

Minutes Port Noise Liaison Committee

Date:	01 December 2021
Venue:	PNL Board Room
Time:	1730hrs
Present:	Bob Dickinson (Chair), Bruce Robertson (residents' rep), Robert Styles (residents' rep), Peter Moffatt (residents' rep), Allanagh Rivers (PNL rep), Matt McDonald (PNL rep), Marta Karlik-Neale (PNL Environmental Manager), Kim Lui (PNL Environmental Officer), Kathryn Halder (PNL Environmental Consultant).

Agenda Item		Discussion	Action Points Arising
1.	Welcome & introductions	<p>Bob introduced new committee member - Peter Moffatt and new members of PNL environment team - Marta, Kim and Kathryn.</p> <p>The PNLC said goodbye to Bruce after 15 years of service on the PNLC, appreciating how much has been achieved and the key role Bruce has played.</p> <p>Matt also acknowledged, on behalf of PNL, all the work Bruce had done and thanked him for his support and input over the years.</p>	
2.	Minutes from 10/09/21	Circulated / read / accepted Bruce / Peter	Summary of minutes to be included within annual newsletter.
3.	Matters Arising	<p>3.1 PNLC newsletter</p> <p>A copy of the draft PNLC newsletter was circulated to the group for comment. Once the content is approved the newsletter will be finalised and sent out to all properties in the Port Nelson overlay boundary in December.</p> <p>3.2 New PNLC members</p> <p>With Bruce stepping down from the PNLC there is a need for a new member to be elected to the committee. Robert's 5-year tenure is also at the end, but he would like to stand for re-election. Nominations for the two positions to be requested in January after the holiday period.</p>	<p>Feedback to be provided to Marta by Wednesday 8 December.</p> <p>Add a note about election process and Robert standing for re-election it in the newsletter.</p>

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	<p>3.3 Peter Moffatt reporting</p> <p>PM presented a paper on $Leq_{(15min)}$ and its usefulness for identifying and mitigating port noise. He said that it is a series of bangs and clangs that cause the greatest sleep disruption and outlined how in his view $Leq_{(15min)}$ can help monitor and investigate them. He quoted Standard 6809:1999 Acoustics and other port's practice.</p> <p>Kathryn explained that $Leq_{(15min)}$ is already monitored by PNL and used to investigate alerts or complaints but is difficult to include in the reporting due to large number of data points and needs investigation of sound files to distinguish between port noise and non-port noise which are only available if the L_{max} threshold is exceeded.</p> <p>Matt expressed concern that $Leq_{(15min)}$ is heavily distorted by non-port noise and will be difficult to interpret.</p> <p>A discussion on whether PNL is obligated to report on $Leq_{(15min)}$ by NRMP and if the rules should be interpreted to imply that Leq should be read as $Leq_{(15min)}$. To date PNL have been reporting the Leq values over 24h as set out in the NRMP to ensure compliance.</p> <p>A discussion on noise monitoring at Port Chalmers. AR provided an overview of their monitoring system which includes multiple monitors on the port site and in the community. The system also utilises a noise learning algorithm to distinguish port noise from non-port noise such as traffic or seagulls on the monitors. This provides a more meaningful way of identifying port noise and reporting $Leq_{(15min)}$. PNL are also looking at developing a similar system.</p> <p>PNLC requests that PNL seek advice from Hegley Acoustic Consultants on practical and meaningful ways of reporting on $Leq_{(15min)}$ with the current system and with any developments to the noise monitoring equipment in the future and report back to the PNLC.</p> <p>Motion proposed / seconded / carried. Bruce/Robert</p> <p>3.4 PNLC Meetings with NEAG – Process to move this forward</p>	<p>PNL to forward Peter's paper to Hegley Acoustic Consultants for comments on obligations under NZ 6809:1999 and NRMP and finding meaningful and practical ways of reporting on $Leq_{(15min)}$ that distinguishes between Port and Non-Port noise.</p> <p>PNLC to investigate further use and reporting of $Leq_{(15min)}$ as part of the wider monitoring system redesign.</p> <p>PNL to provide update at next PNLC meeting</p> <p>PNL to draft report with responses and to book a</p>

