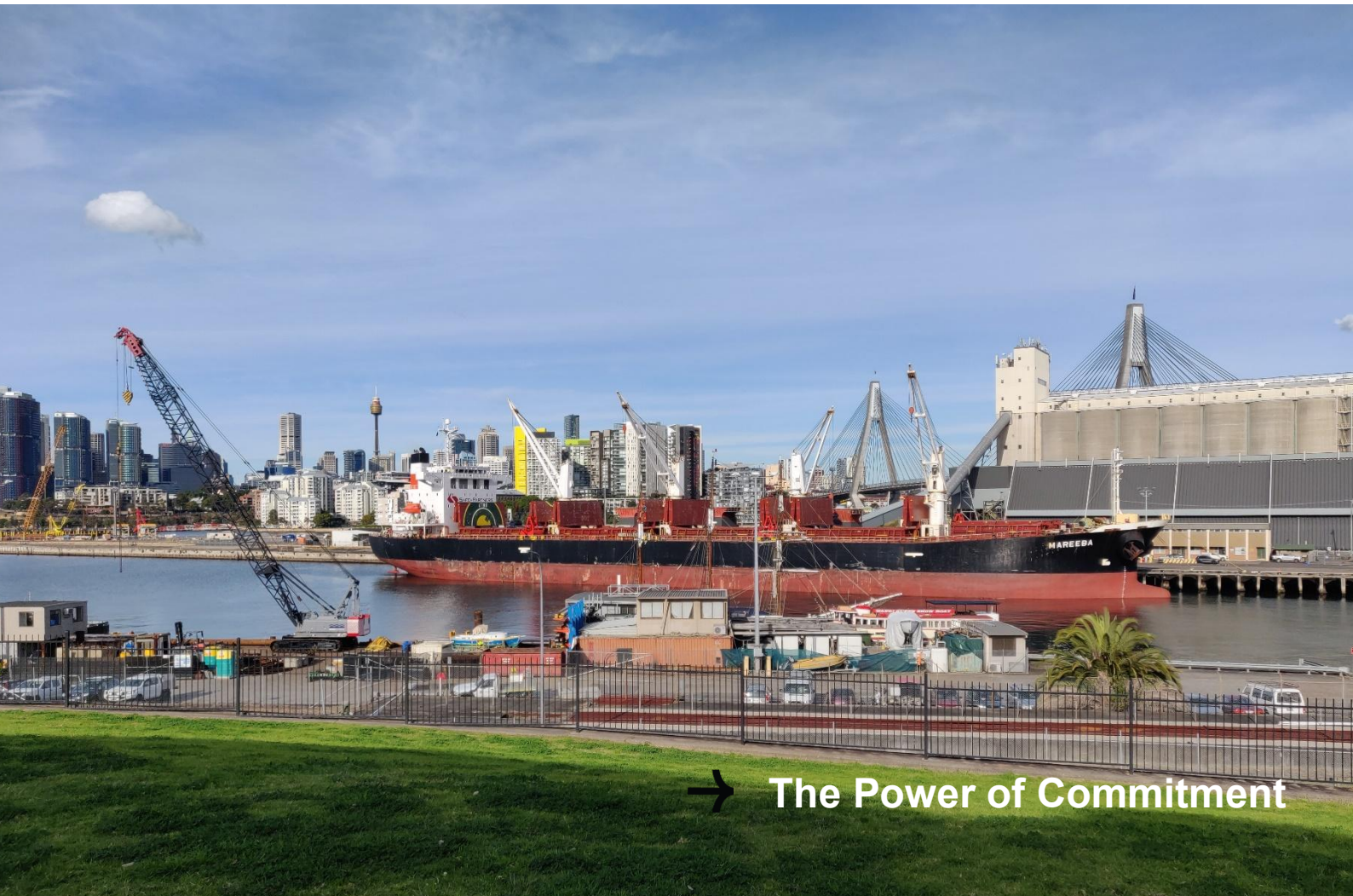
Monthly compliance noise monitoring report

Glebe Island / White Bay

Port Authority of New South Wales

November 2025



The Power of Commitment

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1. Introduction

GHD Pty Ltd (GHD) has been engaged by Port Authority of New South Wales (Port Authority) to undertake compliance noise monitoring, as required by the *Port Noise Policy (Port Authority, 2020).*

This report provides the details of the compliance noise monitoring for all vessels at berth during November 2025, as determined using the noise monitoring system. A detailed description of the permanent noise monitoring system including a map of monitoring locations is provided in the Noise Monitoring Plan, available on Port Authority's website.

2. Noise monitoring details and vessel schedule

Client	Company details	Noise monitor name	Noise monitor location	Noise monitor details / settings	Noise monitor serial numbers	Monthly calibration variance
Port Authority of New South Wales	GHD Pty Ltd Member of the Association of Australasian Acoustical Consultants (AAAC) Lead staff are Members of the Australian Acoustical Society (AAS)	L01	Grafton Street, Balmain	**Meter details** Norsonic Nor145 Sound Level Meter with Nor1297 Noise Compass **Meter settings** A-weighted Fast time response 15 minute intervals	14529642	**Initial calibration level 91.9 dBA** Min. deviation = 0.0 dB Max. deviation = 0.1 dB
		L02	Maintenance Building on White Bay		14529645	**Initial calibration level 91.3 dBA** Min. deviation = 0.0 dB Max. deviation = 0.1 dB
		L03	Adjacent to White Bay 2		14529644	**Initial calibration level 92.9 dBA** Min. deviation = 0.0 dB Max. deviation = 0.1 dB
		L04	Onsite at Glebe Island		14529646	Not operational during November

Vessel name	Arrival date and time	Departure date and time	Berth location	Applicable noise monitoring location/s
Bulk vessels				
Luga	November 3, 2025 / 03:00	November 5, 2025 / 13:22	GLB8	L03
Pioneer	November 11, 2025 / 01:42	November 13, 2025 / 20:04	GLB7	L03

Vessel name	Arrival date and time	Departure date and time	Berth location	Applicable noise monitoring location/s
Luga	November 14, 2025 / 03:04	November 16, 2025 / 19:10	GLB8	L03
Adelie[1]	November 14, 2025 / 06:25	November 18, 2025 / 01:05	GLB7	L03
Cruise vessels				
Carnival Adventure	November 1, 2025 / 05:49	November 1, 2025 / 15:03	WBCT	L01
Carnival Adventure	November 10, 2025 / 06:14	November 10, 2025 / 15:53	WBCT	L01
Carnival Adventure	November 21, 2025 / 05:01	November 21, 2025 / 15:33	WBCT	L01
Carnival Adventure	November 24, 2025 / 06:26	November 24, 2025 / 16:25	WBCT	L01
Douglas Mawson[2]	November 24, 2025 / 08:11	November 27, 2025 / 06:14	WHT4/WBCT	L01/L02
Viking Venus	November 29, 2025 / 07:55	December 01, 2025 / 17:59	WBCT	L01
Viking Orion[3]	November 30, 2025 / 13:04	December 03, 2025 / 16:55	WHT4/WBCT	L01/L02
Other vessels				
Chipolbrok Star[4]	October 21, 2025 / 12:20	November 01, 2025 / 14:35	GLB2	Attended
Hansa Homburg[5]	October 30, 2025 / 05:47	December 7, 2025 / 14:03	WHT4/GLB1	L01/L02 and attended

