

Minutes Port Noise Liaison Committee

Date:	8 June 2022
Venue:	PNL Training Centre
Time:	1200hrs
Present:	Bob Dickinson (Chair), Ian Wright (residents' rep), Tony Vining (residents' rep), Peter Moffatt (residents' rep), Allana Rivers (PNL rep), Matt McDonald (PNL rep), Marta Karlik-Neale (PNL Environmental Manager), Kim Lui (PNL Environmental Officer), Kathryn Halder (PNL Environmental Consultant), Hayden Grainger (PNL Stevedoring).

		Discussion	Action Points Arising
1.	Welcome & introductions	Bob welcomed the committee members.	
2.	Minutes from 18/3/22	Circulated / read / accepted Moved by Ian and seconded by Bob	
3.	Matters Arising from previous meeting	<p>3.1 Investigate bollards at Brunt Quay SquareOff</p> <p>Allanagh indicated that engineers are looking to increase the Brunt Quay bollard capacity to 100 tonnes, which would allow PNL to berth vessels further away from residents. She pointed out that the bollard could only be used if the cargo is at the front of the vessel as there will be no access to the aft of the vessel in this scenario. Responding to Bob, she confirmed that the 50T pad is not able to withstand the weight of the crane.</p> <p>Ian opened a discussion on possibility of PNL accepting larger vessels and Matt explained that the vessel size was mainly constrained by channel width and depth. The largest vessel to date to berth in Nelson was 262m long with largest vessel regularly calling at 247m.</p> <p>Bob requested that PNL provides a sketch of PNL wharfs indicating length, maximum loading and maximum depth to help the residents understand PNL's operational constraints.</p> <p>3.2 PNLC Recommendation to the Board for the extension of Main Wharf</p> <p>Allanagh reported that Board recognised Bob's recommendation for the MW extension and asked for</p>	<p>PNL to develop a sketch of the wharfs showing operational constraints.</p>

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	<p>the proposal to be to consider as part of master planning project. The project is due to start 1 July and is expected to be completed within 12 months.</p> <p>3.3 PNL Monthly Report – including Leq15 and sending to PNLC</p> <p>Kim reported that top 5 Leq15 readings are now included in the monthly report. The highest valid reading in the last three months was 64.8dBA. A number of readings have been disregarded due to distortion by wind. PNL follows Noise Standard NZS 6801:1999 Clause 7.4.3 to disregard any readings taken in wind speeds over 5m/s.</p> <p>Peter initiated a discussion on possible ways of minimising wind distortion. Allanagh explained that as part of the noise triangulation project, new monitors that will be placed in community and other port locations. The benefit of that will be better ability to establish source of the noise, distinguishing between port noise and other noise but also reducing the impact of wind on monitor reading. Wind speed will be measured at all locations so that any variations can be taken into consideration.</p> <p>Peter noted that many of the Leq15 readings were close to the limit of 65dBA. Kim reminded the representatives that the threshold value which triggers further investigation is actually 68dBA at the noise monitor to account for distance to the nearest property where the threshold applies. Ian questioned if the noise source could be closer to the boundary than the monitor, but Allanagh confirmed that Holcim silo was chosen as it was the closest point on the Port to the boundary and Port Hill residents.</p> <p>Bob asked about the timeframe for Port Noise project, and Allanagh confirmed that the current schedule is for completion within 12 months.</p> <p>Peter asked for clarification about the software used by the Port and Allanagh confirmed that a number of other Ports in NZ use it and that PNL was advised by Marshall Day that Envirosuite is the best available option in NZ. Reports from other ports e.g. Port Otago, who use a smaller local provider was that they have experienced issues with maintenance and would not recommend their solution. Allanagh confirmed that Envirosuite software is regularly up-dated and the monitors provided are calibrated once a year.</p> <p>3.4 Noise Issue associated with chains on log trucks of OneFortyOne</p> <p>Marta reported on conversation with OneFortyOne. The noise issue was investigated and OFO suggested that the issue is caused by pins holding the trucks not the chains. They will be</p>	

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		<p>investigating options to reduce noise. OFO also indicated that they are currently looking at schedules for Port deliveries to minimise traffic disturbance.</p> <p>3.5 Response to Acoustic Treatment requests</p> <p>Residents' decision to reject the request was communicated to 225 Haven Road & 9 Mount Pleasant Avenue. 225 Haven Road has not responded, while 9 Mount Pleasant acknowledged the communication and is progressing the case with NCC.</p> <p>3.6 Port Tour</p> <p>Ian and Bob attended a tour of Port operations on 13 May. Ian thanked Hayden for his detailed explanations and expressed appreciation of the difficulty and scale of operations.</p> <p>Tony declined the opportunity to take a port tour at the moment. The offer is there if he wishes to take it up in the future.</p> <p>Kim played a video of hatchlid operation and the committee discussed the difference between guided and non-guided systems.</p>	
4.	Issued tabled by PNL & resident reps	<p>4.1 PNLC Meetings with NEAG – Outstanding Items</p> <p>Allanagh presented a list of issues arising from the meeting with NEAG. Six issues are in progress or have been investigated (trials, investigation of guidance software for crane 3 and laser technology, reporting framework, investigating Napier soft touch technology, noise triangulation project). Tony suggested that new options could be investigated and PNL agreed to investigate any new ideas brought up by the residents and presented by the PNLC residents reps.</p> <p>Allanagh proposed for the remaining 7 issues to be investigated and results reported to the PNLC instead of having a separate meeting with NEAG.</p> <p>The representatives agreed that this would be a good process going forward, however they passed on a request from Rod Duke to have a close off meeting.</p> <p>4.2 Non-Port related Noise Complaints</p> <p>13 complaints were received in May. 6 were classified as not related to port activities (pipeline upgrade of NZOSL, constant reverse beeping noise, no operations or sound files at the port during that time, throbbing noise heard at 3.8km from the Port).</p>	PNL to organise a meeting with NEAG.

