

Port Noise Liaison Committee

Notes of Meeting held on 3 June 2026

Present

Jeri Fraser (Independent Chair)

Port Otago

Kevin Winders – Port Otago

Joanne Dowd – Port Otago

Brendon Shanks – Marshall Day Acoustics

Apologies:

Grant Bicknell – Port Otago

Sarah Kirkland – Otago Regional Council

Mike Wheeler – Port Chalmers Community Rep

Kent Chalmers – City Forests

Noise Committee Members

Rachel Day - Carey's Bay Association

Alan Worthington – Dunedin City Council

Dave Cormack - Wenita Forest Products

Joe Cecchi – Carey's Bay Association

Steve Duder – Port Chalmers Yacht Club

Marian Poole – West Harbour Community Board

Ian Anderson - Fonterra

Welcome from Meeting Chair

The Chair opened the meeting at 5.30 pm and welcomed the committee with a karakia. The chair asked for a round of introductions for the benefit of the Fonterra Representative as this was his first meeting.

Apologies

Apologies noted above were accepted.

Conflicts of Interest

The Chair asked if any members had any conflicts of interest in respect to items that might arise during the meeting. None were declared.

Minutes of previous meeting (11 March 2026)

The minutes recording the meeting on 11 March 2026 were accepted as accurate by the committee. The chair proposed that going forward, the minutes would be accepted by exception via email with the intent of minutes being available to the public (via the Port website) sooner. This approach was agreed.

Actions Schedule from Previous Meeting

Actions & Progress from the March 2026 were noted including:

- Marshall Day to include long-term history graph for committee pack – Marshall Day representative noted that this was an agenda item.

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- Noise Officer to include noise complaint log from previous period to align with Marshall Day Noise Report. Marshall Day representative noted it might be easier to achieve alignment between reporting, if the noise report covered a longer timeframe – up to the month before the committee meets. The Committee agreed that this would be practical as they could have oversight of any potential issues. Agreed that the Noise Report would be changed to reflect this reporting period.
 - Noise Officer to work with property owner of Ajax Road to facilitate assessment of the property for mechanical ventilation – underway.
 - Marshall Day to consider additional noise monitoring locations when Sitehive (or similar alternative) system is available – no update – ongoing.
 - Refresher of Annual Plan – agenda item.

Reports

Update from Port Otago

Port Otago Chief Executive gave an overview of Port Otago operations. He noted it is the peak season for dairy/meat. Behind where the port typically is at this time of the year, not as fast as usual, but likely that the busy period will extend for a longer period this year but should start to slow after 31st July.

Several ships associated with the Southern Star service have come in heavily loaded and have had to engage auxiliary generators due to reefer load. One such vessel visit coincided with a crane breakdown. This resulted in the vessel staying in port for 3 nights with both generators engaged. Not a usual situation and did result in complaints from the community. Proactive communications on the potential for noise were released on Port Otago's Facebook page.

The Chair queried the progress with the straddle fleet replacement. The Port CE noted that a preferred supplier had yet to be determined but hoping to be in a position to sign a contract in August 2026.

A Carey's Bay representative queried why the dredge was currently located around at Carey's Bay. The Port CE noted that there was a small strip in Carey Bay that needed to be dredged to complete the 14m deepening in that location. The works are almost complete, and the dredge will move on to Harrington Bend over the next couple of weeks.

Another Carey's Bay representative queried whether the deepening of the channel meant bigger ships. Port CE confirmed that completing the final ½ meter deepening from 13.5 to 14m would enable ships that have the capacity to carry 250 more containers. The Port CE confirmed that the CT wharf is the preferred wharf for container vessels, but the Multipurpose wharf has the capacity to take the biggest ships. The vessels come sterns in to ensure that the stack is away from Careys Bay. Typically, only in adverse weather will a vessel come in bow first.

The Port CE noted that the world fleet is getting bigger and less noisy and in time these vessels will eventually come to New Zealand.

Noise Reporting – Presentation from Marshall Day

Brendon from Marshall Day briefly highlighted the key points of the pre-circulated quarterly noise report. He noted that several spikes in the Ldn (1 day) have been identified. These were primarily due to noise from fire sirens, extended periods of high wind, or ships. Brendon noted that even with these external noise sources, the measured noise level was not above 67 dB Ldn (5 day) at either monitoring

site. Brendon noted an error with the calculation of the Ldn levels for two weeks in February. This reflects an occasional issue with the existing noise monitoring system, as it relies on a number of different organisations and systems. Brendon has confirmed that this data will be reprocessed and will be reinstated. Noise levels measured during this time appear to be typical for this period of the year.