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	<p>Robert confirmed the proposed process for future meetings with NEAG. PNL to provide a written record of responses to issues raised at the last meeting and forward to the NEAG for further questions. This will enable PNL to prepare and have information ready for the following meeting and focus the meeting on the specific areas of concern.</p> <p>It was agreed that wider community meetings would wait until after the NEAG meeting. PNL are currently working on the report.</p> <p>3.5 Otago Visit</p> <p>Allanagh provided an overview of her visit to Port Chalmers and the new monitoring equipment and software that they have developed. Actions coming out of this discussion are noted above in item 3.3.</p> <p>Port Napier is also looking at similar system and PNL are in currently in discussions Marshall Day and Port Napier to investigate how this could work at PNL.</p> <p>Allanagh also provided an overview of the work being jointly done by New Zealand and Australia Ports to investigate vessel noise. Noise associated with Maersk Nadi was discussed further. Allanagh said that three ports in NZ have similar problems with their noise and trying to get the Maersk to make adjustments to mitigate noise.</p> <p>3.6 Main Wharf North operations (vessel location)</p> <p>PNL received complaints associated with the location of vessels on Main Wharf (MW). Allanagh showed plans detailing how vessel are tied up at MW and explained that both the vessels and cranes have moved further north since works had been completed. PNL noted however that many vessels are long (>200m) and still extend to the southern part of the wharf.</p> <p>Possibility of further extending the wharf to the north was discussed and Matt explained that it was not feasible due to limited operational space on land.</p> <p>Further development on other port wharfs was discussed as they are nearing their end of their design life.</p>	<p>follow up meeting with NEAG.</p>

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	<p>3.7 Acoustic barriers/ Tyres trials update</p> <p>Allanagh reported that a methodology has been developed for acoustic barriers and rubber tyre trails to establish if these measures would effectively reduce noise at the port. These trials have not yet been completed due to the acoustic specialist not being able to leave Auckland with government Covid 19 restrictions in place.</p> <p>Hoping to undertake trials before mid-March.</p> <p>3.8 NRMP Review – update/PNLC Feedback on Options Report</p> <p>NCC still working through the process. Slowed down because Nelson Plan review is on hold due to RMA reform. NCC will continue working on noise issues, submissions will be used to develop options which eventually will form an amendment to current NRMP.</p> <p>Six Monthly Report to NCC</p> <p>New voluntary biannual report has been submitted to NCC to aid discussion on potential port noise and noise monitoring. NCC appreciated being able to better understand the reporting challenges around noise and complaints. Next report will be provided in January with a follow up meeting with NCC planned for the new year.</p> <p>3.9 PNL Project update</p> <ul style="list-style-type: none"> a) Log yard – project completed after 5 years of optimising, 9ha consolidated, paved and storm water treatment and new lighting installed. Further stormwater management and monitoring will be undertaken. b) Main Wharf North - completed c) Wharf pipes and deck repairs – Progress is being made across the Port with trial pile sleeves being trialled at the Coastal Berth, official works will commence in January and will be finished by June 2022. d) Coast guard – will require pipes to be driven - – The coastguard will be installing a floating dry dock for their vessel at Wakefield Quay, the installation of this will involve the driving a number of piles. 	

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		<p>e) Slipway development – feasibility phase, postponed the investigation of other options to minimise disruption for smaller boats</p> <p>f) Science and Technology Precinct -Concept development phase is underway</p>	
4.	Noise Complaints	<p>Kathryn presented a record of all noise complaints for the period 1 August to 31 October 2021.</p> <p>As well as the individual investigation reports that are prepared following a complaint, a summary of all noise complaints received each month are also provided to PNLC and NCC as part of the new monthly reporting format. Non-port noise where it exceeds the significant noise limit is also reported on. Kathryn noted that only exceedance for the three month period was from the glass recycling truck.</p> <p>Discussed issues with glass recycling pick up in early mornings and this exceeding the noise limit. BD asked if PNL could ask the operator to move the pickup hours.</p> <p>Peter enquired on the information included within the complaint investigation reports and if mitigation measure were included. PNL confirmed mitigation measures, where port noise source is identified, are included in the investigation report sent following a complaint.</p> <p>The committee accepted the complaint investigations. Motion proposed / seconded / carried. Bruce/Matt</p>	<p>PNL to contact Styx to share details of noise exceedances and see if the glass pick up hours could be moved.</p> <p>PNL to close investigations as being received by the PNLC in line with the requirements of the PNL Noise Management Plan</p>
5.	Noise Monitoring	<p>Kathryn presented the noise monitoring records for the period 1 August to 31 October 2021.</p> <p>No exceedances caused by Port noise occurred during the reporting period.</p>	
6.	Acoustic Treatment	<p>AR gave an update on current acoustic assessments and treatment work that was occurring.</p> <p>AR outlined how the properties are included in the noise overlay and what obligations PNL has for each stage and what is the process for treatment to be initiated. PNL accepts full treatment on stage 1 properties and partial acoustic treatments for properties in stage 2 and 3, to allow easier finance for the owners.</p> <p>Bruce queried the reason for increased interest in acoustic assessments. Allanaugh confirmed that the change of stage boundaries and the 12-month period to allow</p>	

