



## **Port Environment Plan Port Chalmers 2011**

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## **Port Environment Plan**

<b>Port Environment Plan</b> Developed and ratified	April 1999
<b>Woodchips – Code of Practice</b>	June 1999
<b>Code of Practice Log Handling</b>	July 1999
<b>Code of Practice Lighting/Glare</b>	September 1999
<b>Port Environment Plan</b> – adopted for further 12 months	May 2000
<b>Port Environment Plan</b> – adopted for further 12 months	early 2001
<b>Port Environment Plan</b> – adopted for further 12 months	April 2002
<b>Port Environment Plan</b> – adopted for further 12 months 27 March 03 – subject to amendments	March/July 2003
<b>Port Environment Plan</b> – adopted for further 12 months	August 2005
<b>Port Environment Plan</b> – adopted for further 12 months	November 2006
<b>Port Environment Plan</b> - adopted for further 12 months	November 2007
<b>Port Environment Plan</b> - adopted for further 12 months	October 2008
<b>Port Environment Plan</b> – adopted for further 12 months 27 August 09 – subject to minor amendments	August 2009
<b>Port Environment Plan</b> – adopted for further 12 months	September 2010
<b>Code of Practice Lighting/Glare</b> – amendments	May 2011

# **Port Environment Plan Port Chalmers**

## **2011**

### **I. Introduction**

This plan has been developed to ensure a long-term commitment by Port Otago Limited to the environment in which the port operates. The plan is to be supported by the following:

- A clear statement of commitment to the development of an environmental plan which will be included in the port's Statement of Corporate Intent.
- A Liaison Committee including members of the local community to ensure that the various issues which have been identified can be discussed and worked through.
- The port using every opportunity to demonstrate good neighbourliness to the Port Chalmers community.
- The identification of specific items which may be put forward for inclusion in the annual budget, to address environmental issues identified by the plan and the Liaison Committee.

### **II. Objective of the Plan**

The objective of this plan is to establish an ongoing framework for Port Otago's management team to work with the community and the city to resolve issues of environmental concern in the Port Chalmers area.

### **III. Terms of Reference, Mission and Structure**

#### **Terms of Reference**

The Port Environment Liaison Committee is made up of representatives of both the community affected by port activities at Port Chalmers and Port Otago Limited.

#### **Mission**

The committee is set up to work through environmental issues associated with the operation of the port, minimising where practicable the effects of these on the immediate community without impinging on the efficient operation of the port.

## **Structure**

The Committee will act in an advisory capacity to Port Otago with individual members reporting to the community groups represented.

The Committee is to annually review the Port Environment Plan, which provides the framework for the activities of the Port Environment Liaison Committee.

The Committee will report to the Port Chalmers community on progress against the Port Environment Plan objectives.

An open meeting of the Port Environment Liaison Committee is to be held annually for the Committee to report on projects.

All activities of the Committee must comply with provisions of existing District Schemes and any Statutory requirements.

The Committee is to meet at least six times per year.

Port Otago Limited is to provide meeting facilities and clerical support and reporting functions to the Committee.

## **Committee Membership**

The membership of the committee, including number and spread of representatives will be as follows:

- 1 Member of the Board of Directors of Port Otago
- 2 Members of the Port Otago management (including the Noise Officer)
- 3 Representatives of port users and cargo owners appointed by Port Otago
- 2 Representatives of residents who must reside in the Flagstaff Hill/Port Peninsula area appointed by the Chalmers Community Board but such representatives shall not be members of the Chalmers Community Board
- 1 Representative of the residents from the Careys Bay area appointed by the Careys Bay Association Inc
- 1 Representative from the central Port Chalmers area appointed by the Chalmers Business Community
- 3 Representatives of users of recreational facilities at Port Chalmers (one appointed by the Port Chalmers Yacht Club, one by the Port Chalmers Recreational Sports Fishing Club and one by the Port Chalmers Rowing Club)
- 1 Representative of the Chalmers Community Board.
- 1 Representative from the Otago Regional Council
- 1 Representative from the Dunedin City Council

This membership may be altered subsequently by the Committee by way of amendment to Section III of the Port Environment Plan.

#### IV **Implementation**

It is the intention that the committee will take responsibility for the successful implementation of this plan.

This will involve the following tasks, amongst others:

- Arrange for an annual meeting of the committee which will review the activities of the past year, raise issues of concern and set targets and priorities for the year ahead. This meeting is to be an open meeting which may be attended by residents of the local area and all the committee representatives.
- Schedule and hold other meetings during the year as the committee sees fit to deal with specific subjects.
- Elect/select a chairman of the committee and determine if and when the chairmanship should be rotated.
- Arrange site visits from time to time so that members of the committee and the general public can see and hear about the committee's activities.
- The time for the meetings is to be in the middle of the day or in the early evening.

The committee's inaugural meeting was held in December 1998. Meetings have been held on a regular basis since this time.

#### V **Background**

##### **Physical Area of Concern**

The areas which this plan covers are:

- All land being used for port related activities in Port Chalmers.
- All land on Flagstaff Hill which is undeveloped and presently owned by Port Otago.
- All the residential, commercial and public areas of the Port Chalmers area which are affected by the port's facilities to a greater or lesser extent.
- Each of these areas will involve different aspects of the environment plan.

##### **Port Otago's activities and position in the community**

The port is essentially an industrial site and a transportation hub. Port operations include ships at berth and manoeuvring within the coastal marine area, and various activities on wharves and on land. These activities include berthing, departure and movement of ships, storage areas and cargo handling, handling of goods, and all activities associated with the movement, storage and handling of cargo within the port area. Transport to and from the area is handled by road and rail.

Port Otago is also a landlord with property holdings in the Flagstaff Hill area of Port Chalmers, some of which is developed as residential and a

large portion of which is maintained in an undeveloped "green area" or buffer area.

Port Otago serves as direct employer of approximately 300 people in the greater Dunedin area and is the only commercial port directly serving the Otago region. It provides the best facilities in the region for the storing, cleaning, washing and repairing of refrigerated containers that are crucial for agricultural exports. Extensive log and woodchip storage facilities also ensure that the forestry industry is well serviced.

The cargo passing through the port is handled by Port Otago as well as other stevedores and cargo handlers, each utilising his own plant and equipment, and controlling his own operations. The hours of operation in the port are dictated by the schedules and requirements of the international shipping lines.

Although the ports of Lyttelton and Bluff do attract a limited amount of business from the Otago region, Port Otago remains a critical facility to the well being of the region's communities.

### **Other businesses/organisations closely allied to this Plan and its aims/objectives**

Various businesses and organisations have a very close connection with port operations and these include (an attempt has been made to estimate the number of each category and the approximate numbers are shown in brackets):

Shipping lines (8), Cargo owners (100), Stevedores (2), Log marshallers (1), Woodchip handlers (1), Ship builders/repairers (4), Dunedin City Council departments, Chamber of Commerce and Industry, Service suppliers (50), Retailers and wholesalers (100), Transport contractors (20).

### **Local residential communities affected by the Port's activities and their interrelationship with the Port**

Port Chalmers and the adjacent residential communities have evolved with a strong connection with the harbourside. Most families in the district are involved with the harbour in one way or another. For many, particularly in the past, it has been a source of employment both on the wharves and in the fishing industry. For many more the harbour is a source of recreation and pleasure, encouraged by the easy access and proximity of the harbour. In addition to the area being used by individuals and their families, various clubs and societies have been formed over the years for rowing, sailing and sea cadets. For others their enjoyment has been more passive in nature - fishing, walking, picnicking, swimming or just enjoying the view from their homes.

