

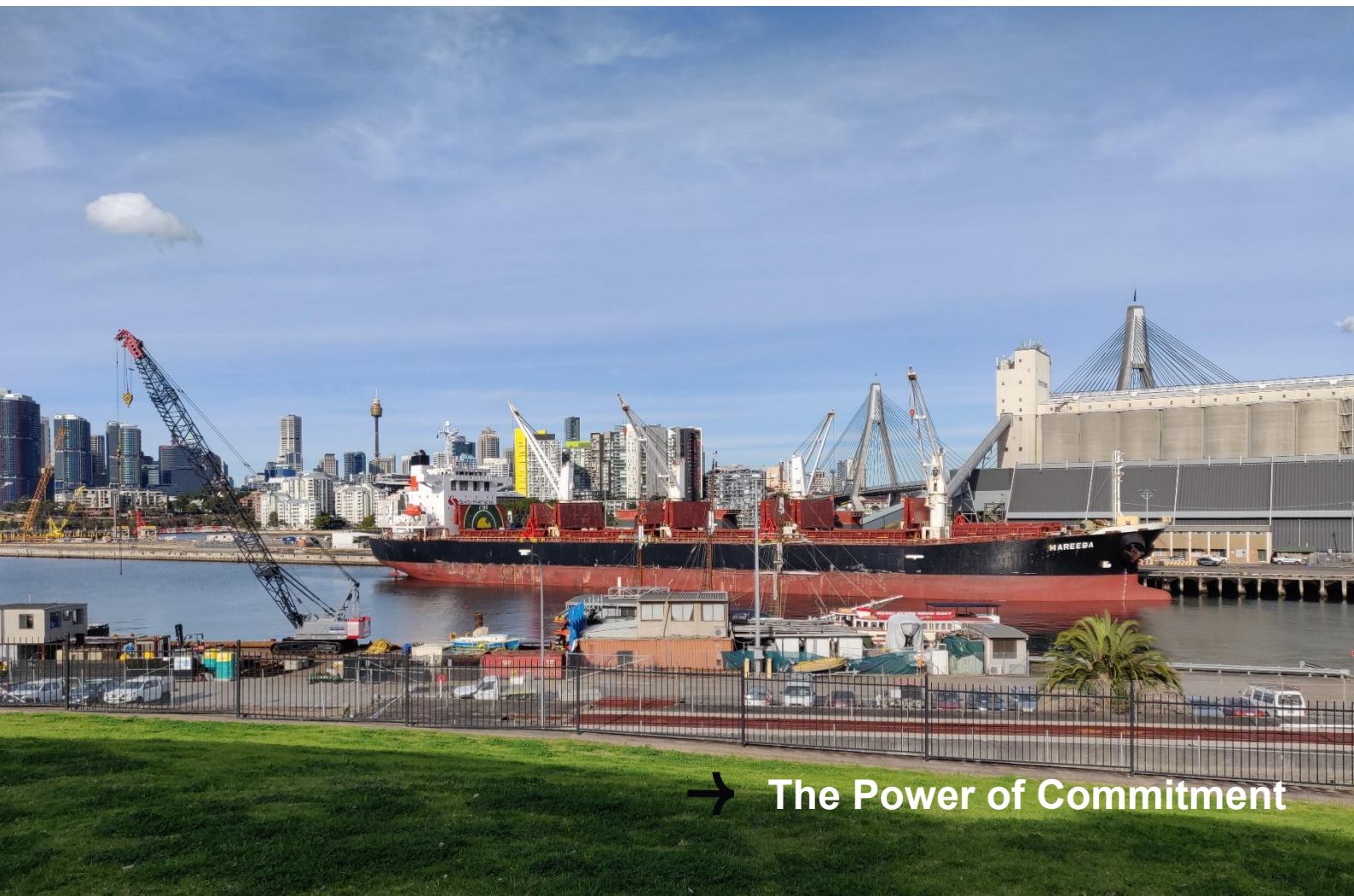


Monthly compliance noise monitoring report

Glebe Island / White Bay

Port Authority of New South Wales

February 2026



→ 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 February 2026, 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	L01	Grafton Street, Balmain	Meter details Norsonic Nor145 Sound Level Meter with Nor1297 Noise Compass	14529642	Initial calibration level 94.3 dBA Min. deviation = 0.0 dB Max. deviation = 0.1 dB
	Member of the Association of Australasian Acoustical Consultants (AAAC)	L02	Maintenance Building on White Bay		14529645	Initial calibration level 91.3 dBA Min. deviation = 0.0 dB Max. deviation = 0.1 dB
	Lead staff are Members of the Australian Acoustical Society (AAS)	L03	Adjacent to White Bay 2	Meter settings A-weighted Fast time response 15 minute intervals	14529644	Initial calibration level 92.9 dBA Min. deviation = -0.1 dB Max. deviation = 0.0 dB
		L04	Onsite at Glebe Island		14529646	Initial calibration level 92.3 dBA Min. deviation = -0.1 dB Max. deviation = 0.0 dB
Vessel name	Arrival date and time		Departure date and time		Berth location	Applicable noise monitoring location/s
Bulk vessels						
Luga ¹	January 27, 2026 / 21:32		February 6, 2026 / 11:08		GLB8	L03
Elanora	February 12, 2026 / 13:04		February 19, 2026 / 20:03		GLB7	L03
Kondili	February 20, 2026 / 22:15		February 22, 2026 / 20:09		GLB8	L03

Vessel name	Arrival date and time	Departure date and time	Berth location	Applicable noise monitoring location/s
Cruise vessels				
Viking Sky	February 5, 2026 / 07:42	February 6, 2026 / 17:54	WBCT	L01
