

## Port Noise Liaison Committee

Notes of Meeting held on 6 September 2023

### Present:

David Richardson –Independent Chair.  
Mary McFarlane – Carey’s Bay Association  
Brendon Shanks – Marshall Day Acoustics  
Rebecca McGrouther – Port Otago  
Kevin Winders - Port Otago  
Joe Cecchi – Carey’s Bay Association  
Steve Duder – Port Chalmers Yacht Club  
Kent Chalmers - City Forest  
Dave Cormack - Wenita Forest Products  
Mike Cummings - Otago Regional Council

Kathryn van Beek - West Harbour Community  
Kristina Goldsmith - West Harbour Community  
Board Representative  
Carlo Bell - Dunedin City Council  
Fred Cross – Vision Port Chalmers  
Craig Fitzgerald – Marshall Day Acoustics (via  
Teams)

### Apologies:

Tami Sargeant - Otago Regional Council  
Alan Worthington - Dunedin City Council

### Welcome from Independent Chair David Richardson

David Richardson opened the meeting at 5.30pm and suggested that the Port Noise Mitigation and Management Plan agenda items be discussed at a separate meeting in order to keep the meeting to 1 hour. Committee members agreed.

### Apologies

Apologies noted above were accepted.

### Conflicts of Interest

The Chair asked if any members had any conflicts on interest in respect to items that might arise during the meeting. No one raised any conflicts.

### Late Items for the Agenda

No items were raised

### Personal

Kathryn mentioned she had been to Hungary as part of her Burns Fellowship.

### Notes of previous meeting (7 June 2023)

The notes recording the meeting on 7 June 2023 were accepted as read in June 2023.

### Actions Schedule from Previous Meeting

Actions & Progress from the June 2023 Action List were noted.

- Cold ironing – Kevin provided an overview of the possibility of shore power in NZ. He said the government was looking into power capability around the country for emergency power supply in the wake of recent natural disasters. He said that we are watching what is happening in White Bay in Sydney where shore power for cruise ships is due to be commissioned in September 2024.

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There is no current demand at Port Otago for shore power due to it being a large investment for a small return. Ongoing watching brief and will remain on the Action Schedule.

- Marshall Day to noise test SFL Maui – This will be undertaken next time SFL Maui is in port. To date, weather and vessel scheduling have prevented this from occurring. Will occur at next suitable window. Added to next meetings Action Schedule
- Noise measurements on property that requested acoustic treatment. – Noise measurement analysis to be discussed at this meeting.
- Marshall Day to noise test “Spirit of” – 2 of 6 ships tested to date. Will continue to test “Spirit of” ships when there is a suitable window.
- POL Electrical engineer to present findings of Sydney shore power visit to committee – Visit has not occurred yet. Item to remain on action list.
- Prepare a cruise ship code of conduct. To be discussed later in the meeting as part of the implementation of the NZ Noise Vessel Specification with further work needed on a draft.
- Committee members to provide committee with ideas that committee might like to achieve. Item to remain on action list.
- Committee to provide feedback on new POL noise webpage and online noise complaints form – A committee member used the form and sent a test complaint through. They said the form was easy to find and use. Suggested that person filling in form get emailed a copy of their complaint. This will be investigated to see if it is possible.
- Upload ship noise specification information on to the POL website and send out to committee members. – Uploaded to website and sent out to committee members in June 2023.

## Correspondence

A committee member read a letter received by a member of the public outlining noise issues that were a concern to them. These concerns were noted by the committee.

## Reports

### ***Noise Complaints received since last meeting and actions taken***

Rebecca talked to the noise complaints. The majority of complaints were about the Monte Tamaro, which is a vessel that Maersk had been using in the short term on the Southern Star service to Tanjung Pelapas and has now gone from NZ. The Spirit of Sydney also generated a number a noise complaints during this period. The Spirit of Sydney has been removed from the service. Rebecca also noted that there had been some issues with the online noise complaint forms being quarantined in the IT system. This has since been rectified and the system is tested regularly to check that it is working.

### ***Quarterly Noise Reports***

Brendon talked to the quarterly noise reports for the April - June 2023 period. He explained the hum of the port and talked about the wind spikes that exclude data where the wind is over 5m/s. During this reporting period there was 30 hours where data was excluded due to high winds. He pointed out low frequency noise vessels that had shown a rise in the 1day Ldn and showed that no port activities have exceeded 67 dB Ldn (5day). He also noted that the Cross Wharf piling works can be seen on the monitor trace.

Brendon also talked about the bangs and crashes. He noted that events were night time events, so the Cross Wharf piling work does not show up in the graphs as that work only occurs during daytime hours. He also noted that the system is currently more reliable, and trends are starting to show, noting that the number of events are consistent.

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Kevin talked about the Cross Wharf work. He said that the piling is now completed. He noted that we had to shift the *Valentine* (Interisland Ferry that was at CT wharf) to reduce the vibration from the piling. He said that the rock revetment was currently being put in at the Cross Wharf. It is expected that once this was done the deck would go on. Work expected to be completed early October.