Brendon noted that the noise monitors log all noise events above 75 dB LAFmax at night (10pm – 7am). The character of each event is analysed to determine the likely cause e.g. “Port events” (noise from within the port) or “KiwiRail” (noise from train movements etc.). The total number of triggered events at the Scotia Street and Cemetery monitors has decreased by 20% - 50% on the previous two years. The West Harbour Community Board representative queried traffic noise and whether it was captured as part of the monitoring. Brendon noted that the monitors captured all sources of noise, but the system filtered out noise specifically relating to port operations. There are no performance standards that require the port to comply with traffic noise on the State Highway.

The Port CE noted that the aim of the Mosgiel inland port was to increase the movement of produce from road to rail. This would see a natural reduction of trucks on the road, but it will not eliminate them. The Wenita Forest Products representative noted that there will still be a need for log trucks to come to port as it is not practical to rail all product. He noted that the logging trucks carrying Wenita logs are fitted with E-Road (or similar) – a system that monitors the performance of trucks and would enable Wenita to identify any poor driving behaviour (engine breaking, speeding etc) if a specific truck and time was identified. Most of the trucks are also fitted with driver facing cameras.

Brendon also spoke to the reintroduced Long-term Trend graph. The long-term trend shows the Ldn (5 day) for the past six years. This shows a trend of noise levels at Scotia Street remaining relatively stable, with a reduction in peak period levels. Noise levels at the Cemetery monitor declined during 2022 and have stayed lower since then. Noise levels at the Cemetery monitor increased temporarily during the period of rail pad construction in 2025. He noted the large spike in the graph for October 2024. This related to a calibration event on the monitor, rather than a large spike in noise activity.

Brendon will review the presentation of the graph to make it easier to interpret.

Noise Complaints

The Chair referred to the pre-circulated report on noise complaints and asked the Noise Officer to give an overview of the report. The Noise Officer noted that there were 6 complaints over the last 3-month period. Three complaints were from the one homeowner and related to operational noise associated with D Shed operations. The further three related to vessels noise, two of which were vessels coming in and exiting the port with auxiliary engines engaged.

The Port CE noted that port users have a shared responsibility to ensure that noise from operations on the port is managed effectively. The Port CE noted that the new straddles that will work the port will not be as noisy going forward.

The Chair noted it would be useful to include another column in the report that highlights if any of the complaints were from new complainants and if further action was required.

Port Noise Management Plan

The Noise Officer noted that the Port Noise Management Plan was due for a review. The version on the Port Otago website is dated 2020 and will need to be updated. A review was commenced in 2023 but not completed. The noise officer will undertake the review of the plan using the information provided in 2023 and will redistribute to the committee for review. The Wenita Forest Products representative noted it would be useful to review a tracked changes version of the plan to understand the changes proposed. As this document outlines the terms of reference for the committee it is

important that committee members are aware of the detail. The Port CE suggested that the terms of reference for the committee could be appended to the back of the quarterly committee pack. The Noise Officer will include this going forward.

Update of Port Noise Mitigation Plan – Annual Budget

The Noise Officer spoke to the revision of the Port Noise Mitigation Plan. The plan remains largely the same, but the compensation level has been revised to reflect inflation adjustment using CPI. The Noise Officer will update the Schedule and the relevant clauses in the plan and resend to the Committee to review and ratify.

Other Business

The West Harbour Community Board member sought clarification on several issues relating to the working relationship between the Community Board and Port Otago. She noted that local constituents often raised environmental issues other than noise, e.g. dust. She queried the avenue for raising these issues with the Port. A Carey's Bay Association representative noted that complaints around air discharges should be directed to the West Harbour Community Board or the Council who have the mandate to address these issues.

The Port CE noted he was happy to attend meetings of the Community Board to address any concerns relating to port operations. He had already made this offer to the Chair of that board.

No other business was proposed.

Next meeting, date, time, and location

Dates for the 2026 Port Noise Liaison Committee meetings.

- 2 September 2026 and
- 2 December 2026 (Public Meeting)

Meeting closed 6.45pm

Actions

Meeting date	Action	Responsible	Due	Update
March 2026	Marshall Day to consider addition noise monitoring locations when the SiteHive (or similar alternative) system is available.	Marshall Day	Ongoing	No update – continuing to monitor.
June 2026	Marshall Day to update reporting period for quarterly Noise Assessment to include the months leading up to the Committee meeting.	Marshall Day	Sept 2026	
June 2026	Marshall Day to review the long term history graph to make it more user friendly.	Marshall Day	Sept 2026	
June 2026	Update Port Noise Management Plan to align with the 2023 version and send tracked changes version to the Committee to review.	Noise Officer	ASAP	
June 2026	Include the Port Noise Liaison Committee at the back of the Committee Pack, going forward – useful reference	Noise Officer	Sept 2026	
June 2026	Marshall Day to Update Noise Contour Modelling	Marshall Day	Q4 2024	Budget provision for updated noise contour modelling.
June 2026	Chair to circulate the minutes for approval by exception via email post meeting.	Chair	ASAP	