Vasco da Gama	February 12, 2026 / 09:56	February 13, 2026 / 15:51	WBCT	L01
Noordam	February 15, 2026 / 03:53	February 15, 2026 / 21:32	WBCT	L01
Odyssey	February 18, 2026 / 10:16	February 20, 2026 / 18:44	WBCT	L01
Viking Venus	February 21, 2026 / 07:30	February 22, 2026 / 22:05	WBCT	L01
Carnival Adventure	February 23, 2026 / 06:02	February 23, 2026 / 15:50	WBCT	L01
Viking Orion	February 26, 2026 / 08:06	February 27, 2026 / 19:00	WBCT	L01
Carnival Adventure	February 28, 2026 / 04:24	February 28, 2026 / 15:29	WBCT	L01
Other vessel				
Atlantic Dawn	February 21, 2026 / 18:20	February 23, 2026 / 12:50	GLB1	NA ²
Notes:				
1) A movement of Luga was recorded at 2:52 on 28/01/2026, but the vessel did not leave GLB8				
2) Noise monitoring was not undertaken for this vessel				

2.1 Compliance summary

2.2 Bulk vessels / other vessels

Vessel	Dates at berth ¹	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 ⁵	Jan 27 – Feb 6	L03	58	55	65	60	55	65	Yes	Yes	Yes
Elanora	Feb 12 – Feb 19	L03	57	55	64	60	55	65	Yes	Yes	Yes
Kondili	Feb 20 – Feb 22	L03	54	51	64	60	55	65	Yes	Yes	Yes
Notes: 1) Dates are presented as the calendar dates on which the vessel arrived. The detailed results sections present the dates as per the assessment period, between 7am and 7am. 2) If non-compliance is detected, a detailed investigation of the results will be undertaken and reported separately if required 3) Daytime period (7 am to 10 pm) – 15-hour logarithmic average 4) Night-time (10 pm to 7 am) – loudest 1 hour period 5) Full details of the Luga visit are provided in the January report											