Notes:

1) Adelie moved from GLB7 to WBCT at 18:43 on 16/11/2025 and returned to GLB7 at 21:10 on the same day
2) Douglas Mawson arrived at WHT4 on 24/11/2025 and moved to WBCT on 25/11/2025 at 04:50. Its departure from WBCT was on 27/11/2025
3) Viking Orion arrived at WHT4 on 30/11/2025 and moved to WBCT on 01/12/2025 at 19:07. Its departure from WBCT was on 03/12/2025
4) Results from the attended noise monitoring will be presented in a specific report
5) Hansa Homburg moved from WHT4 to GLB1 at 08:50 on 23/11/2025 and returned to WHT4 at 08:32 on 25/11/2025. On 30/11/2025, Hansa Homburg moved from WHT4 to GLB1 at 08:26 and returned to WHT4 on 05/12/2025 at 06:17. Attended noise monitoring was also conducted for this vessel with results to be presented in a specific report

2.1 Compliance summary

2.2 Bulk vessels / other vessels

Vessel	Dates at berth	Monitor location	Vessel Noise Level, dBA (inclusive of any modifying factor penalties)			Vessel Noise Trigger Levels, dBA			Compliance[1]		
			Day[2] $L_{Aeq(15\ hr)}$	Night[3] $L_{Aeq(1\ hr)}$	Night L_{Amax}	Day[2] $L_{Aeq(15\ hr)}$	Night[3] $L_{Aeq(1\ hr)}$	Night L_{Amax}	Day[2] $L_{Aeq(15\ hr)}$	Night[3] $L_{Aeq(1\ hr)}$	Night L_{Amax}
Bulk vessels											
Luga	Nov 3 – Nov 5	L03	55	55	69[4]	60	55	65	Yes	Yes	No[4]
Pioneer	Nov 11 – Nov 13	L03	51	49	60	60	55	65	Yes	Yes	Yes
Luga	Nov 14 – Nov 16	L03	55	54	64	60	55	65	Yes	Yes	Yes
Adelie	Nov 14 – Nov 18	L03	54	46	65	60	55	65	Yes	Yes	Yes
Hansa Homburg	Oct 30 – Dec 7	L01 / L02	66	56	78	60	55	65	No[5]	No[5]	No[5]

Notes:
1) If non-compliance is detected, a detailed investigation of the results will be undertaken and reported separately if required
2) Daytime period (7 am to 10 pm) – 15 hour logarithmic average
3) Night-time (10 pm to 7 am) – loudest 1 hour period
4) There was 1 maximum noise level event at 2:46 am on November 4 above the vessel noise trigger level of 65 dBA. The vessel was compliant at all other times
5) See section 3.5 for details

2.3 Cruise vessels

Vessel	Dates at berth	Monitor location	Vessel Noise Level, dBA (inclusive of any modifying factor penalties)		Vessel Noise Trigger Levels, dBA		Compliance[1]	
			Day[2] $L_{Aeq(15\ hr)}$	Night[3] $L_{Aeq(9\ hr)}$	Day[2] $L_{Aeq(15\ hr)}$	Night[3] $L_{Aeq(9\ hr)}$	Day[5]	Night
Carnival Adventure	Oct 31[4]	L01	The noise monitoring at L01 was not operational at this time. The other visits during this month demonstrate the noise levels are compliant with the Vessel Noise Trigger Levels.					
	Nov 1	L01						
Carnival Adventure	Nov 9[5]	L01	-	53	N/A	58	N/A	Yes
	Nov 10	L01	58[6]	-	N/A	58	N/A	-
Carnival Adventure	Nov 20[7]	L01	-	54	N/A	58	N/A	Yes
	Nov 21	L01	58[8]	-	N/A	58	N/A	-
Carnival Adventure	Nov 23[9]	L01	-	57	N/A	58	N/A	Yes
	Nov 24	L01	58[10]	-	N/A	58	N/A	-
Douglas Mawson	Nov 24	L02	52	47	N/A	58	N/A	Yes
	Nov 25	L02	48	44	N/A	58	N/A	Yes
	Nov 26[11]	L02	49	46	N/A	58	N/A	Yes
Viking Venus	Nov 29	L01	54	52	N/A	58	N/A	Yes
	Nov 30	L01	53	50	N/A	58	N/A	Yes
Viking Orion	Nov 30	L02	50[12]	48	N/A	58	N/A	Yes
	Dec 1	L02	50[12]	-	N/A	58	N/A	-
	Dec 1	L01	51	51	N/A	58	N/A	Yes
	Dec 2	L01	55	51	N/A	58	N/A	Yes
	Dec 3	L01	55	-	N/A	58	N/A	-

Notes:

1) If non-compliance is detected, a detailed investigation of the results will be undertaken and reported separately if required
2) Daytime period (7 am to 10 pm) – 15 hour logarithmic average
3) Night-time (10 pm to 7 am) – 9 hour logarithmic average
4) The system classifies October 31 as the period from 7 am on October 31 to 7 am on November 1. The Carnival Adventure arrived at 05:49 am on November 1, and has been incorporated in the data for October 31.
5) The system classifies November 9 as the period from 7 am on November 9 to 7 am on November 10. The Carnival Adventure arrived at 06:14 am on November 10, and has been incorporated in the data for November 9.
6) Noise from repairs to the Hansa Homburg at White Bay 4 impacted noise measurements between 8:00 am and 12:00 pm. This data has been excluded from the results.
7) The system classifies November 20 as the period from 7 am on November 20 to 7 am on November 21. The Carnival Adventure arrived at 05:01 am on November 21, and has been incorporated in the data for November 20.
8) Noise from repairs to the Hansa Homburg at White Bay 4 impacted noise measurements between 8:00 am and 12:00 pm. This data has been excluded from the results
9) The system classifies November 23 as the period from 7 am on November 23 to 7 am on November 24. The Carnival Adventure arrived at 06:26 am on November 24, and has been incorporated in the data for November 23.
10) Noise from the arrival of the Douglas Mawson impacted noise measurements between 8:00 am and 9:00 am. This data has been excluded from the results. There were also some elevated noise levels during the departure of the Carnival Adventure which have been excluded.
11) The system classifies November 26 as the period from 7 am on November 26 to 7 am on November 27. The Douglas Mawson departed at 6:14 am on November 27, and has been incorporated in the data for November 26.
12) Measured noise levels during this period were impacted by extraneous noise. This has been excluded from the results.

