



HEGGIES

REPORT 10-4309-R19

Revision 1

White Bay Berth 4 Bulk Liquids Handling Botany Troubadour Ship Noise Monitoring Report

PREPARED FOR

**Sydney Ports Corporation
207 Kent Street
SYDNEY NSW 2000**

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White Bay Berth 4 Bulk Liquids Handling Botany Troubadour Ship Noise Monitoring Report

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DOCUMENT CONTROL

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10-4309-R19	Revision 1	18 January 2008	Conrad Weber	Dick Godson	Dick Godson
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EXECUTIVE SUMMARY

Heggies Pty Ltd (Heggies) has been commissioned by Sydney Ports Corporation (SPC) to conduct monitoring of noise emissions during the loading of the Botany Troubadour (a bulk liquids vessel) at White Bay Berth 4 (WB-4), as required by Clause M7.1(1a) of the EPA's Environment Protection Licence (Licence No 12095).

Noise measurements were carried out at nearby residential receivers during Botany Troubadour vessel cargo handling operations during the night of 1 January 2008.

The measured noise levels were found to be influenced by noise from the "Hyundai 201" and "Maersk Cloud" car carriers docked at Glebe Island 1 and 2 respectively. In addition, there was a contribution from local traffic and domestic activity. A reference noise measurement was therefore carried out in close proximity to the Botany Troubadour vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference noise level was then used to confirm noise levels at the representative receivers, in the absence of Glebe Island 1 and 2 activity related noise.

Predicted ship based $L_{Aeq(15\text{minute})}$ noise levels meet the Licence imposed noise goals at the representative locations in Pyrmont and Balmain. At Balmain, the predicted noise levels exceed the $L_{Aeq(\text{night})}$ noise goal by approximately 6 dBA.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were not measured above the ambient noise at the representative monitoring location in Pyrmont/Glebe. One exceedance of 1 dBA and one exceedance of 4 dBA at the representative monitoring location at Balmain were recorded for the duration of attended measurements. These resulted from the air brake pressure release on the bulk liquid trucks. The L_{Amax} noise levels from these sources were typically 53 dBA to 58 dBA and therefore in compliance with the Licence noise goal of 59 dBA.

Subject to feasibility, practicality and reasonability, the potential noise control measures that may be considered in order to meet the Licence imposed noise goals (as required by Condition R4.1) and ensure noise amenity remains unchanged in the area would be implementation of an on-site noise management strategy. Noise impact mitigation measures have been evaluated in the Revised Noise Impact Mitigation and Management Strategy (Report 10-4309-R10 Revision 1), with a list of mitigation measures considered feasible and reasonable identified in the Noise Impact Mitigation Action Plan.



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1 INTRODUCTION

Heggies Pty Ltd (Heggies) has been commissioned by Sydney Ports Corporation (SPC) to conduct monitoring of noise emissions during the loading of the “Botany Troubadour” (a bulk liquids vessel) at White Bay Berth 4 (WB-4), as required by Clause M7.1(1a) of the EPA’s Environment Protection Licence (Licence No 12095).

Noise measurements have been conducted during cargo handling operations (ship auxiliary power unit (APU), ventilation fans, pumps and truck activity on the wharf) at two locations considered representative of the potentially most exposed residential receivers. The locations are at Balmain to the west and Pyrmont to the east of WB-4. Measurements at both representative locations have been conducted during the loading of bulk liquids into road tanker trucks from the ship via pumps on the vessel. The measurements were conducted between 8.45 pm on 1 January 2008 and 1.45 am on 2 January 2008, with the weather conditions a slight north-easterly wind. During the measurement period the sky was clear.

For the survey period from 8.45 pm to 1.45 am the measurements of the ambient noise environment were significantly influenced by noise from the “Hyundai 201” and “Maersk Cloud” car carriers docked at Glebe Island. In addition there was a contribution from noise from domestic activity and local traffic at both Pyrmont and Balmain during this period. Wind-generated leaf noise influenced the measurement results between 8.45 pm and 11.00 pm.

Additional “reference” noise measurements were carried out in close proximity to the Botany Troubadour vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference noise level was then used to predict noise levels at the representative receivers for comparison with the attended measurements.

The predicted noise levels correlated well with the measured levels, and were assessed against the noise goals set out in Table U1 of the Environment Protection Licence. Feasible and reasonable noise mitigation measures are discussed in broad terms, with the aim of minimising the noise impacts from the operations, where the noise goals are exceeded.



