- *All communications between Maritime NZ and local iwi relating to the RMS Niagara between November 1 2023 and January 21 2025.”*

On 22 January 2025, we contacted you to direct you towards published information on the wreck of the ***RMS Niagara*** on the Maritime NZ website, which provides both context and background on the wreck, as well as previous responses to Official Information Act requests regarding the ***RMS Niagara***. You advised us the information available did not meet your requirements due to the timeframes you are interested in.

On 19 February 2025, we notified you by email we were extending the time available to us to respond to your request, pursuant to section 15A(1)(b) of the Official Information Act 1982 (the Act) as consultations necessary to make a decision on the request are such that a proper response to the request cannot reasonably be made within the original time limit.

We have considered your request under the Act. There are twelve documents in scope of your request. These are detailed in the document schedule at Appendix 1.

Some information has been withheld or refused under the following grounds

- | | |
|---------|---|
| 6(b)(i) | as release would be likely to prejudice the entrusting of information to the Government of New Zealand on a basis of confidence by the Government of any other country or any agency of such a Government |
| 9(2)(a) | to protect the privacy of natural persons |

9(2)(f)(iv)	to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials
9(2)(g)(i)	to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any public service agency or organisation in the course of their duty
9(2)(h)	to maintain legal professional privilege
18(d)	the information is publicly available
18(e)	the document alleged to contain the information requested does not exist

In addition to the material being released to you, we strongly recommend you review the [RMS Niagara content published on our website](#). It has been designed to provide background regarding the situation, describes our work to date, and includes an overview of our oil spill response capability.

Our responses to your queries are below.

All briefings, aide memoire and reports from the past year between government ministers and Maritime NZ relating to the RMS Niagara between November 2023 and January 21 2025

Six documents (documents 1 – 6) fall in scope of this request:

- two briefings, with some material withheld;
- three excerpts from the Weekly Report to the former Associate Minister of Transport which have been refused under s18(d) as they have been proactively published on the Ministry of Transport's website (links provided in the appendix below); and
- relevant sections of Minister Doocey's Weekly Work Programme (when he was the Associate Minister of Transport), with some information withheld under s9(2)(f)(iv).

All communications (including texts) between Maritime NZ and government ministers relating to the RMS Niagara between November 1 2023 and January 21 2025

This is being refused under 18(e) as the information does not exist. Other than the documents provided in response to the request above, there have been no communications between Maritime NZ staff and government ministers regarding the **RMS Niagara**.

All communications between Maritime NZ and DOC relating to the RMS Niagara between November 1 2023 and January 21 2025

Five documents (documents 7 – 11) are in scope of this request. Some information is withheld under s6(b)(i), s9(2)(a), and s9(2)(g)(i).

All communications between Maritime NZ and local iwi relating to the RMS Niagara between November 1 2023 and January 21 2025"

One document (document 12) is in scope of this request. Some information is withheld under s9(2)(a).

I trust this fulfils your request.

With regard to the information that has been withheld under section 9 of the Act, I am satisfied that the reasons for withholding the information at this time are not outweighed by public interest considerations that would make it desirable to make the information available.

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

If you wish to discuss this decision, please feel free to email us at ministerial.services@maritimenz.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'C Ross'.

Christine Ross
Manager, Communications and Ministerial Services

Appendix One: Document Schedule

	Document		Decision
1	BRIEFING - Royal Mail Ship <i>Niagara</i>	7 December 2023	Some information withheld under s6(a), s9(2)(a) and s9(2)(h)
2	WEEKLY REPORT EXCERPT - Wreck of the <i>Niagara</i>	15 April 2024, 24 April 2024	Refused under s18(d) – see page 147 MASTER-April-Reports-Marked-up Redacted.pdf
3	WEEKLY REPORT EXCERPT - <i>RMS Niagara</i> website content	29 July 2024	Refused under s18(d) – see page 276 Weekly-Reports-to-the-Minister-and-Associate-Minister-of-Transport-for-July-2024.pdf
4	WEEKLY REPORT EXCERPT – Minister engagement on <i>RMS Niagara</i> with the Hauraki Gulf Forum	12 August 2024	Refused under s18(d) – see page 91 Weekly-Reports-to-the-Minister-and-Associate-Minister-of-Transport-for-August-2024.pdf
5	BRIEFING - Royal Mail Ship <i>Niagara</i> Update	25 October 2024	Some information withheld under s6(a), s9(2)(a) and s9(2)(h)
6	EXCERPTS – Weekly Work Programme	Various dates – 9 September 2024 – 2 December 2024	Some information withheld under s9(2)(f)(iv)

Emails

	Document	To	From	Date	Decision
7	RE: EXTERNAL: RE: In confidence: Draft Tier 2 BIM on Niagara	Mike McMurtry	Shelley Tucker	15 November 2023	Some information withheld under s9(2)(a)
8	EXTERNAL: RE: update RE the BIM - IN CONFIDENCE	Mike McMurtry	Kirstie Knowles	12 December 2023	Some information withheld under s6(b)(i) and s9(2)(a)

	Document	To	From	Date	Decision
9	RE: EXTERNAL: HELP: Advice re Niagara wreck in Hauraki Gulf - IN CONFIDENCE	Shelley Tucker, Graham MacLean	Kirstie Knowles	29 January 2024	Some information withheld under s6(b)(i), s9(2)(a), and s9(2)(g)(i)
10	RE: EXTERNAL: FW: Niagara	Mike McMurtry	Kirstie Knowles	1 March 2024	Some information withheld under s9(2)(a)
11	RE: EXTERNAL: FW: RMS Niagara oil spill - interview request	Ian Laing, Sarah Meadows, Ministerial Services	Adam Walker	1 August 2024	Some information withheld under s9(2)(a)
12	Re: EXTERNAL: Maritime NZ meets the Tangata Whenua, Mana Whenua, and interested communities on Te Popuwhenua	Matt Carey	Mere Kepa	17 August 2024	Some information withheld under s9(2)(a)

Briefing No. 2/12/2023

7 December 2023

Hon Simeon Brown
Minister of Transport

Hon Matt Doocey
Associate Minister of Transport

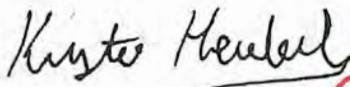
Royal Mail Ship *Niagara*

Purpose

To provide information to the incoming Associate/Minister of Transport about the wreck of the Royal Mail Ship *Niagara* (the *Niagara*) including the potential risks of an oil spill, previous work undertaken by Maritime NZ and our recommendations for action.

We recommend you also provide a copy of this briefing to your colleague, Hon Tama Potaka, the Minister of Conservation.

Maritime NZ has consulted Te Manatū Waka the Ministry of Transport, the Department of Conservation, and the Ministry of Foreign Affairs and Trade on this briefing.



Kirstie Hewlett

Director, Maritime NZ

7 / 12 / 2023

Hon Simeon Brown

Minister of Transport

..... / / 2023

Hon Matt Doocey

Associate Minister of Transport

..... / / 2023

Minister's office to complete:

- Approved
- Declined
- Seen by Minister
- Not seen by Minister
- Overtaken by events

Comments

Contacts

Name	Telephone	First contact
Kirstie Hewlett, Director Maritime NZ	s 9(2)(a)	Yes

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Executive summary

1. The wartime wreck of the *Niagara*, located in the Hauraki Gulf, has been the source of a number of minor marine oil spills in the years since it sank in 1940. There has been ongoing concern over the potential environmental risk posed by the wreck. Over time, wrecks also degrade with age so risk potentially increases.
2. In the case of the *Niagara*, considerations include uncertainty over the amount of oil in the wreck¹, the environmentally sensitive nature of the area around the wreck, wreck ownership, the potential costs of any activity, funding for the activity, third party interests and the operational risks of any invasive activity.
3. Maritime NZ has recommended surveying work be undertaken of the *Niagara* to inform a risk assessment. In simplest terms, the recommended approach, based on global best practice, for the *Niagara* includes:
 - Survey Part One: Visual survey of the wreck using remotely operated vehicles (ROV) to inform its state of degradation. The findings from this non-invasive visual survey contribute to the associated risk assessment.
 - Survey Part Two: Specialist ROV surveys to assess contents of some of the vessel's bunker spaces and measuring of hull thickness.
4. There is a risk, because of the way the wreck is lying, that the surveying work might be inconclusive, and there are also operational risks associated with any kind of work around a wreck with the potential to cause a spill.
5. Maritime NZ has submitted twice to central government for funding to undertake the recommended surveys:
 - For Budget 19 (for FY19/20), \$4.1M to \$6.6M was applied for and declined. A lot of the cost of this bid was associated with getting a suitable survey vessel to come to New Zealand.
 - For Budget 20 (for FY20/21), \$0.85M to \$1.6M was applied for (bid revised from Budget 19 version; also declined). The lower range for this bid was due to the possibility of support by a Royal New Zealand Navy (Navy) vessel.
6. Former governments are on record as stating that due to funding pressures, it is not possible to undertake the surveying and risk assessment.
7. We were also asked by the previous government for advice in 2023. Noting the potential limitations and risks of the work, our previous advice stands and Maritime NZ continues to identify the need for more information on the wreck status (i.e. completion of surveying Parts One and Two), to develop a risk assessment for *Niagara* and to inform potential next steps.
8. Maritime NZ does not have funding that can be used to undertake this work, hence the previous requests for Crown funding.
9. Given the significant work completed to date on both bids, we would need an indication that funding for surveying is likely, and some additional multi-year appropriation to undertake work on an updated business case. Costings would also need to be updated.

¹ There was a significant but unquantified loss of oil resulting from damage from the mine(s), and again during a salvage operation, and there have been smaller leaks over time.

Background

10. The *Niagara* was built in 1913 in Scotland. The vessel was 524 feet long with a gross tonnage of 13,415, a passenger and crew capacity of 904 and a fuel capacity of 4,324 tons.
11. In 1940, the vessel was owned and operated by the Canadian Australasian Line Ltd and was sailing out of the port of Auckland when it hit a sea mine (or mines), laid by an undetected German auxiliary cruiser. The vessel sank rapidly, although fortunately all crew and passengers were saved.
12. The sinking occurred approximately 20 miles offshore and 7 miles east of the Hen and Chicken Islands, and the wreck now lies in 120 metres of water. The position is close to the boundary between Northland and Auckland Regions' Coastal Marine Waters.
13. The vessel's fuel was known as 'furnace oil', the equivalent of heavy fuel oil (HFO) today. HFO is dark, thick, and, when spilled, will persist in the environment for some time.
14. Amongst the cargo was also a secret consignment of UK Government-owned gold bullion (590 ingots) being taken to the United States as payment for war munitions. In 1941, a salvage operation, using explosives, was conducted to recover the gold bullion. By blasting a hole in the hull they accessed the strong room, successfully recovering 555 ingots, whilst the remaining bars were inaccessible (in 1953 a further 30 ingots were recovered, leaving five bars still unrecovered in the wreck).