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
Viking Sky	Feb 05	L01	54	52	N/A	58	N/A	Yes
	Feb 06	L01	55	-	N/A	58	N/A	-
Vasco da Gama	Feb 12	L01	56	51	N/A	58	N/A	Yes
	Feb 13	L01	57	-	N/A	58	N/A	-
Noordam	Feb 14	L01	L01 was not operational at this time. A review of previously available data of the Noordam at this location indicates compliance. ⁴		N/A	58	N/A	-
	Feb 15	L01	58	-	N/A	58	N/A	-
Odyssey	Feb 18	L01	54	49	N/A	58	N/A	Yes
	Feb 19	L01	53	50	N/A	58	N/A	Yes
	Feb 20	L01	51	-	N/A	58	N/A	-
Viking Venus	Feb 21	L01	53	49	N/A	58	N/A	Yes
	Feb 22	L01	52	-	N/A	58	N/A	-
Carnival Adventure	Feb 22 ⁵	L01	-	54	N/A	58	N/A	Yes
	Feb 23	L01	58	-	N/A	58	N/A	-
Viking Orion	Feb 26	L01	54	52	N/A	58	N/A	Yes
	Feb 27	L01	55	-	N/A	58	N/A	-
Carnival Adventure	Feb 27 ⁶	L01	-	53	N/A	58	N/A	Yes
	Feb 28	L01	58	-	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 February 14 as the period from 7 am on February 14 to 7 am on February 15. The Noordam arrived at 03:53 am on February 15 and has been incorporated in the data for February 14, however no data is available for this period.

5) The system classifies February 22 as the period from 7 am on February 22 to 7 am on February 23. The Carnival Adventure arrived at 06:02 am on February 23 and has been incorporated in the data for February 22

6) The system classifies February 27 as the period from 7 am on February 27 to 7 am on February 28. The Carnival Adventure arrived at 04:24 am on February 28 and has been incorporated in the data for February 27.

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 Elanora (GLB7) – February 12, 2026 – February 19, 2026

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
February 12, 2026	Day	L03	L _{Aeq} , 15 hour ¹	57	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	55	No	Yes	55	Yes
			L _{Amax}	63	-	-	65	Yes
February 13, 2026	Day	L03	L _{Aeq} , 15 hour ¹	55	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	52 ⁴	No	Yes	55	Yes
			L _{Amax}	56 ⁴	-	-	65	Yes
February 14, 2026	Day	L03	L _{Aeq} , 15 hour ¹	54	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	51	No	Yes	55	Yes
			L _{Amax}	60	-	-	65	Yes
February 15, 2026	Day	L03	L _{Aeq} , 15 hour ¹	51	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	55	No	Yes	55	Yes
			L _{Amax}	64	-	-	65	Yes
February 16, 2026	Day	L03	L _{Aeq} , 15 hour ¹	54	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	51	No	Yes	55	Yes
			L _{Amax}	62	-	-	65	Yes
February 17, 2026	Day	L03	L _{Aeq} , 15 hour ¹	51	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	51	No	Yes	55	Yes
			L _{Amax}	61	-	-	65	Yes
February 18, 2026	Day	L03	L _{Aeq} , 15 hour ¹	54	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	53	No	Yes	55	Yes
			L _{Amax}	59	-	-	65	Yes
February 19, 2026	Day	L03	L _{Aeq} , 15 hour ¹	50	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

2) Night-time period (10 pm to 7 am) – worst case 1 hour inclusive of any penalties for modifying factors

3) LFN = Low Frequency Noise

4) Noise levels during this period were impacted by extraneous weather. This data has been excluded from the results.