### ***Update of Neptune's Ship Noise Measurements and Implications***

Craig from Marshall Day presented via Teams on the Neptunes Ship Noise Measurements that the NZ port have signed up to. Craig explained that the ship noise management allowed the NZ ports to work as a collective forum on low frequency ship noise. He explained that low frequency ship noise could be dealt with by retrofitting reactive silencers to ship generators to remove the low frequency noise component. He said that after Port Otago's work with the Rio ships, a ship noise register was set up as a shared resource between the NZ ports to allow the ports to see what ships are noisy. The third stage of this work is the proactive step taken by NZ ports working collectively to influence the ships that come to NZ. He explained that the Neptunes Ship Noise Measurement comes into effect on 1 June 2024. From this time any new container ship entering NZ must have a positive Neptunes noise score or be fitted with a reactive silencer. There are interim arrangements in place for vessels currently in the NZ service. Measurements of ships arriving in NZ are being undertaken, both noisy and non-noisy ships. This collective approach allows the NZ ports to influence the ships that are coming to NZ. Craig also noted that Australia is interested to see how the approach goes in NZ. Craig noted that a low Neptunes score means that a ship can still be heard but is not excessively noisy. Craig noted that Neptunes is on the radar of shipping lines.

The conversation turned to the "Spirit of" ships. Kevin said that two ships have been measured to date, with one of the vessels being measured at peak reefer load and while it had a generator problem, which resulted in a -12 noise score. Need to take a practical view and test these ships more than once to get a better understanding of the ships. It is important not to use the score as a blunt instrument and adaptively manage the ship by putting mitigation measures in place like sending them out to sea at night.

### ***Acoustic Treatment Update***

Brendon from Marshall Day talk about the acoustic noise measurements that he undertook on the property in Port Chalmers that had requested an assessment. He said that the boundary of the property is cut by the contour of the blue zone. However, the location of the dwelling on the property, and the shielding that is provided by the two-story building in front of the dwelling means that the noise level at the dwelling does not require mitigation. Measurements undertaken showed that the internal noise levels are still below the 40Ldn that require mitigation to occur. Brendon said that the property owner appears to be more concerned with low frequency noise from ships than bangs and crashes. It was noted that the noise model will be updated to have the old head office removed, and that this may or may not alter the noise that the dwelling receives. Chairman David moved that the report be accepted and that a watching brief if the noise contours changed. Dave C seconded this.

Rebecca to contact the property owner and inform them of the results.

### ***Report from the Chair***

David noted his Chairs report for the last three months. He said it is a way to give the committee an insight into his work as the independent chair of the noise committee.

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## ***Update from CEO***

Kevin said that the port has gone back to being a 24/7 operation, with terminal operations going back to three rolling 8 hour shifts from the 2 x 10 hour shifts. This allows the port to complete 1000 moves a day for ships. This means that there might be more bangs and crashes heard by the community during the night.

Port staff are now working in the new office building. The museum is expected to be open in December. The old head office will be coming down soon, and the gate house will be removed as well. The old head office will be fenced off and windows will be taken off the building to allow for recycling of the inside of the building. It is expected that it will take 6 weeks for the building to come down. The port will let the community know when this is happening.

## **Annual Plan.**

David proposed standing orders for the committee to ensure that community representatives attend the meetings and fairly represent their community. David will provide a copy of his proposed standing orders to committee members for feedback. There was discussion that the groups the committee members represent might not be aware that their representative is not attending meetings. It was also suggested that groups could have an alternative representative to attend meetings that they might miss. The term of the committee membership was also discussed. There were varying views on this. Further discussion is required.

## **Chairs Business**

David asked committee members to think about how they want to provide feedback on his performance as the Independent Chair at the first meeting of 2024. David left the meeting and the committee discussed how they wanted to proceed with this in early 2024.

## **Other Business**

Members had no other business.

## **Next meeting, date, time, and location**

Next meeting is Wednesday 4 October, 5.30pm at Port Otago office. This meeting is to discuss the updated Port Noise Management and Mitigation Plans.

Meeting closed 6.40pm

## Actions

Meeting date	Action	Responsible	Due	Update
October 2020	Possibility of cold ironing – watching brief	Kevin	Ongoing	
February 2022	Marshall Day to noise test SFL Maui	Rebecca/Brendon		Testing to be undertaken in 2023 next time SFL Maui is in port
December 2022	Marshall Day to noise test “Spirit of” ships of next time they are in port	Rebecca/Brendon	Ongoing	2 of 6 ships tested to date
December 2022	POL Electrical engineer to present findings of Sydney shore power visit to committee	Kevin/Jon		
March 2023	Prepare cruise ship code of conduct	Rebecca/Cruise Manager	Q4 2023	
March 2023	Committee members to provide committee with ideas that the committee might like to achieve in 2023	Committee	Q4 2023	
September 2023	Contact property owner to advise the outcome of acoustic noise measurements	Rebecca	ASAP	
September 2023	Chair to provide committee with proposed standing orders for committee members	David	ASAP	
September	Port to inform community of when old head office works are to commence	Kevin		