

NVAQ

Environmental Noise Compliance Monitoring

Sydney International Container Terminal

Hutchinson Ports Australia

July 2026

Gate B, 150-160 Foreshore Rd, Botany NSW 2019



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1. Introduction

NVAQ Pty Ltd. (NVAQ) was commissioned by Hutchinson Ports Australia (HPA) to conduct the biannual environmental noise compliance monitoring at Sydney International Container Terminal Pty Ltd (SICTL) located at Gate B, 150-160 Foreshore Road, Botany NSW 2019.

The noise monitoring was conducted during normal port operations between 4th to 19th of July 2026.

The assessment contained within this report was conducted in accordance with the requirements of the SICTL site's current Environment Protection Licence EPL 20322, 1 September 2016, Clauses L3 and E1 at specified locations.

The noise monitoring was conducted during normal port operations and included unloading/loading of several large container ships. The results of the noise compliance monitoring for July 2026 are contained within this report.

Ambient background noise monitoring was conducted at the nearest noise sensitive receivers in the surrounding area of SICTL. A detailed summary of the noise monitoring results is enclosed in this report.

2. Scope – Noise Compliance

The scope of work provided to NVAQ for this assessment was as follows:

Prepare a noise compliance assessment for the existing site operations with reference to the NSW Environment Protection Authority (EPA) Environmental Protection Licence (EPL) and other relevant EPA noise guidelines and requirements.

This requires the following items:

- Assess the existing ambient noise environment in the areas surrounding the subject site.
- Compare the measured noise levels to EPL noise limits.
- Provide recommendations for further courses of action (where required).

3. Environmental Protection Licence (Noise)

The noise emissions from the on-site operations are required to satisfy specific NSW EPA requirements outlined in the site's EPL (Licence No. 20322).

Condition L3 Noise Limits Specifies:

L3.1 *Noise from the premises must not exceed the noise limits presented in Table 3-1 below. Note the limits represent the noise contribution at the nominated receiver locations.*

Table 3-1 : Noise Limits - L_{Aeq}

Most affected residential location	Day L_{Aeq} (15min)	Evening L_{Aeq} (15min)	Night L_{Aeq} (15min)	Night L_{Aeq} (9hours)
Chelmsford Avenue	40 dB(A)	40 dB(A)	40 dB(A)	38 dB(A)
Dent Street	45 dB(A)	45 dB(A)	45 dB(A)	43 dB(A)
Botany Road	47 dB(A)	47 dB(A)	47 dB(A)	45 dB(A)
Jennings Street	36 dB(A)	36 dB(A)	36 dB(A)	35 dB(A)
Australia Avenue	35 dB(A)	35 dB(A)	35 dB(A)	35 dB(A)
Military Road	42 dB(A)	42 dB(A)	42 dB(A)	40 dB(A)

L3.2 Noise from the premises must not exceed the noise limits presented in Table 3-2 below. Note the limits represent the noise contribution at the nominated receiver locations.

Table 3-2 : Noise Limits - Night

Most affected residential location	Night L_{A1} (1min)
Chelmsford Avenue	53 dB(A)
Dent Street	59 dB(A)
Botany Road	59 dB(A)
Jennings Street	55 dB(A)
Australia Avenue	57 dB(A)
Military Road	60 dB(A)

L3.3 For the purposes of Conditions L3.1 and L3.2

Day is defined as the period from 7 am to 6 pm (Monday to Saturday) and 8 am to 6 pm (Sundays and Public Holidays).

Evening is defined by the period from 6 pm to 10 pm on any day.

Night is defined as the period from 10 pm to 7 am (Monday to Saturday) and 10 pm to 8 am (Sundays and Public Holidays).

L3.4 For the purposes of Condition L3.1 noise from the premises must be measured or computed at the most affected point on or within the residential boundary.

L3.5 For the purpose of Condition L3.1, if a residential dwelling is located more than 30m from the residential boundary, noise from the premises must be measured or computed at the most affected point within 30m of the dwelling.

L3.6 Noise from the premises is to be measured at one metre from the dwelling façade to determine compliance with the L_{A1} (one minute) noise limits in condition L3.2.

L3.7 The noise limits specified in condition L3.1 and L3.2 apply under the following meteorological conditions:

- a) wind speeds up to 3 m/s at 10 m above ground level
- b) temperature inversion conditions of up to 1.5 degrees C/100 m.

Condition E1 Noise Monitoring and Compliance Reporting specifies the following:

E1.1 The licensee must undertake noise monitoring as follows:

- a) The noise monitoring must be undertaken within 6 months of the commencement of operations.
- b) The noise monitoring must verify the assumptions and noise limits as outlined in the Port Botany Container Terminal Expansion Noise Assessment (2003), part of the Environmental Impact Statement submitted to the Department of Planning and Infrastructure in accordance with the Environmental Planning and Assessment Act 1979 for the approved container terminal development, and Conditions L3.1 and L3.2 of this license.

E1.2 Every 6 months, the Licensee must undertake a periodic noise monitoring program consisting of attended and unattended monitoring and provide a report within one month after completion of monitoring to the EPA's Manager, Sydney Industry at PO Box 668 Parramatta NSW 2124 containing the following information:

- a) Unattended monitoring data for a continuous period of no less than 2 weeks
- b) Attended monitoring data during the period outlined in subsection
- c) Monitoring data from a minimum of three locations specified in Conditions L3.1 and L3.2;
- d) An assessment of the noise levels against Condition L3 including trend analysis; and
- e) Details of any feasible and reasonable noise mitigation measures that have been or are proposed to be implemented further reduce noise levels below the limits prescribed in this license.

4. Site Description

4.1. Location and Operations

SICTL is located at B150-160 Sirius Road (off Foreshore Road), Botany, New South Wales (NSW) 2019 within Terminal 3 which is part of NSW Ports' Port Botany Expansion (PBE) Project that also includes other port operators and terminals. The SICTL Terminal 3 is situated parallel to the runway at Sydney International Airport.

The site occupies an approximate area of 63 hectares, extending 550 metres west and 1,300 metres north of the existing northern quay of Brotherson Dock. SICTL operates a modern international container terminal at Port Botany with key features being a 1300m Quay Line and two Rail Sidings equal to 1.6km of track.

The SICTL port site operates with the following plant and equipment:

- Six Automated Stacking Cranes (ASC).
- Engineering and Maintenance building – includes workshop and washing bay.
- Two Vessel Berths - HD1 and HD2.
- Four Quay Cranes (QCs).
- Shuttle carriers, reach stackers and other operational equipment.
- Railway sidings and freight train delivery and collection.
- Container yards, including Truck grids

Figure 4-1 shows the SICTL Site Layout, Work Areas & Potential Noise Sources

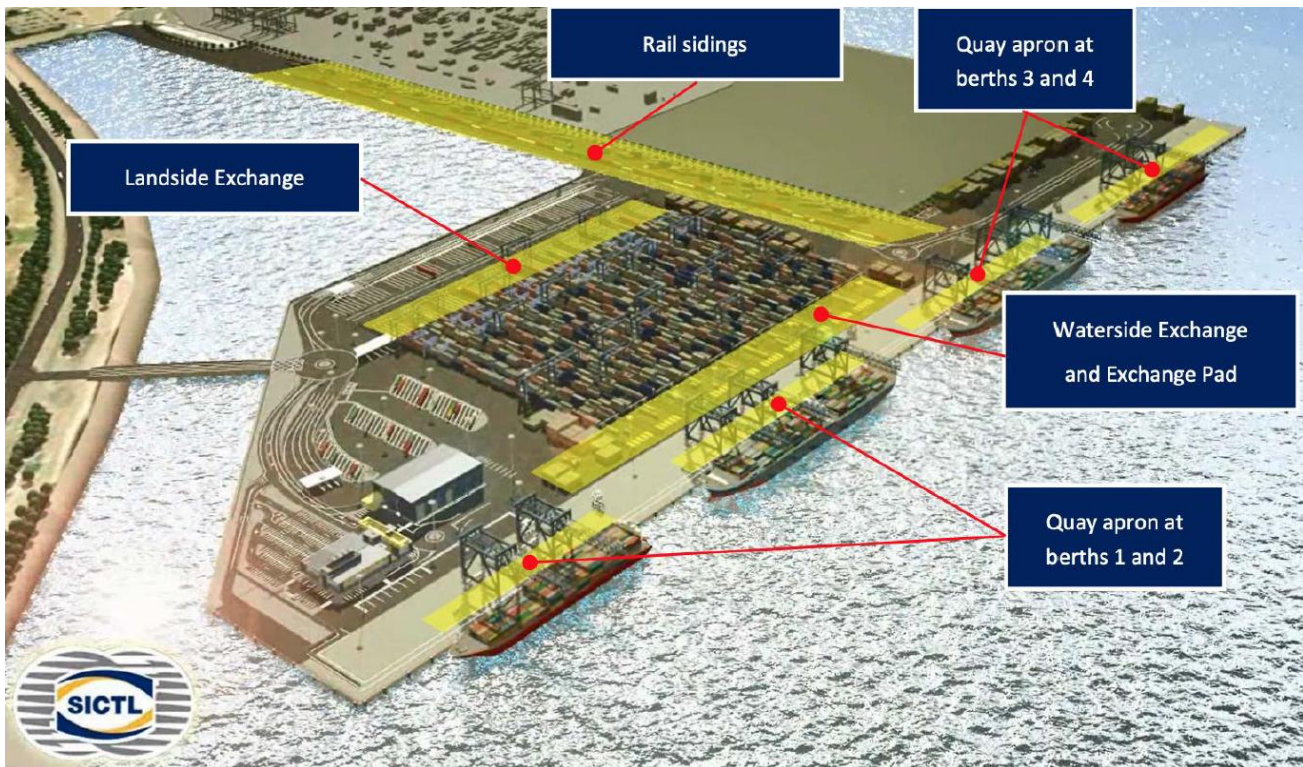


Figure 4-1: SICTL Site Layout, Work Areas & Potential Noise Sources

4.2. Adjacent Land Use

Areas surrounding the site comprises industrial, port related, commercial, residential and recreational land uses, as per the descriptions in the following section.