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	<p>PNL held a meeting with NCC to discuss the increased number of complaints received by the port that were not a result of their activities and agreed to introduce a new classification to the reporting on complaints indicating: port related, non-port related, uncertain origin. If non-port source can be identified, the complaint will be classified as non-port, if there is no potential noise on the port or outside then the complaint will be classified as of uncertain origin.</p> <p>4.3 Noise Complaints – Safeen Prime Generator Noises</p> <p>Kim reported on 8 complaints received between 4 and 6 June related to generator noise on Safeen Prime. This was a first visit of this vessel to Nelson and it is scheduled to return another 3 times in the next three months. PNL checked whether similar issues were experienced in other Ports (confirmed issues in Lyttleton Port) and agreed to add the ship to the inter-port noise improvement watchlist (managed by Port of Auckland). PNL also contacted the shipping line to request that mitigation measures are put in place before the next visit to Nelson.</p> <p>A discussion on complaint process was initiated by Peter. He questioned suitability of the on-line complaint form, as it prevents a possibility of immediate action being taken, as it is sent to an e-mail box. PNL confirmed that any complaints received by the Gatehouse are immediately communicated to the operations team, where they are actioned and recorded in the shift report. Peter requested for PNL to change the wording on-line to encourage contact via gateway if mitigation action is possible.</p> <p>Bob suggested that the gatehouse should have contacted Safeen Prime ship master when the complaints were received and request that they modify generator operations and check the silencer.</p> <p>4.4 Container noise barriers at the MWN</p> <p>Peter provided a photograph of container noise barriers used at Main Wharf this morning and praised their efficiency at mitigating noise. Ian suggested that the noise reduction was also likely to be a result of the loading operation being undertaken at the north end of the wharf. Hayden outlined different container placement that has been trialled, and Peter encouraged continuing with this practice as he feels it is an effective mitigation practice.</p> <p>4.5 Wording of the complaints</p> <p>Ian reported that some of the residents he represents were unhappy with the wording of the responses to the complaints. They felt they were always the same. He also reported on one example</p>	<p>PNL to review on-line complaint system.</p>

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		<p>where the noise was close to the threshold and the wording gave an impression that “Port felt it was ok to operate at this level, and would not do anything about it”.</p> <p>4.6 Tooting noise at the Port</p> <p>He also brought up a complaint related to tooting noises, and provided a video showing that horns were used by container handlers to communicate with the Mafi truck drivers. Hayden explained that horn alerts are only used during the daytime hours. Ian suggested that this practice is causing significant disturbance for the residents. Hayden indicated that he is already working with the PNL mechanic to find an alternative solution for the signalling between container handlers and Mafi drivers.</p> <p>It was also noted that Holcim trucks use reverse beeping at the Port</p>	<p>PNL to investigate alternative for communication between container handlers and Mafi drivers</p>
5.	Noise monthly reports	<p>5.1 Overview of noise monitoring data and top monthly noise events including PNLC review of noise complaints.</p> <p>Kim summarised the monthly reports for March, April and May outlining top noise events and Leq values, as well summary of the complaints.</p> <p>Peter noted that the top values are very close to the threshold set within Nelson Resource Management Plan Appendix 29.</p>	
6.	Acoustic treatment of properties	<p>6.1 Acoustic Assessment 1 to 3 March.</p> <p>Kim provided up-date on progress with acoustic treatments including one Acoustic Completion Certificate, two Acoustic Compliance Letters, and nine Acoustic Reports issued by Hegley Acoustic Consultants.</p> <p>6.2 Acoustic Treatment contributed.</p> <p>Based on those assessment Port has contributed to the mitigation measures for 36B Victoria Heights (Acoustic Compliance) and Russell Street (Partial).</p> <p>6.3 Acoustic Design Certificates</p> <p>Kim informed the residents that PNL is looking to develop Acoustic Design Certificates that will close off PNLC obligation following an acoustic assessment that indicates that no work is required to bring the indoor background noise level to 40dBA.</p>	

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		Tony initiated a conversation on whether 40dBA was a sufficient level, and discussion was had on the meaning of background noise.	
7.	PNL Project Update	<p>7.1 Slipway development</p> <p>Allanagh outlined PNL's plans in regards to the slipway re-development to increase capacity and improve environmental performance of the site. The project is likely to start in January 2023 and will include removing current slipway rails, installing new finger jetties and dredging to remove contaminated material. The project involves driving 12 to 20 piles for the new jetties, which is estimated to start in March and is expected to generate some additional day-time noise.</p> <p>7.2 Cruises back to the Region – Early 2023</p> <p>Allanagh informed the residents' representatives that cruise vessels are returning to Port Nelson in early 2023. Most of the time cruise vessels are berthed on McGlashen Quay for operational reasons however it does also have the benefit of minimising noise from loudspeakers on the Port Hill residents but depending on cargo schedule they might be berthed on Main Wharf.</p>	
8.	Other Business	<p>Bob asked the residents' representatives if they would like to experience the crane training simulator. Ian was interested, while Tony said he could not commit to that.</p> <p>Residents' representatives requested detail design drawings of the spreader to help them understand the operations better. Hayden noted that it is BROMMA EH170U and the details are publicly available on-line.</p> <p>Peter requested that any background papers prepared for the PNLC should be attached to the minutes and made publicly available.</p>	PNL to organise a visit to crane simulator for the residents' representatives.
9.	Next meeting	Wednesday 14th September 2022	