

Minutes

Port Noise Liaison Committee

Date:	15 May 2024
Venue:	Training and Development Centre, 8 Vickerman Street
Time:	1030 – 1230
Present:	Bob Dickinson (Chair), Catherine Taylor (Incoming Chair), Ian Wright (residents’ rep), Robin Whalley (residents’ Rep), Tony Vining (Residents’ rep), Kim Lui (PNL Environmental Officer), Colin Devenish (PNL, General Manager - Environment and Infrastructure), Nikita Takai (Minute taker)
Apologies	Matt McDonald (PNL rep)

		Discussion	Action Points
1.	Welcome	<p>Bob welcomed Catherine to the meeting as the incoming Chair and Bob welcomed Nikita to the meeting as minute taker.</p> <p>Apologies recorded. Moved by Robin and Seconded by Colin.</p>	
2.	Minutes from 13/02/2024 and action points	<p>Review previous meeting minutes and action points:</p> <p>a. Minutes Circulated/Read/Accepted Moved by Robin, Seconded by Colin.</p> <p>b. Update on actions arising from previous PNLC meeting:</p> <p>i. Colin advised that PNLC support of PNL’s Berth Option 2/4 will be taken into consideration in the Master Plan.</p> <p>ii. PNLC wanted to know if the soft touch technology is being used by crane operators. Colin advised that it was and a reminder was sent to our operators 4-6 weeks ago as it isn’t something you can permanently switch on. Every time the crane changes its angle of operation, the operator needs to reset and look at measurements/proximity to the area they’re working in before using the technology again. Ian and Robin commented that there seems to have been a shift in Port noise being quieter recently. PNL advised there is a huge focus on the physical impacts of the Port work (i.e., noise, dust, stormwater) and how we strive to improve. Ian asked if there was an opportunity to give individual feedback to crane operators and Colin advised this is already in effect. Sometimes, crane operators in training make more noise as they’re learning, and there are also regular assessments of operators to</p>	

		<p>see where additional training can be provided. Crane operation and noise can also be impacted by external factors, i.e., weather (wind), size of the vessel, etc.</p> <p>c. Updated Contour plan available on PNL website:</p> <p>i. The 2023 version is now published on the website and has no significant changes. Tony advised that the owner of the property at 333 Wakefield Quay asked the Residents Rep the reasons of his property excluded from the Port Noise Contour while his neighbours are identified as Stage Three properties in both old and new versions. Colin will investigate this, and will double-check this with the acoustics consultants, but this property has always been excluded.</p>	<p>PNL to check with Hegley Acoustics.</p>
<p>3.</p>	<p>Matters arising/issues tabled from residents' reps and/or PNL reps for discussion</p>	<p>a. Follow-up discussion on Robin's noise complaint on 24 March 2024: Robin wanted to understand how he gets different readings from 300m away and why some bangs aren't recorded by the Port noise monitor on top of silo – the people who have contacted him don't have a lot of confidence in the Port's reports. PNL explained that the Port noise monitor is calibrated regularly by the Service Provider. Modelling has been done by acoustic consultants with the resulted +4dBA correction for the readings at the silo comparing to the residents at the 65dBA Ldn Contour Line. PNL advised that NCC has recommended an additional monitor at the east on the Port. This was confirmed in the last PNLC meeting that they attended. The Styles Group and Hegley Acoustic will determine the exact location. Tony advised that the position of the noise monitor on the silo is not reflective of what the residents experience as they are getting woken by multiple noises and the monitor is only picking up one. PNL advised that the position of the silo monitor was agreed by multiple parties and has been the baseline monitor for years. We have discussed this at many PNLC meetings in the past. Colin advised that once NCC advises of the location of the new monitor, the process will be to have an acoustic consultant do modelling on the 65dBA contour lines to estimate a proper correction between the readings at the new monitor and the noise level at the 65dBA contour line. PNLC was shown the CCTV footage in relation to this complaint by Robin.</p> <p>b. Discrepancy between complaints and PNL investigations on complaints: Tony advised the frustration of residents is driven by the fact that there is no monitor up at 70 Queens Road, where residents have always asked for as they continue to be awakened by noise, which causes sleep deprivation. Tony advised that one of the biggest issues from residents is container clanging around the Port, even from The Wood or Atawhai. Colin confirmed the Port is proactive with noise management. We are working on addressing all noise sources, and not just hatch lids. PNL appreciated the frustration and advised that from the Port's information the container clanging was not an issue at The Wood and Atawhai areas, but only at the Port Hills. The vessel generator noise was the biggest issue which is affecting the whole region</p>	