4.2.1. Industrial and Commercial Uses

- The main industrial land uses near the terminal include Patrick's Ports Botany Container Terminal, Caltex Oil Terminal, and DP World Australia (DP World container terminal). Several other industrial sites are also in close proximity to the area, such as Opal, Orora Recycling, Orica, BOC, Air Liquid, Mobil and British Petroleum Oil Terminals, Savino Del Bene Australia, Warehouse Solutions International, and Owens Transport. The Botany Industrial Park is approximately 1,000 metres from the site.
- Sydney (Kingsford Smith) Airport, the primary domestic and international airport in Sydney, is roughly 3,000 metres west of the site. The Discovery Cove Business Park, a commercial business centre, is situated near the SICTL on Botany Road.
- A goods freight rail line operates from Port Botany and services SICTL, Patrick's Port Botany, DP World container terminal, Qube Logistics, and Veolia. The line connects with the metropolitan freight and intermodal terminal. Storage for goods occurs at the Cooks River and Botany Goods Yards, SICTL, Patrick's Port Botany container terminal, DP World container terminal, and various nearby transport and logistic facilities, including Sydney Haulage.

4.2.2. Residential, Recreation and Open Space Uses

- Residential land uses are situated to the east, northeast, and northwest of the site, encompassing the suburbs of Botany, Banksmeadow, and Matraville. Residential receivers to the north and northeast are located at distances ranging from 650 meters to 1,000 meters. These identified residential areas are considered nearest to the SICTL facility.
- The nearest educational institutions, as measured from the terminal's northern point, are Banksmeadow Primary School located 1km away and Matraville Primary School, located 1.6km from the site.
- Several recreational areas are present in the surrounding suburbs, including multiple open spaces.

4.3. Noise Sensitive Survey Locations

Details of three noise sensitive survey locations are provided in Table 4-1 and marked on the aerial image in Figure 4-2.

Further details on the survey locations are provided in Section 5.2.

Table 4-1 : Noise Sensitive Receivers Locations

Receiver	Receiver Type	Description
34 Dent Street, Matraville	Residential	Single storey residential dwelling
72 Australia Avenue, Matraville	Residential	Single storey residential dwelling
12 Military Road, Matraville	Commercial	Graveyard & Crematorium



Figure 4-2: Site Aerial View, Subject Site & Noise Survey Locations

5. Noise Compliance Monitoring Methodology

Unattended and attended noise compliance measurements were conducted to quantify the existing ambient noise environment and noise impacts from the Site during normal operations.

A detailed summary of the methodology is provided in the section below.

5.1. Instrumentation

Unattended noise logging was conducted in accordance with the NSW EPA guidelines using the noise survey equipment outlined in Table 5-1. The noise loggers and sound level meter were calibrated before and after measurements and found no significant calibration drift.

The calibration certificates for each equipment item can be provided upon request.

Table 5-1 : Noise Logging Equipment

Equipment	Model	Serial Number	Calibration Due
Noise Logger	Svante SV-977	167936	23/06/2027
Noise Logger	Svante SV-307A	137617	18/06/2028
Noise Logger	Svante SV-307A	157296	25/05/2028
Sound Level Meter	Svante SV-971A	151459	15/07/2028
Acoustic Calibrator	Svante SV-36	167363	15/07/2027

5.2. Measurement Location Details

Three measurement locations were selected in accordance with the locations specified in Consent Conditions L3.1 and L3.2 of the latest EPL (dated 1 September 2016). All locations were agreed by HPA and NVAQ prior to the noise survey.

The noise monitoring survey comprised three monitoring locations in accordance with Condition E 1.2. The three locations are marked on the aerial image in Figure 4-2 for reference. Observations and information gathered at each monitoring location ensured that each location was suitable and was representative of the ambient noise environment for the location area.

The three monitoring locations have been established and described below in accordance with the previous noise survey conducted in July 2024.

5.2.1. Location 1: 72 Australia Avenue, Matraville

Unattended and attended noise monitoring was conducted at 72 Australia Avenue, Matraville. The noise logger was installed within the front yard of the residential property facing Australia Avenue. The monitoring location is approximately 1,900 metres from the south boundary of the SICTL site.

Attended noise survey measurements were conducted at the logger location during the Day, Evening & Nighttime periods.

This location is considered the nearest potential affected noise catchment area and was situated with an acceptable distance and separation from adjacent industrial tenancies.

The noise monitoring location was typical of an urban noise environment affected by local traffic, occasional birds and adjacent industrial tenancies between the subject site and the monitoring location. The adjacent industrial tenancies to this site include Opal Recycling facility and Sydney Haulage Container facility.

5.2.2. Location 2: 34 Dent Street, Botany

Unattended and attended noise monitoring was conducted at 34 Dent Street, Botany. The noise logger was installed within the front yard of the residential property facing Botany Gold Course & Sir Joseph Banks Park Playground. The monitoring location is approximately 1,500 metres from the south boundary of the SICTL site.

Attended noise survey measurements were conducted within 5 metres of the logger location on Dent Street during the Day, Evening & Nighttime periods.

Foreshore Road is located between the site and monitoring location and aircraft taking off & landing at Sydney Airport are clearly audible from this location.

5.2.3. Location 3: 12 Military Road, Matraville

Unattended and attended noise monitoring was conducted at 12 Military Road, Matraville, located within the Eastern Suburbs Crematorium. The noise logger was installed along the south-eastern fence of the site. The monitoring location is approximately 1,500 metres from the eastern boundary of the SICTL site where containers are loaded on trains.

Attended noise survey measurements were conducted at the logger location during the Day, Evening & Nighttime periods.

The main noise contributions at this location consisted of local traffic and adjacent industrial tenancies, such as DP World container terminal, P&O Trans Australia facility and Warehouse Solution International facility and activity associated with the cemetery are main noise contributors observed as influencing the local ambient noise environment.

5.3. Weather & Meteorological Conditions

All attended noise measurements were conducted during periods with no extraneous weather conditions, characterised by low wind and no rainfall. While the initial part of the week experienced heavy winds and rain, any data collected during those periods was excluded from the analysis in accordance with the provisions of EPA Noise Policy for Industry. Weather data from the Bureau of Meteorology's (BOM) Sydney Airport weather station has been used for this analysis.

6. Compliance Noise Monitoring Results

Unattended noise monitoring was conducted for a period of no less than two weeks from 4th to 19th of July 2026 in accordance with Condition E1.2 of the EPL and are summarised in Section 6.1 below.

Attended noise measurements were conducted at each of the three monitoring locations during the Day, Evening and Nighttime assessment periods and are summarised in Section 6.2 below.

General observations of the noise environment in the surrounding area include the following:

- Ambient noise environment characterised by urban hum.
- The dominant noise source at all locations was local and distant traffic.
- Aircraft activities from Sydney Airport were clearly audible at all locations during the day, evening and nighttime periods.
- Noise from adjacent industrial sites were audible at all monitoring locations during the Daytime assessment period, however noise from the port could not be determined and was inaudible during the evening and nighttime assessment periods.
- Birds, residents talking and distant local dogs barking were occasionally heard at each location.
- Trucks, truck breaks, forklifts, reverse beeper sounds could be heard at nearby industrial tenancies during the Daytime assessment periods. This noise is not likely to have been from SICTL due to the distance separation from each of the 3 receiver locations.
- The noise environment at each monitor location was dominated by general traffic, urban and industrial noise sources.
- The ambient noise levels measured at the three logger locations are dominated by local noise sources. This has been confirmed through the attended noise measurement survey and observations during setup and retrieval of equipment.

6.1. Unattended Noise Monitoring Results

The results of the unattended noise compliance measurements for each of the three (3) locations are provided in this section below.

6.1.1. Location 1: 72 Australia Avenue, Matraville

The results of the unattended noise survey at Location 1: 72 Australia Avenue are provided in Table 6-1 below.

Table 6-1 : 72 Australia Ave - Environmental Noise Survey Results Summary

Date	Day 0700-1800hrs			Evenings 1800-2200hrs			Night 2200-0700hrs		
	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}
04/07/2026	76	83	53	68	79	54	65	66	49
05/07/2026	58	66	49	54	62	47	51	60	45
06/07/2026	55	62	47	57	66	48	60	68	51
07/07/2026	52	59	46	48	55	46	47	53	43
08/07/2026	76	83	53	68	79	54	65	66	49
09/07/2026	58	66	49	54	62	47	51	60	45
10/07/2026	55	62	47	57	66	48	60	68	51
11/07/2026	52	60	45	48	56	43	44	48	41
12/07/2026	50	59	45	48	55	45	48	52	46
13/07/2026	51	60	44	48	56	43	44	48	41
14/07/2026	50	59	45	48	55	45	48	52	46
15/07/2026	52	60	48	49	55	46	47	51	45
16/07/2026	55	62	51	52	60	46	50	54	43
17/07/2026	53	62	48	48	56	45	47	51	43
18/07/2026	51	60	45	50	58	44	45	50	41
19/07/2026	50	58	42	47	55	42	45	48	38
Median ¹	62	64	47	60	62	45	57	56	45

Note¹: The weekly median noise levels do not include the weather excluded days.

72 Australia Avenue Notes & Observations:

- The measured L_{Aeq} noise levels on all day exceeded the L_{Aeq} noise limit for Australia Avenue. The median L_{Aeq} noise level also exceeded the L_{Aeq} noise limit at this location.
- However, based on observations and attended noise measurements the measured L_{Aeq} noise level exceeded the noise limits due to localised events at or nearby to the residential site.
- The median night-time L_{A1} noise level of 56 dB(A) complies with the night-time L_{A1} noise limit of 57 dB(A) for Australia Avenue.
- Furthermore, the unattended noise survey results were found to exceed the EPL Day, Evening and Night-time L_{Aeq} (15min) noise limit for Australia Avenue.
- It is noted that during attended noise measurements, noise from the direction of Botany Port was just audible at times during the evening, and nighttime at Australia avenue. However, it could not be determined if the source of the noise was from SICTL or adjacent Container Terminals and Industrial premises.
- Therefore, the noise contribution from SICTL was found to be compliant with the EPA license noise limits at Australia Avenue.

6.1.2. Location 2: 34 Dent Street, Botany

The results of the unattended noise survey at Location 2: 34 Dent Street are provided in Table 6-1 below.

Table 6-2 : 34 Dent Street - Environmental Noise Survey Results Summary

Date	Day 0700-1800hrs			Evenings 1800-2200hrs			Night 2200-0700hrs		
	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}
04/07/2026	56	63	50	56	64	51	52	55	45
05/07/2026	58	66	54	57	64	52	56	61	52
06/07/2026	60	67	56	58	65	54	56	60	52
07/07/2026	59	66	55	57	63	53	52	56	49
08/07/2026	59	66	55	56	64	52	53	58	49
09/07/2026	57	64	52	57	65	52	53	56	47
10/07/2026	56	64	50	55	65	50	52	54	44
11/07/2026	55	63	47	52	60	47	50	52	44
12/07/2026	57	65	51	57	66	50	51	55	45
13/07/2026	64	67	53	57	66	50	52	56	45
14/07/2026	57	65	51	56	65	50	54	60	49
15/07/2026	59	65	55	56	64	51	53	59	48
16/07/2026	60	66	56	55	62	51	51	56	46
17/07/2026	58	66	52	55	66	49	51	55	46
18/07/2026	56	63	51	53	59	49	50	55	45
19/07/2026	55	61	49	53	60	48	50	53	44
Median ¹	59	66	52	56	64	51	53	57	47

Note¹: The weekly median noise levels do not include the weather excluded days.

