

Question asked to	Question	Answer
Braemar	Number of empty containers on the unaccounted list?	38 empty containers unaccounted for, only 1 empty container that were released uncontrolled has been accounted for.
Braemar	Could you supply the information on the drift pattern (currents) of the containers located and tracked to date?	The drift pattern that we used for the search was as per the RCC drift analysis for the first 48 hrs.
Braemar	If containers are identified outside the exclusion zone can we get coordinates so we know to avoid the area (or potential area of where they could travel).	If containers are located outside the exclusion zone, i.e. floating they will be chased and retrieved if possible and position will be made available for navigation warnings.
Braemar	If sunk containers are identified on the sea bed outside the exclusion zone can we get coordinates of where they are so we do not catch them in a trawler net?	Yes, we will inform the MNZ (Maritime Authority) so that nav warning can be promulgated.
Braemar	Do you know what is potentially in the missing containers so we can get an idea of what potential things we could catch or get caught up in our nets i.e.. Wood/furniture is more damaging than smaller food items.	Yes, we have access to the full manifest. Included is wood and timber, Personnel effects, Water based Paints, Waste plastic.
Braemar	In December/January we start working off Tauranga can we assume there is still a risk of containers being on the seabed outside the exclusion zone off Motiti	Yes.
Carl Magazinovic - Harbour Master	Who is cleaning up harbour? Who is responsible for Comm' s in harbour. Please set up in separate focus on harbour!!	If oil from the Rena is in the harbour it is part of MNZ oil spill response. If containers or debris from the Rena come into the harbour Braemar have responsibility to remove and dispose of these items. Port Tauranga customer service centre looks after the ports commercial traffic. There is no requirement for recreational craft to communicate with any station. At present there is the Tauranga Harbour Recreation forum, for more information on this please contact the Regional Council.
Maritime	Please clarify the term "expected" in relation to the removal of the wreck by the owners and whether the Maritime Act can demand its removal	Removal of the wreck of the Rena is the responsibility of the ship's owners, Costamare Shipping. The Director has issued a wreck removal notice to the ship's owners under section 100A of the Maritime Transport Act 1994. This means that they must make arrangements to secure and remove the wreck. These arrangements must be made to the Director's satisfaction. The owners must develop a plan for removing the wreck and submit it to the Director. It is an offence to fail to comply with the requirements of the notice. This does not affect the status of the Rena as a "hazardous ship". This hazard is not limited to the threat of pollution from oil.

Maritime / BOP regional Council	If the area in the exclusion zone has been covered with sonar and no containers found inside 2nm of shoreline why can we not have a corridor for small charter boats to under 10 meter to access schooner, rks/etc	The exclusion zone is in place for navigational safety. While all efforts are made to monitor the location of containers, there may be debris from containers coming in with each change of tide and the situation changes regularly. A sonar sweep from the beach out to one mile off, is starting today, to be followed by a further sweep out to 2 miles. If this is all clear, it may enable a corridor to be opened in the future. It is also important to keep non-essential vessels away from the area in which response operations are underway.
Maritime / BOP regional Council	Given the tug/barge coming from Japan is taking 26 days? Why was it not called for sooner?	The Smit barge was secured at the earliest opportunity. However, these barges are specialised and few, and are therefore typically under contract elsewhere around the world. For these reasons, they may not be instantly available. Additionally, the Sea Tow 60 was secured while oil was still being removed from the Rena and has been on standby in Tauranga for some time. It is now in position removing containers, and will be joined by the Smit barge in due course.
Maritime / BOP regional Council	Est. (best guess) as to total time until total removal and discontinuance of exclusion zone	The boundaries of the exclusion zone are regularly reviewed by the Harbour Master in consultation with other agencies involved in the Rena response. The decision to adjust or discontinue the zone is dependent on the weather, response activity and other circumstances, including how long the salvors take to remove both the containers and the ship itself.
Maritime / BOP regional Council	Can we as commercial charter boat operators get a voyage permit through the exclusion zone?	The response activities and navigational safety hazards in the exclusion zone change regularly. Charter boat operators who believe they are facing a unique situation should contact the Harbour Master to discuss their special circumstances.
Maritime / BOP regional Council	What part does Port of Tga and EBOP have to play in all of this? They have been very quiet since the Rena grounded. Why does the POT not have an oil spill response team and plan for this event and will they have one in future?	Bay of Plenty Regional Council were the first responders to the Rena grounding. However the situation quickly escalated and Maritime New Zealand became the lead agency. We have undertaken a significant support role for MNZ through the supply of staff, technical expertise and equipment. As MNZ was the lead agency and it was important not to cause confusion in the community, Regional Council has limited its public comments to specific areas of responsibility that sit with us. Where we have had a specific role, such as putting the exclusion zone in place when requested by MNZ, then we have done this and made a public statement. Our other public role has been to supply information to our community through social media and our website. To help MNZ with supply of information and support for meetings etc with the community and stakeholder groups and to set up the volunteer programme. However these were done as part of our support role and therefore we were careful not to take the lead.
Maritime NZ	Can we please have official line/group for hosting comm's meetings etc as I have attended meetings by Council/MAF/CoC and all are saying different things	Nigel Clifford, General Manager, Safety Services Maritime New Zealand nigel.clifford@maritimenz.govt.nz
Toi Te ora Public health	Water quality for recreational and commercial use. I.e.. Swimming and surfing diving. Mount main street and tay street and pilot bay. * Clarity *	We have just updated our website with the latest public health advice in regards to swimming, shellfish etc. Link: <a href="http://www.toiteorapublichealth.govt.nz/rena_public">www.toiteorapublichealth.govt.nz/rena_public</a>

Tourism BOP	How much concern is there from cruise ships coming to BOP	Tourism BOP have spoken to their cruise manager and she has informed them that one of the main companys (ID Tours) that organises tours for the ships to sell have received no feedback or comments regarding Rena from passengers, ship staff or cruise lines. Tourism Bay of Plenty have had no comments or feedback from passengers or crew at the port either.
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