Port Authority provides attenuation to a defined area of residences where noise modelling indicates that current noise levels reach or exceed 55 dBA at night (‘attenuation eligibility trigger’). Under the White Bay Cruise Terminal Noise Restriction Policy, cruise ship noise which causes further residences than those currently identified to exceed the attenuation eligibility trigger is considered to be Excessive Noise. Hence under the Noise Restriction Policy a day time trigger level does not apply. The area of residences currently offered attenuation (ie meeting the 'attenuation eligibility trigger') is based on a reference cruise vessel intrusive noise level of 58 dBA at the nearest residence, which sets the Vessel Noise Trigger Level for assessing compliance at night.

Excessive noise is defined as “any noise including but not limited to engine, generator or ventilation noise which causes further residences than those currently identified to exceed the attenuation eligibility trigger.”

3. Detailed results – bulk vessels / other vessels

3.1 Luga (GLB8) – November 3 – November 5, 2025

3.1.1 Daily noise monitoring results

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]	Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
November 2 2025[4]	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	-	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	55	No	Yes	55	Yes
			L_{Amax}	62	-	-	65	Yes
November 3 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	55	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	54	No	Yes	55	Yes
			L_{Amax}	69[5]	-	-	65	No
November 4 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	54	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	54	No	Yes	55	Yes
			L_{Amax}	65	-	-	65	Yes
November 5 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	54	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	-	-	-	55	-
			L_{Amax}	-	-	-	65	-

Notes

1) Daytime period (7 am to 10 pm) – 15 hours
Night-time period (10 pm to 7 am) – worst case 1 hour

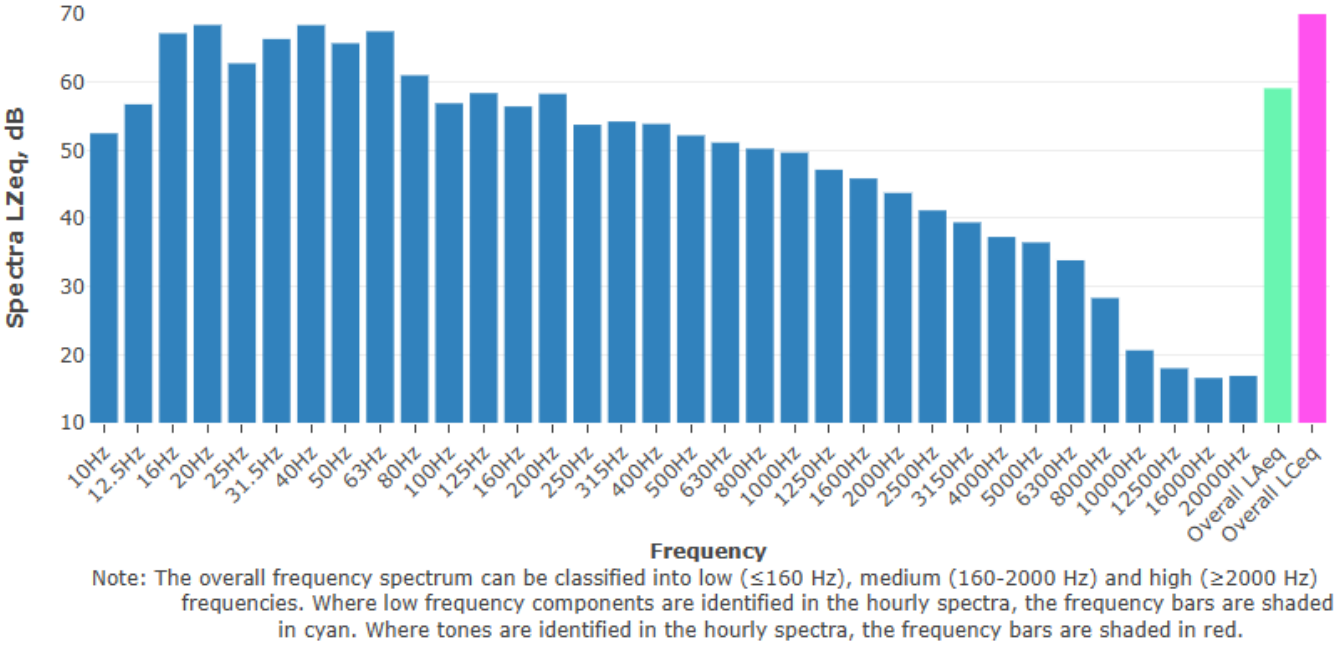
2) Inclusive of any penalties for modifying factors

3) LFN = Low Frequency Noise

4) The system classifies November 2 as the period from 7 am on November 2 to 7 am on November 3. The Luga arrived at 03:00 am on November 3, and has been incorporated in the data for November 2

5) There was 1 maximum noise level event at 2:46 am on November 4 above the vessel noise trigger level of 65 dBA, coming from the direction of the vessel. The vessel was compliant at all other times .

3.1.2 Additional information



Note: The overall frequency spectrum can be classified into low (≤160 Hz), medium (160-2000 Hz) and high (≥2000 Hz) frequencies. Where low frequency components are identified in the hourly spectra, the frequency bars are shaded in cyan. Where tones are identified in the hourly spectra, the frequency bars are shaded in red.