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		<p>those properties moving out of a particular stage to get work done had led to more enquiries. The new contours are available on the PNL website and letters have been issued to all properties notifying of the changes. It is also included in the draft newsletter.</p> <p>Allanagh noted that 17 properties are either lined up for treatment or waiting on the acoustic expert being in Nelson.</p> <p>PNLC ratified PNL's contribution be 50% of acoustic treatment required on the following properties: 29 Queens Road, 31 Stanley Crescent, 36C Victoria Heights, 25 Queens Road, 45 Russell Street, 61 Beachville Crescent, 1 Victoria Heights, 29 Russell Street, 22 Victoria Heights, 12 Poynters Crescent, 36 B Victoria Heights.</p> <p>PNLC ratified PNL's 100% contribution for acoustic treatment on these properties: 197 Haven Road, 74 Queens Road and 70 Queens Road</p> <p>Motion proposed / seconded / carried Bruce/Peter</p>	<p>PNL to work with Hegley Acoustic Consultants to complete noise assessment at waiting properties.</p>
7.	Other Business	<p>Matt noted fruit season is starting in March and the fruit vessels will be worked on McGlashen Quay. Car vessels will be worked on Main Wharf during that time and will only operate in daytime hours</p>	
8.	Next meeting	<p>2 March, Public meeting to be moved to Q2, after the completion of talks with NEAG.</p>	

Appendix 1 - CRM Noise Complaints 1 August 2021 – 31 October 2021

Date	Time	Event description as noted by the complainant	Noise recorded above recording threshold (78 dBA Lmax) at time of complaint	Noise recorded above significant noise threshold (89.0dBA Lmax)	Potential Port Noise	Wind Speed (knots)	Wind Direction
9/08/2021	4:13	Complaint about a loud bang and the noise of cranes whirring. Queried “why didn’t Port Nelson start working this vessel during the day instead of overnight.”	no	no	Port operations were being undertaken. A couple of hatchlid movements were carried out within the time concerned, no noise recordings above the threshold were generated by these movements. Due to the late arrival of the vessel and another vessel being berthed at BQ at the time, the works on this vessel was carried out overnight.	12.8	SSE
13/08/2021	Night-time period	Complaint about drone noise like a generator at mid/high revs penetrating through into house.	no	no	No commercial vessels on Port Nelson’s wharves during the period. The noise heard may have been from a vessel at anchor in Tasman Bay.	18.37	NNW
23/08/2021	1:50	A retrospective complaint about the noise from container operations at MW. The whirring of the crane, clangs and bangs went on all night. Queried “why the vessel is on MW.”	yes	no	Port operations were being undertaken. The Maersk Nadi went to Main wharf because at 208m it was too long to be berthed at Brunt Quay which can accommodate vessels <180m. Discussions are underway with Maersk about the Nadi and its generator noise. Initiatives trialed in this visit included turning off further non-essential machinery and blowers in the engine rooms. Discussion by the vessel owners with the generator manufacturers has also commenced.	3.56	NNE
23/08/2021	02:00 to 06:00	A retrospective noise complaint about noise from the Maersk Nadi berthed at MW. Queried “the Ten-Year Noise Plan specifically stated vessel under 210m can be serviced at BQ.”	yes	no	Port operations were being undertaken. The Maersk Nadi went to Main wharf because at 208m it was too long to be berthed at Brunt Quay which can accommodate vessels <180m.	2.06	NE

