



Glebe Island and White Bay Port Noise Policy

JUNE 2020

Why we need a Port Noise Policy

There is an increasing demand in Sydney city for construction materials (including sand to make concrete) to service the NSW Government's infrastructure projects. To assist, Port Authority is building a multi-user facility at Glebe Island that will provide a low-impact and sustainable way to ship the materials. This will lead to an increase in shipping movements to the port.

Effectively managing community noise exposure and noise levels is key to the successful operation of the port of Glebe Island and White Bay. To achieve this, we need to transition noise management to a consistent approach that is simpler and fairer.

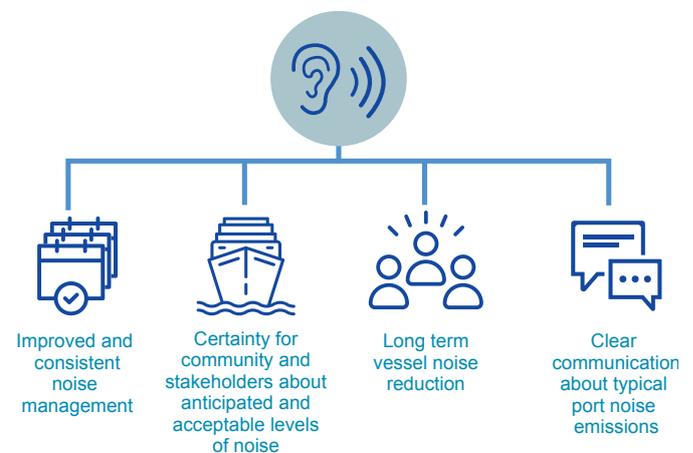
Individual port users currently monitor and evaluate noise under different environmental requirements and planning approvals. This leads to:

- inconsistent noise limits, reporting and regulation between operators
- inconsistency and uncertainty in planning approval processes
- a lack of clarity for local residents and the community.

Port Authority is listening to noise concerns from the community, port users and other stakeholders and is developing a proactive, transparent and fair approach to noise management at Glebe Island and White Bay.

This approach is outlined in the draft Port Noise Policy which is part of our commitment to managing impacts from Glebe Island and White Bay in a sustainable way. We consulted the Environment Protection Authority during the development of the Policy.

Policy benefits



What is the multi-user facility?

The multi-user facility will be located adjacent to berths 1 and 2 on the eastern side of Glebe Island. It will allow construction materials to be unloaded from ships into the facility, and then for the materials to be loaded from storage bays onto trucks within the building.

Read more at www.portauthoritiesnsw.com.au/glebeisland



Glebe Island multi-user facility artist's impression

The Port Noise Policy is the first of its kind in Australia

This Policy sets noise triggers for an individual vessel in the context of overall community exposure to noise from Glebe Island and White Bay. There are currently no international or national design criteria that control noise emissions specifically from a vessel to limit impacts on the community. Currently, the only noise criteria relevant to vessels have been international requirements for on-board safety and crew comfort.

How will the Policy work?

Effective management of port noise requires the combined effort of Port Authority, its tenants, regulatory and planning authorities and vessel operators.

Noise from port activities comes from two broad categories:

- **landside activities**, typically noise from the processing of cargo and warehousing operations
- **vessels at berth**, typically noise from on-board generators, fans and cargo self-unloading systems.

Through the Policy, Port Authority can influence the way port noise is managed in the following ways:

- appropriate development and operation of Port Authority's landside port infrastructure
- monitoring Port Authority's tenants' development and operation of port infrastructure
- managing noise from vessels berthed at Glebe Island or White Bay.



Glebe Island and White Bay, Sydney Harbour

What ships does the Policy apply to?