Figure 3.1 Typical vessel spectrum – noise level at L03

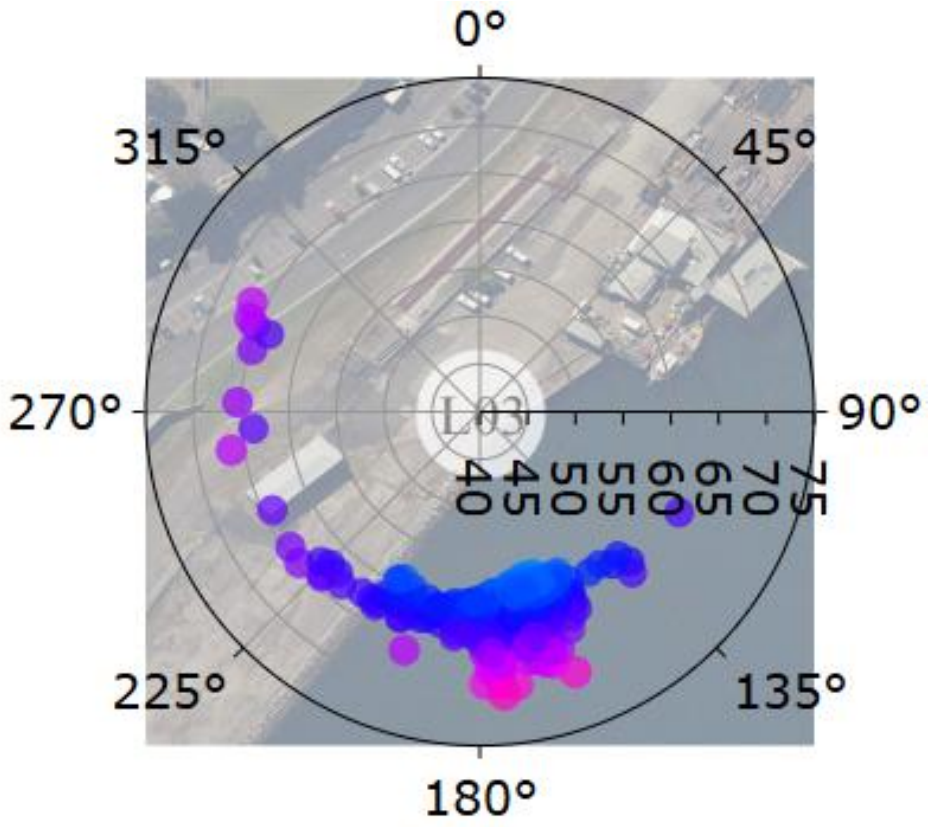


Figure 3.2 Typical vessel polar (directional) plot

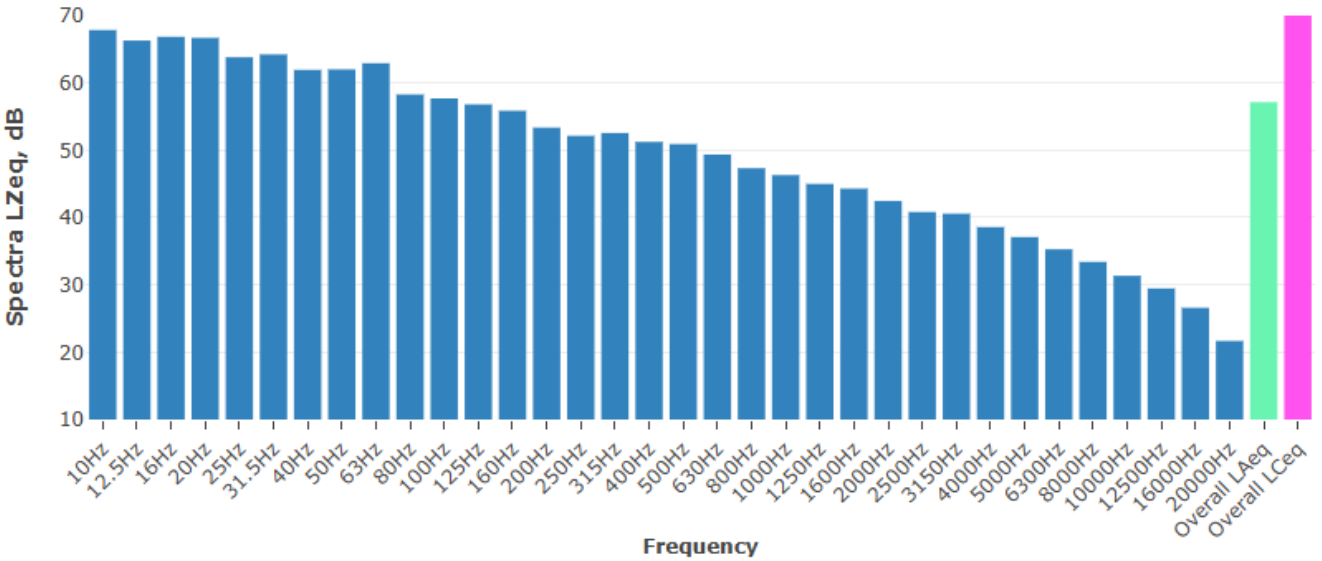
3.2 Pioneer (GLB7) – November 11 – November 13, 2025

3.2.1 Daily noise monitoring results

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]	Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
November 11 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]	50	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	49	No	Yes	55	Yes
			L_{Amax}	60	-	-	65	Yes
November 12 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]	50	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	48	No	Yes	55	Yes
			L_{Amax}	60	-	-	65	Yes
November 13 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]	51	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	-	-	-	55	-
			L_{Amax}	-	-	-	65	-

Notes
1) Daytime period (7 am to 10 pm) – 15 hours
Night-time period (10 pm to 7 am) – worst case 1 hour
2) Inclusive of any penalties for modifying factors
3) LFN = Low Frequency Noise

3.2.2 Additional information



Note: The overall frequency spectrum can be classified into low (≤160 Hz), medium (160-2000 Hz) and high (≥2000 Hz) frequencies. Where low frequency components are identified in the hourly spectra, the frequency bars are shaded in cyan. Where tones are identified in the hourly spectra, the frequency bars are shaded in red.