34 Dent Street Notes & Observations:

- The measured L_{Aeq} noise levels on all days exceeded the L_{Aeq} noise limit for Dent Street. The measured median L_{Aeq} noise level also exceeded the L_{Aeq} noise limit at this location.
- However, based on observations and attended noise measurements the measured L_{Aeq} noise level exceeded the noise limits due to localised noise events at or nearby to the residential site.
- The measured median night-time L_{A1} noise level of 57 dB(A) complies with the night-time L_{A1} noise limit of 59 dB(A) for Dent Street.
- Furthermore, the unattended noise survey results were found to exceed the EPL Day, Evening and Night-time L_{Aeq} (15min) noise limit for Dent Street.
- It is noted that during attended noise measurements, noise from the direction of Botany Port was indiscernible and inaudible during the evening, and nighttime at Dent Street.
- Therefore, the noise contribution from SICTL was found to be compliant with the EPA license noise limits at Dent Street.

6.1.3. Location 3: 12 Military Road, Matraville

The results of the unattended noise survey at Location 3: 12 Military Road, Matraville are provided in Table 6-1 below.

Table 6-3 : 12 Military Road - Environmental Noise Survey Results Summary

Date	Day 0700-1800hrs			Evenings 1800-2200hrs			Night 2200-0700hrs		
	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}	L _{Aeq}	L _{A1}	L _{A90}
04/07/2026	-	-	-	54	63	47	52	59	49
05/07/2026	56	64	51	55	63	48	53	62	46
06/07/2026	62	67	52	55	64	51	56	63	51
07/07/2026	58	66	54	56	64	52	55	62	51
08/07/2026	59	66	52	56	63	52	54	61	50
09/07/2026	59	67	52	56	63	50	57	65	52
10/07/2026	54	61	50	61	69	55	58	66	51
11/07/2026	57	65	52	56	63	52	54	61	50
12/07/2026	59	67	52	56	60	47	57	65	52
13/07/2026	54	61	50	61	68	55	58	66	51
14/07/2026	57	65	51	56	64	52	54	60	50
15/07/2026	59	67	52	56	63	50	59	65	55
16/07/2026	56	62	53	62	67	58	59	65	55
17/07/2026	56	62	52	61	68	54	56	64	52
18/07/2026	54	61	50	64	68	54	59	67	53
19/07/2026	54	62	48	58	66	54	59	66	52
Median ¹	60	65	52	57	64	52	57	64	51

Note¹: The weekly median noise levels do not include the weather excluded days.

12 Military Road Notes & Observations:

- The measured L_{Aeq} noise levels on most days exceeded the L_{Aeq} noise limit for Military Road. The median L_{Aeq} noise level also exceeded the L_{Aeq} noise limit at this location.
- However, based on observations and attended noise measurements the measured L_{Aeq} noise level exceeded the noise limits due to localised events at or nearby to the cemetery site.
- The measured median night-time L_{A1} noise level of 64 dB(A) exceeds the night-time L_{A1} noise limit of 60 dB(A) for Military Road.
- Furthermore, the unattended noise survey results were found to exceed the EPL Day, Evening and Night-time L_{Aeq} (15min) noise limit for Military Road.
- It is noted that during attended noise measurements, noise from the direction of Botany Port was slightly audible during the evening, and nighttime at Military Road. However, it could not be determined if the source of the noise was from SICTL or adjacent Container Terminals and Industrial premises.
- Therefore, the noise contribution from SICTL was found to be compliant with the EPA license noise limits at Military Road.

6.2. Attended Noise Measurement Results

Attended noise measurements were conducted in accordance with the EPL at each of the three monitoring locations during the Day, Evening and Nighttime assessment periods.

In order to measure 'worst-case' operating condition. All attended noise measurements conducted while a ship was being loaded/unloaded at SICTL. Ship loading activities were observed by NVAQ at the Foreshore Road Boat Ramp before and after each set of attended measurements during the Day, Evening and Nighttime. Quay cranes, shuttle carriers, reach stackers and ASCs were observed to be in operation. Furthermore, observations and noise checks were conducted at 'Dent Street' to ensure port noise was not audible at this location.

Results and observations of the attended noise measurements are presented in the sections below.

6.2.1. Location 1: 72 Australia Avenue

Table 6-4 below provides the attended noise survey results conducted at 72 Australia avenue during the Day, Evening and Nighttime assessment periods.

Table 6-4: Attended Noise Survey Results – 72 Australia Avenue

Period	Date / Start Time (15min)	Measured Noise Levels - 15min			Comments
		L _{A90}	L _{Aeq}	L _{A1}	
Day	13/07/2026 10:15	47	52	60	- The noise environment was dominated by local traffic along Australia Ave. - Typical urban residential hum with - Industrial noise constant throughout measurement from nearby sites including Opal recycling plant including a constant tonal noise from industrial related mechanical plan nearby - Aircraft activity clearly audible - Low level audible industrial noise from port direction. Could not be determined to be coming from SICTL
Evening	13/07/2026 18:20	46	49	57	- The noise environment was dominated by intermittent local traffic along Aus Ave. General urban hum noise including birds and insects . - Industrial noise constant throughout measurement from nearby sites including Opal recycling plant including a constant tonal noise from industrial related mechanical plan nearby - Distant road traffic noise from Beauchamp Rd, Bunnerong Rd and Botany Rd. - Aircraft activity clearly audible - No audible industrial noise from SICTL.
Night	12/07/2026 22:20	43	46	52	- The noise environment was dominated by intermittent local traffic along Aus Ave. - Noise from insects throughout - Aircraft activity clearly audible during movements. - No audible industrial noise from SICTL.

Notes & Compliance:

- The attended measured noise levels were found to exceed the noise criteria for Australia Avenue during the Day, Evening and Nighttime assessment periods.
- Noise from the port was inaudible at this location and therefore the noise contribution from SICTL was found to be compliant with the noise limits on Australia Avenue.

6.2.2. Location 2: 34 Dent Street

Table 6-4 below provides the attended noise survey results conducted at 34 Dent Street during the Day, Evening and Nighttime assessment periods.

Table 6-5: Attended Noise Survey Results – 34 Dent Street

Period	Date / Start Time (15min)	Measured Noise Levels			Comments
		L _{A90}	L _{Aeq}	L _{A1}	
Day	13/07/2026 10:41	54	59	68	- The noise environment was dominated by local traffic along Foreshore Road & Botany Road. - Typical urban residential hum with constant distant traffic noise. - Insects and bird noise throughout. - Cars entering / exiting the adjacent car park next to Sir Joseph Banks Park. - Tonal industrial noise constant throughout half of measurement from the opposite direction to the port. - Aircraft take-off and landing movements clearly audible - Distant industrial noise occasionally audible. - No audible industrial noise from SICTL port
Evening	13/07/2026 18:48	51	58	70	- The noise environment was dominated by local traffic along Foreshore Road & Botany Road. - Typical urban residential hum with constant distant traffic noise. - Noise from birds and insects. - Aircraft activity clearly audible - Distant tonal industrial noise occasionally audible, not from port direction. - No audible industrial noise from SICTL port
Night	12/07/2026 22:51	46	53	64	- The noise environment was dominated by local traffic along Foreshore Road & Botany Road. - Typical urban residential hum with constant distant traffic noise. - Noise from birds and bats. - Aircraft activity clearly audible - Distant industrial noise occasionally audible, not from port direction. - No audible industrial noise from SICTL port

Notes & Compliance:

- The attended measured noise levels were found to exceed the noise criteria for Australia Avenue during the Day, Evening and Nighttime assessment periods.
- Noise from the port was inaudible at this location and therefore the noise contribution from SICTL was found to be compliant with the noise limits on Dent Street.

6.2.3. Location 3: 12 Military Road

Table 6-4 below provides the attended noise survey results conducted at 12 Military Road during the Day, Evening and Nighttime assessment periods.

Table 6-6: Attended Noise Survey Results – 12 Military Road

Period	Date / Start Time (15min)	Measured Noise Levels			Comments
		L _{A90}	L _{Aeq}	L _{A1}	
Day	13/07/2026 11:07	50	55	62	- The noise environment was dominated by local traffic along Military Road. - Typical urban residential hum with distant traffic noise from Bumborah Point Rd & Botany Rd. - Distant truck compression breaking - Birds and insects intermittently audible throughout - Aircraft activity clearly audible throughout. - Distant industrial noise occasionally audible with tonal industrial noise constant at times from the industrial estates across from the port. - Clearly audible industrial noise from port and nearby industrial sites, likely to be shipping companies and DP world. Noise included 'banging' noises from containers being moved or dropped in the direction of DP world.
Evening	13/07/2026 19:27	58	64	69	- The noise environment was dominated by local traffic along Military Road. - Typical urban residential hum with distant traffic noise from Bumborah Point Rd & Botany Rd. - Insect noise was audible throughout. - Tonal industrial noise from industrial sites audible throughout half the measurement. - Aircraft activity clearly audible - Distant industrial noise occasionally audible, possibly from DP world or adjacent industrial sites. Noise from dropping shipping containers from the directions of DP world. - No audible industrial noise from SICTL port
Night	12/07/2026 23:19	52	58	61	- The noise environment was dominated by intermittent local traffic along Military Road - Aircraft activity clearly audible - Generator running nearby throughout measurement period and masked general noise - No audible industrial noise from port

Notes & Compliance:

- The attended measured noise levels were found to exceed the noise criteria for Australia Avenue during the Day, Evening and Nighttime assessment periods.
- Noise from the SICTL port was inaudible or indiscernible at this location and therefore the noise contribution from SICTL was found to be compliant with the noise limits on Military Road.

7. Statement of Industrial Noise Compliance

In order to provide a statement of compliance for the existing industrial noise from SICTL, the unattended and attended noise monitoring results have been analysed and reviewed in detail. Noise emissions and noise contribution originating from the SICTL site were assessed during times where there was minimal localised noise and low ambient noise levels at the monitoring locations.

At each of the three noise monitoring locations there were multiple noise sources contributing to the ambient noise environment. As it is not possible to filter out all the localised ambient noise sources, compliance has been determined based on observations, attended measurements and statistical noise measurements.

