

GREAT RESOURCE

Glebe Island Berth 2 Compliance Noise Monitoring Report

Prepared for:

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Port Authority of New South Wales (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
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610.04309-R96-v1.1	30 March 2021	Nicholas Vandenberg	Aaron McKenzie	Aaron McKenzie
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1 Introduction

SLR Consulting Australia Pty Ltd (SLR Consulting) has been commissioned by the Port Authority of New South Wales (Port Authority of NSW) to conduct monitoring of noise emissions during the unloading of the “Great Resource” (a bulk cargo vessel) at Glebe Island Berth 2 (GI-2), as required by the Glebe Island and White Bay Port Noise Policy, *Port Authority of NSW (2020)* which came into effect in January 2021.

Noise measurements have been conducted whilst the ship was arriving at GI-2 and unloading using the onboard equipment at one location considered representative of the potentially most exposed residential receiver adjacent to Pyrmont during the daytime period and night-time period as required by the Port Noise Policy.

The measurements of GI-2 were conducted during the day time and night-time periods on the 24th and 25th of March 2021.

2 Site description

The Glebe Island Port facility is located north of Anzac Bridge between Johnsons Bay and White Bay on Glebe Island. The facility occupies approximately 40 hectares of waterfront land and forms a crescent around Glebe Island, with a water frontage of about 1,400 m in length.

The facility layout comprises the following main elements:

- Two berths on the eastern side of Glebe Island designated GI-1 and GI-2, and two berths on the western side designated GI-7 and GI-8;
- Concrete/asphalt area previously used for vehicle storage; and
- Internal roads continuing from Sommerville Road providing truck access to the storage areas of Berths 1 to 2.
- The adjacent White Bay facility to the west of Glebe Island consists of 5 berths on the northern side of White Bay.

Berth 2 is located at the northern end of the eastern port side of Glebe Island as shown in **Figure 1**. To the east of the site are a number of recently constructed multilevel apartments which are part of the Jackson’s Landing development. The Balmain peninsula is located to the north of Glebe Island, and to the south and on the opposite side of Blackwattle Bay is Glebe Point.

Figure 1 also identifies the nearest receiver locations for each berth as identified in Appendix H – Noise Standard, which forms part of the Port Noise Policy and the measurement locations used.

Figure 1 Location of berths and nearest receivers to each berth



Note: Figure referenced from Appendix H of the Port Noise Policy

2.1 Noise Trigger Levels and Criteria

The noise trigger levels applicable at the worst affected sensitive receiver as outlined in the Port Noise Policy is reproduced in **Table 1**.

Table 1 Vessel Trigger Noise Level (external)

Environmental trigger applied to vessels at berth	Assessment Location	Day LAeq(15hour) ¹ (7am to 10pm)	Night LAeq(1hour) (10pm to 7am)	Night L _{max} (10pm to 7am)
Glebe Island 1 and 2	All sensitive receivers near the port	60 dBA	55 dBA	65 dBA
Glebe Island 7 and 8		60 dBA	55 dBA	65 dBA
White Bay 3		60 dBA	55 dBA	65 dBA
White Bay 4 (non-cruise)		60 dBA	55 dBA	65 dBA

Note 1: This includes a 5dBA allowance in the short term for vessels that cannot meet the night time vessel trigger noise level without restrictions to unloading speeds. The 24/7 goal is the median unloading noise level for vessels which is applied as the night time vessel trigger noise level

3 Measurement Methodology and Instrumentation

In accordance with the Port Noise Policy, compliance with the Noise Trigger Levels is required at all sensitive receivers to the port. The nearest receivers to each berth have been identified and measurements have been subsequently undertaken at the closest receiver to assess compliance as identified in the Port Noise Policy and shown in **Figure 1**. The noise measurements were undertaken during unloading operations.

Furthermore, the noise monitoring is required to be undertaken over a period of sufficient duration to ensure representative results from all activities and combinations of activities that would be expected to occur and to satisfy the $L_{Aeq(Period)}$ trigger level.

