

Minutes

Port Noise Liaison Committee Meeting:
Napier Port Boardroom – 1530, Monday 6 October 2025

1. Attendance & Apologies

The meeting was opened at 3.31pm, with Chair Eileen von Dadelszen welcoming all attendees.

Attendance:

Committee members: Hannah Strauss (Napier Port), David Broad (Napier Port), Adam Harvey (Napier Port), Jay Streatfield (Napier Port), Chris Lonergan (Napier Port), Chris Wylie (Napier Port), Craig Fitzgerald (Marshall Day Acoustics), Ian Emmerson (User Representative), Kay Foley (Resident representative), Peter Edmead (Resident representative), Alan Petersen (Resident representative), Ross Jackson (Resident representative)

2. Apologies:

- Segan Cupido (HBRC), Todd Dawson (Napier Port), Paulina Wilhelm (NCC)
- Local elections meant that neither Councillor Hayley Browne (NCC) nor Councillor Keith Price (NCC – optional attendee) were in attendance
- Adopted (Moved: David Broad / Seconded: Jay Streatfield)

3. Confirmation of Previous Minutes

- Minutes of the 9 May 2025 meeting were confirmed as a true and accurate record (Moved: Hannah Strauss / Seconded: David Broad)

4. Matters arising from previous meeting

- Actions from the previous meeting were reviewed:
 - **MNZ Contacts:** Adam Harvey confirmed MNZ and Associate Minister of Transport contact details had been shared previously and will recirculate to ensure all committee members have them.
 - **Noise Mitigation Update:** Completed and circulated (Appendix 1).
 - **6 Wharf Validation Report:** Completed and circulated (Appendix 2).
- All previous actions were noted as complete.

5. Agenda Review

- No additional items were added to the agenda.

6. Napier Port Transformation Project

Chris Wylie (GM Port Optimisation)

Chris Wylie presented an update on Napier Port's Transformation Project (NPT), focusing on the upcoming introduction of battery-electric autonomous truck and trailer units to handle horizontal container movements within the terminal.

Key points:

- Twelve battery-electric, autonomous trucks will operate within port boundaries, not on public roads.
- Trucks are fitted with LiDAR sensors and 360° cameras and use lithium-ion phosphate batteries (CATL-manufactured).
- Each truck's battery can be swapped automatically in 3–5 minutes using a containerised gantry system, with a lifespan of ~10 years (5,000 charge cycles).
- Napier Port is partnering with a Chinese company supplying mature and proven autonomous truck fleets operating daily at major international ports.
- The system uses a private 5G network for real-time fleet management, scheduled for completion by March 2026.

Timeline:

- Civil works completed by Christmas 2025 (including widened 17m roadways, relocated reefer towers).
- Operational trials with manual trucks and trailers are already taking place every Monday afternoon, helping familiarise both port staff and external transport operators with the new operating model.
- First truck arriving April 2026, with initial manual trials.
- Full manual truck operations by September 2026, after remaining trucks and trailer units arrive.
- Phased transition to full autonomy by February 2027, ahead of the FY27 peak season.

Benefits discussed:

- **Safety:** One-way traffic system will reduce interactions and vehicle conflicts.
- **Sustainability:** Expected diesel savings of ~750,000 litres per year due to fewer reachstackers and lower hourly consumption.
- **Productivity:** Like-for-like replacement initially (35–55 container moves/hour) but scalable for future capacity growth.
- **Equipment lifecycle:** Current Napier Port reachstackers have a lifespan of roughly 25,000 operating hours. Comparable European terminals (e.g., Venice) reach their first drivetrain and engine replacement at around 35,000 hours, suggesting Napier Port could expect longer service lives and reduced maintenance once heavy horizontal transport work is shifted to trucks.
- **Scale context:** The Ningbo terminal visited by Napier Port (to see autonomous trucks in action) handles the equivalent of Napier Port's annual throughput in just five days, underlining both the maturity of the technology and the difference in operating scale.

- **Noise:**
 - Trucks are near-silent.
 - Container landings onto trailers may produce less impact noise due to increased surface area.
 - Retrofits (rubberised pads, suspension cushioning) remain options if needed.

Discussion:

- Members commended the initiative, noting its safety, sustainability, and innovation value.
- Clarified that this is the first autonomous truck project in a New Zealand port.
- Electric reachstackers and cranes will continue to be reassessed as technology matures.

7. NCC District Plan Update

Paulina Wilhelm (NCC Manager City Development)

- No representative attended.
- Based on the NCC website: decisions from the hearings process will be adopted by Council on Thursday 9 October, after which updates will be published online.
- Members noted interest in understanding the outcomes of resident submissions and presentations to the hearings panel.