7.1. Operations

NVAQ understands that normal operations were conducted at SICTL during the two-week monitoring period between 4th to 19th of July 2026. The SICTL shipping schedule was provided to NVAQ before the two-week monitoring period to confirm the presence of 'normal' operations with several ships being loaded/unloaded. The shipping schedules have been reproduced in Appendix E for reference and show that ships were loaded/unloaded on 8 separate occasions.

Furthermore, NVAQ staff observed container ships being loaded/unloaded at several occasions during the two-week period, particularly during the attended noise surveys. This was observed from the Foreshore Road Boat Ramp which is located adjacent to the SICTL site.

7.2. Measured Noise Levels Review

7.2.1. Daytime Period

Unattended and attended noise levels measured at Australia Avenue, Dent Street and Military Road all show an exceedance of the EPL Daytime L_{Aeq} noise limits.

The ambient noise environment at all 3 locations was dominated by localised noise, traffic noise and aircraft noise.

During the attended noise surveys, operational noise emissions from Port Botany shipping facilities was audible at low levels at Military Road and Australia Avenue. However, NVAQ could not determine that the noise source was coming from the direction of SICTL.

Therefore, based on the noise survey results and observations, operational noise impacts from SICTL are considered to be compliant with the EPL Daytime noise limits.

7.2.2. Evening time Period

Unattended and attended noise levels measured at Australia Avenue, Dent Street and Military Road all show an exceedance of the EPL Evening time period L_{Aeq} noise limits.

The ambient noise environment at all 3 locations was dominated by localised noise, distant industrial noise birds, insects, traffic noise and aircraft noise.

During the attended noise surveys, operational noise emissions from Port Botany shipping facilities was audible at low levels at Military Road and Australia Avenue. However, NVAQ could not determine that the noise source was coming from the direction of SICTL and was likely to be from DP World and adjacent industrial tenancies.

Therefore, based on the noise survey results and observations, operational noise impacts from SICTL are considered to be compliant with the EPL Evening time noise limits.

7.2.3. Nighttime Period

Unattended and attended noise levels measured at Australia Avenue, Dent Street and Military Road all show an exceedance of the EPL Nighttime L_{Aeq} noise limits.

The ambient noise environment at all 3 locations was dominated by localised noise, distant traffic noise and occasional aircraft noise.

During the attended noise surveys, operational noise emissions from Port Botany shipping facilities was inaudible at all 3 monitoring locations at Military Road, Australia Avenue & Dent Street.

Therefore, based on the noise survey results and observations, operational noise impacts from SICTL are considered to be compliant with the EPL Nighttime noise limits.

8. Conclusion & Summary

To satisfy the requirements of the EPL for operations at SICTL, NVAQ conducted attended and unattended noise monitoring at the following 3 locations in accordance with the EPA License:

- 72 Australia Avenue
- 34 Dent Street
- 12 Military Road

The short-term attended and long-term unattended measured noise levels were assessed against the EPL noise limits to determine compliance.

Existing noise levels at all 3 receiver locations are considered as 'high noise' areas. The dominant noise sources contributing to the L_{Aeq} and $L1$ noise measurements at all 3 locations was localised traffic, general urban hum, adjacent industrial sites, aircraft activities.

NVAQ note that low noise levels were observed from the Port Botany shipping facilities area at Australia Street, Dent Street and Military Road, however the direction and location of the port noise could not be determined in any instance.

Based on the attended measurements and observations, SICTL operational noise was found to be compliant with the EPL Day, Evening and Night-time noise limits.

Furthermore, no continuous annoying characteristics or tonal noise was present at the residential receivers. The port noise was found to be inaudible during the Nighttime periods and therefore will not cause sleep disturbance.

Based on the current operations, the site is found to be compliant with the operational noise limits. However, if SICTL increase or change their current operations, noise management procedures should be implemented to ensure the noise levels remain compliant.

Appendix A Terminology

Decibel, dB:

Unit of acoustic measurement. Measurements of power, pressure and intensity. Expressed in dB relative to standard reference levels.

dB(A):

Unit of acoustic measurement weighted to approximate the sensitivity of human hearing to sound frequency.

Sound Pressure Level, L_p (dB), of a sound:

20 times the logarithm to the base 10 of the ratio of the r.m.s. sound pressure to the reference sound pressure of 20 micro Pascals. Sound pressure level is measured using a microphone and a sound level meter, and varies with distance from the source and the environment.

Ambient Sound:

Of an environment: the all-encompassing sound associated with that environment, being a composite of sounds from many sources, near and far.

Percentile Level – L_{90} , L_{50} , L_{10} , L_1 etc:

A statistical measurement giving the sound pressure level which is exceeded for the given percentile of an observation period, e.g. L_{90} is the level which is exceeded for 90% of a measurement period. L_{90} is commonly referred to as the "background" sound level.

$L_{Aeq,T}$:

Equivalent continuous A-weighted sound pressure level. The value of the A-weighted sound pressure level of a continuous steady sound that, within a measurement time interval T, has the same A-weighted sound energy as the actual time-varying sound.

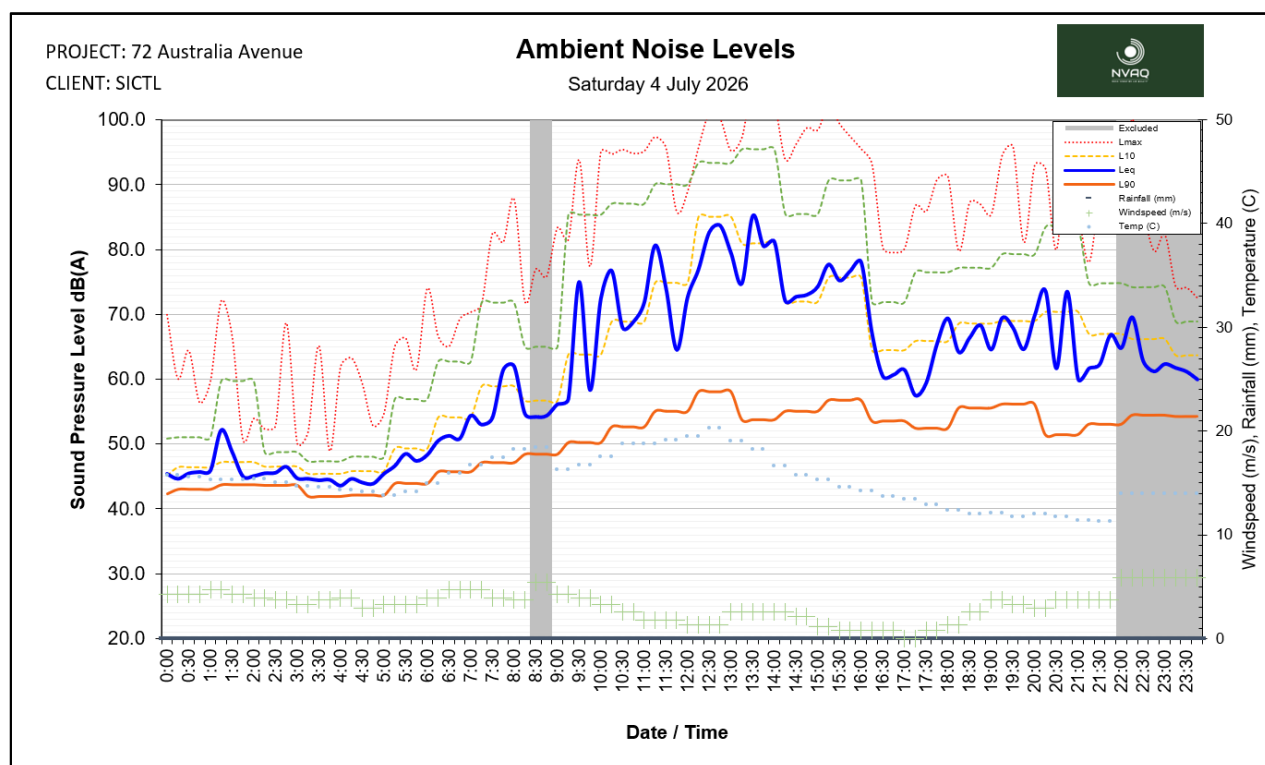
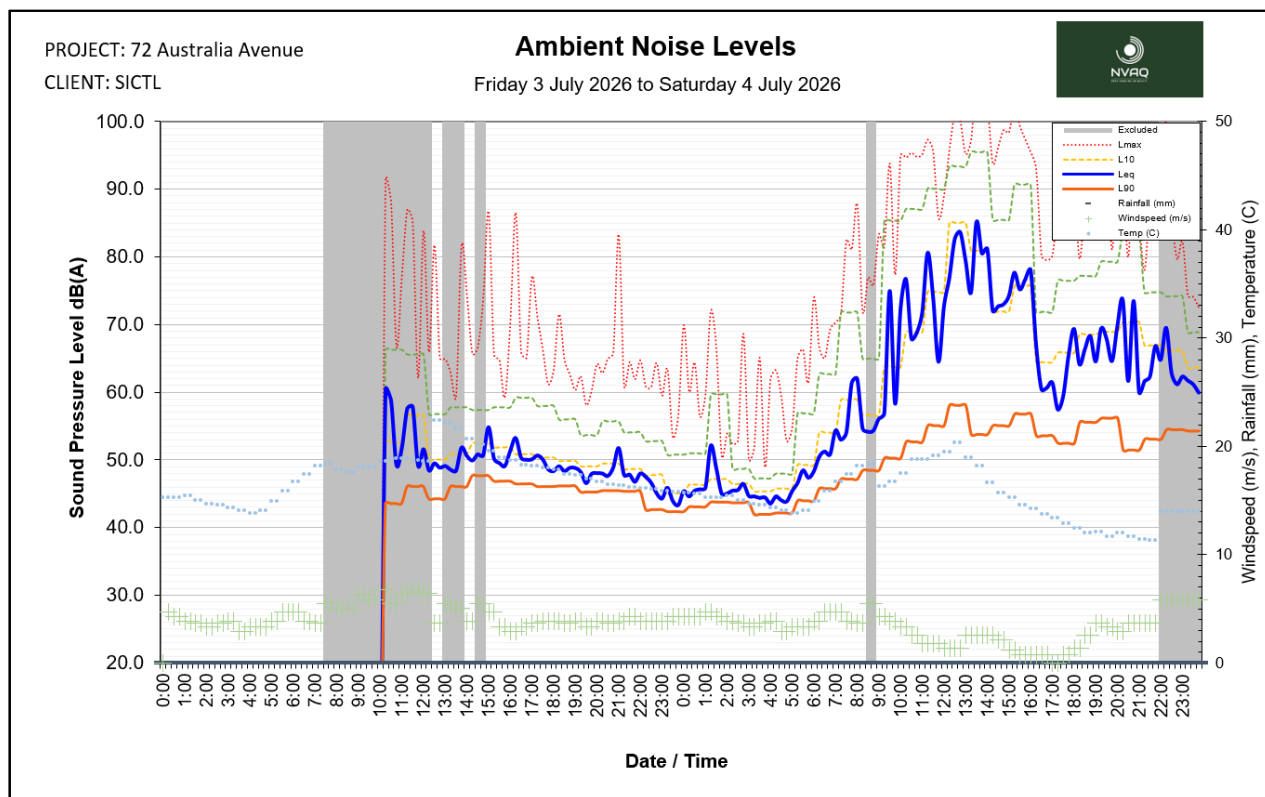
L_{max} :

The maximum noise level over the measurement period for a given time weighting e.g. slow (s), fast (F) or impulse (I).