Oil spills, leaks and surface oiling from the *Niagara*

15. As explored later in this paper, there is uncertainty about how much oil remains in the *Niagara*; an issue further complicated as there are no records Maritime NZ is aware of regarding how much oil was carried on the vessel when it sailed.
16. There was a considerable but unquantified release of oil from the damage caused by the mine(s), and a further substantial but unquantified release of oil as a result of the blasting activity.
17. Over the years, surface oiling has been observed in the vicinity of the wreck, and reported to authorities.
18. Maritime NZ maintains a database of all reported spills.
 - This includes dive enthusiasts, or those with ROVs capturing - from time to time – images and video footage of oil leaking from the actual wreck. It is important to note that these have been 'wisps' of oil, not significant releases.
 - More recently, reports of oil leaking, purportedly from the *Niagara*, have been received by Maritime NZ in February 2016, May 2019 and August 2023. In response to the May 2019 spill, Maritime NZ undertook aerial and vessel-based surveillance. Upon investigation, this was determined to be a small spill. Oil leaking in instances like these is subject to natural processes and, due to the location, has naturally dispersed without intervention being required or effects to the environment observed.

Wreck management practice

19. Internationally, there are many thousands of wrecks that pose some degree of risk to the environment. Historical practice was to resolve any navigation hazards posed by wrecks, but not necessarily deal with any potential pollution risks. This practice has evolved, due to growing awareness of the environmental risks and the increasing availability of technology able to address pollution risks.
20. If a vessel sinks today, the immediate priority is safety of life, followed by the risk to the environment. Complex and expensive pollution prevention or mitigation operations are now common.

21. However, potential or actual oil spills from historical wrecks are posing significant environmental challenges to jurisdictions across the globe, who grapple with assessing risks from historical wrecks and how to determine what, if any, preventative action could or should be undertaken. Technology now allows oil recovery operations to be undertaken at almost any depth, albeit with the risk of unintended releases and at significant cost.
22. Maritime NZ engaged with authorities in the United Kingdom (UK) for some time to understand best practice on historical wreck management. The UK Ministry of Defence (MoD), in partnership with the Centre for Environment, Fisheries and Aquaculture Science (CEFAS – the UK national operational marine science agency), operate a comprehensive Wreck Management Programme to oversee the more than 5,000 historical wrecks that are the responsibility of the MoD.
23. The UK Programme is based on a three-stage approach:

Stage	Purpose and approach
Stage One <i>Desk-top environmental risk assessment</i>	<ul style="list-style-type: none"> • Desk-top analysis only, using a formal process to consider the likelihood of an oil release and the potential impacts on the surrounding environment.
Stage Two <i>Site-based survey</i>	<ul style="list-style-type: none"> • Assesses wreck integrity and gather environmental information, through a two-part survey approach. • <u>Survey Part One</u>: visual survey of the wreck to ascertain the state of degradation. Information can be captured in a number of ways, including: visual imagery; video footage (e.g. captured by divers or a ROV; sonar; and laser scanning. Using specialist software, the captured media can be used to generate a high-resolution 3-dimensional model of the wreck, which can be compared against future surveys (3D model quality varies, depending on the quality of the data capture method (laser scanning provides the best and sonar data the lowest resolution)). • <u>Survey Part Two</u> involves the measurement of physical characteristics of the wreck, using specialist ROV survey gear. Physical characteristics assessed are: <ul style="list-style-type: none"> ◦ Hull thickness, measured using an ultrasonic technique ◦ Contents of the vessel's available bunker tanks, using a technique called neutron backscatter, which is commonly used to assess layers of fluid (or solids etc.) within free-standing tanks and pipes.
<p>Based on the scientific and technical assessment of Stages One and Two results, a view can be reached on the overall level of risk.</p>	
<p>If this is judged to be unacceptable then Stage Three, an oil recovery operation, can be initiated.</p>	

Considerations specific to the *Niagara*

Profile and public perception

24. Concerns about the potential for a marine oil spill from the wreck of the *Niagara* have been raised on numerous occasions over the last 20 years or more.
25. In recent years, interest has been growing in the condition of the wreck and in the potential risk for damage to the environment from a release of oil. Interested parties have written on more than one occasion to the former Ministers of and for Transport, the Environment, Conservation, as well as the Parliamentary Commissioner for the Environment and the Auckland Council. It is likely you will be approached on the issue early after your appointment.

26. Key parties involved in raising the profile of the wreck have included the New Zealand Conservation Authority, Auckland and Northland Conservation Boards, Councillor Mike Lee from Auckland Council, s 9(2)(a) (both salvage and ROV experts) and Alex Rogers (Executive Officer of the Hauraki Gulf Forum).
27. The *Niagara* has regularly featured in mainstream media, including TV and radio interviews, which we expect will continue.
28. If a significant oil spill eventuates from the *Niagara*, the likely critique will be: with plenty of warning, time to prepare, options to manage the risk, and the environment has suffered avoidable negative effects.

The amount and condition of oil remaining in the wreck

29. It is impossible to determine at present the volume of oil remaining in the wreck, or its condition.
30. The vessel had a capacity of 4,324 tons, contained in eleven designated fuel tanks and three ballast tanks. Noting this capacity, it is unknown how much oil was actually carried on board at the time of sailing. There were significant but unquantified releases of oil both at the time of the sinking and during the first salvage operation. In addition, the vessel has undoubtedly been leaking oil at low or very low rates in the subsequent years – this may amount to a substantial total, given the elapsed time.
31. Interested parties have speculated that approximately 1,600 tons of oil remains in the wreck. This figure cannot be confirmed. Modern technology (such as neutron back-scatter) may allow for a non-invasive assessment of how much oil remains in some parts of the wreck, but techniques are complex, expensive and results cannot be guaranteed.
32. In general, HFO (similar to the 'furnace oil' understood to have been on-board the *Niagara*) is a thick, heavy oil. At low temperatures, such oils are typically in a semi-solid state. As such they are often heated to allow them to flow easily, prior to being burned in a ship's engines.
33. Speculation has suggested that a rise in sea temperature in the vicinity of the wreck would allow any oil present to flow more easily, increasing the risk of oil escaping. Maritime NZ has sought advice from NIWA as to the possible rise in sea temperature at the wreck site (approximately 120m deep), given the likely gradual increases in sea surface temperatures. NIWA's advice is that surface temperature variation will have little effect on the water temperature at the depth of the wreck.
34. The oil has been in the wreck for 82 years. Oil 'weathers' and ages, although this is dependent on how it is contained and its exposure to seawater. As oil ages, the more volatile, lighter components degrade quite quickly, and the remaining oil 'thickens' and begins to break down. The oil's condition affects how much it moves within the water column, spreads across the sea-floor, disperses within the water column, and rises to the surface or any combination of these behaviours.
35. It is not currently possible to be certain of the current condition of the oil in the *Niagara* or how it might behave should it be released from the wreck. The most likely scenario is that it will be buoyant to some degree, consist mainly of the heavy components and its behaviour will depend on weathering. If it behaves consistent with a HFO, the oil will be challenging to clean up, slow to breakdown and resistant to the effects of dispersant.
36. Due to the fact that the oil was stored in multiple compartments, it is considered unlikely that all remaining oil would be released at one time and the more likely scenarios are: ongoing small releases, as seen to date; or a number of significant releases, as sections of the vessel collapse; or a combination of both.

Environmental risk

37. The area in the vicinity of the wreck includes the Hauraki Gulf Marine Park, a number of marine reserves and coastlines with important ecology. The Hauraki Gulf Marine Spatial Plan (SeaChange) recommends an assessment of the risk posed by the wreck. A large scale release of oil could spread widely in the area and potentially severely impact marine wildlife, including important sea bird species. The coastlines likely to be impacted include estuaries, rocky shorelines and islands. It is very challenging to protect these shorelines; the effectiveness of oil booms may be very limited in some areas due to wind, tides and the size of the areas. Many of the shorelines would be challenging to clean up.
38. There are also potential impacts on seafloor organisms and assemblages.
39. Maritime NZ and the regional councils have a good understanding of the sensitive areas, sites and species in the area, as described in the Regional Marine Oil Spill Contingency Plans (required by the Maritime Transport Act). Trajectory modelling using historic tidal flows, currents, and wind and wave data to predict the likely path of oil released from the wreck, identifies shoreline areas likely to be impacted and the time of impact. The last detailed modelling was commissioned in 2016; a repeat of that modelling is unlikely to yield a different result. However, in the event of a spill, the model would be run, using data for the day and forecast information.
40. A formal assessment, specifically focused on the potential environmental impacts of any significant oil spill from the wreck, is a key part of the wreck management best practice risk assessment.

Ownership of the wreck

41. The legal frameworks around ownership of wrecks are complex. Over time, international systems have evolved and changed, as have New Zealand's domestic arrangements, including with the introduction of the Oil Pollution Fund and the Oil Pollution Levy.

s 9(2)(h)

43. Maritime NZ is of the view that ownership is most likely to have vested, in effect, in the Crown.

Other party interests

44. Maritime NZ has undertaken research in the UK to determine what, if any, interests exist in the wreck. Vessel ownership can be complex due to considerations around the hull and machinery components, as well as multiple cargo interests. In the case of the *Niagara*, the UK Treasury retains ownership of the remaining gold bullion. As such, they would need to be advised of any invasive activity in regards to the wreck.
45. The wreck lies in a protected area under the Submarine Cables and Pipelines Protection Order 2009. This area exists to protect the Southern Cross cable and the Pakam East Cable. The Southern Cross cable network is of major structural significance for New Zealand and Australia. As such, any activity in the area of the wreck that poses a potential hazard to the cables needs to be coordinated with relevant commercial and Government parties.
46. There are also multiple other parties with an interest in the wreck and associated risk assessments. Government parties include the Ministry for the Environment and the Department of Conservation, as well as regional and local authorities. External parties include Iwi, local Conservation Boards and the Hauraki Gulf Forum.