### **Other individuals affected by the port operations**

In addition to those living at Port Chalmers, many other people also use the port area as their access to the harbour. Careys Bay provides a mooring and servicing area for inshore fishing and pleasure craft, and for the shipbuilding and repair industries.

From Dunedin to Port Chalmers there are few places offering easy access to the water and there are no launching facilities. For a large number of

Dunedin boat-owners the Back Beach and Careys Bay ramps are in big demand as are parking and rigging areas.

## VI **Environmental Issues**

The following environmental issues have been identified to improve the interface between the port and the local community.

**Landscaping of port development** - Trying to create a softer interface between the industrial nature of the port and the adjoining recreational, residential and commercial areas.

**Modes of transport** - Ensuring that road and rail links with the port are accommodated in a safe and effective manner.

**Water quality** - Working with the regulatory authorities to put structures and procedures in place to ensure that the waters of Otago Harbour are not adversely affected by discharges from the port activities.

**Air quality** - limiting the impact from dust and fumes.

**Noise** - Management of noise issues are in accordance with the Port Noise Management Plan and the Port Noise Mitigation Plan.

**Visual characteristics** - Ensuring that the port's buildings, structures, equipment and facilities blend in with the character of the area, avoiding unnecessary clashing of styles, colours, glare etc wherever possible.

**Lighting** - Providing lighting in a way that avoids glare and light spill to adjoining areas while providing a secure and safe working area for the port and its personnel.

**Public access to the harbour** - Where possible, and where it does not conflict with the operation of the facilities, take the necessary steps to ensure that any members of the public who have reason to enter the port, can do so in selected areas in a safe manner.

**Buffer zones** - Where possible, buffer zones should be established to ensure that the local communities and the port can be suitably separated from each other.

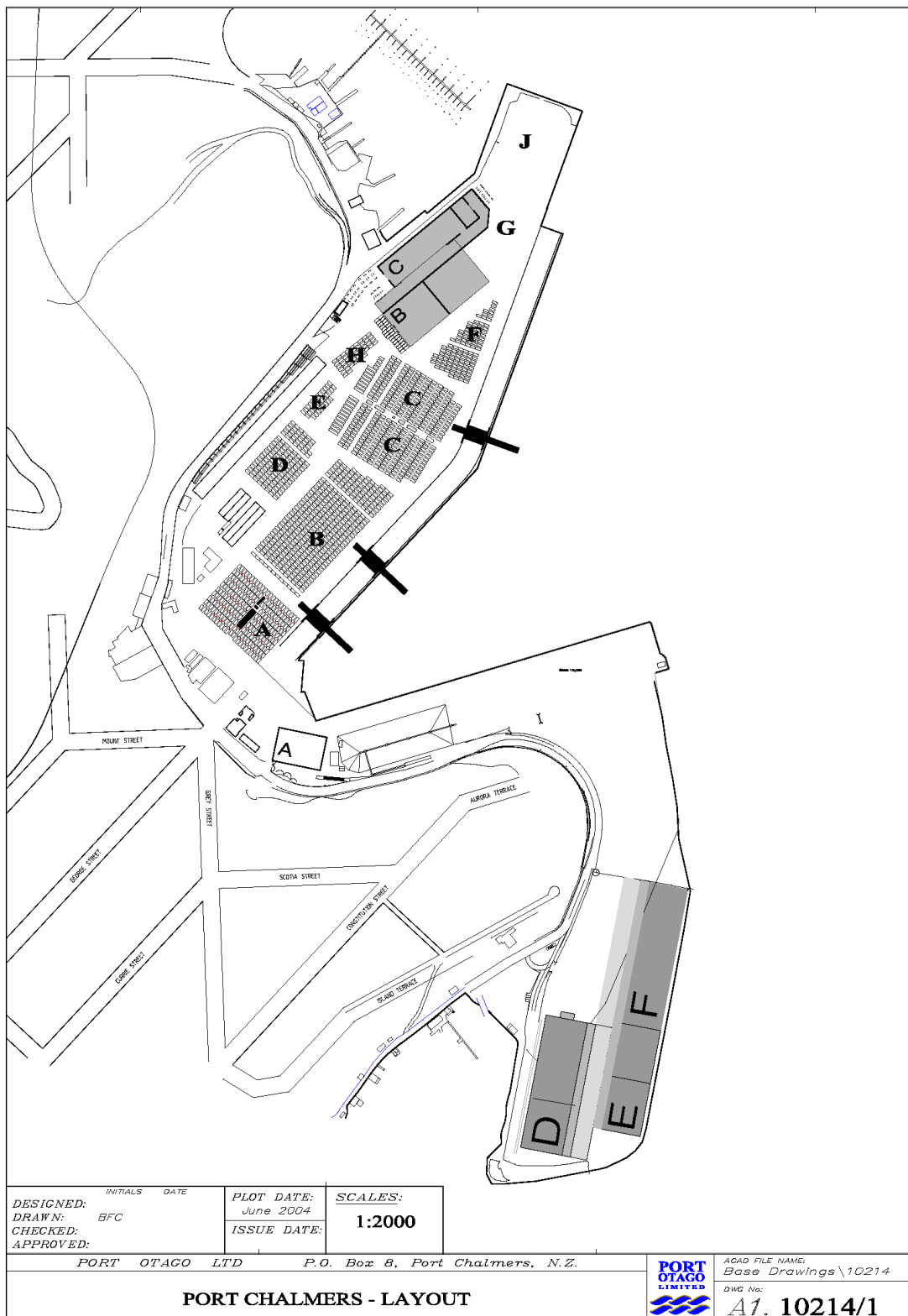
## VII **Identifying Projects and Assigning Priorities**

The Port Otago management team, in consultation with the Port Environment Liaison Committee, will consider all the issues named above and will identify matters which require attention, assigning priorities to these projects wherever possible.

This will be an ongoing process which will require regular review.

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# Appendix A



**APPENDIX B, issue 1****Public Access to the Harbour**

**In order to comply with the Maritime Transport Act and the International Port Security Code, Port Otago is unable to provide public access to port areas. Limited access is available in Dunedin, around shipping and wharf operational requirements.**

**To offset, as much as possible, this loss of direct port access Port Otago has created and extended the public walkways around the Battery Point and Boiler Point reclamations.**

**1. Identification of issues**

Activities requiring consideration

- a) Fishing
- b) Sightseeing
- c) Walking

**2. Consideration of the various options which are available**

- a) Ongoing review of various options, none available at this point in time.

**3. Achievements thus far**

- a) Notice to anglers (updated at regular intervals, giving details of do's and don'ts, etc).
- b) Demarcation of permissible fishing area.
- c) Erection of public viewpoints near Scott Memorial and the Flagstaff Hill.
- d) Press notices.
- e) Extending walkway access and fishing areas at Battery and Boiler Points.
- f) Final access policy confirmed.
- g) Plans drawn showing the exact areas which may be used by the public.
- h) Demarcation of the areas where access is permitted.
- i) Educated the community on reasons for access restrictions and where safe access can be gained.