Rating Background Level – RBL:

Method for determining the existing background noise level which involves calculating the tenth percentile from the L_{A90} measurements. This value gives the Assessment Background Noise Level (ABL). Rating Background Level is the median of the overall ABL.

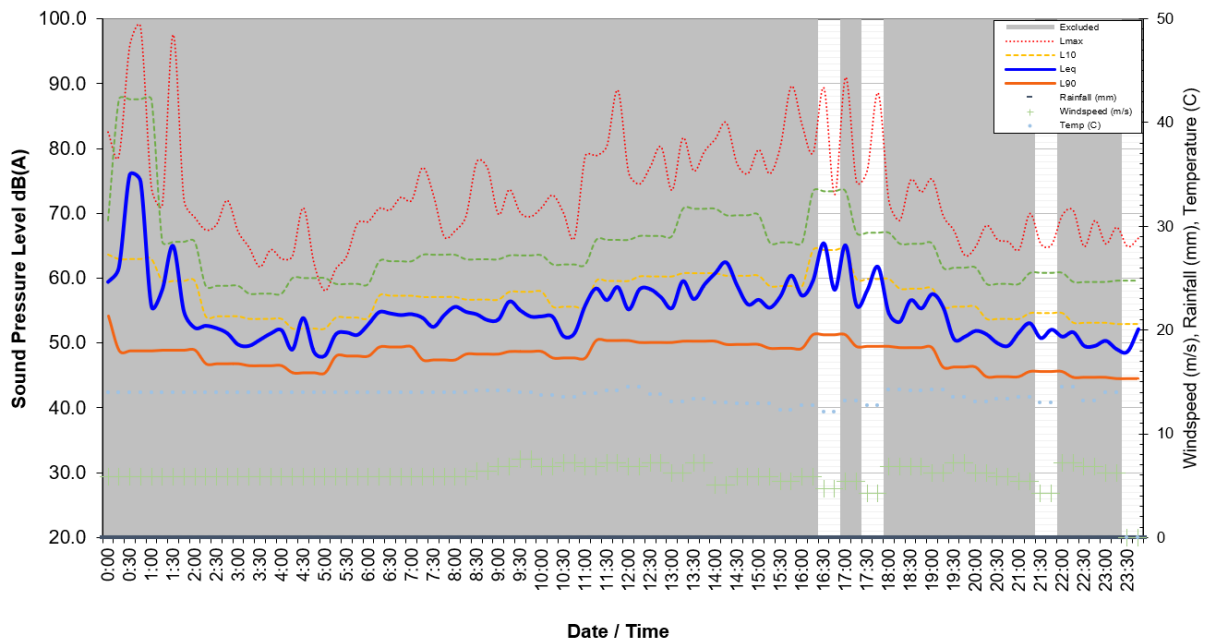
Appendix B 72 Australia Avenue Noise Survey Graphs



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

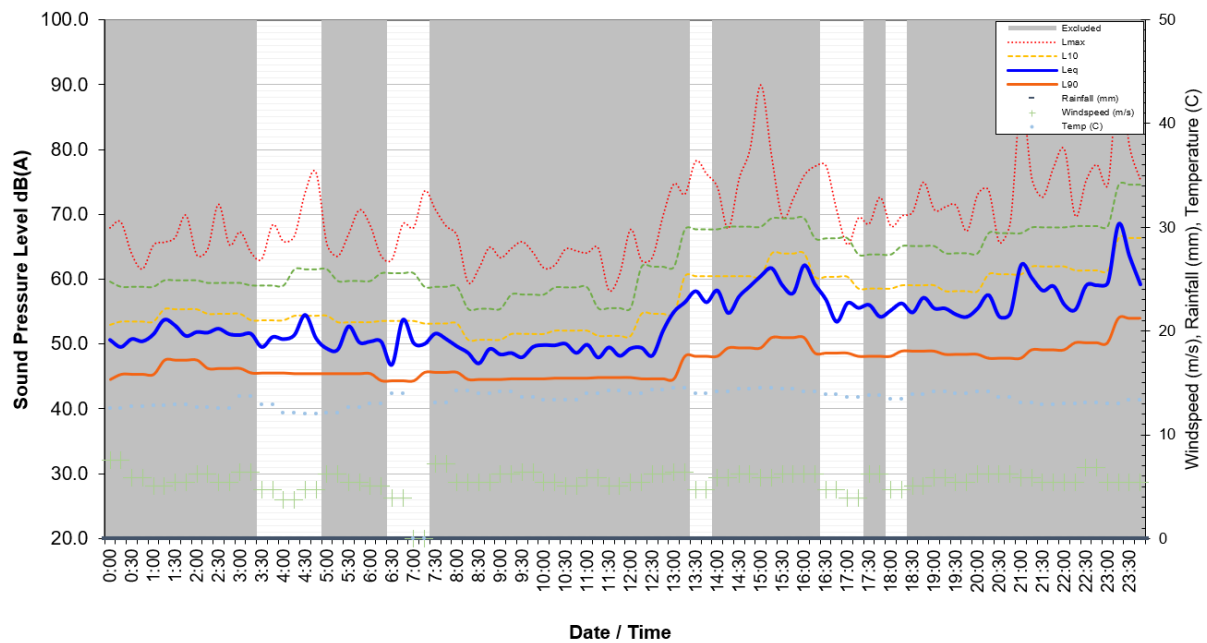
Sunday 5 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

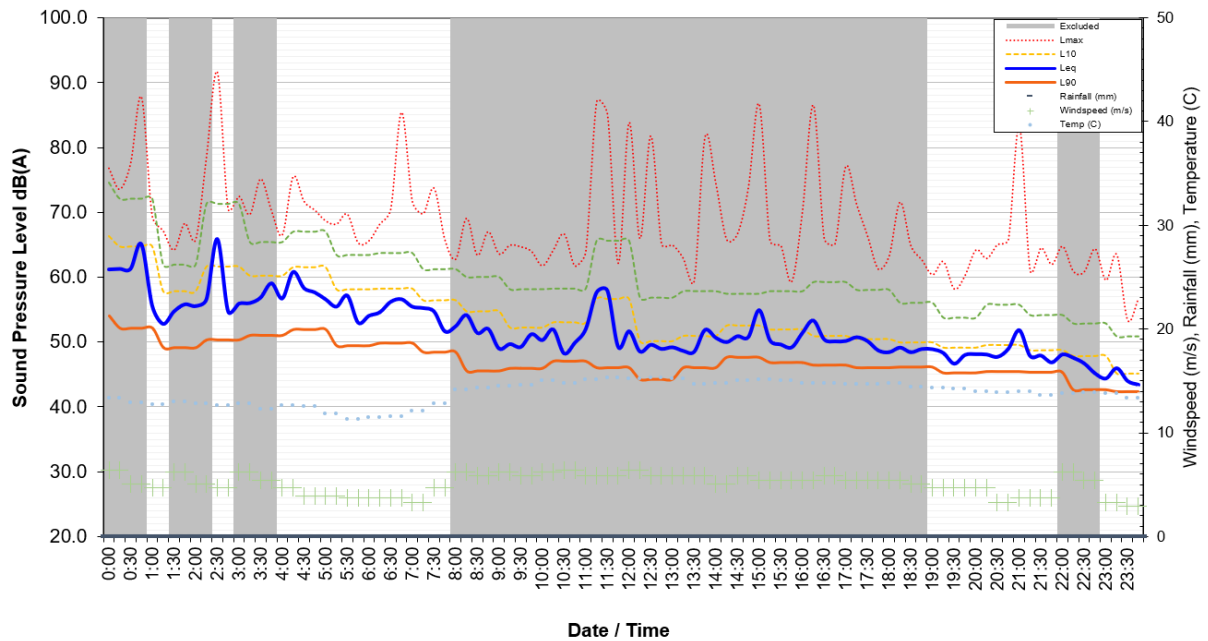
Monday 6 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

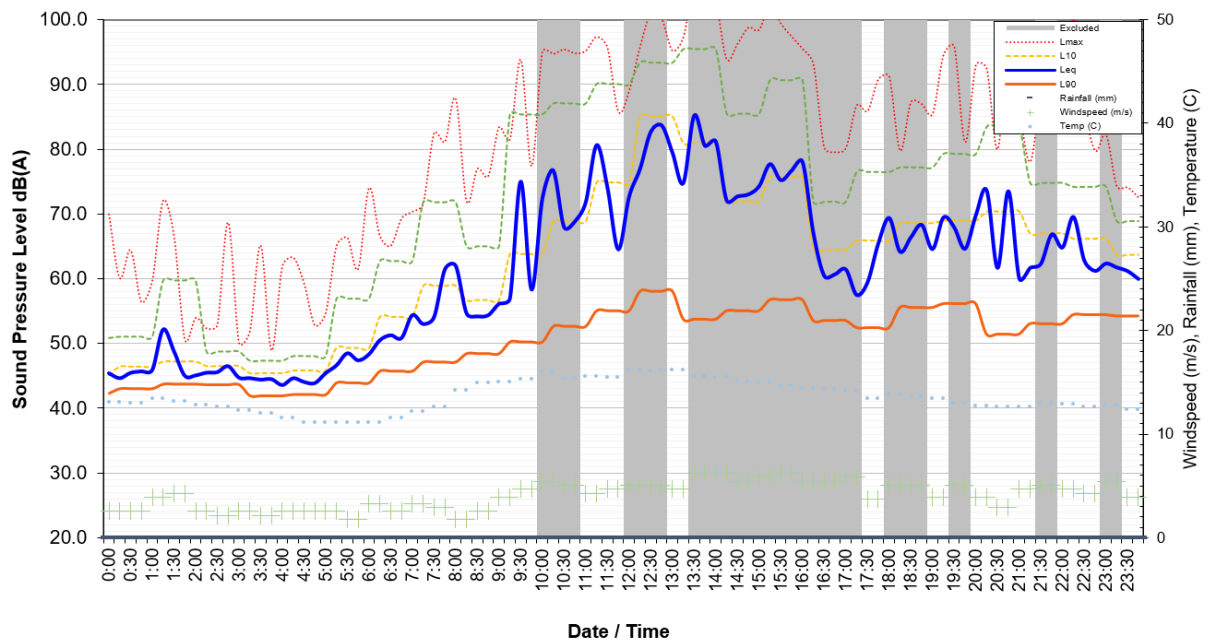
Tuesday 7 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