3.1.2 Additional information

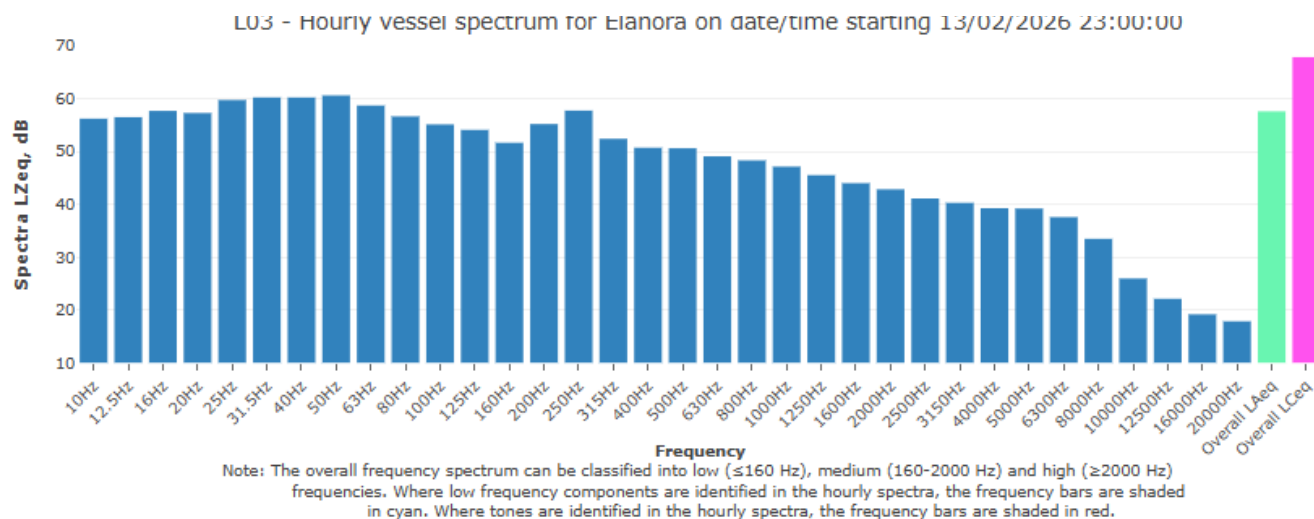


Figure 3.1 Typical vessel spectrum – noise level at L03

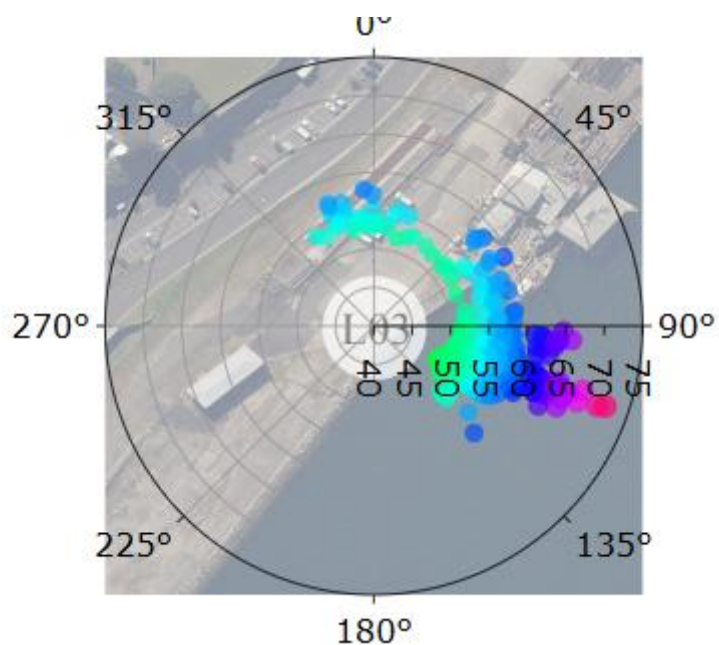


Figure 3.2 Typical vessel polar (directional) plot

3.2 Kondili (GLB8) – February 20 – February 22, 2026

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
February 20, 2026	Day	L03	L _{Aeq} , 15 hour ¹	-	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	51 ⁴	Yes ⁴	Yes	55	Yes
			L _{Amax}	64	-	-	65	Yes
February 21, 2026	Day	L03	L _{Aeq} , 15 hour ¹	54	No	Yes	60	Yes
	Night		L _{Aeq} , 1 hour ¹	51 ⁴	Yes ⁴	Yes	55	Yes
			L _{Amax}	64	-	-	65	Yes
February 22, 2026	Day	L03	L _{Aeq} , 15 hour ¹	53	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) 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