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					Discussions are underway with Maersk about the Nadi and its generator noise. Initiatives trialed in this visit included turning off further non-essential machinery and blowers in the engine rooms. Discussion by the vessel owners with the generator manufacturers has also commenced.		
26/08/2021	01:00 onwards	"Operational noise, banging, generators as concern"	no	no	Port operations were being undertaken. The loading of logs was nearing the top of the holds at the times of concern. No sound files generated for time of complaint indicating any Port noise was well within the permitted limits.	6.39	SE
27/08/2021	01:13 & 01:18	Bangs from the GH Zonda berthed at MW. "constant whirring from new crane as a concern"	no	no	Port operations were being undertaken and there was a large exchange of containers. No sound files generated for time of complaint indicating any Port noise was well within the permitted limits.	16.6	NNE
28/08/2021	From Midnight	Generator noise from Maersk Nadi berthed at MWN. "not possible to open windows while this vessel is berthed." "Subjected to this vessel drowning the area in an unacceptable level of noise." "Even berthing this vessel further back has made very little difference to the level or intensity of the continuous thoning emanating from it"	no	no	Port operations were being undertaken. The Maersk Nadi operations were able to be substantially completed during the daytime hours on this vessel. Leq levels was well within the permitted limits. The shipping line is in ongoing discussions with the vessel owners and generator manufactures to investigate additional noise reducing measures.	7.93	ENE
31/08/2021	22:45	Noise from the container wash	no	no	Port operations were being undertaken. This was a high risk MPI container, which required to be cleaned within 48 hours of the vessel they have come off departing. This activity is usually undertaken prior to 21:00 to minimise the noise to our close	8.86	ESE

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					neighbours. On this occasion that was not possible, and this was a one-off occurrence.		
6/09/2021	1:00	Noise compliant regarding "noise for most of the night"	no	no	There were no vessels operating on Port Nelson's commercial berths at the time of concern. No port noise or activity was able to be identified that correlates to this noise concern.	9	ESE
12/09/2021	6:30	Noise compliant regarding a "continuous alarm that was heard from 6.30 am until 7.12 am"	no	no	Verified as not a Port noise	4	S
18/09/2021	4:15	Noise compliant regarding " two loud bangs" that had been heard	no	no	Video footage confirms that there were two hatch lid movements at the time noted of concern. No sound files generated for this period	6.69	ESE
22/09/2021	19:53	Noise compliant regarding noise from a "container forklift 150 metres in direct line with the property boundary"	no	no	Containers were being loaded at the time of the concern and this cargo was transiting internal Port roadways adjacent to Haven Road. No sound files generated for time of complaint	11.26	NE
2/10/2021	1:45	loud banging, generator noise - no sleep	no	no	Port operations were being undertaken. No sound files generated for time of complaint indicating any Port noise was well within the permitted limits.	8.89	SE
3/10/2021	7:50	"continued and unusually loud crashing of containers all night".	yes	no	Containers were being loaded at the time of the concern. There was a single noise event recorded at 06:43 of a container being loaded into the vessel but this did not exceed the significant noise event threshold of 89dBA.	6.95	SE
9/10/2021	01:00 to 04:30	subjected to consecutive nights of continual clangs and bangs from MSC Alabama between 1am to 4.30am Also questioned the berthed location of the two vessels (MSC Alabama & Seespan) while they were in Port.	yes	no	Containers were being loaded at the time of the concern. Investigation of the noise data found that Port noise on the days of concern was within the permitted limits. Both vessels were berthed as far north on Main Wharf North as is practicable and	4.7	SSE

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					safe and utilised the new upgraded part of the quay.		
14/10/2021	3:25	Loud banging and generators again. Especially around 03:25 ish. No sleep after 03:25	no	no	Port operations were being undertaken. No sound files generated for time of complaint indicating any Port noise was well within the permitted limits.	6.27	SE
20/10/2021	19:30	Queried " why the MAJD is berthed at MWS when the Port Nelson shipping schedule on the website shows it at MWN". Also commented "noise in general is excessive" and described the noise as "general noise, containers, hatches etc."	no	no	Containers were being loaded at the time of the concern. Investigation of the noise data for the period the MAJD was in Port found that any Port noise was within the permitted limits. The vessel was berthed as far north on Main Wharf North as is practicable and safe and utilised the new upgraded part of the quay.	6.64	NNW
23/10/2021	18:06	Machinery noise "coming from the Buffalo on MWS." "Had been all day and disturbed the enjoyment of sitting out in the garden."	no	no	Port operations were being undertaken. No sound files generated for time of complaint indicating any Port noise was well within the permitted limits.	6.22	N