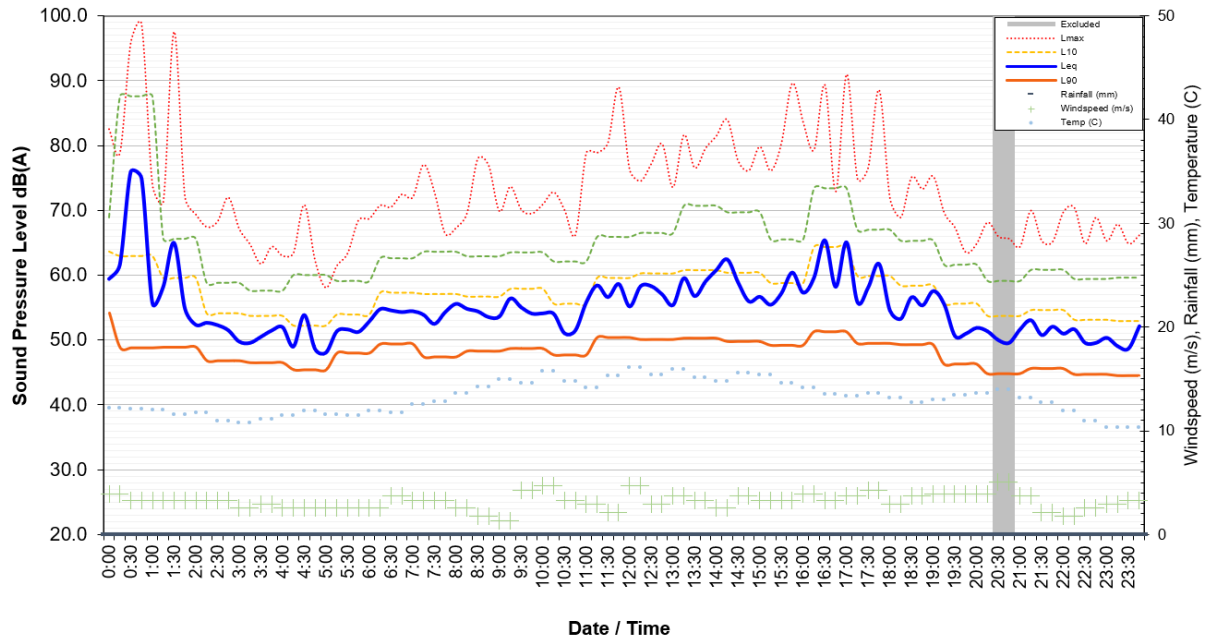
Wednesday 8 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

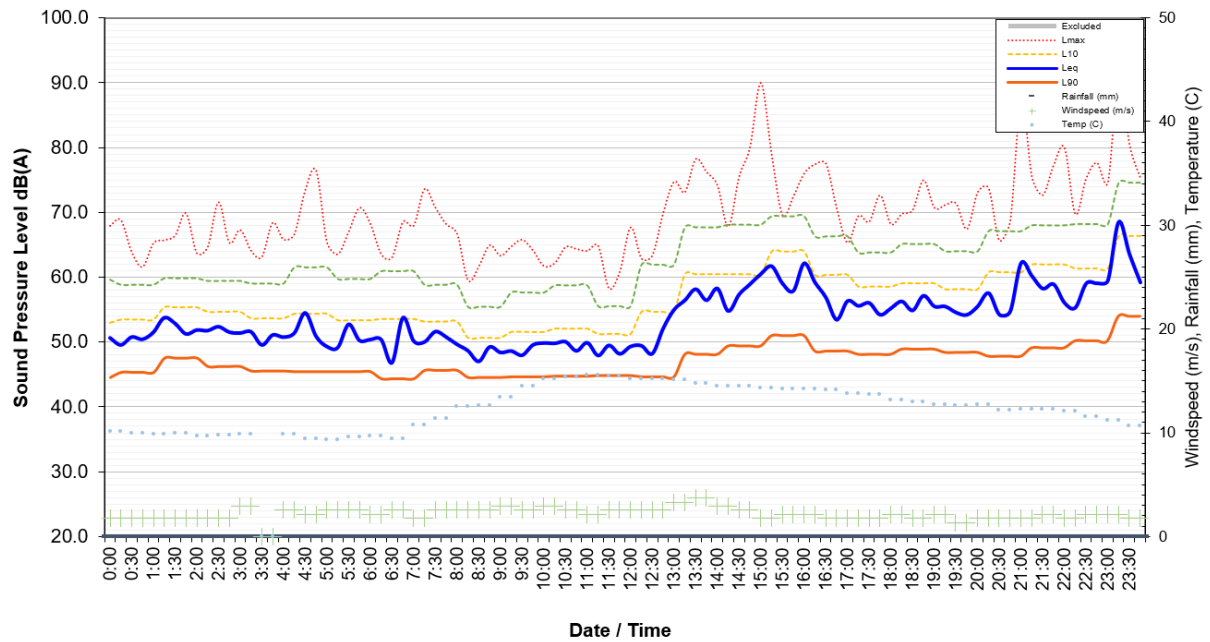
Thursday 9 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

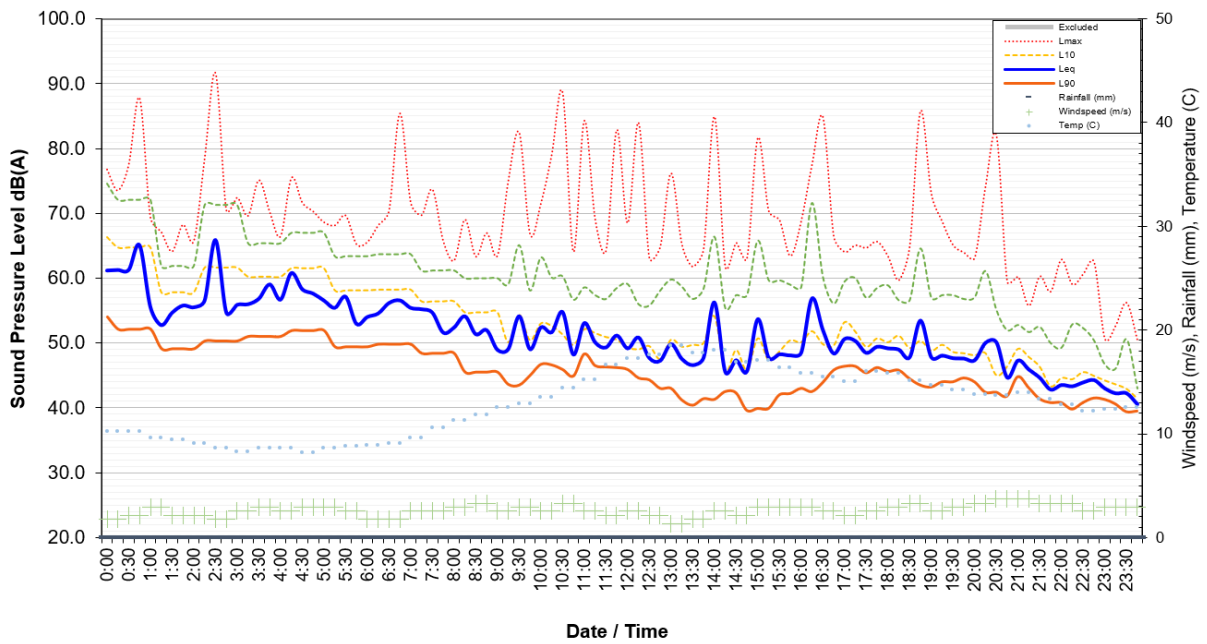
Friday 10 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

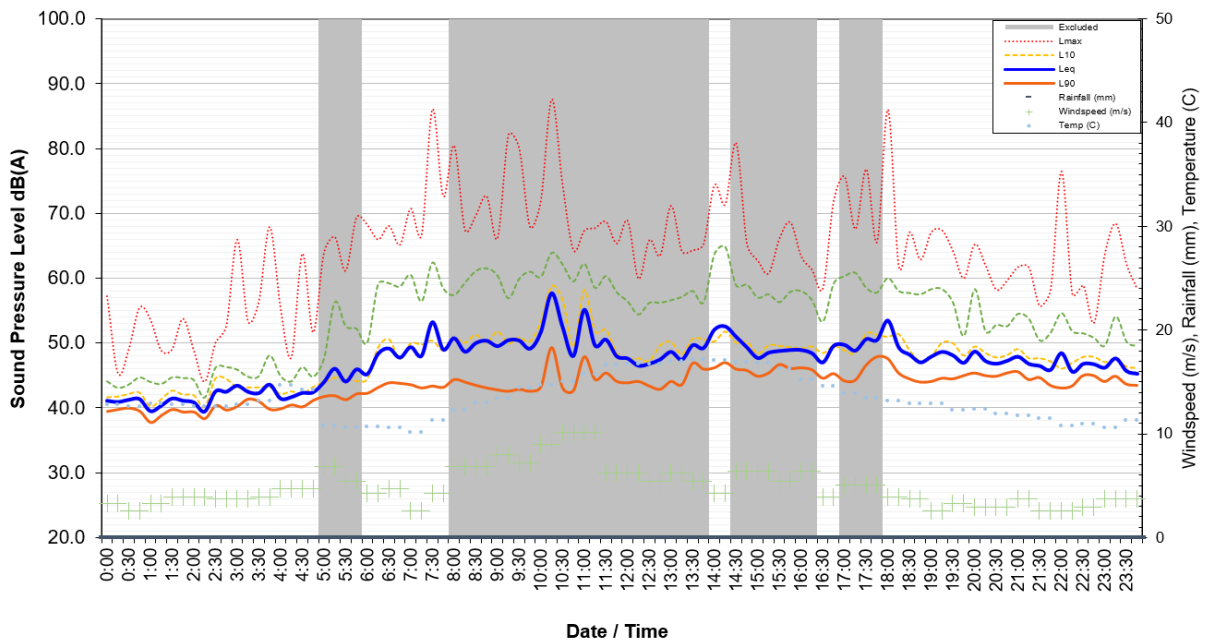
Saturday 11 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