49. There has been targeted interest from one specific individual, s 9(2)(a), who was part of a collaborative venture, including the Major Projects Foundation (a private foundation set up to address marine pollution risks from Pacific wrecks) as well as local technical divers. Planned survey activity (summer of 2021/22) did not eventuate. We understand the collaborators may be planning future activity. If they do, they would need to work with Maritime NZ on this.

Operational risks

50. All activity, even non-intrusive surveys, pose a risk of disturbing the wreck. This includes diver surveys or any vessel anchoring in the vicinity of the wreck.
51. Invasive surveying activity in particular would need to be very carefully considered due to the risks of causing an oil release. Examples of invasive activity include taking samples of metal plates, or attempting to physically investigate the tanks to identify and quantify the contents.
52. For any (future) oil recovery operation, the risk of causing a release of oil during the recovery activities must also be acknowledged. With the vessel's deterioration, oil may have 'migrated' within the vessel structure and may be encountered in unexpected places. Precautionary response measures would need to be mobilised to mitigate the risks of a spill, if oil recovery were attempted.

Precedent

53. Undertaking an active wreck management programme for the *Niagara* may establish a precedent for any future activity.

Responding to a spill from the Niagara and monitoring

54. Maritime NZ maintains a specific response plan in the event of an oil spill from the *Niagara*, and this has been updated again in 2023.
55. Maritime NZ has invested in significant oil spill response capability over the last 20 years. The National Maritime Response Team (NMRT) has approximately 136 members, and there are an additional 400 trained responders within New Zealand. Maritime NZ also owns a significant stockpile of oil spill equipment, and there are contingency plans in place. In addition, Maritime NZ has local contracts and international agreements with support agencies who can provide personnel, equipment and expertise. For wildlife advice and response, Maritime NZ has expert advice and support from Massey University (recognised worldwide for their work around oiled wildlife) and the Department of Conservation.
56. Maritime NZ is undertaking further work to investigate more comprehensive monitoring options for the *Niagara*, although there is currently no budget to fund any of the more active monitoring options identified. Further monitoring would inform the ongoing physical deterioration of the wreck, and some monitoring methods can also provide early detection of a spill, which could support earlier response activity if this was required.

Previous work undertaken by Maritime NZ

57. As detailed below, Maritime NZ has undertaken previous detailed work looking into options to assess the potential risks from the *Niagara* and made recommendations to previous governments. These recommendations have not been supported due to other priorities.
58. Following a resurgence of interest in 2017/18, Maritime NZ looked into options to assess the risk of an oil leak, which included engaging with international experts around the world and authorities in the UK to understand best practice to manage historical wrecks (as detailed in paragraphs 19-23).
59. Maritime NZ considers the UK approach was (and still is) best practice wreck management for pollution risks.
60. As per the UK approach, the surveying work Maritime NZ has recommended to inform a risk assessment for the *Niagara* would be made up of multiple surveys and techniques. In simplest terms, the approach recommended specifically for the *Niagara* includes the following.
- Survey Part One: Visual survey of the wreck, using a ROV to inform the wreck's state of degradation. The findings from this non-invasive visual survey contribute to the associated risk assessment. (Elements of this have been done previously but not a complete survey).
 - Survey Part Two: Specialist ROV surveys to assess contents of some of the vessel's bunker spaces and measuring of hull thickness.
61. Both types of survey need to be completed, as the visual survey (Part One) only allows a superficial understanding of the structure. However, it should be noted that because of the way the wreck is lying on its side with many of its fuel tanks inaccessible, the completion of both Part One and Part Two may also not inform a complete risk assessment, and, as former Ministers have been advised, could give limited or inconclusive information. This does not mean surveying (Parts One and Two) of the *Niagara* is not recommended. However, we must be aware of the potential limitations of the techniques.
62. All activity, even non-invasive surveys, also pose a risk of disturbing the wreck. Any invasive survey activity in particular would need to be very carefully considered due to the risks of causing an oil release. For any (future) oil recovery operation, if that was determined to be feasible, there is also the risk of causing a release of oil during the recovery activities. With the vessel's deterioration, oil may have 'migrated' within the vessel structure and may be encountered in unexpected places. Precautionary response measures would need to be mobilised to mitigate the risks of a spill, if oil recovery were attempted.
63. As with the risk that surveying work might be inconclusive, the operational risks we have highlighted above do not mean we do not recommend surveying is undertaken, however there are potential risks that would need to be managed.
64. As a result of the work undertaken, Maritime NZ submitted twice to central government for funding to undertake the recommended surveys; the submissions were supported by detailed business cases. Neither bid was successful.
- For Budget 19 (for FY19/20), \$4.1M to \$6.6M was applied for and declined. A lot of cost of this bid was associated with getting a suitable survey vessel to come to New Zealand.
 - For Budget 20 (for FY20/21), \$0.85M to \$1.6M was applied for (bid revised from Budget 19 version; also declined). The lower range for this bid was due to the possibility of support by a Royal New Zealand Navy ('Navy') vessel.
65. Former governments are on record as stating that due to funding pressures it is not possible to undertake the surveying and risk assessment.

66. Noting the potential limitations and risks of the work, our previous advice stands and Maritime NZ continues to identify the need for more information on the wreck status (i.e. completion of surveying Parts One and Two), to further develop an oil spill risk assessment for *Niagara* and to inform potential next steps.
67. Maritime NZ does not have funding that can be used to undertake this work, hence the previous requests for Crown funding [s 9\(2\)\(h\)](#)
68. Given the significant work completed to date on both bids, we would need an indication that funding for surveying is likely and some additional multi-year appropriation to undertake work on an updated business case.

Support from the Navy

69. As noted earlier, as part of a previous bid, Maritime NZ explored the ability to use naval support for the surveying work. The use of government-owned assets or more local capabilities has the ability to potentially reduce costs.
70. We have engaged again with the Navy recently to understand how their current capabilities might be able to assist with surveying of the *Niagara* wreck to inform a risk assessment.
71. Subsequent discussions with the Navy have confirmed our initial assessment: naval capabilities, whilst able to support basic visual surveying work, would still need to be supplemented with additional specialist capability and expertise, and for which funding would need to be found. In addition, Navy capability would have to be supplemented by project management support, specialist advisors to do preparatory work and be available during the surveying process, and post-survey evaluation and assessment. These capability components would require funding.
72. Noting this, the Navy has the HMNZS *Manawanui*, with an on-board ROV. This combination offers good capability, which could be used to complete the Part One survey work. However, Navy capability does not extend to:
- the generation of a high-resolution 3D model (as previously described)
 - the ability to undertake Part Two measurements (hull thickness and the assessment of tank contents using neutron backscatter).
73. We continue to work with the Navy to utilise their assets. For example, in agreement with Maritime NZ in March 2021, the ROV pilots of the *Manawanui* undertook an ROV training session at the *Niagara* site. A summary report was supplied to Maritime NZ. At the time, the Navy estimated that a full visual survey (Part One) would take four to five days. Navy ran a subsequent ROV pilot training session in April 2022, and noted 'nil obvious deterioration since last survey in Mar 2021'. Again, imagery was provided to the Northland Harbourmaster and Maritime NZ. Navy undertook additional operations in Aug 2023 for which results are pending.
74. There may be local operators with the capability to undertake the Part One survey work, and the provision of a 3D model. Their platforms can be used to support Part Two operations, and potentially Stage Three operations (should they occur).

Options

75. Broadly speaking, there are three options.

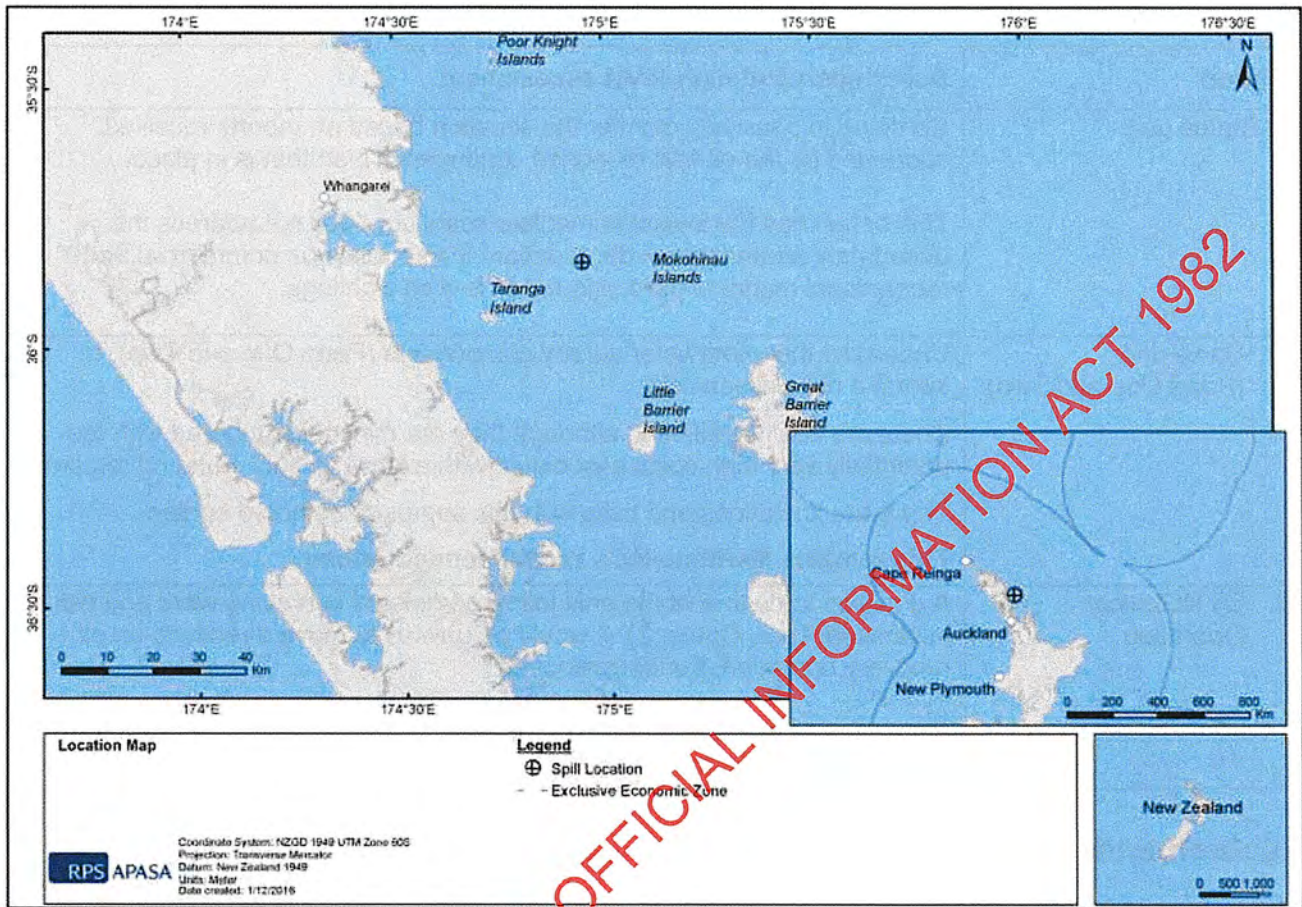
Option	Description and high-level assessment
1. Status quo	<p>Continue to passively monitor the situation based on reports received, supported by the oil spill response contingency plan that is in place.</p> <p>This option has the lowest immediate costs but does not address the uncertainty around wreck degradation. It also relies on commercial and recreational maritime parties to report any oil sightings.</p>
2. Surveying (Parts One and Two)	<p>Undertake the underwater survey components (Parts One and Two), to inform a risk assessment.</p> <p>Costs are not insignificant, although they are minimal compared with the potentially very high costs associated with a large oil spill. Funding required.</p> <p>There are limitations and risks with this approach as noted earlier.</p> <p>This remains Maritime NZ's recommended option.</p>
3. Oil Recovery Operation	<p>A decision to do this would only follow completed surveying work and risk assessment (i.e. Option 2). It would be unwise to move directly to an oil recovery operation. Funding required.</p> <p>This is the most expensive option, and the operation itself would have associated spill risks.</p>

