

Noise Restriction Policy

WHITE BAY CRUISE TERMINAL AND WHITE BAY BERTH 4 NOISE MITIGATION STRATEGY

About the Noise Restriction Policy

Port Authority of NSW introduced a Noise Restriction Policy from 1 October 2018 to restrict on-deck music and public announcements not related to safety on cruise ships and to ensure a transparent process for dealing with excessive noise. The Noise Restriction Policy forms part of the Noise Mitigation Strategy. The aim of the Policy is to have a working port that balances community concerns.

What constitutes excessive noise under the Noise Restriction Policy?

There are two triggers that are used to define excessive noise in the Noise Restriction Policy while a cruise ship is berthed at White Bay Cruise Terminal (WBCT), including at the temporary terminal at White Bay berth 4.

The first relates to on-deck music and public announcements not related to safety.

The second relates to an exceedance of the attenuation eligibility trigger as set out in the Noise Attenuation Program. An attenuation eligibility trigger has been set for a defined area of properties where average noise levels reach or

exceed 55 decibels at night. Cruise ship noise, including noise from engine, generator or ventilation, which causes further properties than those currently identified to exceed the attenuation eligibility trigger is considered to be excessive noise.

Noise Mitigation Strategy key elements

1 Noise Attenuation Program

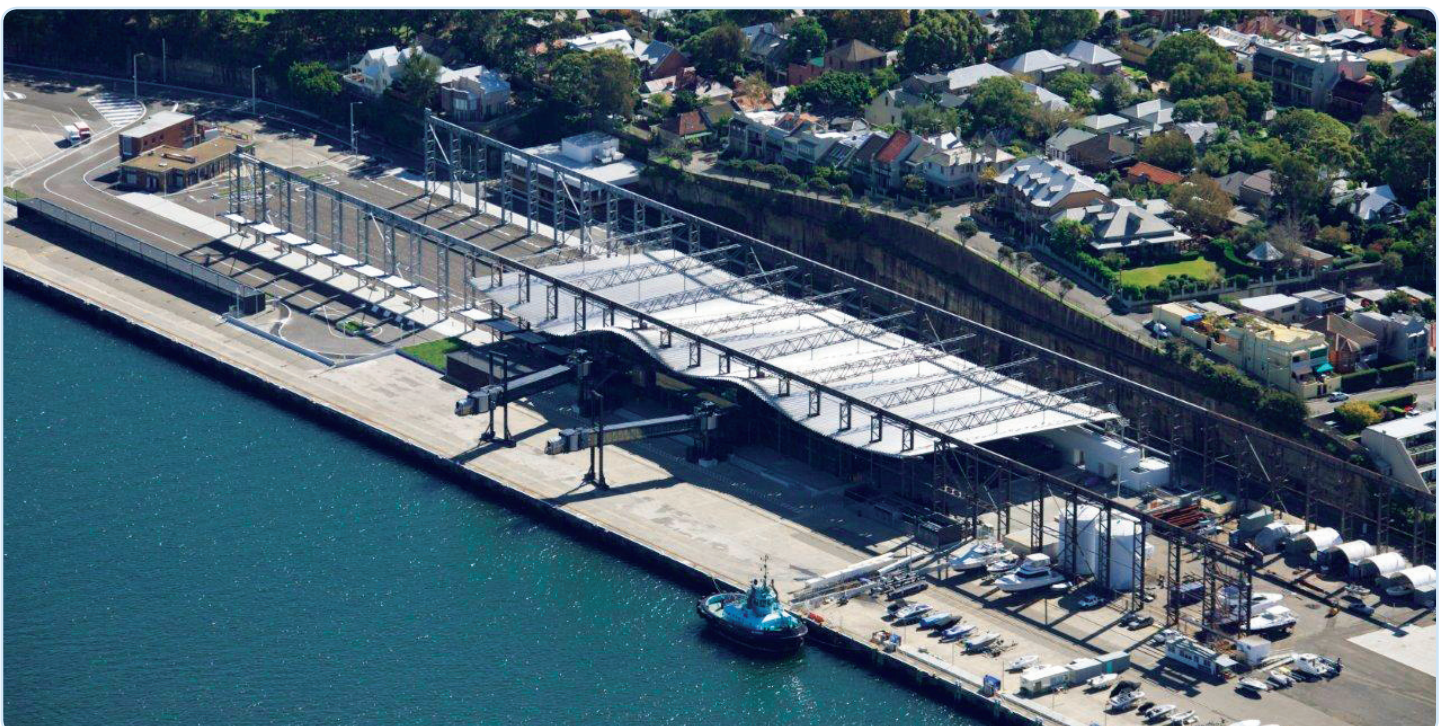
Attenuation is being provided to properties where noise exceeds the eligibility trigger.

2 Noise Restriction Policy

Sets out a policy for ships that cause excessive noise from vessel operations and non-safety related noise including on-deck music and public announcements.

3 Noise monitoring

Continuous real-time noise logging to monitor noise levels and guide ongoing noise management.





What are the consequences for breaches of the Policy?

Breaches of engine, generator and ventilation noise

Breaches of this type of noise result in the following three consequences:

1. When excessive noise is identified and verified by Port Authority for the first time, a warning letter is sent to the cruise ship operator, resulting in a first breach.
2. A second breach occurs when another exceedance is identified and verified by Port Authority. However, if this exceedance occurs at night (i.e. between 10pm and 7am) it will result in any future overnight stays at WBCT or White Bay berth 4 being relocated to an alternative anchorage in Sydney Harbour at the vessel's cost and subject to availability.
3. A third breach results in a ban on the cruise ship to berth at WBCT or White Bay berth 4 in the future.

Breaches of external non-safety announcements and music

Breaches of this type of noise result in the following two consequences:

1. When excessive noise is identified and verified by Port Authority for the first time, a warning letter is sent to the cruise ship operator, resulting in a first breach.
2. Any subsequent breach will result in a Good Neighbour Charge being imposed on the cruise ship operator, currently set at \$11,000 per visit.

Why did the policy change from the 3 strike policy to the current system?

Following the consultation period, stakeholders raised concerns about the identical consequences given to vessels which are noisy for operational reasons and for non-safety related public address announcements or playing of music that are typically for a shorter duration. To support concerns, Port Authority amended the Noise Restriction Policy to apply different consequences for vessel operation noises (primarily the engine, generator and ventilation noise) versus public address announcements and music.

What about noise associated with provisioning of the ship?

It has been identified that some activities on the wharf associated with the provisioning of a ship (such as loading supplies and baggage, and removal of garbage) can result in associated noise. The Operational Noise Management Plan for WBCT includes actions to reduce noise impacts particularly during the early hours of the morning and at night.



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