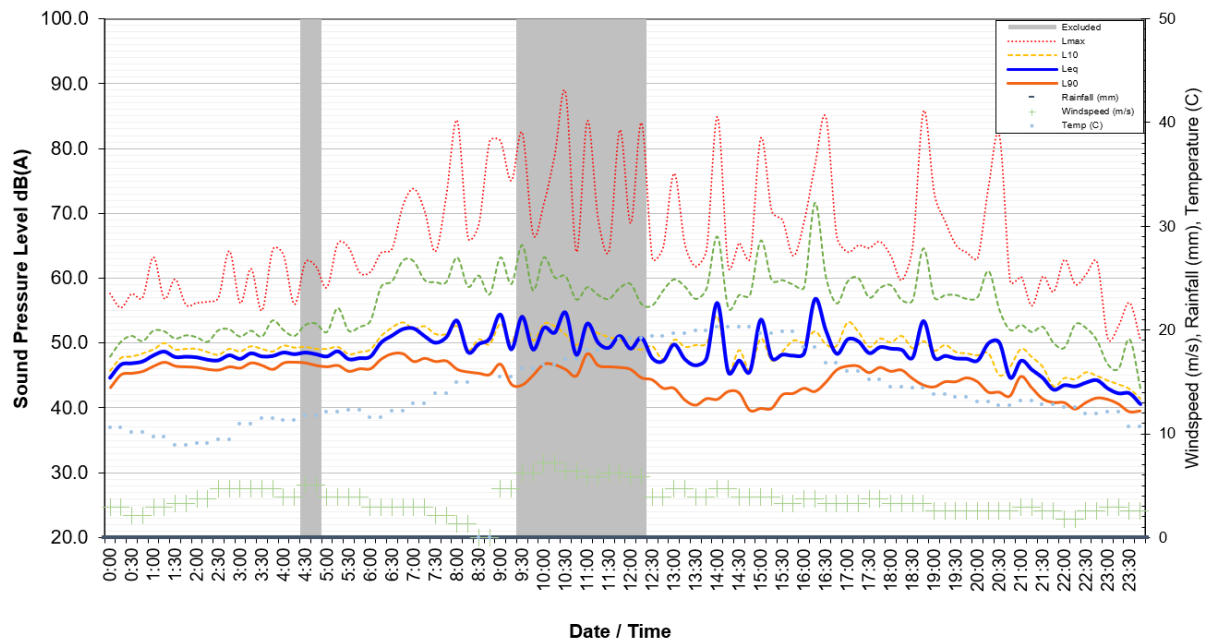
Sunday 12 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

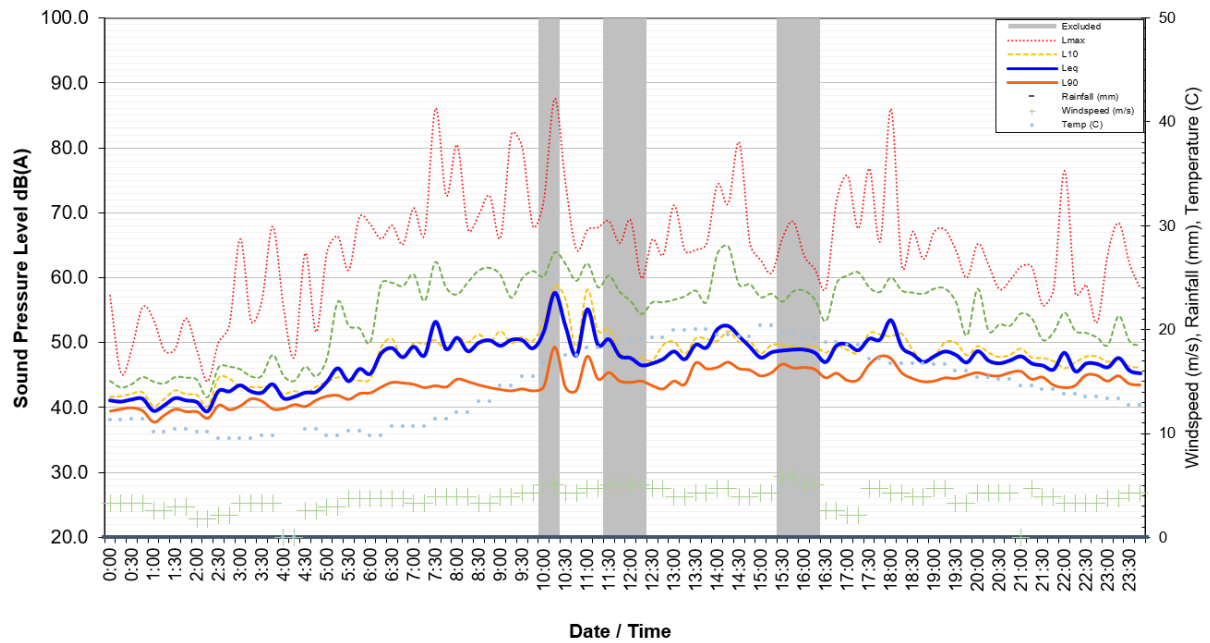
Monday 13 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

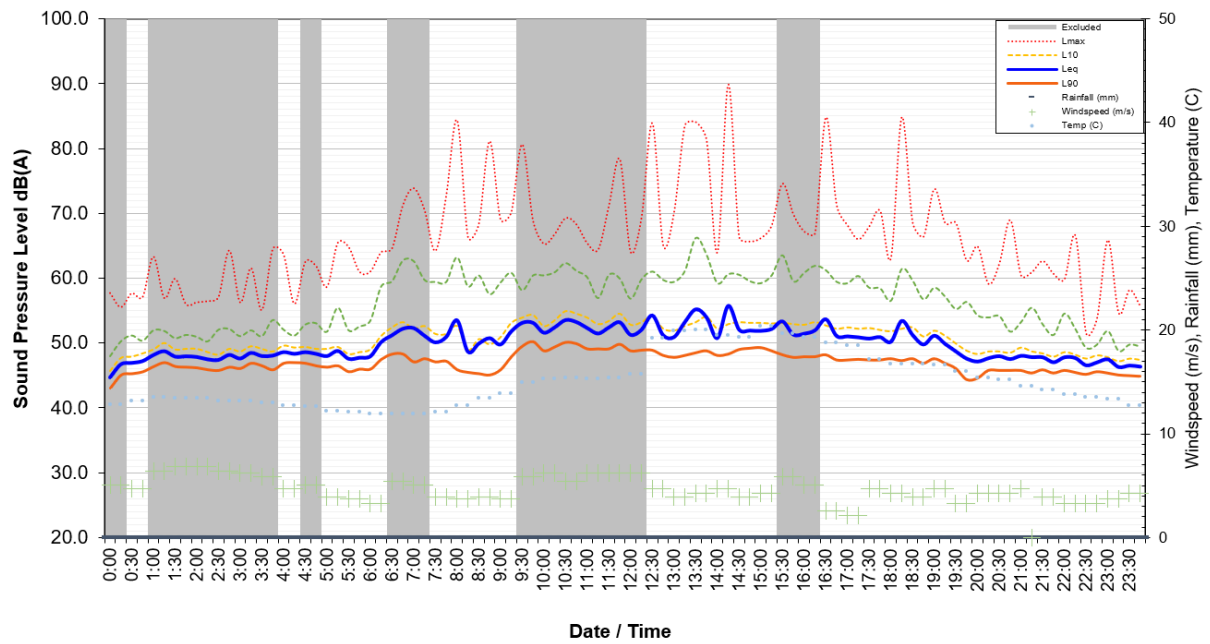
Tuesday 14 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

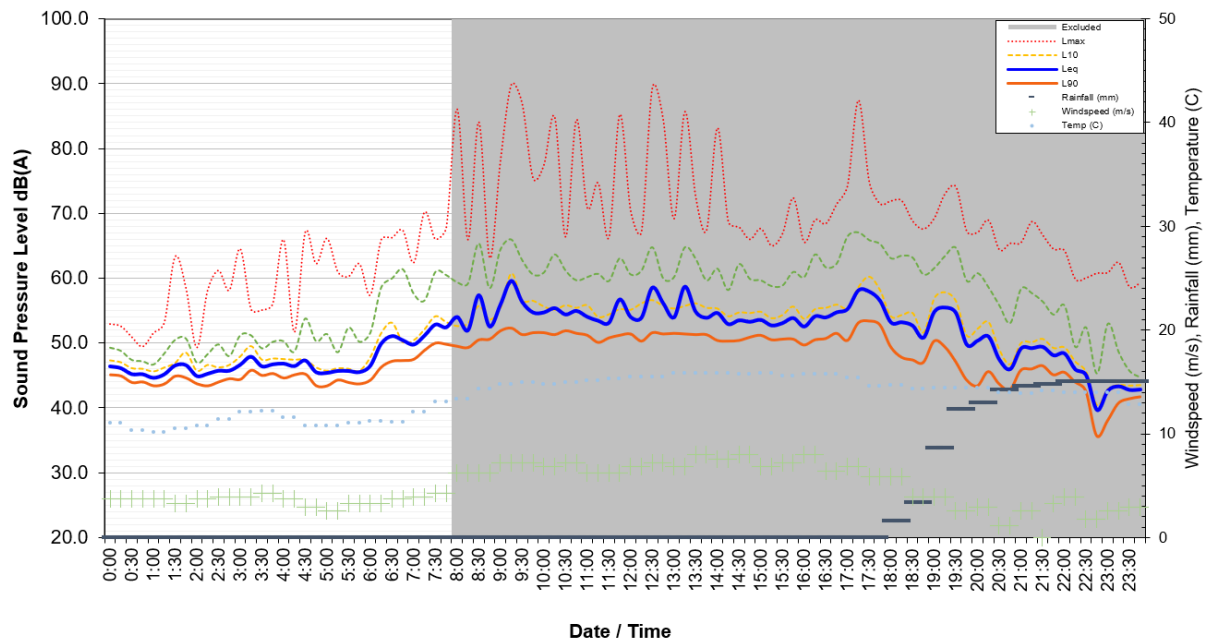
Wednesday 15 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