2 SITE DESCRIPTION

The White Bay Port facility is located at the southern end of the Balmain peninsula. The facility occupies approximately 40 hectares of waterfront land and forms a crescent around White Bay, with a water frontage of about 2,100 m in length.

The facility layout comprises the following main elements:

- Five multiple-use berths spread along the northern side of White Bay;
- Storage warehouse situated to the northeast of White Bay, Berth 4 (WB-4); and
- Internal road continuing from Robert Street providing truck access to storage areas of Docks 1 to 6.

The Glebe Island facility which includes two multiple-use berths and two car terminal berths is located adjacent to the White Bay Port on a neighbouring peninsula south of White Bay.

Berth 4 is located approximately in the middle of the northern side of White Bay, as shown in **Figure 1**. To the north and northwest of the site is a mixture of residential dwellings consisting of 1 and 2 storey detached houses and terraces. A number of recently constructed 4 and 5 storey residential developments are situated directly west of Berth 4 and incorporate acoustic façade treatments to achieve satisfactory internal noise levels. In addition, buildings in direct view were designed to provide significant acoustical shielding to the rest of the development. The storage warehouse (on port land) to the northeast of WB-4 is about 20 m at the highest point and provides significant acoustic shielding to the residential properties directly behind. To the southeast of the site is Glebe Island, another working port area with four berths, two of which are currently used as car terminals and two as multiple-use berths. To the southeast of WB-4, about 550 m across the water, is the Pyrmont Peninsula, with a number of high-rise residential apartments near the waterfront.

2.1 Measurement Locations

The Noise Impact Assessment (NIA) Study (Report Number 10-4309-R1 prepared by Heggies) for the proposed bulk liquid terminal operation has previously identified 5 Waite Street and 36 Refinery Drive as the most affected receiver locations within the Balmain / Rozelle and Pyrmont / Glebe areas respectively.

For the current study, in the Balmain / Rozelle area, monitoring was carried out only at 13 Donnelly Street (also assessed in the noise impact assessment) due to the availability of day/night access to the property boundary. Note that noise measurements at 13 Donnelly Street can be carried out off street, whereas at 5 Waite Street noise measurements require backyard access. Furthermore, the location at 13 Donnelly Street is in close proximity of 5 Waite Street. It is approximately the same distance away and is also directly exposed to loading operations at WB-4. It is therefore considered to be of similar acoustical environment to that of 5 Waite Street, Balmain.

The monitoring location at 36 Refinery Drive, identified by the NIA as the most affected receiver in the Pyrmont / Glebe area, was found to be exposed to high levels of traffic related noise from the Anzac Bridge. Giba Park (a publicly accessible park situated at the top of the 4 level apartment complex at 2 Point Street) was therefore selected as the representative measurement location for the Pyrmont / Glebe area, as it allowed ship noise measurements to be taken in the relative absence of traffic noise. Giba Park is considered to be equivalent to level 5, 2 Point Street. Between 9.00 pm and 11.00 pm, noise from rustling leaves was clearly audible at this location and significantly higher than ship-related noise. On this basis, additional noise measurements were undertaken at the end of Harris Street in a more wind shielded location (5 m from the building façade of the Milk & Two Bar/Café on the ground floor).

