

OIA2024 - 113

Mr Thomas Pohl

Via FYI.org – fyi-request-27612-41505fb3@requests.fyi.org.nz

Dear Thomas

I refer to your request under the Official Information Act 1982 (the Act), asking:

I seek to obtain all documents, communications, reports, and any other material related to the project to modify the Kaitaki ferry to carry rail vehicles, which was part of the broader KiwiRail Turnaround Plan. This includes but is not limited to:

Project proposals and feasibility studies

- *Plans and blueprints*
- *Internal and external communications, including emails and meeting minutes*
- *Budget estimates and financial reports*
- *Timelines and progress reports*
- *Environmental impact assessments*
- *Correspondence with contractors and other stakeholders*

Any other documents or materials related to this specific project within the context of the KiwiRail Turnaround Plan

We have considered your request and have found the following three documents (attached) that would fall within the scope of your request.

Please note, this is unlikely to be the full complement of documentation that was created as part of the investigation into the feasibility of the conversion. However, due to the passage of time, staff movement, and the fact the project never progressed beyond a rough study, this is all the information we have been able to uncover.

As you will see from the documents, and from institutional memory, it indicates that some preliminary investigations were undertaken to installing railway tracks on Kaitaki about 2011.

A number of ship, shore infrastructure and operational factors were considered. The preliminary investigations concluded that it was not practical to put a rail deck on Kaitaki.

The main reasons were:

The Kaitaki vehicle deck level is higher out of the water compared to the other ships. The implications of this is that the angle of the link span would be steep and the breakover angles of the vertical curves would mean the wagons would bottom out in certain load and tide situations

The required modifications to Kaitaki would be significant and very expensive. Aside from deck modifications to accommodate the rail tracks, some other significant works would have been:

- a new stern door would be required,
- www.kiwirail.co.nz | 0800 801 070
Wellington Railway Station, Bunny Street, Wellington 6011
Private Bag 39988, Lower Hutt 5045, New Zealand



- installing a complex heating system to keep the ship level while she was being loaded,
- it was likely the hull would have needed to be strengthened to prevent the ship from unacceptably bending from the additional rail loads the ship was not originally designed for.

For these reasons, the option was not pursued any further.

I hope this is sufficient to satisfy your interest, any further questions please get in touch.

This decision has been made under the OIA. You have the right to seek an investigation and review of this response by the Ombudsman, in accordance with section 28(3) of the Act. The relevant details can be found on the Ombudsman's website: www.ombudsman.parliament.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read "Dave Allard", written over a white background.

Dave Allard
Senior Government Relations Advisor, KiwiRail