Recommendations

76. It is recommended that you:

- a) note the information provided on the management of the wreck of the *Niagara*
- b) note the previous work undertaken by Maritime NZ and recommended course of action
- c) note the Maritime NZ view that Crown funding is required for the proposed activity
- d) advise whether you wish to meet with officials for further discussion.

Attachment 1 – map of the location



Attachment 2 – the *Niagara*



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Attachment 3 – the wreck of the *Niagara*



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25/10/2024

Briefing No. MNZ 24-036

Due: 15/11/2024

Hon Matt Doocey
Associate Minister of Transport

Royal Mail Ship *Niagara* Update

Purpose

This brief provides an update since your last briefing, dated 27 November 2023, on the wreck of the Royal Mail Ship *Niagara* (the *Niagara*).

As requested, this brief provides: a summary of the Hauraki Gulf area; an overview of recent engagement undertaken by Maritime NZ; an outline of the benefits of conducting a survey; updated commercial survey costings; potential costs of oil removal from the wreck; and potential funding sources. ^{s 9(2)(f)(iv)}

We recommend you refer a copy of this update briefing to your colleagues, Hon Simeon Brown, Minister of Transport and Hon Tama Potaka, Minister of Conservation.

Maritime NZ has consulted the Ministry of Transport on this briefing.

Recommendations

We recommend that you:

Minister Doocey	Minister Brown
----------------------------	---------------------------

1. **Note** it is not possible to quantify the environmental risk posed by the *Niagara* until a detailed survey assessment is conducted to determine the quantity of fuel oil remaining in it and the condition of the vessel's bunker tanks and infrastructure;
2. **Note** that the estimated cost of a survey is NZ \$13.7 million and an accurate assessment of the fuel remaining cannot be guaranteed;
3. **Note** that NZ \$7.5 million of this commercial survey assessment cost is to provide the Dynamic Positioning (DP) vessel;

4. **Note** that the cost of removing any remaining oil cannot be accurately estimated until a full survey assessment has been conducted and reviewed by a salvage expert;
5. **Note** that Maritime NZ officials recommend that a survey be conducted to inform a detailed risk assessment of the environmental threat posed by the *Niagara* wreck;
6. **Note** that Maritime NZ is not funded to undertake a survey assessment of the *Niagara* wreck;
7. **Note** that you have agreed to a meeting with representatives from the Hauraki Gulf Forum, Auckland Council, Northland Regional Council and the Hauraki District Council to discuss the *Niagara*;

s 9(2)(f)(iv)

Yes / No

9. Refer this briefing to Hon Simeon Brown;

Yes / No

10. Share this briefing to Hon Tama Potaka

Yes / No

Kirstie Hewlett

Kirstie Hewlett
Director, Maritime NZ

25 / 10 / 2024

Hon Matt Dooney
Associate Minister of Transport

..... / / 2024

Hon Simeon Brown
Minister of Transport

..... / / 2024

Contacts

Name	Telephone	First contact
Kirstie Hewlett, Chief Executive Maritime NZ	s 9(2)(a)	Yes
Matt Carey, GM Maritime Response, Maritime NZ	s 9(2)(a)	

RMS Niagara Wreck Update

Purpose of Report

1. This brief provides an update since your last briefing, dated 27 November 2023, on the wreck of the *Royal Mail Ship Niagara* (the *Niagara*).
2. As requested, this brief provides: a summary of the Hauraki Gulf area; an overview of recent engagement undertaken by Maritime NZ; an outline of the benefits of conducting a survey; updated commercial survey costings; potential costs of oil removal from the wreck; and potential funding sources. § 9(2)(f)(iv)

Background

3. There is uncertainty about how much oil is on the *Niagara* wreck but we do know that oil was lost when it hit a mine in 1940 and then again during subsequent salvage operations for gold in 1941 and 1953. Since then, the wreck has continued to leak small amounts of oil that disperse naturally. There has been ongoing concern over the potential environmental risk posed by the wreck. Over time, wrecks degrade with age so risk potentially increases. The wreck lies on her side at a depth of 120 metres.
4. There has been ongoing attention regarding the *Niagara*, highlighting the interest and concern that many stakeholders, particularly territorial authorities and mana whenua, have in respect to the potential environmental risk posed by the unknown quantity of oil remaining within the wreck.

Hauraki Gulf area

5. The *Niagara* wreck lies within the Hauraki Gulf which contains a number of marine reserves, tourist destinations, economic infrastructure and environmentally sensitive sites that could be adversely affected by a marine oil spill.
6. The Hauraki Gulf Forum commissioned a report from the New Zealand Institute of Economic Research who calculated that the economic value to the NZ economy of the Hauraki Gulf is \$5.14 billion per year. The coastline and sea from Northland to the Coromandel are vital for New Zealand's aquaculture, fishing, recreation and tourism industries in addition to being treasured by mana whenua and the communities who live in the region.
7. The most recent oil spill risk modelling for *Niagara* was conducted in 2016. This modelling was based on the hypothetical release of 100 cubic metres (which is 100,000 litres) of heavy fuel oil in both summer and winter over a period of 30 days and assumes no attempt to contain the oil spill. The 100m³ volume was deliberately selected as the quantity to input into the model because it is of sufficient size to ensure that the model could be run for 30 days without the spill naturally disappearing (and therefore the model ending early). The model shows a 5-20% probability of oil impacting the regional shorelines within 2-5 days of the leak, depending on how far the shore line is from the wreck. An illustration of the modelling is at Appendix A.

8. There is uncertainty about how much oil remains in the *Niagara*; we understand it had the capacity to carry up to 4,324 tons, but there are no records Maritime NZ has discovered through its research regarding how much oil was carried on the vessel when it sailed. While some interested parties have estimated the wreck could still hold up to 1,600 tons of oil, this cannot be confirmed. The ship's bunkers (bunkers are the fuel for a vessel) were potentially in eleven designated fuel tanks and three ballast tanks. We do know a significant amount of oil was lost when the ship was sunk and that in 1941, a salvage operation used explosives to access *Niagara*'s bullion room to recover 555 gold bars and an unknown but substantial quantity of fuel oil was also released then. There was also oil lost in 1953 when a further 30 gold bars were recovered and leaking has continued since then.
9. A release of oil from the wreck of the *Niagara* is likely to cause environmental damage over a wide area in a region of significant scientific, cultural, economic and reputational value. Development of an evidence based way forward is impossible without a survey programme and risk assessment. The consequences of a major oil spill in the marine environment would be severe as demonstrated by events worldwide and, in New Zealand, by the *Rena* incident.
10. The environmental impact of an oil spill from the wreck will depend on the amount and type of oil released into the environment, the speed of detection and response, and the prevailing weather conditions and time of year. The latter influences the presence and behaviour of species of marine life and the weather conditions, which determines the dispersal of the oil and the efficacy of any response. The offshore location of the wreck makes early detection of a major spill from it unlikely.
11. The threatened and protected species most at risk from an oil spill are sea birds and shore birds. Twenty-seven species of sea birds, about 31% of the New Zealand fauna, breed in the area likely to be most affected by an oil spill. Of these 16 (59%) are endemic to New Zealand. Five species are regional endemics, meaning the entire global population breeds in the area. They are Buller's shearwater, New Zealand fairy tern, Pycroft's petrel, black petrel and New Zealand storm petrel.
12. Detailed economic modelling of the direct costs of a response to a significant oil spill from the wreck was completed in 2020 and assessed that for a spill of 1,600 tons direct costs would be in the order of NZ \$108 million (approximately NZ \$200 million in 2024 prices). This figure does not include indirect costs, reputational damage or the costs to Natural Capital.

Engagement

13. There remains concern from the community, the media and mana whenua around the potential risk to the environment posed by the *Niagara*.
14. Over the years Maritime NZ and Ministers have fielded a number of queries and OIAs, and countless articles have been written about the wreck. Maritime NZ has submitted two Budget Bids to pay for surveys to assess the wreck.
15. Most recently a hui was held on 16 August 2024 at the Bream Bay Community Centre in Northland between Maritime NZ, Ngati Manuhiri, Te Parawhau, Patuharakeke, Executive Officer Hauraki Gulf Forum, Department of Conservation and local stakeholders. We discussed the role of Maritime NZ, our oil spill response capability, and the history, facts and unknowns regarding the *Niagara*. The message from mana whenua is consistent with the request from the regional authorities; they request that a survey is funded by the Crown.