Figure 3.3 Typical vessel spectrum – noise level at L03

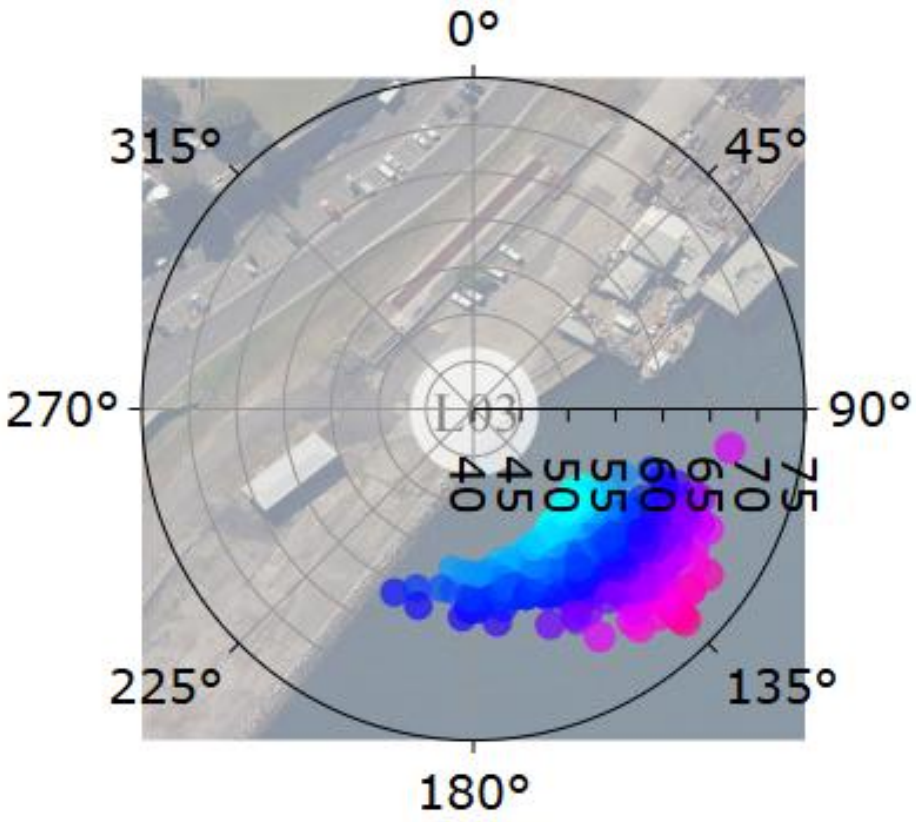


Figure 3.4 Typical vessel polar (directional) plot

3.3 Luga (GLB8) – November 14 – November 16, 2025

3.3.1 Daily noise monitoring results

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]	Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
November 13 2025[4]	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	-	-	Yes	60	-
	Night		$L_{Aeq,\ 1\ hour}$[1]	54[5]	No	Yes	55	Yes[4]
			L_{Amax}	63	-	-	65	Yes
November 14 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	56	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	54[5]	No	Yes	55	Yes
			L_{Amax}	58	-	-	65	Yes
November 15 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	56	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	54[5]	Yes[5]	Yes	55	Yes
			L_{Amax}	64	-	-	65	Yes
November 16 2025	Day	L03	$L_{Aeq,\ 15\ hour}$[1]	55	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	-	-	Yes	55	-
			L_{Amax}	-	-	-	65	-

Notes

1) Daytime period (7 am to 10 pm) – 15 hours
Night-time period (10 pm to 7 am) – worst case 1 hour

2) Inclusive of any penalties for modifying factors

3) LFN = Low Frequency Noise

4) The system classifies November 13 as the period from 7 am on November 13 to 7 am on November 14. The Luga arrived at 03:04 am on November 14, and has been incorporated in the data for November 13

5) See discussion below in Section 3.3.2

3.3.2 Discussion regarding Luga and Adelie

From 14 November to 16 November, the Adelie (GLB7) and Luga (GLB8) were simultaneously at berth. During this period, the Luga had higher noise levels, therefore the noise monitoring system attributed the measured noise levels to this vessel. The noise monitoring system indicated that there was a potential exceedance of the Vessel Noise Trigger Levels, therefore a detailed analysis was undertaken to determine the contribution from each vessel.

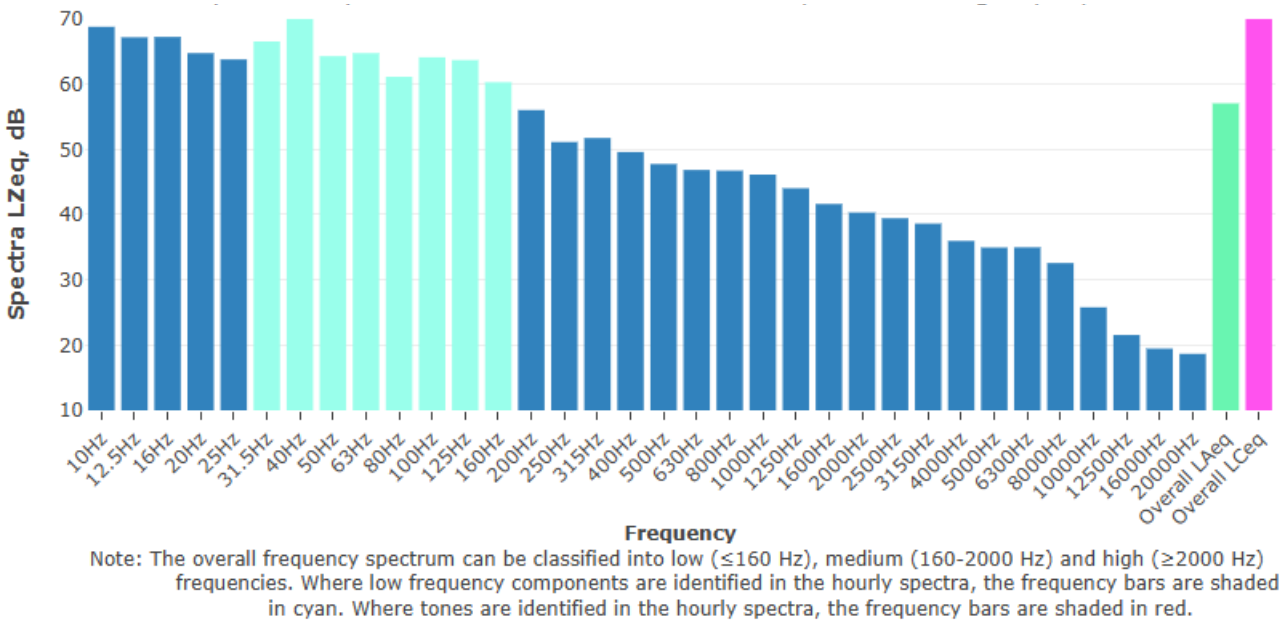
A review of the data was undertaken from this period, along with previously measured data. The Luga contribution has been estimated based on the following:

- Analysis of the measured noise levels from historical visits of the Adelie and Luga when berthed separately
- Analysis of the measured noise levels from November 14 to November 16 when both the Adelie and Luga were berthed.
- Analysis of the measured noise levels from November 16 to November 18 of the Adelie once Luga had departed.

The estimated Luga contribution is as follows:

Assessment period	Estimated contribution, dBA
Day	55
Night	54

3.3.3 Additional information



Note: The overall frequency spectrum can be classified into low (≤160 Hz), medium (160-2000 Hz) and high (≥2000 Hz) frequencies. Where low frequency components are identified in the hourly spectra, the frequency bars are shaded in cyan. Where tones are identified in the hourly spectra, the frequency bars are shaded in red.