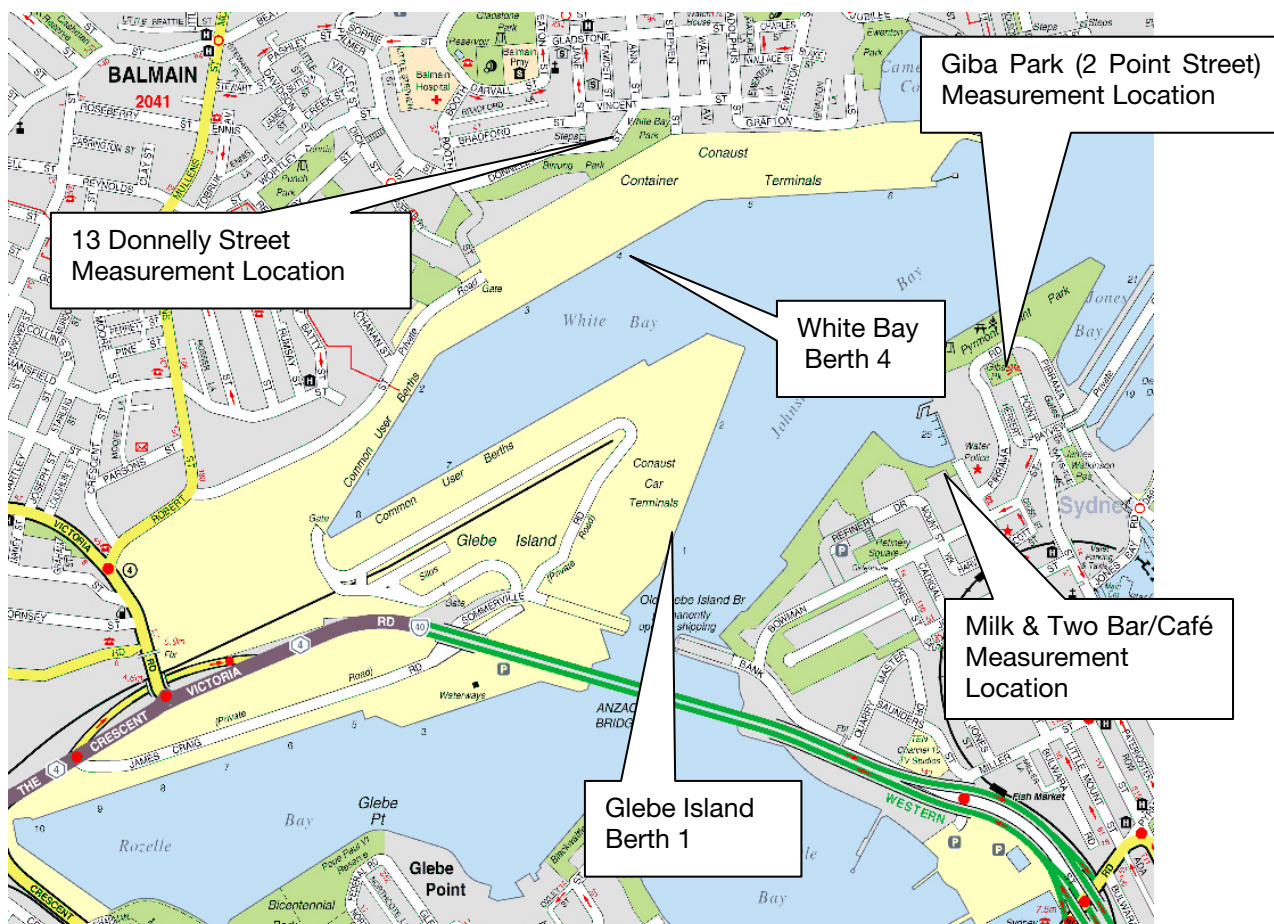


Table 1 summarises the receiver locations where measurements were conducted in each area and gives a brief description of each location. A more detailed description and photos of the selected monitoring locations are presented in **Appendix B** and **Appendix C**.

Table 1 Representative Receiver Locations

Location	Representative Receiver Location	Description
Balmain and Rozelle	13 Donnelly Street, Balmain	Ground level at the front of residence, about 7 m away from the facade
Pymont and Glebe	2 Point Street, Pymont	At Giba Park, on top of a 4 storey building at 2 Point Street (ie height equivalent of a 5 storey building)
	End of Harris Street, Pymont	Ground Level at front of Milk & Two Bar/Café, about 5 m away from facade
Reference Measurement	White Bay Berth 4 Deck	On deck of White Bay Berth 4, and approximately 60 m from the ship rear engine room/exhaust stack area, the main source of noise from the Botany Troubadour vessel. Note it was necessary to utilise the Botany Troubadour rear “ship bridge” to provide shielding from the “Hyundai 201” and “Maersk Cloud” which were dominating the ambient noise environment.

Figure 1 White Bay / Glebe Island Layout with Attended Noise Monitoring Locations





3 EPA LICENCE NOISE GOALS

For the purpose of the bulk liquid cargo handling operations at White Bay Berth 4 (WB-4), the Environment Protection Licence granted by the EPA sets out the project noise goals at the neighbouring residential communities. The noise goals are set out in Table U1 of the Licence conditions and reproduced in **Table 2**.