		<p>and PNL has been working on that. Colin also advised that there was no dispute that residents heard multiple noises while the Port noise monitor recorded one only, as there could be other noises (port or non-port) without triggering the recording threshold. The recording threshold of the Port noise monitor is at 78dBA, which is much lower than the compliance requirement 89dBA for PNL investigation.</p> <p>c. There was a concern raised by the Residents Reps that the Port is only working towards compliance. Colin advised that this is not the case, as then the Port would only report on events over 89dBA, but that all investigation over 78dBA are investigated for continuous improvement.</p>	
4.	Noise Monthly Reports	<p>a. PNLC review of noise complaints received – January to March 2024: (KIM)</p> <p>i. Complaints received regarding MSC Lidia generator noise and the investigation. The Port enquired the shipping line and vessel owner whether the vessel had a silencer installed and any changes comparing to the previous visits. The initial response from the shipping line was possibly that there was a bigger-than-usual reefer unit loading. By the time of the vessel next visit to the country, Marshall Day would undertake the measurements and check the performance of the vessel, most likely at Ports of Auckland. The first two visits the vessel didn't trigger complaints. There could be other factors affecting the noise performance, such as weather, dual generators being used instead of single, etc.</p> <p>ii. It is now in the kiwifruit/apple season, and more reefers are used during the season could increase the loading on the generators.</p> <p>iii. On 1 February 2024, there was a noise complaint regarding banging noises from the container stevedoring activities. The Port investigated this using CCTV footage to check the cause of the noise (the hatch lid on the wharf). PNLC was shown the CCTV footage.</p> <p>iv. Resident reps wanted to find out if there is a continuous noise recording (even when lower than the 78dBA). Residents do not suggest investigating all noises but having something available to verify when residents complain of noise. The chair requested information on this and its implications for Colin and the team. Provide an update in 3 months.</p>	Colin to check if noise monitor continuously records.
5.	Update on acoustic treatment of properties	a. Kim provided an overview of the quarterly acoustic assessment of properties	
6.	What's currently happening on Port – PNL project update	a. Slipway project update: (Colin)	

		<p>36 tubular piles have been installed with an additional three piles to be done. The project will then move onto sheet piling which doesn't make as much noise comparatively. The consent for tubular pile installation is from Monday-Saturday but no piling works have been done on Saturdays.</p> <p>b. Master Plan 1–3-year initiatives: (Colin) Master Plan Option 2 has been adopted by the Board. The next step will be to finalise the discussion with NCC and the realignment of Brunt Quay needs resource consent.</p>	
7.	Other Business	<p>Tony referenced Peter Moffatt's letter about PNLC not being effective and noted there had been no formal response to this, and none of the issues raised had been addressed. Colin disagreed; the statistics show only one noise event of 89dBA had occurred in more than 2 years. The Port has proactively dealt with noise, including generator noise, testing of noisy vessels, and upgrading noise monitors to include acoustic modelling verified and accepted by NCC. The Port is on a journey to reduce noise as much as possible for the wider community.</p> <p><i>Tony left the meeting at 11.40am.</i></p> <p>Robin requested that whenever there is a change of date/time for meetings, this should be done in conjunction with the Chair. Robin asked if Senior Management does walkarounds of the Port to see what's happening, and Colin confirmed that we do and noise and safety, is taken very seriously. Robin also requested that the Port Noise information fact sheet be updated. The Port confirmed that it will look at updating this report.</p> <p>a. <i>Next Meeting – 7 August 2024 2pm</i></p>	Updated Port Noise fact sheet on website