- j) Vantage points established outside the port for use by sightseers.
- k) Placement of sand on the beach at Careys Bay
- l) Extension of Boiler Point walkway to provide fishing access. The development included seating and placement of ship's anchor. (Note: in high winds access may be restricted for public safety reasons).
- m) Contribution towards the development of the walking track from the Boat Harbour to Ravensbourne in conjunction with the Otago Regional Council.
- n) Preliminary design work complete and consent obtained for construction of fishing platform at end of Boiler Point reclamation.

#### 4. **Targets**

- a) Construction of a fishing platform on the outer corner of Boiler Point Walkway in conjunction with proposed construction of an extension to the Multipurpose Wharf.
- b)

#### 5. **Monitoring methods**

- a) Roving inspection visits by Security Personnel on duty

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## Landscaping of Port Development

**The port is an industrial activity which over the years has impacted on the natural character of the area. Recent expansion has further modified the natural landforms and harbour area to an extent that efforts should be made to soften the visual impact by appropriate landscaping.**

### 1. **Identification of the issues**

- a) Critical areas – edge of Back Beach reclamation, the Back Beach car park area.
- b) Flagstaff Hill including the cliff face, main entrance, along Beach Street.
- c) Macandrew Road, edge of Boiler Point reclamation.

### 2. **Consideration of the various options which are available**

- a) Maintain the status quo. (ie. complete the construction/development work in a neat and tidy manner but take no additional steps to beautify the finished product beyond those which have already been taken to date.)
- b) Attempt to create a pleasant landscaped form along the edge of the development which interfaces with the general public.

### 3. **Achievements thus far**

- a) Landscaping of Flagstaff Hill, including walkways, plantings, a site for various artworks and an observation deck.
- b) Landscaping of the Battery Point (Back Beach) reclamation, including extensive planting and the construction of a walkway and raised promontory at the end of the reclamation. Recently (2002) extension of landscaping and walkway along southern edge of reclamation.
- c) Landscaping and planting on both north and south faces of Roseneath cutting.
- d) Landscaping and planting of the Boiler Point reclamation works, including a walkway and public viewpoint.
- e) Developing a picnic area with seating and planting at Back Beach between Hudson's house and the new Fishing Club building.
- f) Completed planting of shrubs Flagstaff Hill areas.
- g) Completed planting of shrubs on vacant sections in Constitution Street and Island Terrace.

- h) Planted rhododendrons along Beach Street and by Back Beach picnic area.
- i) Hydroseeding of Flagstaff Hill lower slopes.
- j) Extension of Boiler Point Walkway with fence / fishing areas, plus seating and placing of ship's anchor, garden borders and kiosk.
- k) Landscaping completed in Dunedin around Harbourcold.
- l) The landscaping of 4 Aurora Terrace and the display of Ralph Hotere's artworks.
- m) Protection of existing areas and replacement of plants affected by construction of the Environmental Canopy over rail at D Shed, Back Beach.
- n) 2008/2009 year
  - Major clean-up to landscape borders of Flagstaff Hill lookout to improve views and general tidiness.
  - Clearing and tidy up of Wiseman's Point.
  - Removal of fast-growing exotics from Back Beach landscape area and replacement with native trees.
  - Removal of large beech trees in front of office building and replaced with mature native lancewoods and ground cover plants
  - Major tidy up of Flagstaff Hill areas, with continued replenishment of plantings in the areas.
- o) 2009/2010 year
  - Continued tidy up of areas on Flagstaff Hill, with removal of unwanted exotics and replenishment with native plantings.
  - Continued maintenance of all landscaped areas in Port Chalmers and Dunedin.
  - Possum control on Flagstaff Hill area.
  - Major tidy up and landscaping at Wiseman's Point.
- p) 2010/2011 year
  - Completion of additional gravelled walking track from Island Tce to Constitution St.
  - Major tidy-up of water-tables and drainage, as well as addition of additional gravel surface on existing tracks.
  - Installation of "direction signs" for Flagstaff Hill tracks.
  - General and ongoing tidy up of flagstaff hill and lookout areas including removing some exotics and broom, clearing overhanging vegetation from paths and some replanting with preferred native species.
  - Continued maintenance of all other landscaped areas :- Boiler Point, Back Beach and Careys Bay

## 4. Targets

### a) **Port Otago Landscaping Plan 2011/12**

This programme is based on discussions with Allan Sutherland, John Perry and David Blair.

#### *Boiler Point and Back Beach walkways*

- Trim up plants overhanging pathways and off fence lines.
- Remove any weeds, including gorse and broom, and any abundance of cabbage tree leaves.
- Keep these areas nice and tidy as they are the main areas walked by the public.

#### *Container Terminal Boundary (along Macandrew Road)*

- Place additional low growing plants behind tyre store where previous trees removed.

#### *Flagstaff Hill Lookout*

- Remove high shrubs blocking views to Harwood area and replant with lower plants.
- Add extra low growing plants around the microwave bunker.
- Keep area tidy of rubbish.

#### *Flagstaff Hill and tracks*

- Tidy up water tables, and install box drains at locations on track installed last year.
- Clear vines and scrub out to 2-3m either side of new track and plant with natives as per preferred planting list. Clear the area on the lower track of the unwanted exotics and replant with suitable natives.
- Plant a small number of plants at various locations to fill gaps.
- Plant additional plants in section marked as "Possible Future Track", but keeping clear of the track route.
- Place additional plants in area directly below 44 Constitution St.
- Remove remaining dead sycamore trees.
- Clear broom and gorse from areas visible from the tracks, except along the top of the cut face. Also remove any young marcocarpa trees from area.
- Trim plants overhanging the tracks, and carry out weed clearance around all plants on the hill three times over the year.
- Clear scrub and undesirable plants from around the fruit trees on the Kaio Lane side of the sections. Once area cleared look at some additional fruit trees.
- Refer to preferred planting lists supplied by David Blair (Jan 09) but ensure we include more colourful varieties including Rata, Kowhai, Fuchsias etc.

#### *Careys Bay area*

- Trim plants overhanging roadways and keep weeds and plants under control.
- Remove any unwanted plants and weeds. (Consult with Magnus Sinclair on this area).

*HarbourCold and Cement Yard (Dunedin)*

- Remove all unwanted plants and weeds. Replace plants in gaps as required.

See attached plan showing existing Flagstaff Hill walking tracks as at August 2011 also showing possible additional tracks in the future..

b)

**5. Monitoring methods**

- a) Progress reports at Environment Committee meetings.

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Amended 5/08/2011 BFC

A3 11202A

Flagstaff Hill - Tracks  
(August, 2011)

Scale 1:1000

## Lighting

**Lighting structures and systems are necessary for the safe operation of the port. These systems can sometimes result in glare and light spill on surrounding areas outside the port.**

### 1. Identification of the issues

The following issues have been identified:

- a) The possible effect on road traffic.
- b) A potential loss of amenity (darkness and views).
- c) Sleep disturbance.

### 2. Consideration of the various options which are available

- a) Maintain the status quo. (ie. keep all the lighting structures and systems as they are now.)
- b) Identify possible areas where the lighting structures and/or systems can be modified or improved so that they become less of a nuisance to the general public, without compromising the safety of the workers in the port.
- c) In assessment and design of lighting alterations or additions, low energy use options and alternatives to be preferred where possible.

### 3. Achievements thus far

Improvements have been made generally centering around the orientation of lights which were a nuisance to residents and/or road users.