Attended noise measurements were undertaken at Location 1 for following scenarios:

- Background
- Vessel Arriving
- Vessel Arrived
- Operation at night-time (No unloading occurring, auxiliary generator only)
- Operation at daytime (Discharge occurring)

All acoustic instrumentation employed throughout the monitoring programme has been designed to comply with the requirements of AS IEC 61672.1 – 2013 *Electroacoustics—Sound level meters - Specifications* and carries current National Association of Testing Authorities (NATA) or manufacturer calibration certificates. Instrument calibration was checked before and after each measurement survey, with the variation in calibrated levels not exceeding ± 0.5 dBA.

Noise measurements and assessments in this report have been prepared in accordance with Australian Standard AS 1055-2018 “Acoustics - Description and Measurement of Environmental Noise” and with reference to the Noise Policy for Industry (NPfI).

The survey instrumentation used during the studies is set out in **Table 2**.

Table 2 Noise Survey Instrumentation

Type	Serial Number	Instrumentation Description
2270	3029485	Brüel & Kjær Modular Precision Sound Level Meter
4189	3260622	Brüel & Kjær 12.5 mm Pre-polarised Condenser Microphone
SV-30A	20604	SVAN Sound Level Calibrator

4 Results and Analysis

The results of the attended noise measurements are summarised in **Table 3**. The measured noise levels presented include noise from the ship unloading activity as well as ambient noise unrelated to GI-2.

Table 3 Summary of Measurement Results – 24 March and 25 March 2021

Location & Scenario	Period/ Weather	Start Time	LAeq	LCeq	LCeq - LAeq	LA10	LA90	GI-2 Related LAmx	Comments
Location 1 Background	Daytime Temp: 33°C Wind: 0m/s	24 Mar 12:28	52	66	14	54	50	-	<i>Other noise events:</i> Airplane : 58 Helicopter : 62 People passby : 57-63 Vehicle passby : 56 Birds : 51-57 Construction Noise : 55
		24 Mar 12:45	53	66	14	55	49	-	
Location 1 Vessel Arriving	Daytime Temp: 33°C Wind: 0m/s	24 Mar 13:10	56	75	19 ¹	59	52	56	<i>Site related noise events:</i> TugBoat: 51-56
		24 Mar 13:28	55	75	20 ¹	56	53	55	Great Resource Estimated contribution LAeq(15mins) 52 dBA LAmx 56 dBA <i>Other noise events:</i> People Passby : 64-70 Reverse beep : 65 Ferry passby : 70
Location 1 Vessel Arrived	Daytime Temp: 33°C Wind: 0m/s	24 Mar 13:50	53	69	16 ^{1,2}	55	51	45	<i>Site related noise events:</i> Discharging Ballast Water: 45 Great Resource Estimated contribution LAeq(15mins) 45 dBA LAmx 45 dBA <i>Other noise events:</i> People Passby : 67 Boat Passby : 58-65
Location 1 Operation (no unloading occurring, auxiliary generator only)	Night Temp: 24°C Wind: 0m/s	24 Mar 23:26	54	65	11	55	52	57	<i>Site related noise events:</i> Engine: 53-57
		24 Mar 23:42	54	64	11	55	52	56	Great Resource Estimated contribution LAeq(1hour) 53 dBA LAmx 57 dBA <i>Other noise events:</i> Vehicle Passby : 58 Cricket : 45
		25 Mar 0:00	54	64	10	55	52	56	

Location & Scenario	Period/ Weather	Start Time	LAeq	LCeq	LCeq - LAeq	LA10	LA90	GI-2 Related LAmix	Comments
Location 1 Operation (discharge occurring)	Daytime Temp: 32°C Wind: 1m/s	25 Mar 11:40	56	68	12	57	54	56	<i>Site related noise events:</i> Engine: 53-55 Crane Impact: 56 – 61 Great Resource Estimated contribution LAeq(15hour) 54 dBA LAmix 59 dBA <i>Other noise events:</i> People Passby : 64-84 Boat Passby : 58-61
		25 Mar 11:55	55	67	12	57	52	59	
		25 Mar 12:10	57	72	15 ^{1,2}	59	55	61	

Note 1: Low frequency noise component identified if compared to NPfl.

