

Port Noise Liaison Committee

Notes of Meeting held on 4 June 2025

Present:

Mara Wolkenhauer (Independent Chair)

Port Otago

Kevin Winders – Port Otago

Joanne Dowd – Port Otago

Brendon Shanks – Marshall Day Acoustics

Noise Committee Members

Joe Cecchi – Carey's Bay Association

Steve Duder – Port Chalmers Yacht Club

Kristina Goldsmith - West Harbour Community Board Representative

Fred Cross – Vision Port Chalmers

Rachel Day – Careys Bay Representative

Mike Wheeler – Port Chalmers Representative

@18.18pm

Dave Cormack – Wenita Forest Products

Apologies:

Kent Chalmers – City Forests

Alan Worthington – Dunedin City Council

Welcome from Meeting Chair

Mara opened the meeting at 5.30 pm and welcomed the committee with a karakia. Mara did a quick recap on the *Committee Purpose* exercise from the last meeting and checked that she had captured committee members thoughts correctly. She proposed the inclusion of the purpose statement be placed on the Port Otago website.

Mara also recapped on the necessity for the registration of interest. She noted that it was important to be transparent about any perceived or actual conflicts. Mara encouraged the committee members to complete the register. Joanne will forward the register out again with the minutes.

Apologies

Apologies noted above were accepted.

Minutes of previous meeting (5 March 2025)

The minutes recording the meeting on 5 March 2025 were accepted as a true and complete record of the meeting.

Moved by the Chair. Seconded by Fred Cross.

Actions Schedule from Previous Meeting

Actions & Progress from the March 2025 Action List were noted including:

- **Register of Interests** – Joanne sent out the register of interests form for Committee members to complete and send back. To date only one completed form had been returned.
- **Preparation of myth buster fact sheets** – the fact sheets have now been drafted and are being refined. A copy of the information will be distributed to the Committee once the content has been completed for review. Committee members discussed the purpose and content of the information factsheets and thought they would be a good idea to help explain some of the

processes that occur on the port. It was discussed that it would be useful to include some snippets of typical noises that emanate from port operations (movement of crane, straddles etc) so that the public could listen to them and identify a particular noise source. Joanne will work with Marshall Day and Port Operations to obtain the noise snippets and get them loaded onto the Port Otago website. Rachel mentioned the information around the various horns that are sounded on the harbour. Joanne noted this was something that would be addressed by the Harbour Master. Joanne will speak to the Harbour Master to see if they can provide this information.

- **Handheld noise monitors** – Port Otago's Training and Development Team have the information and will input this into the Learning Management System (LMS) and then deploy to the Port Protection Officers for use.

Correspondence

No correspondence received in the previous period.

Reports

Update from Port Otago

Kevin gave an overview of port operations for the period. He acknowledged the recent press coverage around the proposed inland port at Mosgiel. Kevin noted that Port Otago had entered into a joint venture partnership to develop the port owned land at Mosgiel. This would assist in consolidating operations at Dunedin, Ravensdown and some activities from Port Chalmers at Mosgiel. This proposal was preferable to undertaking further reclamation of the harbour.

Kevin noted that the Government had pledged support to Kiwirail to build a \$15m rail siding at our Mosgiel Inland port. This together with the recent \$13m investment by Port Otago (to upgrade the rail siding at Port Chalmers) would assist with greater rail movement of freight. It would allow empty containers to be stored out at Mosgiel making more room for full container handling.

Kevin also noted the Calder Stewart proposal for industrial land use at Milton. He noted that that land is 60km from Port Otago and too far away to be useful for Port Otago.

The port proposal was currently in the consenting phase and would take 2-3 years to realise the initial rationalisation of operations.

Kevin noted the announcement by the Government today to lift the proposed ban on cruise vessels into Milford. This was good news for the industry and provided certainty for operations going forward. It is hoped that this will result in improved cruise ship numbers in 3 years' time.

It is currently the peak container season and the busiest period on the port being driven by the dairy industry. Likely that the port will be busy until at least August.

The railpad replacement works have been advancing well and are on track for completion in July. The works have been delivered expertly by the contracting team and without any complaints, despite the scale and complexity of the operation. Once completed the main berth will be back in operation.

The next phase of the works commencing in July, have the potential to cause disruption as it involves widening the footpath and installing new fencing. This might coincide with the demolition of the old Sims building by the DCC. But Port Otago will be flexible with its works program to ensure that the DCC works are not inhibited due to lack of space.

Fred asked if the improved rail would result in increased rail to Port Chalmers and would that then mean more noise. Kevin confirmed there would be increased rail frequency, but this would be offset

by less trucks on the road. Kevin noted that Port Otago is currently in discussions with Kiwirail to bring an electric shunt to Port Chalmers. This would be quieter and would be greater for sustainability. Likely that bigger ships will come to Port Chalmers with the ability to hold higher TEU. This can be accommodated at current depths within the harbour. While the ships will have a bigger capacity they will not necessarily be noisier.

Rachel queried whether logs would be railed into port. Dave noted that this would not be occurring as it was not economic (there are no rail sidings in the forests so logs still need to be loaded onto trucks in the forest and it makes no sense to divert those trucks to Mosgiel to unload the logs and re-load them onto railway wagons for transport to the port).