- a) New lights placed (06/07) on three existing light towers at Beach Street wharf to improve lighting for 24 hour log loading and reduce light spill.
- b) New light tower constructed (07/08) adjacent to the log yard to improve lighting for 24 hour log loading.
- c) Staged replacement program for new energy efficient/low spill lights for the entire container terminal determined.
- d) Implement first stage of energy efficient/low spill light replacement program (C-Block).
- e) Review of Code of Practice undertaken (May 2011).
- f) Presentation to the committee on lighting strategies and proactive management and energy efficiency initiatives (March 2011).
- g) Completed second stage energy efficient/low spill light replacement programme (A-Block and Maintenance area light tower 11) - Oct 2010.

- h) Completed third stage energy efficient/low spill light replacement programme (K/G blocks) – Aug 2011.
- i) Adjustments and improvements to shed lights at Back Beach warehouses to reduce glare.

4. **Targets**

- a) Six monthly review of lighting and report to Committee.
- b) Develop improved lighting control systems to give more automated switching on/off.
- c) Fourth stage energy efficient/low spill light replacement programme (central container terminal area)

5. **Monitoring methods**

- a) Six monthly reviews and reports from members of the public.

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## **Water Quality**

**Stormwater runoffs result in discharges into the harbour from the hardstanding surfaces in the port area. These discharges can potentially include debris and pollutants. Resource consents from the Otago Regional Council control these discharges.**

**In addition, discharges in the Coastal Marine Area may include ballast water, bilgewater and sewage from small craft in the Carey's Bay fisherman's jetty area of the port. (Discharges from the large commercial vessels are controlled by national legislation which is administered by the Ministry of Fisheries.)**

### **1. Identification of the issues**

- a) Control of stormwater from all paved areas.
- b) Sewage from the fishing boats and yachts moored at the Careys Bay fishing wharf area.

### **2. Consideration of the various options which are available**

- a) Ensure that all stormwater discharges are controlled by the ORC's Coastal Plan and permits.
- b) As sewage collection facilities are required for all new marinas, the possibility and/or practicality of providing such services to existing facilities (eg Carey's Bay fishing wharf) needs to be investigated.

### **3. Achievements thus far**

- a) All new stormwater connections since 1996 have been fitted with discharge controls.
- b) Information is being gathered about the details of all the older facilities to determine how they can be upgraded.
- c) Survey of existing discharge points completed.
- d) Alteration to survey and discharge points plan as a result of completing J Block pavement works.
- e) Completion of upgrade of stormwater treatment and control as part of the straddle maintenance garage project.

### **4. Targets**

## 5. **Monitoring methods**

- a) Compliance with statutes
- b) Regular surveys of network / discharge points to assess condition, compliance and upgrade works necessary.
- c) Regular review of spill response policies and procedures.

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## **APPENDIX B, issue 5**

### **Visual Characteristics / Aesthetics**

**Port Chalmers has a distinctive townscape with a theme of retained historical buildings. It is desirable that new industrial and commercial buildings and structures should be designed in sympathy with this character. Existing historical buildings should be retained where practically possible.**

#### 1. **Identification of the issues**

- a) All building developments in the port area must be cognisant of the historical nature of the Port Chalmers townscape.
- b) Any demolitions/alterations of older buildings should be handled as sympathetically as possible in an effort to retain the original character of the buildings wherever practical.

#### 2. **Consideration of the various options which are available**

- a) Retain and maintain buildings of historical importance.
- b) Use landscaping and plantings to soften industrial buildings and structures eg fences.
- c) Use appropriate colour schemes.

#### 3. **Achievements thus far**

- a) Some of the historical stone buildings have been retained (eg. the pumphouse).
- b) Bluestone blocks from the port area have been re-used in landscaping works around the port and Carey's Bay.
- c) Attention to species in planting on the new reclamations and Flagstaff Hill to promote native plants.
- d) Completion of raising the forklift maintenance building, keeping in style and colour with existing buildings. (04/05)
- e) Completion of extension to spares shed building adjacent to Macandrew Road. Deliberately in keeping style, shape and colour with existing buildings and retaining existing trees and shrubs. (05/06).

- f) Completed construction of environmental canopy over Back Beach warehouse rail sidings with cladding colour for roof and west facing wall constructed in Forest Green to blend with surroundings.
- g) Completed construction of the straddle maintenance building, keeping it in the style and colour with existing buildings.

#### 4. **Targets**

- a) Quarterly inspection of boundaries and C3 workshop to ensure they are maintained in a tidy condition.

#### 5. **Monitoring methods**

- a) Liaison with Community Board and Dunedin City Council officials.

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## Air Quality

**Operations at the port can result in dust. Sources include wind-blown dust, woodchips and fertilizer (Ravensbourne). These can create a nuisance in some weather conditions.**

### 1. Identification of the issues

- a) Dust from log berth and woodchip pile.

### 2. Consideration of the various options which are available

- a) Alter location of the facility eg appropriate siting of the woodchip pile to avoid the prevailing wind.
- b) Suppression of dust and fumes eg water to control dust in the log storage area.
- c) Containment of product eg fences to contain woodchips and prevent spill on to roadway.
- d) Proper management of the facility eg development of operations management plans by/for operators.

### 3. Achievements thus far

- a) Operations procedures for placing of wood chips on the storage pile
- b) Development of an environment plan by the wood chip operator, South Wood.
- c) Development of an environment plan by the log handling operator, Owens Services (to cover both noise and pollution issues)

### 4. Targets

### 5. Monitoring methods

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## Transport Links

**Transport of goods to and from the port can result in adverse effects on the adjacent land and road uses. Whilst Port Otago cannot materially affect what happens beyond its boundaries, it needs to ensure that road and rail traffic is efficiently and safely accommodated when it reaches the port.**

### 1. **Identification of the issues**

- a) Issues which may arise include noise, debris on roadways and congestion (a safety issue particularly in the Port Chalmers shopping precinct.) Debris falling from empty trucks when they leave the port is a particular problem.

### 2. **Consideration of the various options which are available**

- a) Encourage use of the rail link – less congestion, safer, less noise, no debris on roads, fuel saving, less emissions to atmosphere.
- b) Use the Victoria Channel where practicable – ditto above but limitations recognised.
- c) Support proposed roading improvements – eg tunnel bypass to Port Chalmers main street.
- d) Encourage cleaning of logging trucks at forests.
- e) Education and communication with transport operators.

### 3. **Achievements thus far**

- a) Provision of additional rail sidings to encourage use of rail network.
- b) Assist Dunedin City's Traffic Engineers with investigations into improved road access to and through Port Chalmers.
- c) Completion of additional rail siding at Back Beach to support increase in dairy products transported by rail.
- d) Completed construction of environmental canopy over Back Beach warehouse rail sidings.
- e) Input into Dunedin City Council transport strategy with the proposed realignment of SH88 cyclist/pedestrian separation being included within that strategy.
- f) Contribution towards the development of the walking track from the Boat Harbour to Ravensbourne in conjunction with the Otago Regional Council. (also noted in Public Access to the Harbour p9)

- g) Cleanup and additional slip management works at the base of Flagstaff Hill slip following further events. Commencement of initial design work and options for medium / long term strategy (07/ 08).
- h) Report commissioned by Port Otago Ltd from Traffic Design Group Ltd to ascertain existing capacity, level of service and transport related community amenity and safety aspects of SH88. Copies of the report provided to Chalmers Community Board, DCC, ORC and NZTA. (07/08)
- i) Design works and engineering specification completed for the remedial works to remove the remaining rock material from Flagstaff Hill. (10/11)

#### 4. **Targets**

- a) Obtain consent for the construction works associated with rock removal from Flagstaff Hill only.
- b) Complete construction planning including identification of a suitable disposal location for the material removed from Flagstaff Hill.