Table 2 EPA License Noise Goals (Reproduced from Table U1)

Location	Night		
	LAeq(15minute)	LAeq(Night)	LAmix
Balmain and Rozelle	49 dBA	41 dBA	59 dBA
Pymont and Glebe	41 dBA	Not Applicable	51 dBA

Explanatory notes:

1. LAmix means maximum A-weighted sound pressure level measured on fast time weighting during the time over which sound is measured.
2. All other acoustic terms including "night" have the same meaning as in the INP.
3. Not Applicable: In instances where the amenity criteria LAeq(Night) has been determined to be a higher number than the intrusive criteria LAeq(15minute) that the amenity criteria is less stringent than the intrusive criteria, then the amenity criteria becomes "not applicable". This is because compliance with the criteria will ensure compliance with the intrusive criteria will ensure compliance with the amenity criteria.



4 MEASUREMENT METHODOLOGY AND INSTRUMENTATION

The licence calls for L_{Aeq} (A-weighted equivalent continuous) sound pressure level measurements to be carried out at locations representative of those potentially most affected (ie, waterfront) locations during periods of inactivity (eg, ship Auxiliary Power Units (APUs) operating) and during loading operations (eg, ship pumps and truck activity on the wharf in addition to APUs), in accordance with Clause M7.1 (2).

A window of opportunity to measure ship noise levels during periods of loading inactivity exists immediately after the ship berths, while the loading equipment is being set up (hoses unrolled and connected to the ship's manifold etc). The equipment setup phase usually lasts less than 2 hours, after which the loading is continuous, with at least two road tankers filling the ship at any one time. Ship noise measurements during periods of activity can be measured at any time after loading commences.

The previous ship noise monitoring report prepared by Heggies (Report Number 10-4309-R2 Revision 1) concluded that measurements are best carried out at night (preferably after 1.00 am). Extraneous noise (not related to the subject activity) is generally at a minimum at this time and measurement results are consequently likely to be much more meaningful.

The bulk liquids ship Botany Troubadour berthed at approximately 9.30 pm on Tuesday 1 January 2008, and departed at 1.15 am the following night. The relative short period of stay of the vessel (one day) coupled with the necessitated conducting the measurements on the night of 1 January 2008. Measurements were conducted between 8.45 pm (before the arrival of the vessel) and 1.45 am (after departure of the first bulk liquids tanker).

Attended noise level measurements were carried out at 1.5 m above ground level at 13 Donnelly Street, 1.5 m above ground level at Giba Park, located on top of the residential apartment complex at 2 Point Street, Pyrmont and 1.5 m above ground level outside the Milk & Two Bar/Café at the end of Harris Street, Pyrmont.

Two carrier ships, "Hyundai 201" and "Maersk Cloud" were berthed at the nearby Glebe Island, approximately 500 m from WB-4. Taking into consideration the presence of these additional noise sources, a direct measurement of bulk liquids unloading related noise at representative receivers was not possible, as the noise environment at these locations was influenced by noise contributions related to the car unloading operations at Glebe Island. The noise emanating from Glebe Island was continuous in nature and assumed to be from the car carrier plant/ventilation systems.

Consequently "reference" measurements in close proximity to the Botany Troubadour were also undertaken where the noise environment was dominated by bulk liquids loading related noise. The "reference" measurement was then used as to confirm the estimated WB-4 activity related noise at the receivers of interest.

All items of acoustic instrumentation employed during the noise monitoring surveys were designed to comply with the requirements of AS IEC 61672.1 2004: "*Electroacoustics-Sound level meters-Specifications*" and carried appropriate and current NATA (or manufacturer) calibration certificates. Calibration was checked prior to and subsequent to the survey. Any drift in calibration was within 0.5 dBA and considered acceptable.

The survey instrumentation used during the studies is set out in **Table 3**.



Table 3 Noise Survey Instrumentation

Type	Serial Number	Instrument Description
2260	2414703	Brüel & Kjær Modular Precision Sound Level Meter
4189	2330802	Brüel & Kjær 12.5 mm Prepolarised Condenser Microphone
4231	2412471	Brüel & Kjær Calibrator

Environmental noise measurements were carried out with reference to the guidelines contained within the NSW Industrial Noise Policy 2000 (INP). In circumstances where it was not practical to carry out measurements at the potentially most affected receiver locations as predicted by the Noise Impact Assessment, locations of similar noise characteristics were chosen, as described in **Section 2.1**.