16. To help interested stakeholders find out answers to the frequently asked questions, Maritime NZ has developed an online resource for information regarding the *Niagara* which can be accessed here <https://maritimenz.govt.nz/public/in-focus/rms-niagara/>.
17. More broadly we maintain an active interest in the wreck. We have commissioned research into costs and options on wreck assessment, received technical information on the wreck, and engaged with international experts, including the UK Ministry of Defence which oversees some 5,00 historical shipwrecks. The Royal NZ Navy also undertook partial visual surveys in 2021 and 2022. Based on this we have provided information to and advice to consecutive governments.

Survey Assessment Benefits

18. Maritime NZ have identified a number of benefits associated with conducting a survey assessment of the *Niagara*, which have led to us supporting an assessment to occur which include:
- increasing our understanding of the oil spill risk posed by the *Niagara* wreck by conducting a survey to assess the volume of oil remaining within the intact bunker tanks and the structural integrity of the hull¹;
 - the ability for Maritime NZ to develop a more focused risk management plan for the *Niagara* wreck site and surrounding area; and
 - more effective public engagement informed by the evidence provided by a survey

Updated commercial survey cost estimate

19. Maritime NZ commissioned an updated cost estimate for a survey of the *Niagara* in June 2024. The total cost of a survey using solely commercial assets is estimated at NZ \$13,741,000. The survey would be in two stages. Stage one is a visual survey estimated at NZ \$1,300,000. Stage two involves cleaning the hull and scanning the wreck to attempt to measure the oil levels within the accessible intact bunker tanks. Stage two is estimated to cost NZ \$12,441,000.
20. Because the *Niagara* is near a submarine cable, it is not recommended to anchor a survey vessel in place above the wreck due to the risk of the anchor catching and damaging the cable. This means that a vessel capable of “dynamic positioning” (DP) would be required. Essentially this is a vessel which can use a combination of precise navigation systems and vessel control to stay unanchored in one location despite currents, swell and wind. The need for a DP vessel increases the estimated cost of conducting the survey using commercial vessels: NZ \$7,500,000 (US \$4,600,000) of the cost of the second stage of the survey is for provision of a DP vessel.
21. Conducting the second stage of the survey may risk accidentally releasing oil from the wreck. In order to be prepared for this, Maritime NZ would likely place a marine oil pollution response capability on standby. The estimated cost for this is approximately NZ\$500,000.

¹ An accurate assessment of the remaining oil cannot be guaranteed by survey assessment experts as it will depend upon the position of the wreck in relation to the intact bunker tanks and accessibility for survey equipment to reach those tanks on the wreck. The first stage visual survey will allow a more accurate assessment of the likely success of the second stage survey.

22. There is no guarantee that the survey will be able to accurately determine the amount of oil remaining in the *Niagara* due to the technical challenges inherent in non-invasively inspecting an 84 year old wreck which lies on its side at 120 metres depth.
23. A table summarising the indicative costs is at Appendix B.

Potential cost of oil extraction from the *Niagara*

24. If the *Niagara* is confirmed to have a significant quantity of oil remaining onboard, the next step would be to consider potential removal methods. There are a number of examples of international operations to remove oil from sunken wrecks. The cost of the operation depends on a number of factors including the location of the wreck, the availability of contractors, vessels, and equipment. There are likely to be some significant technical challenges associated with accessing tanks on the low side of the wreck; these will only be identified by an experienced salvage expert once a survey has been conducted and a tender process is undertaken.
25. Although not a wartime wreck, the *Jacob Luckenbach*² is of a similar vintage, having sunk after a collision in 1953. In 2003 the US National Oceanic and Atmospheric Administration (NOAA) and the US Coast Guard decided to remove the oil. Over a ten month period, salvage contractors bored holes in the ship's tanks and heated the oil with steam lances to lower its viscosity, then pumped out 85,000 US gallons (approximately 322,000 litres or 315 tons) of oil. This technique for removing oil, known as hot tapping, is well established but can be expensive depending on the state of the wreck. Emptying the *Jacob Luckenbach* cost US \$19 million (NZ \$31 million) at the time, or the equivalent of approximately US \$31 million (NZ \$51 million)³ in today's prices. Note that the vessel rests in 53 metres of water, compared to the *Niagara* which is at a depth of 120 metres. The greater depth is likely to increase the challenges and costs of removal, as will the proximity of the submarine cable to the *Niagara*.

Ownership of the wreck

26. The legal frameworks around ownership of wrecks are complex. Over time, international systems have evolved and changed, as have New Zealand's domestic arrangements, including with the introduction of the Oil Pollution Fund and the Oil Pollution Levy.

s 9(2)(h)

28. Maritime NZ's advice is that ownership of the wreck is vested in the Crown.

² <https://sanctuaries.noaa.gov/maritime/expeditions/luckenbach.html>

³ <https://www.rbz.govt.nz/monetary-policy/about-monetary-policy/inflation-calculator>

Potential funding sources for a survey

s 9(2)(h)

s 6(a)

The Crown

32. The Crown, as the considered owner of the wreck, is the most realistic source of funding for a survey and any subsequent removal of oil found on the vessel.

Next Steps

s 9(2)(f)(iv)

34. In response to a joint letter from the Mayor of Auckland, chair of the Northland Regional Council and co-chairs of the Hauraki Gulf Forum dated 12 August 2024, you have agreed to a meeting with representatives from the Hauraki Gulf Forum, Auckland Council, Northland Regional Council and the Hauraki District Council.

Appendix A: RMS *Niagara* Oil spill trajectory modelling, shoreline exposure.

Appendix B: Updated commercial survey cost estimate

Appendix A: RMS Niagara Oil spill trajectory modelling – shoreline exposure

RPS APASA MEMORANDUM

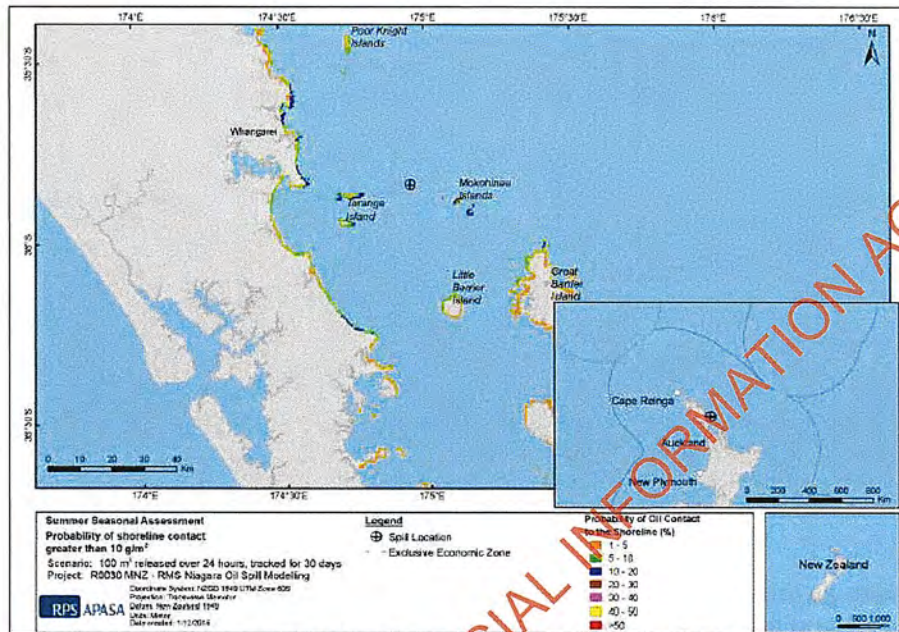


Figure 9: Probability of contact to the shoreline above low exposure ($\geq 10 \text{ g/m}^2$), in the event of a 100 m^3 of HFO over 24 hours, tracked for 30 days, following a hypothetical loss of furnace oil from the sunken vessel RMS Niagara. The results were calculated from 100 spill trajectories during summer conditions.

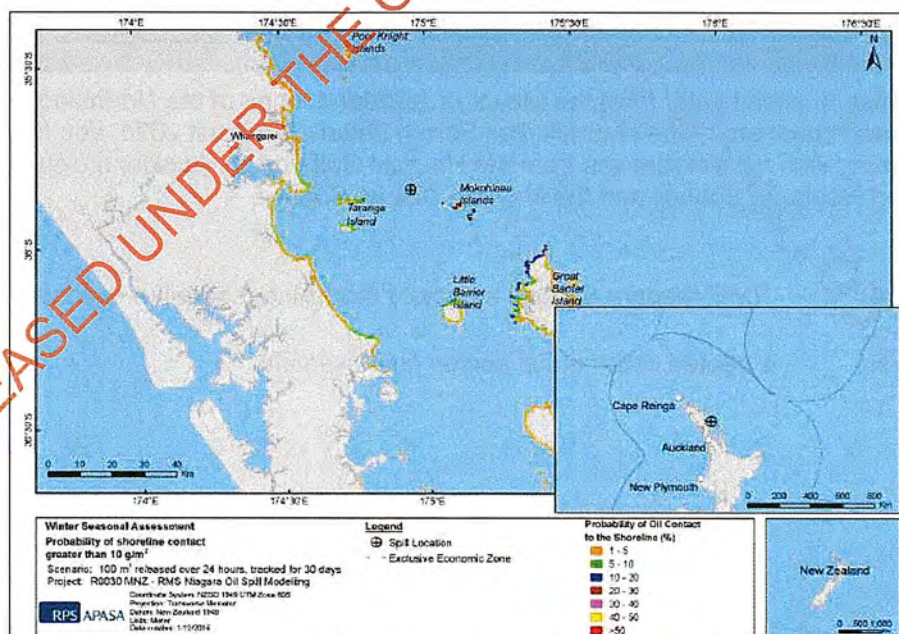


Figure 10: Probability of contact to the shoreline above low exposure ($\geq 10 \text{ g/m}^2$), in the event of a 100 m^3 of HFO over 24 hours, tracked for 30 days, following a hypothetical loss of furnace oil from the sunken vessel RMS Niagara. The results were calculated from 100 spill trajectories during winter conditions.

This modelling is based on the hypothetical release of 100 cubic metres (which is 100,000 litres) of Heavy Fuel Oil in both summer and winter over a period of 30 days and assumes no attempt to contain the oil spill. This modelling was used to inform planning for a response to a potential oil spill from *Niagara* and does not imply that Maritime NZ expects such a leak to occur.

Oil spill trajectory modelling (OSTM) is typically used during an oil spill response to predict where surface (free-floating) oil will travel, where the oil might be stranded on coastlines (noting that some oil spills do not result in oiled shorelines), the speed of the oil's spread, the timing of the spill's travel, and the timing of shoreline impacts.