8. Low Frequency Noise Update, Annual Noise Review, and Additional Monitoring at Bay View Road

Craig Fitzgerald (Consultant, Marshall Day Acoustics) and Hannah Strauss (Napier Port)

Key points:

- Craig Fitzgerald shared an update, noting annual noise levels remain consistent with previous years and within modelled limits.
- The noise model continues to reflect actual conditions accurately and is being updated to include NPT-related layout changes.
- A two-month Bay View Road survey confirmed model validity under “perfect” acoustic conditions.
- Ongoing focus remains on low-frequency ship noise, which persists despite compliance with overall noise limits.
- Marshall Day (on behalf of Napier Port) continues engagement with Maritime NZ, as well as a number of Australian ports, to encourage development of a national or international standard addressing low frequency noise.
- Hannah Strauss noted that GM Commercial David Kriel recently met with several international shipping lines, who indicated that a regulatory requirement would be needed to meaningfully

address the issue. Shipping lines acknowledged that without these standards, individual ports have limited ability to influence vessel design or retrofitting practices.

Discussion:

- **Low-frequency vs loudness:** Peter Edmead noted that low-frequency noise is not reflected in the annual report, which primarily measures overall loudness. Craig clarified that:
 - The Noise Limit is an objective measure of sound levels from port operations and demonstrates compliance.
 - The Noise Management Plan addresses the *effects* of noise, including its character components (hums, thumps, bangs), and provides a framework for ongoing best practice.
 - Both mechanisms work together, but the character component remains an ongoing challenge in managing community impacts.
- **Location of vessels:** Residents commented that low-frequency noise from some vessels on 6 Wharf suggests current mitigations are not sufficient and also asked whether berth prioritisation could help. Craig explained that measurements using quay cranes at other ports have been used to determine directionality profiles for vessels. Vessels on 5 Wharf tend to project noise out to sea, whereas 6 Wharf directs a higher proportion toward the community. While this provides some marginal benefit, attenuating the noise at source remains the most effective long-term solution.
- **Maritime NZ:** Adam Harvey noted that he would contact Maritime NZ and seek an update, as little progress to date, and that current MNZ and Associate Minister of Transport contact details will be shared with the committee.

9. Residents Update

Kay Foley (Resident Representative) has provided full update in Appendix 2. Summary below:

- Acknowledged port efforts and engagement but noted continued frustration that monitoring results do not always reflect lived experience.
- **Community feedback:** Frustration among residents remains high.
- **Monitoring:** Residents expressed a lack of trust in monitoring and modelling, particularly when noise events were attributed to cicadas or passing cars.
- **Mitigation:** It was noted that noise effects are experienced consistently at 62–63 dB, so the 65 dB threshold has never been considered suitable by affected residents. The voluntary mitigation scheme at 60 dB was seen as a positive step but viewed as slow to come.
- **Budgeting:** The mechanism for mitigation budgeting is wholly controlled by Napier Port, with residents seeking greater transparency and visibility through the Committee.
- **Low-frequency noise:** Residents felt that low-frequency issues have been downplayed, and that these concerns were only taken seriously after Bay View Road residents began raising complaints.

- **Community engagement:** Requested more opportunities for community participation, including additional Port Bus Tours for nearby residents, and noted disappointment that the Independent Chair did not attend the East Pier community meeting.
- **Expectations:** Residents called for a more ambitious approach to noise mitigation and management overall.
- Feedback was taken on board and discussed. The views were not accepted or agreed to by all members, and David Broad actively challenged several points, providing clarification on Port processes and governance.

Peter Edmead (Resident Representative):

- Reported mixed community sentiment following the East Pier meeting – residents valued being informed but remained frustrated when noisy ships visits.

Other Discussion:

- Napier Port reiterated that specific, time-stamped complaints enable effective investigation.
- The committee discussed low-frequency noise from APL Scotland, which generated 29 complaints from three visits to 6 Wharf, compared with none when berthed at 5 Wharf.
- All parties reaffirmed commitment to collaboration, noting that substantive progress on low-frequency noise requires national regulatory leadership from Maritime NZ.

10. Complaints received in last 6 months (previously circulated)

Hannah Strauss (Napier Port) provided a summary for the period May – September 2025, with the full report available in Appendix 1.

- 93 complaints total: 67 low-frequency; 26 operational (12 from one individual).
- Distribution evenly split between Bay View Road and Seapoint / Shakespeare Road areas.
- APL Scotland vessel causing the highest number of complaints, followed by Seaspan Kyoto.
- Some complaints traced to NPT construction activities (e.g. reversing alarms, early works) – all within permitted hours and completed by year-end.
- Ongoing mapping work will visualise complaint trends geographically (GIS heatmap).