#### 5. **Monitoring methods**

- a) Detailed records of balance between road and rail deliveries
- b) Reports by Transportation Planning to Dunedin City Council and Community Board

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**APPENDIX B, issue 8****NOISE**

**The port is an industrial activity which generates noise. Adjacent areas are subjected to noise, especially those in close proximity to the port and this has led to conflict between the adjoining land uses in some instances.**

**1. Identification of the issues**

- a) This is probably the single most important and high profile issue affecting the port and its relationship with the local community.
- b) It has been the subject of very detailed representations by Port Otago Ltd to the Dunedin City Proposed District Plan.
- c) This section is brief in terms of detail, with attention being drawn to the specific responsibilities of the Port Noise Liaison Committee, and the documents, the Port Noise Management Plan and the Port Noise Mitigation Plan.

**2. Consideration of the various options which are available**

- a) Carry out the minimum work necessary to meet the statutory requirements of the Dunedin City District Plan.
- b) Maintain and continuously develop the Port Noise Management Plan in association with the Port Noise Liaison Committee, the DCC and the community.
- c) Set in place practices and procedures to reduce noise output from port operations at all times, especially at night.

**3. Achievements thus far**

- a) Final Environment Court Decision in regards the rules for the Dunedin City District Plan. (April 2004)
- b) Commencement of the Port Noise Liaison Committee (PNLC) whose functions are undertaken by the Port Environment Liaison Committee.
- c) PNLC Ratification of the Port Noise Management Plan and the Port Noise Mitigation Plan (Oct 2004).
- d) Noise contour profile developed which clearly identifies the affected properties (red, blue and yellow zones).
- e) Purchased 9 Scotia Street for use as trial acoustic treatment property to enable Port Otago Ltd to refine and perfect treatment techniques. (Jan 2006). Purchase 9 Scotia \$278,866. Acoustic Treatment costs 2004/2005 - \$81,380.

- f) 2005/2006 year
- i) Noise Contours & Monitoring
    - Contours remain unchanged
  - ii) Acoustic treatment - \$ 39,779
    - Progress on 9 Scotia St
  - iii) Property purchase – \$451,114
    - Purchase of 3 Port Chalmers properties (in 9 Scotia St).
    - 2 houses demolished.
  - iv) Equipment - \$40,000
    - Purchase 2 new hush straddles (fleet to 7/14)
- g) 2006/2007 year
- i) Noise Contours & Monitoring
    - Noise contours reviewed and updated November 2006 and signed off by Port Environment Liaison Committee in February 2007.
    - Continuous and spot check monitoring undertaken resulted in no exceedances of the “predicted” levels.
  - ii) Acoustic Treatment - \$113,538
    - 2 Scotia Street completed (blue)
    - work commenced - 1 property
    - design and assessment underway - 17 properties
  - iii) Property Purchase – \$115,198
    - Purchase of 1 Port Chalmers property subsequently demolished.
- h) 2007/2008 year
- i) Noise Contours & Monitoring
    - Continuous and spot check monitoring undertaken resulted in no exceedances of the “predicted” levels.
    - Noise contours remain unchanged since 06/07
  - ii) Acoustic Treatment - \$ 119,665
    - completed and certified -2 properties.
    - completed awaiting certification - 3 properties.
    - work nearing completion - 1 properties
    - design and assessment underway - 17 properties
    - initial contact made, registering interest – 10 properties
  - iii) Property purchase – 215,000
    - Purchase of 1 Port Chalmers properties, subsequently demolished.
    - A number of redevelopment options were investigated and considered for the port side of Constitution Street, but were not advanced as the project could not be completed at a break-even point.
    - Completed sale process of 9 Scotia St and one section.
  - iv) Equipment - \$40,000
    - Purchase 2 new hush straddles (fleet to 9/14) - \$40,000
- i) 2008/2009 year
- i) Noise Contours & Monitoring
    - Continuous and spot check monitoring undertaken resulted in no exceedances of the “predicted” levels.
    - Noise contours reviewed.
    - Very slight reduction in predicted level for Port Chalmers affecting 19 properties. 2008 Line and zones to remain

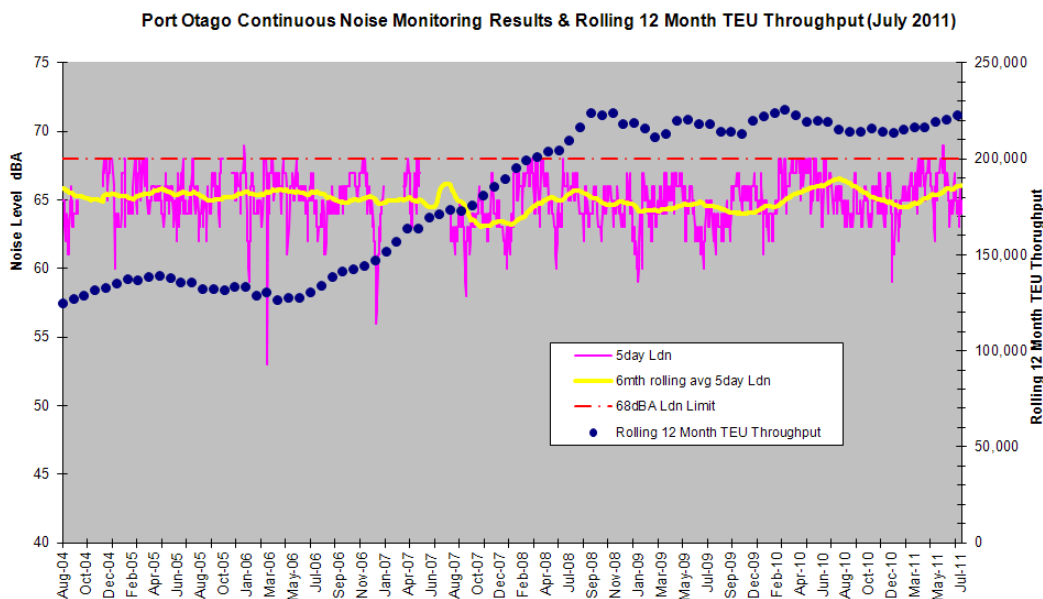
unchanged so as not to disadvantage owners, some of whom Port Otago are actively working with.