Noise Reporting – Presentation from Marshall Day

Brendon from Marshall Day briefly highlighted the key points of the pre-circulated quarterly noise report.

Brendon noted several spikes in the Ldn (1 day) had been identified in the data. He explained that this was primarily due to noise from wind, fire sirens, or horns from trains and ships. Even with these external noise sources, the measured noise level was not above 67 dB Ldn (5 day) at any of the monitoring sites. Brendon noted Ldn data was missing for two days in March, but this data can be recovered and will not impact on the outcome of the monitoring. Brendon noted the impact of the CMA CGM Quelimaine in the noise monitoring that coincided with some complaints.

The number of bangs and crashes appear to be consistent with the moderately busy period of the year for port activity. Brendon noted that with the improved management of the noise monitoring system, the results of the monitoring has become more stable and reliable. This means there is less pressure to install a replacement noise monitoring system. Brendon will continue to monitor progress of the noise system at Gisborne port in terms of performance. However, he noted that while that technology had improved performance, it would need to be tailored to meet the specific needs at Port Chalmers, particularly to comply with the 2GP requirements.

Joe queried whether the noise contours have been updated. He had been in discussion with one of the complainants, who noted that the increased use of the MP Wharf was causing nuisance. Brendon confirmed that the contours have been updated and include consideration of a fully laden Rio vessel (berthed on the MP Wharf) in the noise model. This means that a conservative approach has been built into the noise model and the areas that are in the green zone are correct. Brendon noted that he would be able to do a time trace of the “*hum of the port*” but this was unlikely to be able to determine individual noise events, due to the averaging.

Kevin noted that Port Otago would work with the complainant to undertake noise monitoring at a time when a noisy vessel was in port. Joanne will work with Brendon and the complainant to organise the best time to do this.

Noise Complaints

The Chair referred to the pre-circulated report on noise complaints and asked Joanne to give an overview of the report. Joanne noted that there had been an increase in complaints for this period with 19 complaints received. Joanne noted that 10 of these complaints had emanated from the one household. 6 of those complaints had been received when vessels were coming into port with auxiliary engines engaged as required for safety.

Five of the complaints had also come from one household in Careys Bay.

Three complainants had complained about operational noise from the CMA CGM Quelimane and the Maersk Ningbo. Brendon noted that the CMA CGM Quelimane had been assessed for noise mitigation. A design had been developed by the shipping line and was currently awaiting that mitigation to be developed and then installed. Discussions are being held with Maersk in relation to the Ningbo. This vessel will either be noise mitigated or swapped out of service.

Steve queried the complaints relating to D Shed related to the Island Terrace property. Joanne confirmed that the figure included that property but also other properties who had complained in relation to noise from forklifts. Joanne confirmed that the owner of the Island Terrace property had not accepted the offer of assistance for mechanical ventilation.

Other Business

Rachel queried why there was no iwi representation on the committee. Kevin noted that the Committee make-up was very prescriptive and was set by the Environment Court. However, Kevin noted that Port Otago already has other established working parties that include iwi representatives. These forums, as well as the good relationships between Port Otago and local iwi, ensure that any concerns that are of importance to iwi are addressed. Kevin further noted, that if an iwi group did have a concern specifically around noise, they would be encouraged to fill in the complaint form. Kevin thanked Rachel for raising the issue, as he considered it was good to discuss such issues and ensure that they are being addressed.

Mike raised the issue around Mara's tenure as Chair as he was unable to attend the March meeting. He re-iterated that it was his preference for the chair of the committee to be a local and supported the advertisement of the role to replace the current Chair. Mara noted that this point had been discussed at the March meeting and confirmed the committee had voted to retain Mara until the end of 2025 and this was supported by Port Otago. However, it was confirmed that Port Otago would commence the process of seeking a new chair in September/October. This recruitment process would follow the same format and would include a subcommittee of the noise committee in the selection process.

Mara confirmed she was happy to stay on as chair for as long as required and would work with the new chair to ensure a smooth transition.

Next meeting, date, time, and location

Next meeting is Wednesday 3 September 5.30pm at the Port Otago offices.

Closing karakia.

Meeting closed 6.44pm

Actions

Meeting date	Action	Responsible	Due	Update
March 2025	Joanne to send the register of interests to committee to complete.	Joanne	Q3 2025	One committee member had completed the register. Joanne will follow up with other members.
December 2024	Prepare noise fact sheets for public dissemination. The committee suggested some information that would be useful to include in the noise information leaflets, including recording typical noise that occurs around the port and uploading it to the Port Otago website.	Marshall Day/Joanne	Q3 2025	Joanne to work with Port Otago team to complete the information leaflets and new information for the website.
June 2025	Joanne to contact Harbour Master to understand if they can provide information on the various horns that sound on the harbour.	Joanne	Q3 2025	
June 2025	Joanne to work with Carey's Bay complainant and Marshall Day to organise a time for noise monitoring when a noisy vessel is in port.	Joanne/Marshall Day	Q3 2025	