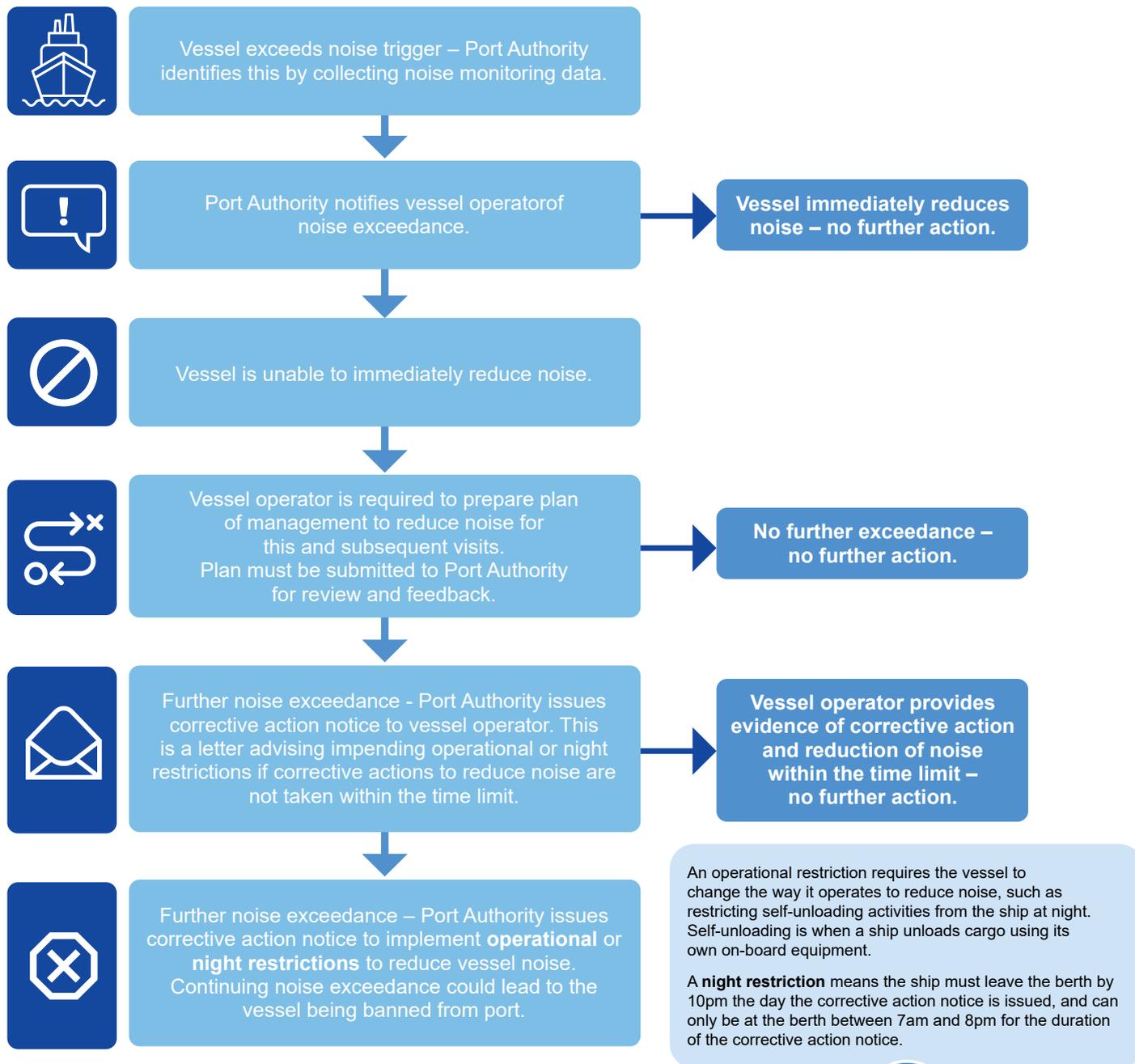
The Policy applies to all commercial ships visiting the berths at Glebe Island and White Bay apart from cruise ships and barges forming part of construction activities at the port. Noise from cruise ships is managed by the White Bay Cruise Terminal Noise Mitigation Strategy. Both policies aim to be consistent and provide simpler and fairer outcomes for the community, tenants and ship operators.