Figure 3.5 Typical vessel spectrum – noise level at L03

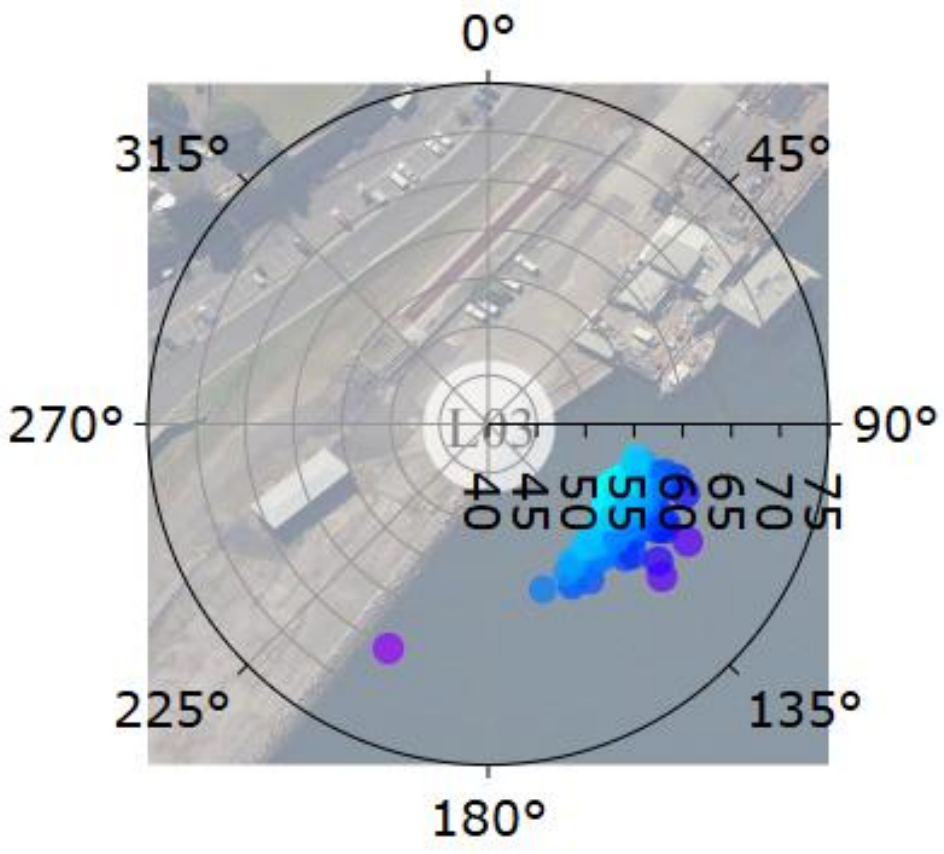


Figure 3.6 Typical vessel polar (directional) plot

3.4 Adelie (GLB7) – November 14 – November 18, 2025

3.4.1 Daily noise monitoring results

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]	Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
November 13 2025[4]	Day	L03	$L_{Aeq, 15\ hour}$[1]	Adelie (GLB7) and Luga (GLB8) were both present at this time. See discussion in Section 3.3.2 above. Noise from the Luga was dominant at during this period and have been assigned to this vessel				
	Night		$L_{Aeq, 1\ hour}$[1]					
			L_{Amax}					
November 14 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]					
	Night		$L_{Aeq, 1\ hour}$[1]					
			L_{Amax}					
November 15 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]					
	Night		$L_{Aeq, 1\ hour}$[1]					
			L_{Amax}					
November 16 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]	49	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	55	Yes[5]	Yes	55	Yes
			L_{Amax}	65	-	-	65	Yes
November 17 2025	Day	L03	$L_{Aeq, 15\ hour}$[1]	54	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	46	No	Yes	55	Yes
			L_{Amax}	58	-	-	65	Yes

Notes

1) Daytime period (7 am to 10 pm) – 15 hours

Night-time period (10 pm to 7 am) – worst case 1 hour

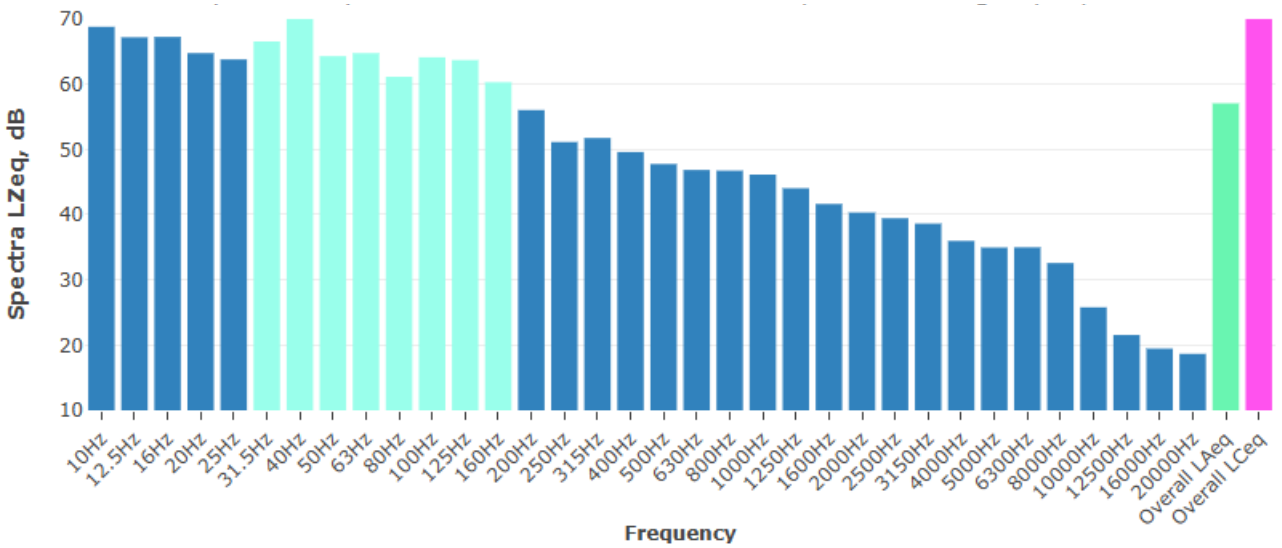
2) Inclusive of any penalties for modifying factors

3) LFN = Low Frequency Noise

4) The system classifies November 13 as the period from 7 am on November 13 to 7 am on November 14. The Adelie arrived at 06:25 am on November 14, and has been incorporated in the data for November 13

5) Measurements determined that noise was tonal at 6,300 Hz for periods during this night time period. A further review into the data determined that this was likely associated with extraneous noise in the area rather than the vessel. As such, no tonal correction has been applied

3.4.2 Additional information



Note: The overall frequency spectrum can be classified into low (≤160 Hz), medium (160-2000 Hz) and high (≥2000 Hz) frequencies. Where low frequency components are identified in the hourly spectra, the frequency bars are shaded in cyan. Where tones are identified in the hourly spectra, the frequency bars are shaded in red.