- Very slight increase for Carey's Bay. 1 residence changed from Yellow zone to blue, and 2 residences included into the Yellow zone.
- ii) Acoustic Treatment - \$ 402,085
- Awaiting Certification from 07/08 – 3 properties
  - Completed, awaiting certification - 3 properties.
  - Work nearing completion - 1 property.
  - Design and assessment underway - 26 properties.
  - Initial contact made, registered interest - 6 properties.
- iii) No properties purchased or sold.
- j) 2009/2010 year
- i) Noise Contours & Monitoring
- Continuous and spot check monitoring undertaken resulted in no exceedances of the "predicted" levels
  - Installed Careys Bay Noise Monitor - \$ 43,000
  - Noise contours reviewed.
  - No change from the 2008/2009 contours. Refer i) above noting that the lines were not moved in towards the port in the 2008/2009 update even though a slight reduction in noise was predicted.
  - Independent Peer Review of noise contours completed and adopted by committee.
- ii) Acoustic treatment - \$ 218,637
- Completed and Certified – 1 property
  - Awaiting Certification (previous years) – 5 properties
  - Completed, awaiting certification - 4 properties
  - Work nearing completion - 2 property
  - Design and assessment underway - 23 properties
  - Initial contact made, registered interest - 6 properties
- iii) Property purchase - \$ N/A
- No properties purchased.
  - Completed sale process of 2 existing Port Otago sections on the Port side of Constitution Street and Scotia Street.
- iv) Equipment - \$47,000
- Purchase 2 new hush straddles (fleet to 11/15) - \$40,000
  - Purchase 2 new hush sideloaders (fleet to 3/5) - \$7,000
- k) 2010/2011 year
- i) Noise Contours & Monitoring
- Continuous and spot check monitoring undertaken and resulted in one exceedance of "predicted" levels. This followed exceptional circumstances of vessel accident and subsequent extended long stay in port for repairs.
  - Continuous monitoring from 2 locations at Scotia St and Careys Bay cemetery.
  - Upgrades and development of software and hardware replacements for 2 monitoring sites \$9,700.
  - No change in contours from the 2009/2010 year based on monitoring. Refer i) above noting that the lines were not moved in towards the port in the 2008/2009 update even though a slight reduction in noise was predicted.

- ii) Acoustic treatment - \$ 101,978
  - Completed and Certified – 10 properties
  - Awaiting Certification (previous years) – 1 property
  - Completed, awaiting certification - 1 property
  - Work approved or underway - 4 properties
  - Design and assessment underway - 21 properties
  - Initial contact made, registered interest - 10 properties
- iii) Property purchase - \$ N/A
  - No properties purchased.
- iv) Equipment - \$N/A
  - No new equipment purchased.

#### 4. Summary of Progress & Current Status

- a) The following graph highlights the long term trend in continuously measured noise at Port Chalmers as well as the container volume throughput. The success of the noise mitigation measures are reflected in the fact that although the container throughput at Port Chalmers has risen from approximately 125,000 TEU per annum in the 2004 year to the current level of approximately 220,000 TEU per annum there has been no appreciable change in the monitored 5 day Ldn noise measurement over that period.



- b) Port Otago's investment in Mitigation in the 7 years since mid-2004 can be categorised into 4 distinct areas being acoustic treatment, purchase of property, investment in hush-equipment and also monitoring. The total amounts spent since 2004 in each of these categories is as follows :-

	Acoustic Treatment	Property Purchase	Hush Equipment	Monitoring	Total	Cum. Total
04/05	81,380				81,380	81,380
05/06	39,779	451,114	40,000		530,893	612,273
06/07	113,538	115,198			228,736	841,009
07/08	119,665	215,000	40,000		374,665	1,215,674
08/09	402,058				402,058	1,617,732
09/10	218,637		47,000	43,000	308,637	1,926,369
10/11	101,978			9,700	111,678	2,038,047
	<b>1,077,035</b>	<b>781,312</b>	<b>127,000</b>	<b>52,700</b>		2,038,047

- c) The current status of the acoustic treatment progress as at 1<sup>st</sup> September 2011 is outlined in the following table. In the Red zone, the acoustic treatment process (or purchase) has been completed with 20 of the 22 properties, the exceptions being the one approved for construction which will commence soon, and the other still to make contact. The Red Zone is therefore almost complete. The work focus is now shifting to the properties in the Blue zone, in which steady progress is being made with 5 complete and 17 underway.

STAGE OF PROCESS	Red	Blue	Yellow
Property Purchased	5	-	-
Acoustic Process Complete (No Action)	2	4	2
Acoustic Certificate Issued (Complete)	11	3	-
Acoustic Certificate Pending	2	-	-
Approved for Construction / Underway	1	4	-
Assessment Underway	-	13	5
Initial Contact Made (Blue & Yellow only)	-	6	4
Awaiting Contact (Red Only)	1	-	-

## 5. Targets

- Continue to implement the requirements of the Dunedin City District Plan, in particular fulfilment of the obligations of the Port Noise Management Plan and the Port Noise Mitigation Plan,
- Update the noise contour profile plan on an annual basis, and continue more monitoring to ensure compliance.
- Committee has approved 3 properties and target, therefore subject to owners agreement to complete at least these 3 properties.

- d) Continue to keep awareness of noise matters across operational areas by including discussion of noise matters at shift change-overs and staff meetings or briefings.

## **6. Monitoring methods**

- a) Compliance with the Dunedin City District Plan.
- b) Complaints received by both Port Otago Ltd and the Dunedin City Council.
- c) Continuous monitoring of noise at certain fixed locations.
- d) Reporting requirements to the Port Noise Liaison Committee

\* \* \* \* \*

## **Buffer Zones**

**The proximity of the port to the residential and commercial activities in the neighbouring community is not an ideal situation. These activities should be separated where possible.**

### **1. Identification of the issues**

Issues which need to be considered if the concept of buffer zones is to be promoted include:

- a) How big/wide the buffer zones could or should be.
- b) How much residential and commercial areas would be lost.
- c) Could physical barriers be used
- d) Possible use of vegetation, etc to control glare.
- e) Permissible uses within the buffer zones – recreational and/or residential and/or commercial?
- f) Effect on adjacent property use and values.
- g) Methods for establishment of the buffer zone.

### **2. Consideration of the various options which are available**

- a) Maintain the status quo ie no further buffer areas.
- b) Removal of some of the residential zone to create buffer zones in certain areas – property purchase, demolition.
- c) Restrictions on residential zone use or modifications to facilities eg provision of acoustic insulation.
- d) Investigation into effectiveness of buffer zones.
- e) Compensation for loss for residents, recreational users, community.
- f) Acoustic treatment (at appropriately designed levels) for properties being built within the buffer zone.

### **3. Achievements thus far**

- a) Buffer zone has been partially created on the southern side of Flagstaff Hill by the Port Company's purchase and demolition of a number of dwellings, followed by the re-vegetation of the area.

### **4. Targets**

- a) Maintain landscaping of buffer zone areas.

### **5. Monitoring methods**

\* \* \* \* \*

## **APPENDIX C**

### **Plan amendments**

**Log Handling Code of Practice**

**Lighting/Glare Code of Practice**

**Woodchips Code of Practice**

## Code of Practice

### Log Handling

In general terms the operation may be described as:

- a) Trucks arrive at the port via SH88, before entering the log storage area via the main security gate on Beach Street.
- b) The trucks stop to remove their securing chains opposite the gantry, before travelling to the point where the logs are tallied.
- c) The logs are all tallied in the scaling shed adjacent to the Salmon Hut office on Beach Street Wharf.
- d) Once the trucks have been tallied, they travel through the log yard to unload the logs.
- e) The log loader unloads the truck and stockpiles the logs.
- f) The truck goes to the log trailer gantry where the truck driver dislodges any loose bark and soil from trailer, before the trailer is lifted onto the truck.
- g) The truck leaves the log yard via the main security gate on Beach Street.
- h) When the ship arrives and is berthed, the cradles are positioned alongside the vessel on the wharfside, and hydraulic excavators are lifted aboard the ship to aid with stowing.
- i) The log loaders marshal the logs to the wharfside, placing them in the cradles.
- j) The butting tractors align the ends of the logs to facilitate stowing.
- k) The ship's cranes lower the wires, which are then secured about the load by the stevedores.
- l) The logs are lifted aboard where they are stowed with the aid of the hydraulic excavators.