This table summarises some of the key ways the Policy will be implemented and where you can find more detailed information in the Policy.

Policy area	Summary and where to find more information in the Policy
<p>How was the Port Noise Policy developed?</p>	<ul style="list-style-type: none"> Many different factors were considered in the development of this Policy including historical context and changes in the Glebe Island and White Bay noise environment, issues specifically influencing vessel noise, and other port and transport criteria. <p>→ Read more in <i>section 3.1 and Appendices A, B, C, D and E.</i></p>
<p>Ship noise</p> <ul style="list-style-type: none"> How individual ship noise will be monitored Noise limits for ships What happens if a ship exceeds noise limits 	<ul style="list-style-type: none"> The Policy sets fair and reasonable noise triggers for individual ships visiting Glebe Island and White Bay, and consequences if the ship exceeds those triggers. The triggers have been set for vessels based on noise levels that can reasonably be achieved while minimising impacts on the community. Vessel trigger noise levels for average levels are set at 55 decibels during the night and 60 decibels in the day. <p>→ Read more in <i>sections 4.1 and 5 and Appendix F.</i></p> <ul style="list-style-type: none"> The Vessel Noise Operating Protocol contains procedures and identifies escalating consequences to manage an individual ship that exceeds the trigger noise level at a berth. The ship noise level will be measured in the community nearest to each berth. If the ship's noise level exceeds the noise trigger, the ship will have to take corrective action. Operating restrictions will be applied to a ship that repeatedly exceeds a noise trigger. <p>→ See flow chart outlining this procedure on page 4 of this fact sheet, and read more in <i>section 4.1</i>. The details are defined in the draft Vessel Noise Operating Protocol published on our website.</p> <ul style="list-style-type: none"> The Policy's Noise Standard defines the trigger noise level for ships at each berth which is then adopted in the Protocol. <p>→ Read more in <i>Appendix H.</i></p>
<p>Landside noise</p> <ul style="list-style-type: none"> How landside noise will be monitored Noise limits for landside activities What happens if landside noise limits are exceeded 	<ul style="list-style-type: none"> The Policy contains guidelines and sets fair and reasonable collective precinct-wide landside noise criteria, with consequences if these are exceeded. The landside precinct noise criteria are set at 50 decibels at night. Day and evening criteria range up to around 60 decibels depending on the location. <p>→ Read more in <i>sections 4.2 and 5 and Appendix G.</i></p> <ul style="list-style-type: none"> The Noise Standard – documents the noise contribution allocated to individual port users to the whole-of-precinct noise criteria for landside activities. <p>→ Read more in <i>Appendix H.</i></p>
<p>Noise maps</p>	<ul style="list-style-type: none"> Noise maps will provide clear communication about typical port noise emissions to stakeholders. These provide a visual overview of noise levels in a precinct and will: <ul style="list-style-type: none"> - outline the total port noise emission profile of Glebe Island and White Bay for landside and vessel noise - be used to inform land use planning for new developments encroaching on the port and illustrate the expected noise environment surrounding the port. <p>→ Read more in <i>Appendix I.</i></p> <ul style="list-style-type: none"> The Policy also recommends minimum planning controls (internal noise levels) for new developments that encroach on the port area. Developments should consider the future port noise levels shown in the noise maps. <p>→ Read more in <i>section 4.3.</i></p>

Vessel noise monitoring and management actions

Under the Policy, the noise level for visiting vessels will be measured. If a vessel exceeds trigger levels, consequences as detailed in each berth's **Vessel Noise Operating Protocol** will be initiated. The basic steps in this management process are outlined in the flow chart below.



Operators of noisy vessels can avoid being banned from the port by:

- successfully implementing a management and noise reduction plan
- mitigating the vessel by applying a form of noise reduction treatment
- selecting a quieter vessel for future visits to Glebe Island and White Bay.

Read more in section 6 of the Policy and the Protocol.



We value and want to hear your feedback on the Policy.



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