The 100m³ volume was deliberately selected as the quantity to input into the model because it is of sufficient size to ensure that the model could be run for 30 days without the spill naturally disappearing (and therefore the model ending early).

Any oil spill is subject to natural processes. We call this 'weathering', which changes the physical characteristics of the spilled oil as time goes by. There are many natural processes which affect an oil spill including: evaporation – some of the liquid may form a vapour and enter the surrounding atmosphere; dispersion – some of the oil may naturally disperse into the upper layers of the water column; photo-oxidation – where sunlight promotes chemical reactions between oxygen in the air and the oil; biodegradation – where bacteria in the ocean feeds on the oil; and emulsification – a mixture of water and oil droplets (these can be droplets of oil in water, or droplets of water in oil). It is important to remember that these processes are likely to affect the impact of the oil spill; for example, if oil contacts land ashore after three days, the oil will have very different characteristics to those of freshly-spilled oil.

OSTM takes into account a range of met-ocean conditions such as currents - including coastal currents and tidal currents and tidal flows, wind, sea state (i.e., how calm or choppy the sea surface is, and how much swell there is), wind-driven currents (as strong winds generate additional currents), sea surface temperature etc.

OSTM is a science; significant additional work is done to verify that the models generate outputs that are reliable; however, in an actual response we will always track the actual size, shape, trajectory and characteristics of surface oil using visual or remote-sensing techniques. So all modelled outputs are indicative only, and will be verified through a new OSTM in the event of an actual oil spill taking into account actual and forecast weather and the meteorological ocean conditions.

Appendix B: Updated commercial survey cost estimate

Stage	Description	Cost \$
Stage 1	Build an overall picture of the wreck using a Remotely Operated Vehicle (ROV) to facilitate the development of an oil survey plan.	NZ \$1,300,000 (US \$795,000)
Stage 2 (Dynamic Positioning vessel)	Clean the hull to facilitate the measurement of hull thickness using ultrasonic techniques; then attempt to measure the oil levels within the accessible and intact bunker tanks using a technique called neutron backscatter, which is commonly used to assess layers of fluid within free-standing tanks and pipes.	NZ \$12,441,000 ⁴ (US \$7,575,000)
Total		NZ \$13,741,000* (US \$8,370,000)
*Exchange rate calculated 15 October 2024		
Notes:		
1.	The Stage 1 activity is a required step in preparation for the more detailed Stage 2.	
2.	The cost of Stage 2 using a moored vessel (available in NZ) instead of a DP vessel is NZ \$4,500,000 (US \$2,785,000). Use of a moored vessel is not recommended due to the proximity of the wreck to submarine communication cables.	
3.	Within the Stage 2 quote above, the cost for provision of the DP vessel (sourced from SE Asia or Australia) is estimated at NZ \$7,550,000 (US \$4,600,000).	
4.	These estimates do not include the costs of having a marine oil pollution response capability on standby for stage two to prepare for the increased risk of an accidental release of oil. The current estimate by Maritime NZ is that it would cost approximately \$500,000 to have a pollution response capability on standby for the duration of Stage 2 of the survey.	
5.	Since the <i>Niagara</i> is lying on her side, some tanks cannot be accessed. In addition, there is no guarantee that neutron backscatter measurements of the accessible and intact tanks will be able to determine the presence or quantity of oil in those bunker tanks.	

⁴ <https://wise.com/gb/currency-converter/usd-to-nzd-rate?amount>

Excerpts from the weekly Work Programme document sent to Minister Doocoy

Week commencing	Work programme item	Lead	RAG Status	Status update (including any key dependencies and risks)	Next deliverable for Minister	Quarterly milestones and end goal
9 September 2024	1.4 RMS Niagara	MNZ		<ul style="list-style-type: none"> Maritime NZ to develop a brief that § 9(2)(f)(iv) 	<ul style="list-style-type: none"> RMS Niagara Update briefing, week ending Friday 13 September 	<p>END GOAL</p> <p>§ 9(2)(f)(iv)</p>
16 September 2024	1.4 RMS Niagara	MNZ		<ul style="list-style-type: none"> Maritime NZ to develop a brief that § 9(2)(f)(iv) 	<ul style="list-style-type: none"> RMS Niagara Update briefing, week ending Friday 20 September 2024 	<p>END GOAL</p> <p>§ 9(2)(f)(iv)</p>
23, 30 September 2024 7 October 2024	1.4 RMS Niagara	MNZ		<ul style="list-style-type: none"> Maritime NZ to develop a brief that § 9(2)(f)(iv) Given the response to <i>Connemara</i> and other matters, the fact you will be on leave, § 9(2)(f)(iv), we have delayed putting up the paper § 9(2)(f)(iv) on the Niagara until you are back in October. Therefore, the date of the briefing below has been changed to reflect this. 	<ul style="list-style-type: none"> RMS Niagara Update briefing, week ending Friday 18 October 2024 	<p>END GOAL</p> <p>§ 9(2)(f)(iv)</p>

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<p>14, 21 October 2024</p>	<p>1.4 RMS Niagara</p>	<p>MNZ</p>	<p>Maritime NZ to develop a brief that § 9(2)(f)(iv).</p> <p>Given the response to <i>Connemara</i> and other matters, the fact you will be on leave, § 9(2)(f)(iv) we have delayed putting up the paper § 9(2)(f)(iv) on the <i>Niagara</i> until you are back in October. Therefore, the date of the briefing below has been changed to reflect this.</p>	<p>RMS Niagara Update briefing, week ending Friday 25 October 2024</p>	<p>END GOAL</p> <p>§ 9(2)(f)(iv)</p>
<p>29 October 2024 4, 18 November 2 December 2024</p>	<p>1.4 RMS Niagara</p>	<p>MNZ</p>	<p>Maritime NZ to develop a brief that § 9(2)(f)(iv).</p> <p>The briefing Royal Mail Ship <i>Niagara</i> Update was provided to your Office on Friday 25 October 2024. § 9(2)(f)(iv) and we have recommended you share the briefing with Ministers Brown and Potaka.</p>	<p>Next steps are pending on Ministers decisions</p>	<p>END GOAL</p> <p>§ 9(2)(f)(iv)</p>

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From: [Shelley Tucker](#)
To: [Mike McMurtry](#)
Subject: RE: EXTERNAL: RE: In confidence: Draft Tier 2 BIM on Niagara
Date: Wednesday, 15 November 2023 4:13:08 pm

Mike,

Sorry one more edit – can you please add this sentence to the purpose section of the briefing.

“Maritime NZ has consulted Te Manatu Waka the Ministry of Transport and the Department of Conservation on this briefing.”

Thanks

ST

From: Kirstie Knowles <kknowles@doc.govt.nz>
Sent: Wednesday, 15 November 2023 2:50 pm
To: Shelley Tucker <Shelley.Tucker@maritimenz.govt.nz>; Natasha Rave <n.rave@transport.govt.nz>
Cc: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; 'Bronwyn Turley' <B.Turley@transport.govt.nz>
Subject: EXTERNAL: RE: In confidence: Draft Tier 2 BIM on Niagara

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Kia ora Shelley,

Thanks again so much for the opportunity to input into your Niagara briefing – really appreciated!

Great brief and have only suggested the tiniest of edits to para 26 to include reference to a few other interested parties DOC is aware of.

Lets stay in touch – you know you have our support.

Ngā manaakitanga,

Kirstie Knowles [\[she/her\]](#)
 Director Biodiversity System & Aquatic
 Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
 Department of Conservation – *Te Papa Atawhai*
 Phone: s 9(2)(a)

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Papatūānuku thrives

Toitū te marae a Tāne-Māhuta, toitū te marae a Tangaroa, toitū te tāngata
 If the land is well and the sea is well, the people will thrive



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From: Shelley Tucker <Shelley.Tucker@maritimenz.govt.nz>
Sent: Friday, November 10, 2023 12:51 PM
To: Kirstie Knowles <kknowles@doc.govt.nz>; Natasha Rave <n.rave@transport.govt.nz>
Cc: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; 'Bronwyn Turley' <B.Turley@transport.govt.nz>
Subject: In confidence: Draft Tier 2 BIM on Niagara

Good afternoon Natasha and Kirstie

Hope you are both well.

MNZ intends to brief our incoming Minister/s on the issue of the *Niagara*. Please find attached our draft paper; we welcome your feedback on any substantive matters. The paper is not short, but we feel a comprehensive briefing is needed to ensure the new Minister is across the key issues, work undertaken etc.

We'd be grateful for your feedback by COP Wednesday next week if that is possible.

Many thanks,

Shelley and Mike

Shelley Tucker | Deputy Chief Executive Response Security and Safety Services (Acting)

Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

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saferboating.org.nz



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From: [Kirstie Knowles](#)
To: [Mike McMurtry](#)
Cc: [Graham MacLean](#); [Danica Stent](#)
Subject: EXTERNAL: RE: update RE the BIM - s6(b)(i) [REDACTED] IN CONFIDENCE
Date: Tuesday, 12 December 2023 10:06:15 am

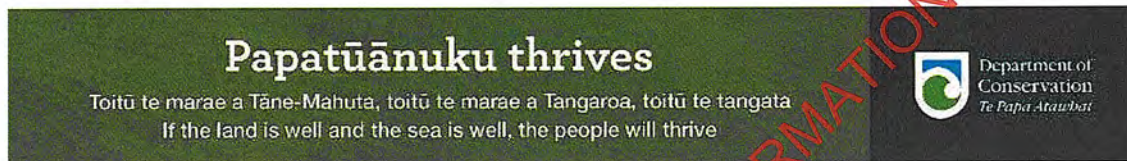
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Fab – thanks for the update Mike.

Ngā manaakitanga,

Kirstie Knowles ([she/her](#))
Director Biodiversity System & Aquatic
Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
Department of Conservation – *Te Papa Atawhai*
Phone: s 9(2)(a) [REDACTED]

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If the land is well and the sea is well, the people will thrive

Department of Conservation
Te Papa Atawhai

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From: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>
Sent: Monday, December 11, 2023 11:59 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Cc: Graham MacLean <Graham.MacLean@maritimenz.govt.nz>
Subject: update RE the BIM - s6(b)(i) [REDACTED] - IN CONFIDENCE

Tēnā koe Kirstie,

Hope this finds you tino pai!

Please see below – Maritime NZ have had some information provided by [REDACTED]

s6(b)(i) [REDACTED]

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s6(b)(i)

We have included some similar text in the BIM, which was provided to the Ministry on Fri (08 Dec).