Given the relatively constant nature of noise related to the bulk liquids cargo handling operations, short-term measurements (of 15 minute duration) are usually considered to be sufficient to provide sufficient information to enable an estimate of the $L_{Aeq(night)}$ noise levels at the selected residential receivers. On this occasion however, the ambient noise environment was dominated by another source and the $L_{Aeq(15minute)}$ and $L_{Aeq(night)}$ noise levels were predicted based on “reference” measurements.

A brief description of acoustic terminology used in this report is presented in **Appendix A**.

Six separate 15 minute measurements were carried out at the representative Balmain location during cargo handling operations at WB-4, commencing at 8.49 pm, 9.25 pm, 11.10 pm, 12.16 am, 12.34 am and 1.28 am. At this location, noise from the car carriers at Glebe Island was audible during all measurements.

Two 15 minute noise measurements were carried out at the representative receiver at the Point Street site, commencing at 10.10 pm and 1.05 am. Similar to Balmain, the car carriers at Glebe Island were audible during all measurements.

Two 5 minute noise measurements were also carried out at the representative receiver at the Harris Street site, commencing at 10.34 pm and 12.55 am. The car carriers at Glebe Island were dominating the ambient noise environment at this location.



5 RESULTS AND ANALYSIS

The results of the 15 minute duration attended noise measurements are summarised in **Table 4**. Discussion of the results is presented in **Section 6** of this report. It should be noted that the measured noise levels presented below include noise from the bulk liquids cargo handling facility at WB-4 as well as ambient noise unrelated to the facility.

Table 4 Measured Noise Levels - Loading Activity

Address	Start Time	LAeq (15min)	LA90 (15min)	WB-4 Related LAmax Range	Comments
13 Donnelly Street (Balmain / Rozelle)	8.49 pm	48 dBA	46 dBA	Typical "bangs and clangs" - 55 dBA	Noise from ships at Glebe Island Clearly audible.
	9.25 pm	50 dBA	49 dBA		
	11.10 pm	49 dBA	47 dBA	Truck air brake noise typically 53 dBA to 58 dBA. One air brake event 60 dBA and one air brake event 63 dBA.	Estimated LAeq(15minute) noise level from WB-4 operations is 47 dBA.
	12.16 am	49 dBA	47 dBA		
	12.34 am	48 dBA	47 dBA		
	1.28 am	49 dBA	47 dBA		
Level 5, 2 Point Street (Pyrmont / Glebe)	10.10 pm	51 dBA	48 dBA	Non observed	Wind noise is dominant for first measurement and Glebe Island noise dominates for second measurement.
	1.05 am	44 dBA	43 dBA		
Ground Floor, Milk & Two, Harris Street (Pyrmont / Glebe)	10.34 pm	50 dBA	49 dBA	Non observed	Glebe Island noise dominates
	12.55 am	50 dBA	50 dBA		

Notes: Botany Troubadour arrived after 8.49 pm measurement

The pumping of cargo from the ship to the trucks commenced after midnight and the filling noise and truck movements had a negligible effect on the measured LAeq.

The measurements at 9.25 pm and 11.10 pm at Balmain represent ship noise whilst cargo is not being unloaded, while measurements at 12.16 am, 12.34 am and 1.28 am represent noise from the ship during cargo unloading operations.

During the measurements at Point Street, the ambient noise during the first measurement period was dominated by wind noise. During the second measurement period, the ambient noise resulted from the steady ship noise at Glebe Island, with WB-4 ship noise not audible. An LAeq noise level of 44 dBA was recorded for the second survey period.

During the measurements undertaken at 13 Donnelly Street, noise from the ships at Glebe Island was clearly audible, and found to be constant in nature. WB-4 ship noise and loading noise was audible at times. An LAeq noise level range of 48 dBA to 50 dBA was recorded for the six survey periods, which included noise from Glebe Island and WB-4.

The attended noise measurements at 13 Donnelly Street included three empty trucks arriving and one full truck leaving WB-4 during the filling operations. The truck movements had a negligible effect on the measured LAeq(15minute) measurement results. The engine noise from the truck movements was up to LAmax 55 dBA. The typical LAmax noise associated with the air brake pressure release on the trucks was 53 dBA to 58 dBA. Two events up to a maximum of 63 dBA were observed.