3.2.2 information

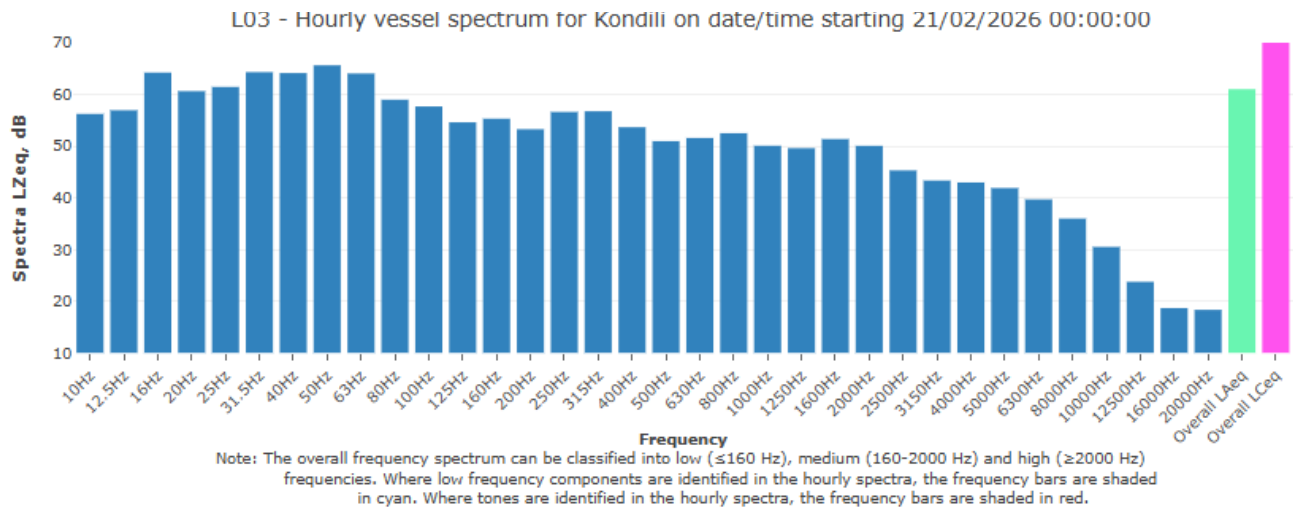


Figure 3.3 Typical vessel spectrum – noise level at L03

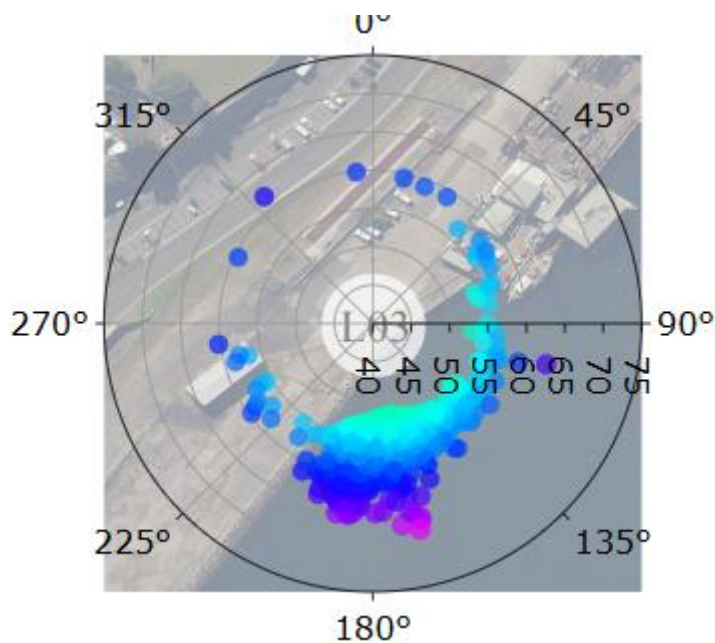


Figure 3.4 Typical vessel polar (directional) plot



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