Ngā mihi mahana,
Mike

Mike McMurtry (tāne/he/him) | Principal Advisor – Strategy & Systems
Maritime New Zealand | Maritime Readiness & Incident Response | Te Atatū, Akl
Nō te rere moana Aotearoa

Mobile (Waea kawē) **s 9(2)(a)** - **W** www.maritimenz.govt.nz/contact-us

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Saving lives.
Securing our future.**

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From: [Kirstie Knowles](#)
To: [Shelley Tucker](#); [Graham MacLean](#)
Cc: [Angela Bell](#); [Laura Barnett](#); [Dylan Page](#); [Adam Walker](#); [Mike McMurtry](#)
Subject: RE: EXTERNAL: HELP: Advice re Niagara wreck in Hauraki Gulf - IN CONFIDENCE
Date: Monday, 29 January 2024 12:14:17 pm
Attachments: CORM-1185 Response Revive our Gulf Katina Conomos - DOC-7543490_ST_Director.docx
 Briefing to Incoming Ministers from Revive Our Gulf - 2023.pdf

Thanks Shelley and tēnā korua Graham and Dylan.

Thanks for the advice and update Shelley – appreciated.

The advice is for a joint response from the Minister of Conservation and the Minister for Oceans and Fisheries to **Revive Our Gulf** who sent a letter to a range of Ministers on marine issues. Incoming letter and draft response attached (with your edits as below). Note, other Ministers who the letter was sent to will be copied into the response – Minister for Transport or Associate Min for Transport not included.

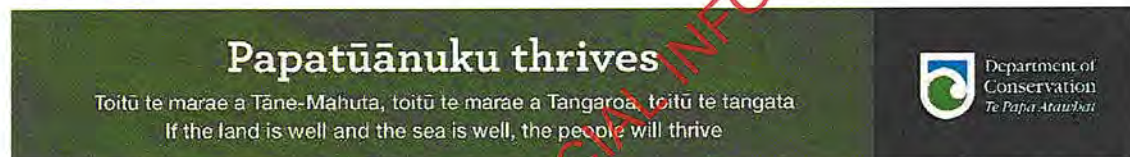
Laura – happy for you to liaise direct with Dylan/Graham re any further edits.

Graham – lets look to wrangle diaries and catch up sometime. No urgency so just when you're suitably settled into the role.

Ngā manaakitanga,

Kirstie Knowles ([she/her](#))
 Director Biodiversity System & Aquatic
 Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
 Department of Conservation – *Te Papa Atawhai*
 Phone: s 9(2)(a)

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Please consider the environment before you print this e-mail

From: Shelley Tucker <Shelley.Tucker@maritimenz.govt.nz>
Sent: Monday, January 29, 2024 11:30 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>; Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; Graham MacLean <Graham.MacLean@maritimenz.govt.nz>
Cc: Angela Bell <abell@doc.govt.nz>; Laura Barnett <lbarnett@doc.govt.nz>; Dylan Page <Dylan.Page@maritimenz.govt.nz>; Adam Walker <Adam.Walker@maritimenz.govt.nz>
Subject: RE: EXTERNAL: HELP: Advice re Niagara wreck in Hauraki Gulf - IN CONFIDENCE
Importance: High

Hi Kirstie and Laura

Happy New Year and hope you are well.

I finished my role in the Response, Security and Safety Services Group in November last year, so the ongoing contacts for this work are Mike (who is on leave), **Graham MacLean (the permanent DCE for the Group)** and Dylan Page, Graham's Chief Advisor (a new role) – I have copied both Graham and Dylan in. My recommendation is that you speak with Graham about this matter in the first instance, and I have briefed him just now on your email in anticipation of this. His mobile number is s 9(2)

Just a few other comments from me though, if they are helpful:

- Based on my understanding, the Tier 2 BIM went over last year and came back signed by Hon Simeon Brown (but with no comments I'm aware of). I am sure Graham can provide you with a copy of the final briefing.
- As I understand it, responsibility for this issue will now be with the Associate Minister of Transport Hon Matt Doocoy, who recently received his letter of delegation – Maritime NZ are meeting with him today for the first time. I don't know whether Minister Doocoy has seen the Tier 2 BIM on the Niagara, but I understand Maritime NZ will be suggesting he review it when he can.
- I think a question is what the points below are for – e.g. are they for a media query, a WPQ and who is best to respond? I'll leave this for you to discuss with Graham of course.

- Regardless of the above, in terms of the bullet points themselves, please see some red edits from me. I think investigation should be replaced with 'survey/surveying' as that is the language we've previously used, and I don't know if the risk that the survey will not be conclusive is dependent on whether it is invasive or non-invasive. s 9(2)(g)(i)

Maritime NZ cannot make this commitment therefore.

Thanks and best wishes,

Shelley

Shelley Tucker | Chief Advisor Partnerships

Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

M s 9(2)(a) | W maritimenz.govt.nz
saferboating.org.nz



From: Kirstie Knowles <kknowles@doc.govt.nz>

Sent: Monday, 29 January 2024 10:53 am

To: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; Shelley Tucker <Shelley.Tucker@maritimenz.govt.nz>

Cc: Angela Bell <abell@doc.govt.nz>; Laura Barnett <lbarnett@doc.govt.nz>

Subject: EXTERNAL: HELP: Advice re Niagara wreck in Hauraki Gulf - IN CONFIDENCE

Importance: High

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Kia ora Mike/Shelly,

DOC are working on another Niagara wreck related item for our Minister.

As per below I passed on MNZ's BIM material (noting I don't have the final copy). The team now have a further request for advise on next steps – see below.

Can you possibly get in touch with Laura in our policy team to advise?

Ngā manaakitanga,

Kirstie Knowles ([she/her](mailto:kknowles@doc.govt.nz))

Director, Biodiversity System & Aquatic

Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group

Department of Conservation – Te Papa Atawhai

Phone: s 9(2)(a)

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If the land is well and the sea is well, the people will thrive



Please consider the environment before you print this e-mail

From: Laura Barnett <lbarnett@doc.govt.nz>

Sent: Monday, January 29, 2024 10:00 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Cc: Angela Bell <abell@doc.govt.nz>
Subject: RE: Niagara wreck in Hauraki Gulf - IN CONFIDENCE

Kia ora Kirstie

Sam's reviewed this response and wants a bit more information on the last line, around how the recommendation will be taken forwards.

Eg something like "Maritime New Zealand has recommended an investigation and risk assessment of the wreck to be undertaken s 9(2)(g)(i)

Do you think we need to check in with MNZ on this? If so are you able to or could you connect me so I can?

Response is due to Minister's office today.

Many thanks
Laura

From: Laura Barnett
Sent: Tuesday, January 16, 2024 9:35 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>; Debbie Freeman <dfreeman@doc.govt.nz>
Cc: Malene Felsing <mfelsing@doc.govt.nz>; Sarah Meadows <smeadows@doc.govt.nz>; Kristopher Ramm <kramm@doc.govt.nz>; Angela Bell <abell@doc.govt.nz>
Subject: RE: Niagara wreck in Hauraki Gulf - IN CONFIDENCE

Thanks Kirstie, that's great – will use those lines below.

Laura

From: Kirstie Knowles <kknowles@doc.govt.nz>
Sent: Tuesday, January 16, 2024 8:45 AM
To: Laura Barnett <lbarnett@doc.govt.nz>; Debbie Freeman <dfreeman@doc.govt.nz>
Cc: Malene Felsing <mfelsing@doc.govt.nz>; Sarah Meadows <smeadows@doc.govt.nz>; Kristopher Ramm <kramm@doc.govt.nz>; Angela Bell <abell@doc.govt.nz>
Subject: FYI: Niagara wreck in Hauraki Gulf - IN CONFIDENCE

Hi Laura.

IN CONFIDENCE

Re your email attached about the Niagara.....

MNZ is the lead for this subject and provided advice (BIM) to their Minister in December (don't think I have the final copy but see added context below s6(b)(i) following a suggestion made by media).

DOC has done multiple WPOs and OIAs on the topic, but largely defer to MNZ.

If you are preparing a response for MOC then I suggest the Niagara comments is along the lines we've provided the office before:

- I care deeply about the marine environment and am very interested in any potential risks posed by the Niagara.
- Based on advice from Maritime New Zealand, the Department of Conservation advises that an investigation survey of the wreck would be required to try to determine how much oil remains within it and therefore the potential risk posed to conservation values.
- Maritime New Zealand has stated that any underwater survey would need to be carefully managed to avoid damage to the wreck causing a spill, and that a non-invasive survey may mean the amount of oil remaining in the wreck cannot be accurately determined due to the way it is lying on the seabed.
- I am advised that Maritime NZ has recommended an investigation a survey and risk assessment of the wreck be undertaken.

Leaving with you but shout if you need anything further.

Malene/Sarah/Kris/Angela – context in the MNZ BIM for you as marine managers as this topic often pops up.

Kirstie Knowles [\(she/her\)](#)
Director Biodiversity System & Aquatic
Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
DOC rep for: NZ Oil Pollution Advisory Committee; IUCN-WCPA; Governance group - FW clam incursion

s 9(2)(a)

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Please consider the environment before you print this e-mail

From: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>
Sent: Monday, December 11, 2023 11:59 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Cc: Graham MacLean <Graham.MacLean@maritimenz.govt.nz>
Subject: update RE the BIM - s6(b)(i) - IN CONFIDENCE

Tēnā koe Kirstie,

Hope this finds you tino pai!

Please see below – Maritime NZ have had some information provided by s6(b)(i)

s6(b)(i)



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We have included some similar text in the BIM, which was provided to the Ministry on Fri (08 Dec).

Ngā mihi mahana,
Mike

Mike McMurtry (tāne/he/him) | Principal Advisor – Strategy & Systems
Maritime New Zealand | Maritime Readiness & Incident Response | Te Atatū, Akl
Nō te rere moana Aotearoa

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From: [Kirstie Knowles](#)
To: [Mike McMurtry](#)
Subject: RE: EXTERNAL: FW: Niagara
Date: Friday, 1 March 2024 1:45:18 pm

Woo exciting indeed!

Thanks Mike.

Know this is totally MNZ lead and we really appreciated being kept in the loop on developments as Minister Potaka has a keen interest.