Note 2: Low frequency noise was caused by passby boat not Great Resource.

4.1.1 Modifying Factors

The Port Noise Policy (Appendix F, Vessel Noise Guideline) makes reference to the NSW Environment Protection Authority NPfl (EPA 2017) for the assessment of annoying characteristics such as tonal noise.

The Port Noise Policy does not currently have a method for assessing low frequency noise. Low frequency noise impacts from shipping are currently under investigation and will be reviewed following collection of a database of ship low frequency noise data.

If a low frequency penalty was to be applied in accordance with the NPfl, then a 5dB penalty would potentially be triggered for several of the measurements (as per **Table 3**). However once other noise sources are excluded (such as vessel passbys, and manoeuvring Great Resource into the berth) the remaining noise levels did not trigger a penalty.

No modification factors for tonal noise as defined in the NSW Environment Protection Authority Noise Policy for Industry (EPA 2017) were required to be applied for the measurements undertaken.

The noise levels were also observed to be generally constant and therefore were not considered to be intermittent as defined in the NPfl.

5 Performance Assessment

5.1 Operations

Results of the operator attended noise measurements compared with the Vessel Noise Trigger Levels are given in **Table 4**.

Table 4 Compliance Assessment

Location	Estimated GI-2 Contribution			Vessel Noise Trigger Levels			Compliance	
	Day LAeq(15hour)	Night LAeq(1hour)	Night LAmax	Day LAeq(15hour)	Night LAeq(1hour)	Night LAmax	Day	Night
Location 1	54 dBA	53 dBA	57 dBA	60 dBA	55 dBA	65 dBA	Y	Y

Table 4 indicates that compliance with the Vessel Noise Trigger Level was achieved at receiver locations during both day and night period.

6 Conclusion

Noise measurements were carried out whilst the ship was arriving and after the ship had commenced unloading operations at GI-2 during the day and night-time periods on the 24 March and 25 March 2021.

Noise measurements undertaken at Location 1 indicate that compliance with the Vessel Noise Trigger Levels have been achieved including unloading operations during the day and night-time period.

APPENDIX A

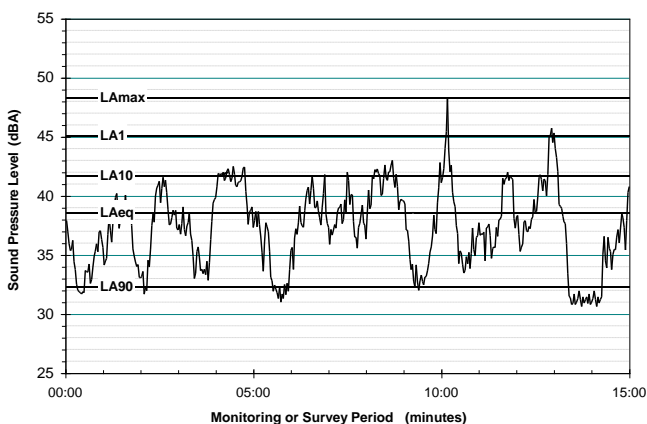
Acoustic Terminology

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(period) is the measurement parameter used to describe the average sound level over the period. For daytime the period is 7 am to 6 pm, for evening 6 pm to 10 pm, and for night-time 10 pm to 7 am.
- 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 is simply the maximum noise level and is often represented by the LA1(1min), being the level exceeded 1% of 1 minute, ie the noise level exceeded for 0.6 of a second.

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
50	General Office	to Quiet
40	Inside private office	Quiet
30	Inside bedroom	to 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.

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