Committee Motions:

- “That due to ongoing unacceptable and unreasonable correspondence from one individual, and the existence of a previous trespass notice, the Committee supports the Napier Port recommendation that further objectionable complaints from this anonymous individual (referred to at the meeting) be exempt from Napier Port’s obligation under the District Plan to acknowledge and respond to all complaints.” (Moved Kay Foley / Seconded Peter Edmead – Carried unanimously).

- “That the Committee request that Napier Port discuss this matter with Napier City Council to confirm legal standing of this resolution.” (Moved Peter Edmead / Seconded Ian Emmerson – Carried unanimously).

11. Other Business

- **Future Noise Management:** No universal international ship-noise code currently exists; many ships are registered in jurisdictions with relaxed flag-state requirements, limiting enforceability.
- **Personnel:** Hannah Strauss advised the committee of her upcoming maternity leave (Dec 2025 – mid-2026). Jay Streatfield will oversee noise management including complaints in her absence, supported by David Broad.

12. Actions

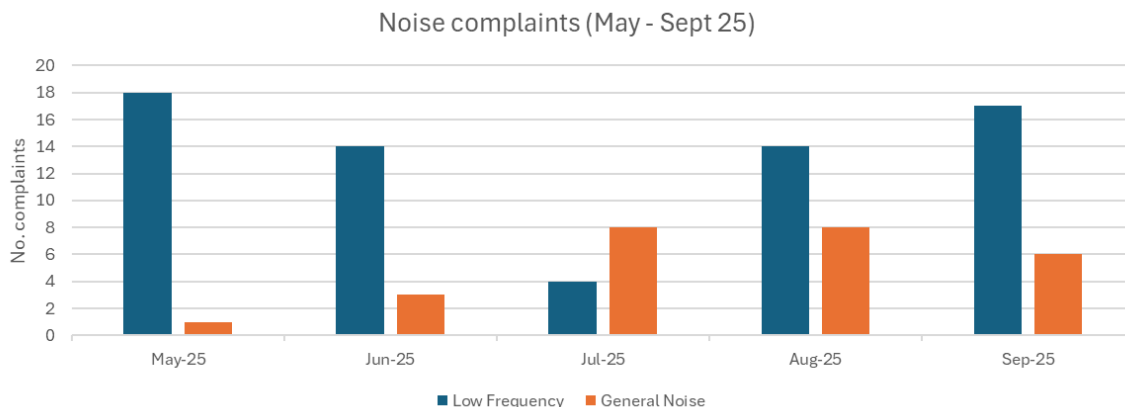
- **MNZ Contacts:** Re-share current MNZ and Associate Minister of Transport contact details with all committee members.
- **Follow-up with NCC:** Napier Port to discuss legal endorsement of exemption for objectionable complainant.
 - **Update post-meeting:** NCC has confirmed it acknowledges the issues raised but does not hold a formal position on the Committee’s decision.

13. Next Meeting

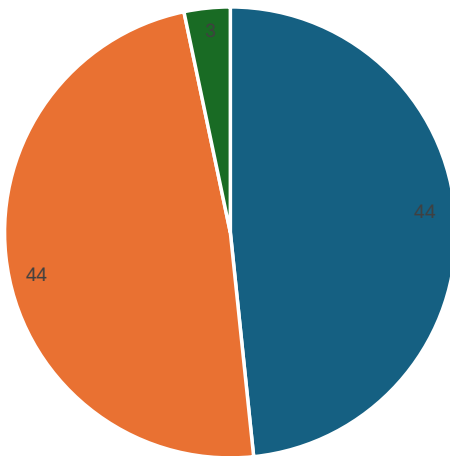
Next meeting in 2026 to be confirmed closer to the date. Meeting closed at 5:16 pm.

Appendix 1

Noise complaints summary: May – September 2025



Complaints by Area May- Sept 25



■ Bay View Area ■ Seapoint Area ■ Other

Month	Low Frequency	General Noise	
May-25	18	1	
Jun-25	14	3	
Jul-25	4	8	
Aug-25	14	8	
Sep-25	17	6	
TOTAL	67	26	93

Low Frequency Complaints x 67

Vessel	Wharf	Number of visits	Number of complaints
APL Scotland (-9)	5	1	0
	6	3	29
CMA CGM Ouvea (+2)	5	2	1
	6	1	3
Kota Lembah (+17)	5	1	0
	6	3	5
Maersk Innoshina (+18)	5	2	0
	6	1	1
Maersk Monte Lascar (-7)	5	0	0
	6	1	4
Monaco (TBC)	5	2	0
	6	1	1
MSC Manu (-5)	5	2	0
	6	1	2
Seaspan Kyoto (-4)	5	1	1
	6	2	19
Volans (TBC)	5	2	1
	6	0	0
CMA CGM Quelimane	5	4	0
	6	0	0
Total		30	67

General Noise Complaints x 26

6 x complaints regarding bangs and crashes – when asked for more information regarding source – none given

1 x complaint regarding the number of logging trucks on the state highway

4 x complaints regarding logs loading onto deck of vessel. Once initial log layer on deck sound softened.