In order to confirm the contribution to the ambient by bulk liquids related noise, noise levels were predicted based on the reference measurements taken in close proximity of the Botany Troubadour, where the noise environment was dominated by bulk liquids loading related noise.



Table 5 presents the “reference” noise measurements carried out 30 m, 60 m and 120 m away from the bulk liquids vessel Botany Troubadour. The measurements were taken perpendicular to the rear of the ship in the direction towards 13 Donnelly Street, Balmain, where ship noise dominated the ambient. Note it was necessary to use the Botany Troubadour “bridge” and main structure to shield noise from Glebe Island, and potentially the estimated ship sound power level may be therefore be influenced by Glebe Island noise.

Table 5 Botany Troubadour “Reference” Noise Level

Reference	Location	Distance from Source	Height of Source	LAeq
1	WB-4	30 m	15 m	66 dBA
2	WB-4	60 m	15 m	61 dBA
3	WB-4	120 m	15 m	55 dBA

Calculations were performed with the reference measurements taken in close proximity of the Botany Troubadour vessel. Predictions indicate bulk liquids loading related LAeq noise levels at the representative receivers at 13 Donnelly Street and 2 Point Street of 47 dBA and 35 dBA respectively. The calculated LAeq(15minute) noise level of 47 dBA is equivalent to the estimated noise level of 47 dBA indicated in **Table 4**. The calculated LAeq(15minute) noise level at 2 Point Street is significantly below the ambient noise level at this location and is consistent with WB-4 related noise being not audible.

A comparison of the predicted noise levels with the noise goals listed in the Licence Conditions are presented in **Table 6** to **Table 8**.

Table 6 Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Noise Goals

Prediction Location	Predicted LAeq Noise Levels	LAeq(15 minute) Noise Goals	LAeq (15 minute) Exceedance of Licence Goals
13 Donnelly Street (Balmain / Rozelle) ¹	47 dBA	49 dBA	No exceedance
Level 5, 2 Point Street (Pyrmont / Glebe) ²	35 dBA	41 dBA	No exceedance

Table 7 Assessment of Predicted Noise Levels Against LAeq(night) Noise Goals

Prediction Location	Measured / Predicted LAeq Noise Levels ¹	LAeq(night) Noise Goals	LAeq Exceedance of Licence Goals
13 Donnelly Street Balmain / Rozelle) ¹	47 dBA	41 dBA	6 dBA exceedance
Level 5, 2 Point Street (Pyrmont / Glebe) ²	35 dBA	N/A	N/A

Note 1: The predicted noise level are based when the ship was located at the WB-4 from 10.00 pm to 7.00 am



Table 8 Assessment of (WB-4 Related) Measured Noise Levels Against LA_{max} Noise Goals

Measurement Location	Range of Maximum Measured Levels (LA_{max} Range)	LA_{max} Noise Goals	Range of Recorded LA_{max} Exceedances of the Licence Noise Goals
13 Donnelly Street (Balmain / Rozelle)	53 dBA to 63 dBA	59 dBA	Up to 4 dBA exceedance
Level 5, 2 Point Street (Pyrmont / Glebe)	N/A ¹	51 dBA	No exceedance

Note 1 No LA_{max} events associated with the bulk liquids unloading activity at WB-4 were recorded during the 15 minute monitoring periods at 2 Point Street, Pyrmont.



6 DISCUSSION

Predicted ship based LAeq(15minute) noise levels meet the Licence imposed noise goals at the representative location in Pyrmont. At Balmain, the measured noise levels comply with the LAeq(15minute) noise goal, however they exceed the LAeq(night) noise goal is exceeded by approximately 6 dBA.

A comparison of the predicted noise levels based on Botany Troubadour measurements with those predicted by the NIA model (based on Botany Treasure) indicates that the Botany Troubadour is a quieter vessel when compared with the Botany Treasure. This observation is supported by noise monitoring results of previously monitored bulk liquids ships to date.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were not measured above the ambient noise at the representative monitoring location in Pyrmont/Glebe. One exceedance of 1 dBA and one exceedance of 4 dBA at the representative monitoring location at Balmain were recorded for the duration of attended measurements. These resulted from the air brake pressure release on the bulk liquid trucks. The L_{Amax} noise levels from these sources were typically 53 dBA to 58 dBA and therefore in compliance with the Licence noise goal of 59 dBA.