The log marshalling and stevedoring companies should be aware at all times that the marshalling and loading of logs have the potential to cause considerable environmental noise and dust - they should therefore make every endeavour to keep noise and dust to a minimum. They are to also encourage the transport operators to play their part in minimising the noise and dust emanating from the operations.

1. The existing log loaders are to be continually reviewed/re-evaluated to find practical methods of alleviating engine noise, at a cost that is commercially viable to the operation.
2. Log loaders are to be properly maintained to manufacturers' specifications to ensure that noise nuisance is minimised.
3. If any of the vehicles/machines are to be replaced, the operating companies should ensure that noise output levels are considered within the commercial decision of purchasing new plant.
4. The use of horns on log loaders is to be kept to a minimum (eg. emergencies), especially after dark, and noise output is to be minimised wherever practicable.
5. All vehicle lights are to be adjusted so that the nuisance to nearby residents is minimised.
6. Truck drivers must take care when lowering bolsters to keep impact noise to a minimum. Truck drivers are also responsible for ensuring that the truck and trailer are clear of bark and soil that could fall onto the roadway.
7. Impact absorbers must be fitted to reduce the noise when the bolsters are lowered.
8. Trucks travelling through the log storage area must be aware of possible dust nuisance and adjust their speed accordingly. The maximum speed in the area is 20 kilometres per hour.
9. No sweeping of the area is to be carried out when the dust could carry towards the residential areas.
10. If windy weather causes dust to become a nuisance, use is to be made of the Port Company's water trailer to spray water onto the roadway areas. The log marshalling operator should contact the Shift Manager on duty or the personnel at the Gatehouse to arrange for the deployment of the trailer.
11. All drainage sumps are to be checked regularly and cleared of all debris.
12. Logs are to be carefully placed into the cradles on the wharfside to minimise any noise.
13. Butting tractors should always approach the cradle with care to ensure the logs are pushed, not rammed
14. When the stevedoring crews sling the loads, every effort must be made to minimise the noise from the chains.
15. Immediate steps must be taken to retrieve any logs or lumber that fall into the harbour.
16. Stowing of the logs in the ship's holds is to be done carefully to avoid banging the logs against the hull of the vessel.

17. After the loading of the vessel is completed the wharf area is to be swept, all bark being stockpiled prior to removal. Care is to be taken to ensure that no bark or log waste falls into the harbour.
18. Area lighting in the log storage area must be switched off when not required.
19. To ensure safe working conditions throughout the area, it is essential that high visibility apparel is worn at all times.
20. All light motor vehicles moving within the area are to have revolving orange lights.
21. Chain-sawing of logs is only permitted, away from residential housing, in the designated area. The Port Company are to be notified whenever chain-sawing operations are undertaken.

In the case of **emergency**, the following are the contact persons:

**C3 (Complete Cargo Care)** (log marshallers):

Derek Pennington	472 7002 or 027 477 5334
Craig Smith	472 7002 or 027 428 7406

**Port Otago Ltd**

Gatehouse	472 7890 or 472 9849
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## Code of Practice

### Lighting / Glare

Lighting structures and systems are necessary for the safe operation of the port. These systems can sometimes result in glare and light spill on surrounding areas outside the port.

This code of practice is developed in an effort to limit the adverse effects while promoting safe and environmentally friendly lighting systems within the port area.

1. High mast lights are only to be switched on when their particular area is being worked, ie cargo-working operations are taking place within the area of influence. Of particular importance are:
  - a) The high mast light on Boiler Point (J/K Block) which must be switched off by the Yard Control Office if the area is not to be worked for one hour or more.
  - b) The lights on Beach Street wharf must not be left on when there is no ship working at that wharf.
2. The size, height and location of any new light towers must be determined by a specialist designer to ensure maximum effect is achieved for the power consumed and that light spill beyond the required area is minimised.
3. All high mast light assemblies must be checked, altered, repaired or replaced (where appropriate) at least 6 monthly. These checks are to be undertaken visually from the ground with lights on and using a light meter.
4. At least once every five years all lights must be checked to ensure that their alignment still complies with the design requirements. These checks will involve close inspection by staff, of the light fitting and tower assembly from the basket of a crane.
5. Regular evaluations of new products and equipment must take place to determine their efficiency and cost-effectiveness.
6. Office, Workshop and Shed lights are to be switched off when not required after hours.
7. Lights on the perimeter of the container yard along Macandrew Road are to be checked and adjusted so they do not create a nuisance to road users. (The benefits of some light spill onto the pathway is acknowledged.) (Shields are to be provided where possible).
8. Vehicles with flashing/revolving lights should not be left stationary for long periods near the boundary of the terminal in areas where they can cause a nuisance to members of the general public.

In the event of lights malfunctioning, causing a nuisance or being left on after the completion of cargo-working operations, the matters should be reported to:

**After hours:** The "Gatehouse" 472 7890

**Office hours:** John Cleary 472 7890 Extn. 847

## **South Wood Ltd Management Plan for Port Chalmers**

*South Wood Operational Plan updated 16<sup>th</sup> October 2008*

### **Objective**

To provide an operationally efficient and environmentally sensitive work plan to allow for the receiving, stockpiling and loading onto ships of woodchips at Port Chalmers.

### **Chip Deliveries into Stockpiles**

The intention is for trucks to tip their loads into the underground hopper and for the chips to be delivered to the stockpile area via the overhead gantry system. This is an efficient system which operates effectively within any noise constraints.

The disadvantage is that under certain wind conditions, lighter chips and chip dust can be carried by the wind outside of the chip stockpile area into the surrounding port environs, public roads, access ways and private properties.

In such instances the overhead gantry system is not to be used - instead trucks will tip their loads directly into the chip stockpile area adjacent to Beach Street berth. Access to the stockpile area will be via main gates of the Container Terminal.

### **Stockpiling Operation**

Chips delivered by the overhead gantry will be directed into storage area, working from the northern end towards the southern end. This keeps the chips the greatest distance away from the residential properties and closest to the ship loading conveyors. As the stockpile increases in volume a bulldozer will be used to further spread and compact chips delivered by the gantry system so that the stockpile remains as compact as possible.

At times when wind conditions prevent or restrict the use of the overhead gantry delivery, back tipping of chips will be done against the base of the pile on the western edge and chips will then be pushed into the pile and compacted by bulldozer.

In developing the shape of the stockpile and as the volume increases it will continue to be necessary to always provide an area to enable direct back tipping in windy conditions.

### **Stockpiling Management and Housekeeping**

South Wood will have a person on site to carry out and supervise the day to day stockpiling operations. This will be achieved by South Wood employing its own person at the port or by contracting in services to provide the capabilities required. It is recognised that at times the work load will not require a full time person but the service provider needs to be either on site or living close to the site to provide a sufficiently short and effective response time.

### **Windy Conditions**

As standard procedure no stockpiling of chips will be permitted via the gantry system when:

- Wind conditions prevail from the north-east quarter and exceed 20kph (10 knots)
- Wind conditions from any directions exceed 50kph (25 knots)

(As read from Goat Island wind recorder on Port Otago Limited website.)