Fingers crossed a reschedule works out

Kirstie Knowles ([she/her](#))

Director Biodiversity System & Aquatic

Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group

DOC rep for: NZ Oil Pollution Advisory Committee; IUCN-WCPA; Governance group - FW clam incursion

 [s 9\(2\)\(a\)](#)

Mon	Tues	Wed	Thurs	Fri
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Please consider the environment before you print this e-mail

From: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>
Sent: Friday, March 1, 2024 11:02 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Subject: RE: EXTERNAL: FW: Niagara

Tēnā koe Kirstie,

Of course – happy to share!

RNZN were undertaking deployment ops, training and exercising this past week – this included DP drills and recertification, ROV launch and recovery / piloting, time on the ROV simulator, MOB, navigation, fast rescue craft, pilotage, etc.

Some of the above offered excellent opportunities, if located at the Niagara site, to gather information on the wreck during the ROV operations.

There are clear benefits of utilising an underwater target, when undertaking ops.

I was lucky enough to be invited to join the mission.

The plan RE *Niagara* was to undertake a full visual survey, using HMNZS *Manawanui*'s ROV, and also add a side-scan sonar unit. Ops were to be undertaken over two full days on site.

The SSS would provide data that then could be used for building a 3D model.

This baseline information (visual and SSS) could then be used to compare with subsequent surveys.

Unfortunately, there was an equipment failure.

A rescheduled date has not yet been determined.

It was an very kind offer from RNZN to provide capability, and support information gathering on the wreck.

A full visual survey would satisfy one of the many components of the recommended actions.

Will be in touch when there are further developments!

Ngā mihi mahana,

Mike

Mike McMurtry (tāne/he/him) | Principal Advisor – Strategy & Systems

Maritime New Zealand | Maritime Readiness & Incident Response | Te Atatū, Akl

Nō te rere moana Aotearoa

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From: Kirstie Knowles <kknowles@doc.govt.nz>
Sent: Friday, 1 March 2024 9:44 am
To: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>
Subject: EXTERNAL: FW: Niagara

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Hey Mike,
A colleague here at DOC mentioned a navy patrol happening re the Niagara – see below.
Can you possibly share any high level intel on what the baseline survey is please?

Ngā manaakitanga,

Kirstie Knowles (she/her)
Director Biodiversity System & Aquatic
Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
Department of Conservation – Te Papa Atawhai
Phone: s 9(2)(a)

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If the land is well and the sea is well, the people will thrive



Department of
Conservation
Te Papa Atawhai

Please consider the environment before you print this e-mail

From: Sarah Hucker <shucker@doc.govt.nz>
Sent: Friday, March 1, 2024 9:06 AM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Subject: RE: Niagara

I don't have any more details sorry. And I don't know the MNZ people involved.
I'll get in touch if I hear anything else.

S

From: Kirstie Knowles <kknowles@doc.govt.nz>
Sent: Friday, March 1, 2024 8:39 AM
To: Sarah Hucker <shucker@doc.govt.nz>
Subject: RE: Niagara

Thanks Sarah.
Not aware of patrol so will file this note away in my Niagara inbox.
Presume this is a surface patrol re oil slick or is this at depth at the vessel?

Kirstie Knowles (she/her)
Director Biodiversity System & Aquatic
Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
DOC rep for: NZ Oil Pollution Advisory Committee; IUCN-WCPA; Governance group - FW clam incursion
s 9(2)(a)

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Please consider the environment before you print this e-mail

From: Sarah Hucker <shucker@doc.govt.nz>
Sent: Thursday, February 29, 2024 3:00 PM
To: Kirstie Knowles <kknowles@doc.govt.nz>
Subject: Niagara

Hi Kirstie

The Niagara was mentioned in an NMCC meeting this morning.

You may already know, but I thought I'd pass on just in case.

NMCC gave a brief update that a patrol request for a baseline survey of the Niagara that was being planned is now not happening due to a ship malfunction. Navy will work out a new date.

The patrol request is from MNZ, not sure exactly who. A man called Marek Willis of MNZ was at the meeting.

Sarah

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From: Adam Walker
To: Ian Laing; Sarah Meadows; Ministerial Services
Cc: Nicole Steven; Mike McMurtry; Matt Carey
Subject: RE: EXTERNAL: FW: RMS Niagara oil spill - interview request
Date: Thursday, 1 August 2024 3:54:43 pm
Attachments: image001.png
image002.png

Thanks Ian,

This is the same reporter who came to us a couple of weeks ago asking for an interview and no further details.

I informed him to come back with questions and we will consider them, and if they are appropriate for us to respond to.

I still haven't heard back.

Adam Walker | Principal Advisor Media
Maritime New Zealand | Wellington
Nō te rere moana Aotearoa

M - s 9(2)(a) | W www.maritimenz.govt.nz



From: Ian Laing <Ian.Laing@maritimenz.govt.nz>
Sent: Thursday, 1 August 2024 3:52 pm
To: Sarah Meadows <smeadows@doc.govt.nz>; Ministerial Services <ministerial.services@maritimenz.govt.nz>
Cc: Nicole Steven <nsteven@doc.govt.nz>; Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; Matt Carey <Matt.Carey@maritimenz.govt.nz>; Adam Walker <Adam.Walker@maritimenz.govt.nz>
Subject: RE: EXTERNAL: FW: RMS Niagara oil spill - interview request

Kia ora Ministerial team,

Forwarding this for your awareness and engagement with DOC as you feel appropriate.

Ngā mihi,

Ian

Ian Laing (tāne/ he/him) | Manager Incident Strategy & Systems - Maritime Response
Maritime New Zealand | 755 Te Atatu Rd, Te Atatu Peninsula, Auckland 0610
Nō te rere moana Aotearoa
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From: Sarah Meadows <smeadows@doc.govt.nz>
Sent: Thursday, 1 August 2024 2:06 pm

To: Mike McMurtry <Mike.McMurtry@maritimenz.govt.nz>; Ian Laing <Ian.Laing@maritimenz.govt.nz>
Cc: Nicole Steven <nsteven@doc.govt.nz>
Subject: EXTERNAL: FW: RMS Niagara oil spill - interview request

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Kia ora kōrua,

DOC has received the below media request regarding the Niagara, which seeks comment on the potential impacts of a spill on wildlife.

As per standard process, we'll refer the enquiry to MNZ as the responsible agency for the Niagara.

With respect to any comment on wildlife impacts - If DOC provides a response, it is likely to be in written form, with level of comfort from MNZ. We're waiting on a steer from Kirstie Knowles and Alex Rogers for the preferred approach. As always we welcome your views on this.

We'll keep you in the loop as things evolve. I've cc'd in our Senior Comms Advisor, Nicole Steven to help line up messaging.

Ngā mihi,

Sarah

Sarah Meadows PhD (she/her)
Manager Marine Ecosystems
Biodiversity System & Aquatic Unit, Biodiversity, Heritage & Visitor Group
Wellington, Conservation House | Whare Kaupapa Atawhai
Phone: s 9(2)(a)
www.doc.govt.nz



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From: Nicole Steven <nsteven@doc.govt.nz>

Sent: Thursday, August 1, 2024 1:50 PM
To: Sarah Meadows <smeadows@doc.govt.nz>
Subject: RMS Niagara oil spill - interview request

Here's the media request

Nicole Steven (she/her)
Senior Media and Communications Advisor | Kaitohutohu Matua Pāpāho a Whakapā
Auckland House | Tāmaki Makaurau
Phone: s 9(2)(a)

After hours media support: media@doc.govt.nz



From: s
Sent: Wednesday, July 31, 2024 5:19 PM
To: Media <Media@doc.govt.nz>
Subject: RMS Niagara oil spill - interview request

You don't often get email from s 9(2)(a) [Learn why this is important](#)

Kia ora,

My name is s 9(2) I'm a freelance reporter for s 9(2)(a) and I'm covering the wreck of the RMS Niagara.

I understand this wreck has been on DOC's radar for some time, not least because its imminent collapse threatens to

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release 1,400 tonnes of oil into the Hauraki Gulf.

Is a Gulf-based DOC representative (perhaps Katina Conomos or Alex Rogers) available for a quick kōrero to discuss the implications of such an oil spill on local wildlife?

All the best,

s 9(2)(a)

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From: Mere Kepa
To: Matt Carey
Cc: s 9(2)(a)
Subject: Re: EXTERNAL: Maritime NZ meets the Tangata Whenua, Mana Whenua, and interested communities on Te Popuwhenua
Date: Saturday, 17 August 2024 9:21:58 am

Excellent.

The problem of the present pollution e.g oil leakage and blackening sand the length of Ruakaka beach, as well as the potential oil contamination of the sea, land, marine and human habitats, all an outcome of war and the armaments business should by a diverse ministerial led and response process including technocrats, technicians, scientists. Philanthropists and the Tangata Whenua. The latter group was clearly invisible in the response process portrayed yesterday.

Hapu ano na Mere

Sent from my iPhone

On 17 Aug 2024, at 9:00 AM, Matt Carey <Matt.Carey@maritimenz.govt.nz> wrote:

Kia ora Mere,

Of course. I'm fortunate to be working with an awesome, dedicated team.

The Niagara is a difficult and uncertain problem.

I have taken the action agreed from Nicola.

Nāku noa nā

Matt

From: Mere Kepa <tkep001@gmail.com>

Sent: Friday, August 16, 2024 9:03 PM

To: Matt Carey <Matt.Carey@maritimenz.govt.nz>; Nicola MacDonald

s 9(2)(a); Juliane Chetham

s 9(2)(a) >

Cc: s 9(2)(a)

Niki Clark <niclark@doc.govt.nz>

Subject: EXTERNAL: Maritime NZ meets the Tangata Whenua, Mana Whenua, and interested communities on Te Popuwhenua

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links or open attachments unless you recognize the sender and know the content is safe.

Tena koe e Matt ratou ma,

Today's meeting, Matt, was informative and productive in coming to understand the colonial history of the ship wrecked offshore 80 and more years ago. That is, the ship known as the Niagara. Tena koe.

Equally important is s 9(2)(a) experience of working with the Crown. Thank you, s 9(2) for the outcome-in-harmony from the meeting Tena koe.

The content of the meeting would have been deeper with the participation by and the contribution of whanau and hapu of Tauranga Moana.

Science and technology are interesting, and made more interesting by Maturanga Maori—contemporary Maori knowledge.

Thank you to Patuharakeke Te Iwi Trust Board and RMU for their manaaki.

Heoi ano na Mere
Te Parawhau Hapu.
Chair, Takahiwai Maori Committee

Sent from my iPhone

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