In order to fulfil the requirement of Licence Condition R4.1, and in relation to compliance with Licence Conditions O4.1 and O4.2, the potential in-concept noise control measures are discussed below for the sources identified.

A Revised Noise Impact Mitigation and Management Strategy (Report No 10-4309-R10 Revision1) has been prepared for the operation. Taking into consideration the infrequency and limited duration of the operation, expected costs, development times, uncertainty of effective outcome, and the impact on flexibility in relation to ships that may be used in the operation, the implementation of ship specific engineering noise control measures is not considered practical nor reasonable within the Revised Noise Impact Mitigation and Management Strategy. Instead, the document recommends an on-site mitigation management strategy be implemented based on operator awareness and procedures to identify and repair abnormally noisy equipment, as outlined within the Noise Impact Mitigation Action Plan.



7 CONCLUSION

Noise measurements were carried out during the Botany Troubadour cargo handling operations during the night of 1 January 2008. The measured noise levels were found to be influenced by noise emanating from the nearby Glebe Island terminal where car unloading operations were taking place. A reference noise measurement was therefore carried out in close proximity of the Botany Troubadour vessel, where the noise environment was dominated by the WB-4 based bulk liquids cargo handling noise sources. The reference level was then used to confirm the estimated noise levels at the representative receivers in the absence of the Glebe Island activity related noise.

Predicted ship based $L_{Aeq(15\text{minute})}$ noise levels meet the Licence imposed noise goals at the representative locations in Pyrmont and Balmain. At Balmain, the predicted noise levels exceed the $L_{Aeq(\text{night})}$ noise goal by approximately 6 dBA.

Bulk liquids terminal related maximum (L_{Amax}) noise levels were not measured above the ambient noise at the representative monitoring location in Pyrmont/Glebe. One exceedance of 1 dBA and one exceedance of 4 dBA at the representative monitoring location at Balmain were recorded for the duration of attended measurements. These resulted from the air brake pressure release on the bulk liquid trucks. The L_{Amax} noise levels from these sources were typically 53 dBA to 58 dBA and therefore in compliance with the Licence noise goal of 59 dBA.

Potential noise control measures that may be considered to meet the Licence imposed noise goals (as required by Condition R4.1) subject to feasibility, practicality and reasonability, include a combination of applying engineering noise control measures to trucks and an on-site noise management strategy. Noise impact mitigation measures have been evaluated in the Revised Noise Impact Mitigation and Management Strategy (Report 10-4309-R10 Revision 1), with a list of mitigation measures considered feasible and reasonable identified in the Noise Impact Mitigation Action Plan.