To achieve an effective trigger mechanism the service provider will liaise directly with the Port Company's Security Centre on a daily basis but the Port Company has agreed to notify South Wood in any event should the wind exceed 15 knots from the north easterly direction.

In the event that a service provider cannot be located for any reason, the Port Company will immediately prevent access by trucks to the gantry delivery system by locking out the barrier chain.

### **Notification to drivers**

In the event of the barrier being locked out all chip carriers will be required to access the chip stockpile area via the main container terminal gates. At such times drivers must report to the staff member at the Gatehouse for instruction and report again upon leaving the terminal.

### **Daily Housekeeping**

The service provider shall on a daily basis:

- Inspect the stockpile area and remove any contamination found within the stockpile, all such contamination to be recorded and reported to South Wood management.
- Check the stockpile surrounds and truck tipping surrounds including the roadway, kerbside, pathway and rail line along Beach Street for woodchip spillage. Any such spillage to be collected and appropriately disposed of each day.
- Check all South Wood equipment including locked access points to ensure that the equipment is being kept in a safe and effective condition and to ensure any dangers that might be present to the general public or persons in the vicinity are removed or prevented.

Note: The retrieval and disposal of spilt woodchips is considered a priority and must be attended to immediately. This work is to take precedence over other operational work.

### **Safety**

Any persons engaged by or on behalf of South Wood at its port operation will wear high visibility apparel. No persons are permitted on its operations who do not wear the necessary protective clothing or equipment.

Signs are to be maintained on the Beach Street perimeter fence and either end of the stockpile, facing the Beach Street wharf, advising that access to the stockpile area is not permitted.

The prevention of access by other persons within the normal port working environs is not something South Wood can control. The internal perimeters are not security fenced and South Wood requires the Port Company to assist by advising of access restrictions to its other tenants and invitees.

### **Hours of Operation**

Inward delivery of chips to the stockpile will occur at any time within any 24 hour period on any day of the week with a higher incidence of deliveries during daylight hours Monday to Saturday.

### **Shiploading**

The normal operation methods for shiploading differ between day and night operations.

- **Day Operations** require two or three bulldozers operating on the stockpile to push chips onto the reclaim conveyors.
- **Night Operations** (10pm – 7am) requires the use of diggers to deliver chips from the stockpile onto the reclaim conveyors.

The change in operation methods is solely to achieve a lower noise level at night. Some ancillary equipment (loader, tractor, sweeper) can be used at any time to complement these operations.

### **Chip compaction onboard**

It has become necessary to improve the chip compaction onboard ships to achieve better stowage factors. This is the subject of continuing improvement and the choice between onboard compactors (ie bulldozers in the hold) or loading compactors (deflector plates, chip throwers) are continually being evaluated. The final decision will be that which achieves the necessary compaction and is operationally efficient and quiet.

### **Flood Lighting**

South Wood operates its own flood lights as and when they are required. Additional Port Company flood lighting is available, some of which is turned on by the port because of its own requirements, other lights can be turned on as and when required for loading.

Port Company will not turn on this additional lighting (that is chargeable to South Wood) unless requested by South Wood.

### **Housekeeping During Shiploading**

It is accepted that there can be some spillage and movement of chips around the reclaim conveyor and along the edges of the stockpile environs during ship loading. In all cases these are to be cleaned up immediately ship loading is finished (as part of the continuing ship loading operation) and not left to be done later. Effectively this means the ship loading is not complete until the stockpile and surrounds are completely tidied up.

Any major spill that has a potential to effect the environment (eg chips getting into harbour) or the safety and property of other persons is to be immediately rectified and this work will take precedence over normal ship loading operations.

### **Noise**

South Wood has a continuing commitment to the reduction of noise within its port operations and also undertakes to co-operate with Port Otago and other port users in seeking ways to minimise noise. The efficiency of our stockpiling and ship loading operations can be adversely affected if excessive noise occurs.

Stock piling equipment can be effectively monitored on a daily basis and any remedial action taken immediately.

For ship loading operations, pre ship loading checks are required on all machinery (and contracted machinery) to ensure any unnecessary noise is eliminated.

**No machinery is allowed to continue to operate, or operate in a condition that creates avoidable or unnecessary noise.**

**All personnel working on site will be briefed on this requirement.**

### **Contingency Plan**

#### **Spillage into Harbour**

Action:

1. Cease loading operation immediately to prevent further spillage.
2. Assemble all available staff on site to assist with cleanup.
3. Arrange small boat to use in cleanup from most available source. Useful contacts are Warren Lewis (Marine Search & Rescue) Phone (03) 472 8625 (hm) (03) 4556134 (wk) or Port Otago Ltd - Office or Harbour Control at 03 472 7890.
4. South Wood drag net is available on site.
5. Encircle spilt chips with net and tow to nearest sheltered location where they can be collected and disposed of to land.
6. Loading operation not to resume until action is taken to ensure risk of further spillage is avoided and operation to retrieve spilt chips from water is in place.
7. Full written report of spill and records of cleanup operation to be assembled.

#### **Spillage onto Land**

Action:

1. If an operation is in progress, then cease operation immediately to prevent further spillage.
2. If spillage has been reported then two persons are to immediately investigate the report to determine cause and take action to prevent further spillage.
3. In the event that it is considered that there is the potential for some dispute as to whom may be responsible, the position to be adopted (by South Wood) is to immediately proceed to take all reasonable steps to relieve or stop the further spillage of chips to remove or reduce any effect or damage to persons or property. Upon achieving that, then South Wood management is to be fully briefed before proceeding with any further action.

4. In the event that there is no contentious issue suspected then a cleanup is to be activated immediately (or as immediately as is reasonably possible) to fully secure the situation and remove the spillage.
5. Full written report of spill and records of cleanup operation to be assembled.

### **Noise complaints**

#### Action

1. First, record all details of the complaint including person contact, phone number, address etc and description of noise.
2. Immediately investigate the complaint and determine cause, extent, and remedial options available.
3. In the event that such noise is emanating because of some equipment breakage or non-normal operation or cause then remove or contain the noise by isolating or securing or stopping the offending piece of equipment (or cause) until the problem is rectified.
4. Full written report of complaint and record of follow-up action to be assembled.

### **Emergency**

In the case of emergencies, the contact persons are:

#### **South Wood Ltd**

Craig Griffin (Port Chalmers Chip Stockpile Manager)  
Work & Mobile 0274 919 822  
Phone 03 4737566 home

Graeme Manley (General Manager & Director)  
Work 03 218 2073 or Mobile 0292 327 895  
or A/Hours 213 1385

#### **D G Engineering** (Engineering Contractor to South Wood)

Duane Gearing 03 472 7887 or 027 472 7887

#### **Otago Electrical** (Electrical Contractor to South Wood)

Chris Keith 03 477 2795

**Port Otago Limited**

Gate House

03 472 7890 or 472 9849

**Lloyd McLean** (South Wood Export Port Manager - Bluff)

Work 03 218 2073 or Mobile 0292 446 980

In the event of some emergency or urgent situation that requires immediate action and where South Wood Ltd personnel cannot be contacted or cannot provide the necessary reaction, Port Otago Limited have been authorised by South Wood to act on their behalf in the first instance to secure the situation until South Wood can arrange the required follow up action.