Figure 3.7 Typical vessel spectrum – noise level at L03

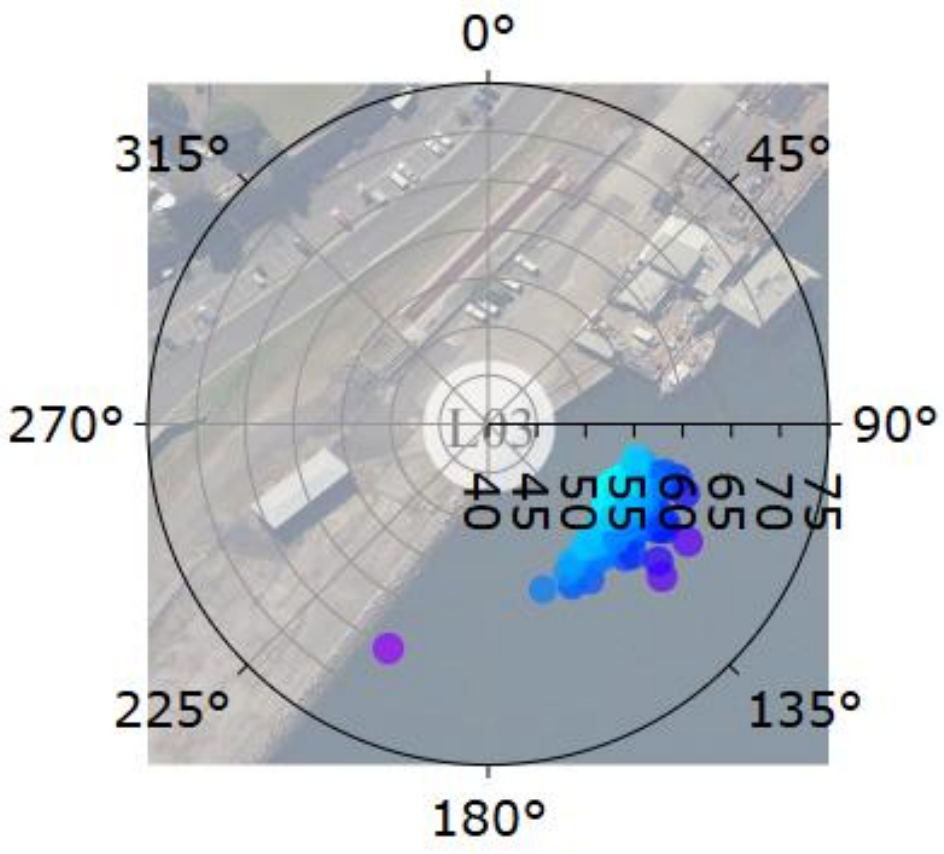


Figure 3.8 Typical vessel polar (directional) plot

3.5 Hansa Homburg (WHT4) – October 30 – December 7, 2025

3.5.1 Discussion

The Hansa Homburg was present at Glebe Island / White Bay between 30 October and 7 December. The vessel was berthed at White Bay 4 for the majority of the time, with repair works being undertaken during this period. Hansa Homburg moved from White Bay 4 to Glebe Island 1 at 8:50 am on 23 November and returned to White Bay 4 at 8:32 am on 25 November. On 30 November, Hansa Homburg moved from White Bay 4 to Glebe Island 1 at 8:26 am and returned to White Bay 4 on 05 November at 06:17 am.

The permanent noise monitors at L01 and L02 were used to obtain the noise levels from the Hansa Homburg while at berth at White Bay 4. Additional attended noise monitoring was undertaken to determine the vessel noise levels, which is presented in a separate standalone report.

For the majority of the time, the vessel was compliant with the vessel noise trigger levels for both daytime and night time periods. Attended monitoring determined that the noise level of the vessel itself was generally compliant, with the noise level 53-54 dBA at the nearest receivers.

However, based on a review of the noise data and complaints received, there were periods (mainly during the daytime period) where repair works being undertaken resulted in very high levels of noise, which at times were also determined to be tonal. At periods, the L_{Aeq} noise level was measured in excess of 70 dBA for several hours at a time, with a large number of maximum noise level events. Based on feedback from the community, it is likely that these high noise levels were from a truck mounted vacuum pump. Other exceedances were also determined, likely from repair work on the vessel itself. Other repair work such as banging noise was also experienced during the visit.

There were periods where the data was not suitable for use or unavailable due to short periods of downtime of the system or impacts from other vessels or extraneous noise. This is shown as a – in the table below.

3.5.2 Daily noise monitoring results

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]		Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
				L02	L01				
October 29 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	-	-	-	Yes	60	-
	Night		$L_{Aeq, 1\ hour}$[1]	54	54	No	Yes	55	Yes
			L_{Amax}	63	68[4]	-	-	65	No[4]
October 30 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	55	56	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	54	54	No	Yes	55	Yes
			L_{Amax}	64	73[5]	-	-	65	No[5]
October 31 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	55	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	53	-	No	Yes	55	Yes
			L_{Amax}	64	-	-	-	65	Yes
November 1 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	Carnival Adventure present		Yes	60	-
	Night		$L_{Aeq, 1\ hour}$[1]	53			Yes	55	-
			L_{Amax}	57		-	-	65	-
November 2 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	52	-	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	54	-	No	Yes	55	Yes
			L_{Amax}	63	-	-	-	65	Yes

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]		Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
				L02	L01				
November 3 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	57	55	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	54	55	No	Yes	55	Yes
			L_{Amax}	64	73[6]	-	-	65	No
November 4 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	59	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	53	55	No	Yes	55	Yes
			L_{Amax}	69[7]	73[8]	-	-	65	No[7,8]
November 5 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	56	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	53	55	No	Yes	55	Yes
			L_{Amax}	67[9]	66[10]	-	-	65	No[9,10]
November 6 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	56	55	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	54	53	No	Yes	55	Yes
			L_{Amax}	64	59	-	-	65	Yes
November 7 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	56	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	52	54	No	Yes	55	Yes
			L_{Amax}	57	59	-	-	65	Yes
November 8 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	57	57	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	53	55	No	Yes	55	Yes
			L_{Amax}	58	61	-	-	65	Yes
November 9 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	54	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	52	54	No	Yes	55	Yes
			L_{Amax}	63	59	-	-	65	Yes
November 10 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	66	Carnival Adventure present	Yes	Yes	60	No
	Night		$L_{Aeq, 1\ hour}$[1]	50	54	No	Yes	55	Yes
			L_{Amax}	65	63	-	-	65	Yes
November 11 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	57	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	55	56	No	Yes	55	No
			L_{Amax}	65	65	-	-	65	Yes
November 12 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	56	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	50	55	No	Yes	55	Yes
			L_{Amax}	62	68[11]	-	-	65	No[11]
November 13 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	57	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	49	53	No	Yes	55	Yes
			L_{Amax}	65	64	-	-	65	Yes
November 14 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	-[12]	64	Yes[13]	Yes	60	No[13]
	Night		$L_{Aeq, 1\ hour}$[1]		53	No	Yes	55	Yes
			L_{Amax}		65	-	-	65	Yes
	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]		62	Yes[14]	Yes	60	No[14]