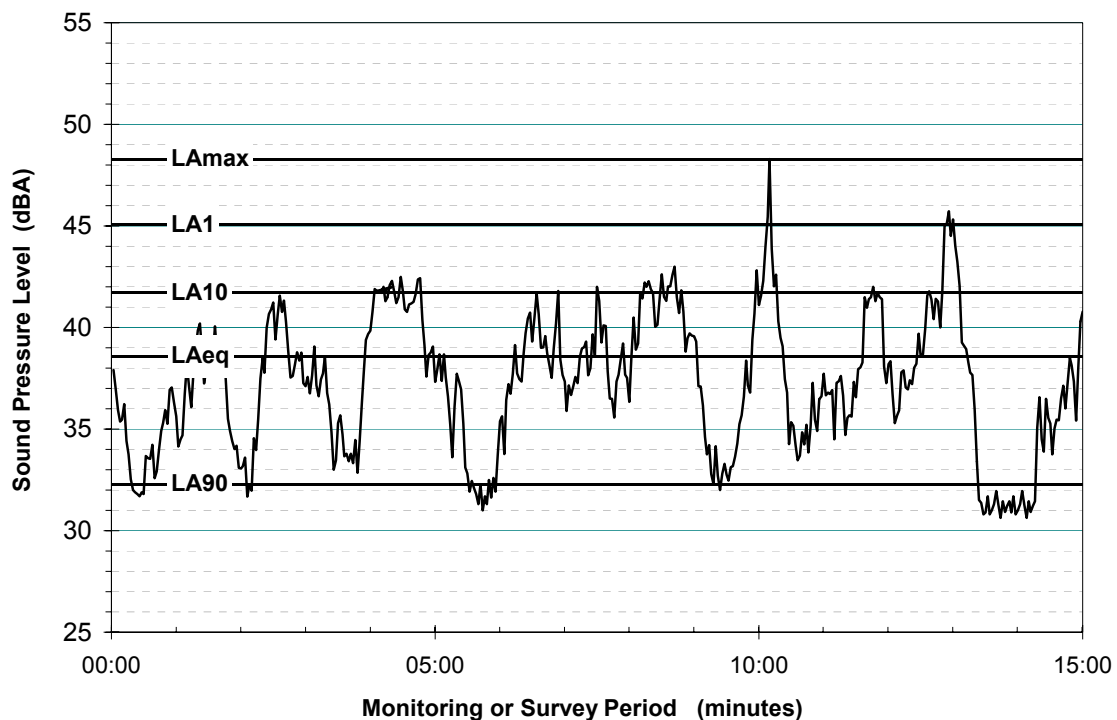
ACOUSTIC TERMINOLOGY USED IN THE REPORT

Typical Noise Indices

This Report makes repeated reference to certain noise level descriptors, in particular the LA10, LA90 and LAeq and LAmax noise levels.

- The LA10 is the A-weighted sound pressure level exceeded 10% of a given measurement period and is utilised normally to characterise typical maximum noise levels.
- The LAeq is essentially the average sound level. It is defined as the steady sound level that contains the same amount of acoustical energy as a given time-varying sound over the same measurement period. The LAeq(15hour) is the measurement parameter used to describe the road traffic noise level over the entire daytime (7.00 am to 10.00 pm) period. The LAeq(9hour) is the measurement parameter used to describe the road traffic noise level over the entire night-time (10.00 pm to 7.00 am) period. Similarly, the LAeq(1hour) is the measurement parameter used to describe the road traffic noise level during the loudest 1-hour period during the daytime or night-time periods.
- The LA90 noise level is the A-weighted sound pressure level exceeded 90% of a given measurement period and is representative of the average minimum background sound level (in the absence of the source under consideration), or simply the “background” level.
- The LAmax noise level is the maximum A-weighted noise level associated with road traffic movements.

Graphical Display of Typical Noise Indices



Typical Noise Levels

The following table presents examples of typical noise levels.

Typical Noise Levels

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerb side of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to
50	General Office	Quiet
40	Inside private office	Quiet to
30	Inside bedroom	Very quiet
20	Unoccupied recording studio	Almost silent

A-Weighting or dBA Noise Levels

The overall level of a sound is usually expressed in terms of dBA, which is measured using the “A-weighting” filter incorporated in sound level meters. These filters have a frequency response corresponding approximately to that of human hearing. People’s hearing is most sensitive to sounds at mid frequencies (500 Hz to 4000 Hz), and less sensitive at lower and higher frequencies. Thus, the level of a sound in dBA is a good measure of the “loudness” of that sound. Different sources having the same dBA level generally sound about equally as loud, although the perceived loudness can also be affected by the character of the sound (eg the loudness of human speech and a distant motorbike may be perceived differently, although they are of the same dBA level).

Sensitivity of People to Noise Level Changes

A change of up to 3 dBA in the level of a sound is difficult for most people to detect, whilst a 3 dBA to 5 dBA change corresponds to a small but noticeable change in loudness. A 10 dBA change corresponds to an approximate doubling or halving in loudness

13 DONNELLY STREET, BALMAIN

The location is situated approximately 170 m away from and directly overlooking White Bay Berth 4 (across the park). It is elevated some 15 m above dock level. The measurement was conducted from street level (from a footpath) with Donnelly Street traffic less than 2 m away.



Aerial Photo showing the monitoring location at 13 Donnelly Street, relative to White Bay Berth 4 (WB-4).



View from WB-4 deck towards 13 Donnelly Street



View from 13 Donnelly St towards the bulk liquids ship, berthed at WB-4

2 POINT STREET, PYRMONT

This monitoring location is situated approximately 660 m away from White Bay Berth 4 (across the bay). Monitoring was conducted at a height equivalent of a 5 storey building, on the cliffs edge. Pirrama Road encircles the park from west, north and east sides, approximately 15 m below.



Aerial Photo showing the monitoring location at 2 Point Street, relative to White Bay Berth 4 (WB-4).



View from WB-4 deck towards 2 Point Street



View from 2 Point Street towards the bulk liquids ship berthed at WB-4