1 x complaint due to reversing beeper on contractor owned loader completing construction works. Daytime construction works sit outside NMP however contractor investigated options.

1 x complaint regarding loader backfilling a trench on a Sunday morning (07:15hrs). Works needed to be completed during quiet period as involved blocking roads.

1 x complaint regarding small forklift loading container during daytime hours.

12 x complaints regarding “targeted night-time operations”

Appendix 2

Residents Update: Port Noise Liaison Committee Meeting, 6 October 2025

To preface the following comments based on resident discussion, the importance of the Port to the Hawkes Bay economy is acknowledged and that the Port has made some effort to reduce sound at source.

But community frustration remains high. Residents have lost patience, are less tolerant of noise and what they consider is the Port’s inability to recognise or respond, or give any hope of reprieve from what they consider is excessive noise.

Noise monitoring and modelling:

For all its supposed scientific basis, does not reflect, and has never reflected, what many nearby residents experience.

And the Port’s response to noise complaints is always the same so no-one bothers to go through the process of lodging a complaint.

Typical Response is: I want to confirm that we’ve received your complaint, and I’m sorry to hear that you’ve experienced noise issues. Your complaint has been officially logged in our system and will be passed on to Napier City Council in line with our District Plan obligations. Please note that we have not breached any limits set out in the NCC District Plan.

I’ve reviewed the data from the noise monitor and didn’t see anything unusual or any exceedances. Wind could have been a factor.

Excessive noise is usually noted as being from noisy cars, barking dogs, horns or cicadas. Residents know the difference in sound and find the repetitive response demeaning and unhelpful.

Mitigation:

Data has for years shown the highest noise from the port for years has been in the 62 to 63 dB range. And for years residents have complained...so they're adversely affected by noise in this decibel range. So, mitigation above 65db was never a fair remedy and offers over 60db should have been provided earlier if the port was showing genuine interest and concern.

The 85db Max seems irrelevant when responding to those complaining of adverse noise.

It's taken eight years to provide some form of mitigation to just 20 houses. By 2035, Marshall Day Acoustics estimates there'll be more than 30 houses in the 60 – 65dB range and 51 in the 55 – 60db range. We should also note (from NCC acoustic engineer Sykes report) that the number of busy days at the port will increase and the port will seem noisier even if the actual noise levels do not increase.

We now have a situation where the port decides what budget it will allocate for mitigation each year rather than negotiating a reasonable amount or mitigation process with members of the PNLC.

How much has been spent on noise mitigation. The PNLC was previous told the amount was \$450,000 but the figure provided to the District Plan Hearings was \$720,000.

The low frequency noise has been an issue for years and I believe the Port should have shown greater recognition and acceptance for residents' concerns about that type of noise many years ago instead of being fobbed off. It is only now, that Bay View Road residents are receiving 'new' unwanted noise that the Port is prepared to be more involved.

Community Engagement:

The port provides various community sponsorship, which is a fantastic community contribution. And I'm delighted the Bus Tours are being held later in October.

However, I want to see a great effort by the port to really get alongside its nearest neighbours.

For example, I did suggest at the time of last year's bus tour to make an early offer of tickets to near-neighbours.

I am disappointed the chairperson of this committee was not invited to a meeting which offered residents an opportunity to express their concerns. I believe it would have been helpful for the independent chair to hear what residents are saying.

Resourcing for the Port Noise Liaison Committee:

- On numerous occasions I have suggested the Port uses collected resident email addresses to communicate directly with as many residents as possible, such as notification of noisy ships, etc. These emails have been collected on various occasions.
- Updating web page with drop down for residents – can pass on info immediately. As part of resourcing the Liaison Committee.
- Commitment to using social media to communicate with neighbouring community
- Continue to refresh and update the Community drop-down on the website.

A small increase in dB results in big increase in actual sound. Example: 30dB is 10 times louder than 20dB.

Port should be setting more ambitious targets for both lowering noise at source and showing a fairer, more understanding approach to neighbours adversely affected by the noise pollution.