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]		Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
				L02	L01				
November 15 2025	Night		$L_{Aeq,\ 1\ hour}$[1]		53	No	Yes	55	Yes
			L_{Amax}		68[15]	-	-	65	No[15]
November 16 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]		55	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]		55	No	Yes	55	Yes
			L_{Amax}		65	-	-	65	Yes
November 17 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]		57	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	50	55	No	Yes	55	Yes
			L_{Amax}	63	72[16]	-	-	65	No[16]
November 18 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	58	56	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	50	56	No	Yes	55	No
			L_{Amax}	69[17]	78[18]	-	-	65	No[17, 18]
November 19 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	55	56	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	55	55	No	Yes	55	Yes
			L_{Amax}	64	66[19]	-	-	65	No
November 20 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	59	58	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	55	54	No	Yes	55	Yes
			L_{Amax}	61	66[20]	-	-	65	No
November 21 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	61	Carnival Adventure present	No	Yes	60	No
	Night		$L_{Aeq,\ 1\ hour}$[1]	51		No	Yes	55	Yes
			L_{Amax}	65		-	-	65	Yes
November 22 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	53	56	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	52	53	No	Yes	55	Yes
			L_{Amax}	55	65	-	-	65	Yes
November 23 2025	Day	NA	$L_{Aeq,\ 15\ hour}$[1]	Hansa Homburg relocated to GLB1 during this period. No noise data is available for this time					
	Night		$L_{Aeq,\ 1\ hour}$[1]						
			L_{Amax}						
November 24 2025	Day	NA	$L_{Aeq,\ 15\ hour}$[1]						
	Night		$L_{Aeq,\ 1\ hour}$[1]						
			L_{Amax}						
November 25 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	56	Douglas Mawson was present in WBCT at this time	No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	51		No	Yes	55	Yes
			L_{Amax}	65		-	-	65	Yes
November 26 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	58		No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	55		No	Yes	55	Yes
			L_{Amax}	62		-	-	65	Yes
November 27 2025	Day	L01/L02	$L_{Aeq,\ 15\ hour}$[1]	57		No	Yes	60	Yes
	Night		$L_{Aeq,\ 1\ hour}$[1]	49		No	Yes	55	Yes
			L_{Amax}	66[21]		-	-	65	No[21]

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]		Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
				L02	L01				
November 28 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	50	54	No	Yes	55	Yes
			L_{Amax}	64	65	-	-	65	Yes
November 29 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	57	Viking Venus was present in WBCT at this time	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	55		No	Yes	55	Yes
			L_{Amax}	64		-	-	65	Yes
November 30 2025	Day	NA	$L_{Aeq, 15\ hour}$[1]	Hansa Homburg relocated to GLB1 during this period. No noise data is available for this period.					
	Night		$L_{Aeq, 1\ hour}$[1]						
			L_{Amax}						
December 1 2025	Day	NA	$L_{Aeq, 15\ hour}$[1]						
	Night		$L_{Aeq, 1\ hour}$[1]						
			L_{Amax}						
December 2 2025	Day	NA	$L_{Aeq, 15\ hour}$[1]						
	Night		$L_{Aeq, 1\ hour}$[1]						
			L_{Amax}						
December 3 2025	Day	NA	$L_{Aeq, 15\ hour}$[1]						
	Night		$L_{Aeq, 1\ hour}$[1]						
			L_{Amax}						
December 4 2025	Day	NA	$L_{Aeq, 15\ hour}$[1]						
	Night		$L_{Aeq, 1\ hour}$[1]						
			L_{Amax}						
December 5 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	54	53	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	52	51	No	Yes	55	Yes
			L_{Amax}	64	61	-	-	65	Yes
December 6 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	58	56	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	51	54	No	Yes	55	Yes
			L_{Amax}	63	63	-	-	65	Yes
December 7 2025	Day	L01/L02	$L_{Aeq, 15\ hour}$[1]	55	58	No	Yes	60	Yes
	Night		$L_{Aeq, 1\ hour}$[1]	-	-	-	-	55	-
			L_{Amax}	-	-	-	-	65	-

Notes

1) Daytime period (7 am to 10 pm) – 15 hours

Night-time period (10 pm to 7 am) – worst case 1 hour

2) Inclusive of any penalties for modifying factors

3) LFN = Low Frequency Noise

4) There were 2 maximum noise level events at 5:42 am (68 dBA) and 6:29 am (67 dBA) above the vessel noise trigger level of 65 dBA. Given the exceedance only occurred twice, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.

5) There were 3 maximum noise level events above the vessel noise trigger level of 65 dBA between 5:45 am and 6:16 am.

6) This maximum level event occurred once during the night time period at 6:42 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.

Date	Time period[1]	Monitor location	Noise descriptor	Vessel noise level dBA[2]		Tonal	LFN[3]	Vessel Noise Trigger Levels, dBA	Compliance
				L02	L01				
7) There were 3 maximum noise level events above the vessel noise trigger level of 65 dBA between 5:57 am and 6:02 am.									
8) There were 4 maximum noise level events above the vessel noise trigger level of 65 dBA between 5:48 am and 6:56 am.									
9) This maximum level event occurred once during the night time period at 6:43 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
10) This maximum level event occurred once during the night time period at 6:13 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
11) There were 3 maximum noise level events above the vessel noise trigger level of 65 dBA between 5:30 am and 6:47 am.									
12) The Luga (GLB8) and Adelie (GLB7) were both present during this period which impacted the noise levels at L02. As such, L01 has been used for this period.									
13) Measurements determined that noise was tonal at 160Hz for 6 consecutive hours during this daytime period. A 5 dB correction has been applied to the measured noise level.									
14) Measurements determined that noise was tonal at 160Hz for 3 consecutive hours during this daytime period. A 5 dB correction has been applied to the measured noise level.									
15) There were 2 maximum noise level events at 6:02 am (66 dBA) and 6:29 am (68 dBA) above the vessel noise trigger level of 65 dBA. Given the exceedance only occurred twice, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
16) This maximum level event occurred once during the night time period at 6:05 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
17) This maximum level event occurred once during the night time period at 6:51 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
18) There were 9 maximum noise level events above the vessel noise trigger level of 65 dBA throughout the night time period.									
19) There were 3 maximum noise level events above the vessel noise trigger level of 65 dBA throughout the night time period.									
20) This maximum level event occurred once during the night time period at 3:35 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									
21) This maximum level event occurred once during the night time period at 6:11 am. Given the exceedance only occurred once, and the vessel was compliant at all other times on this date, this is not considered a significant exceedance.									

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