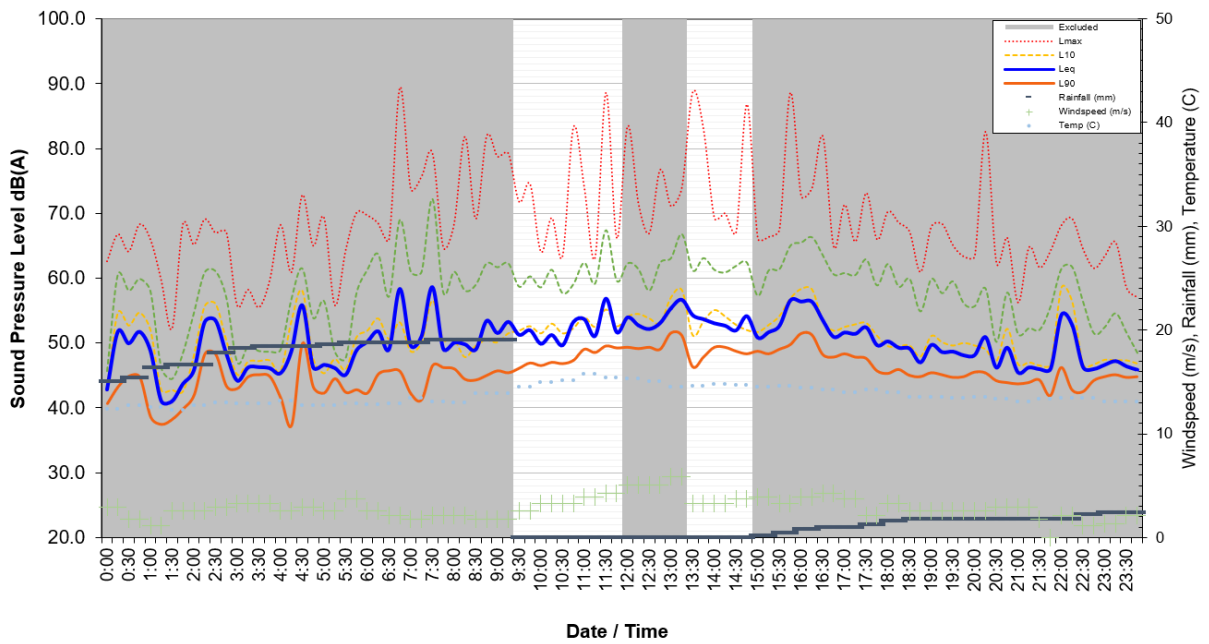
Thursday 16 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

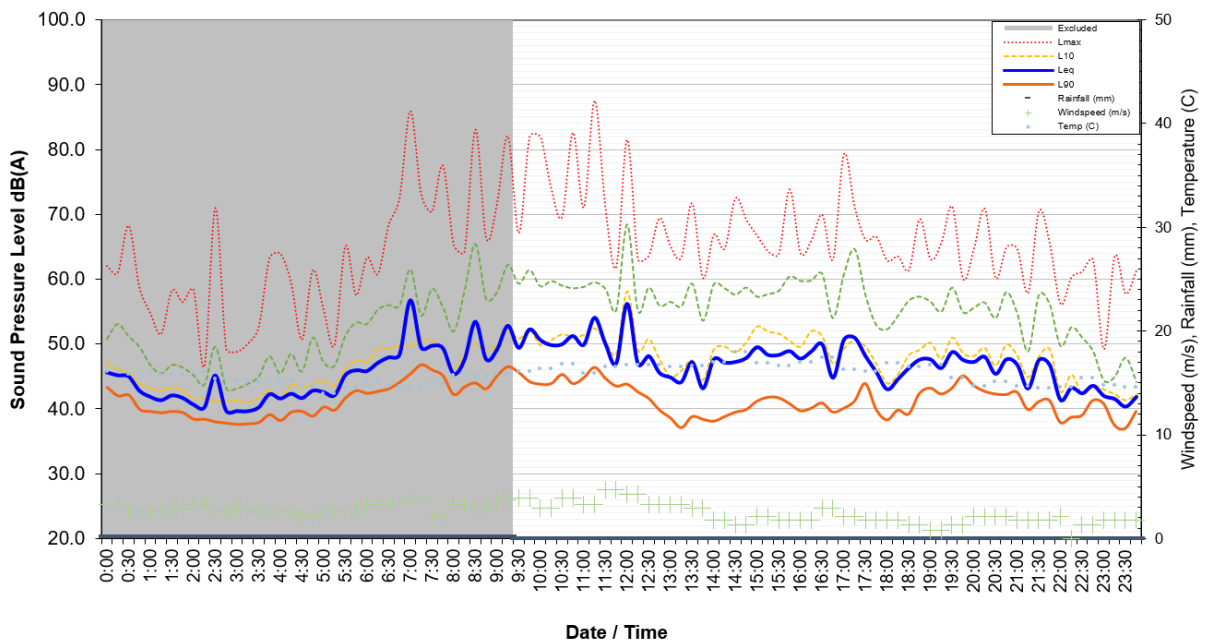
Friday 17 July 2026



PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

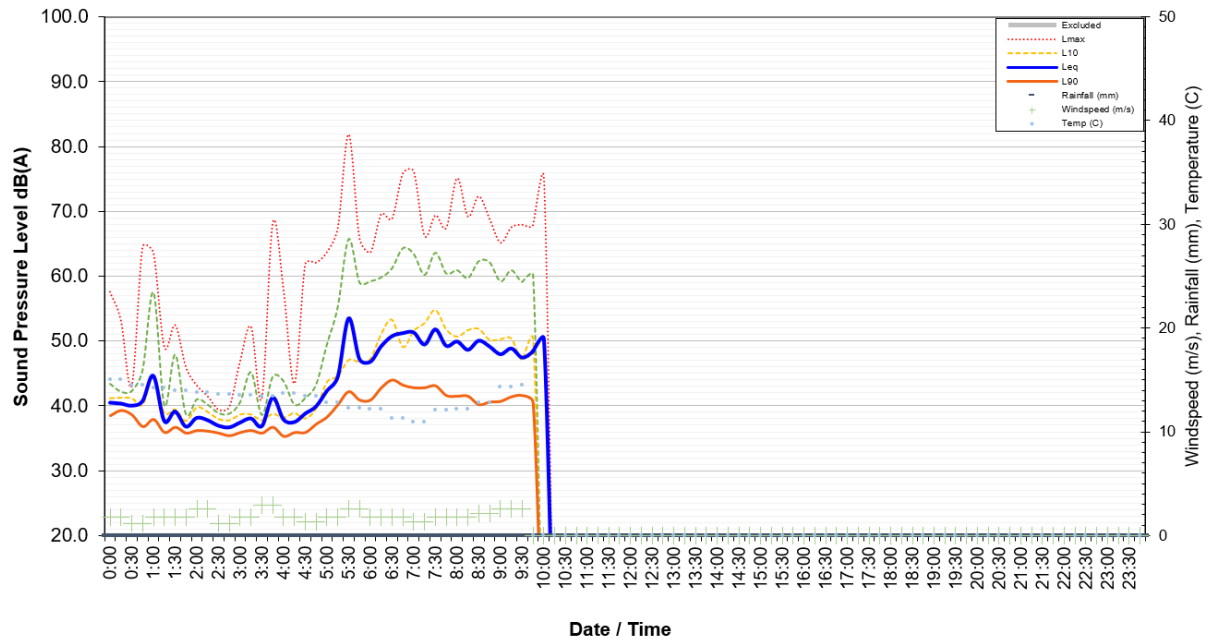
Sunday 19 July 2026



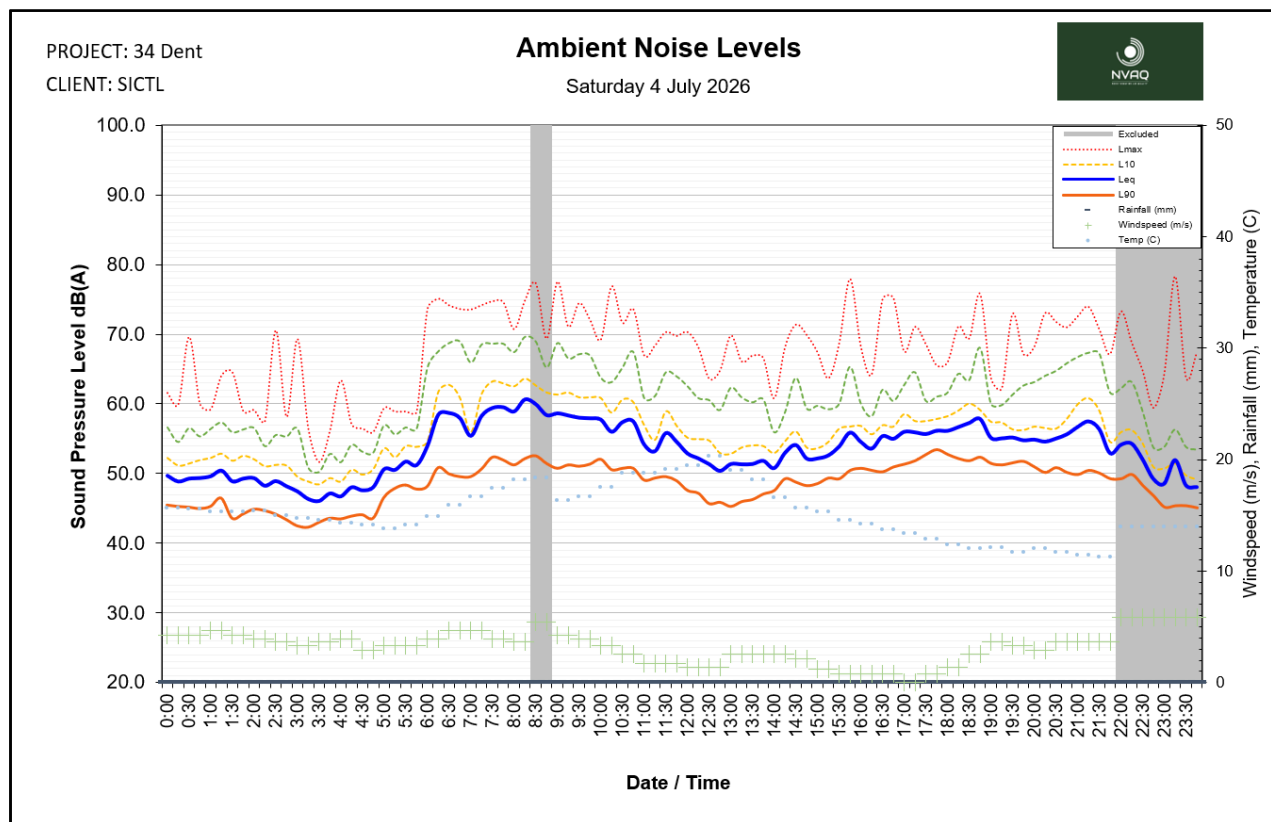
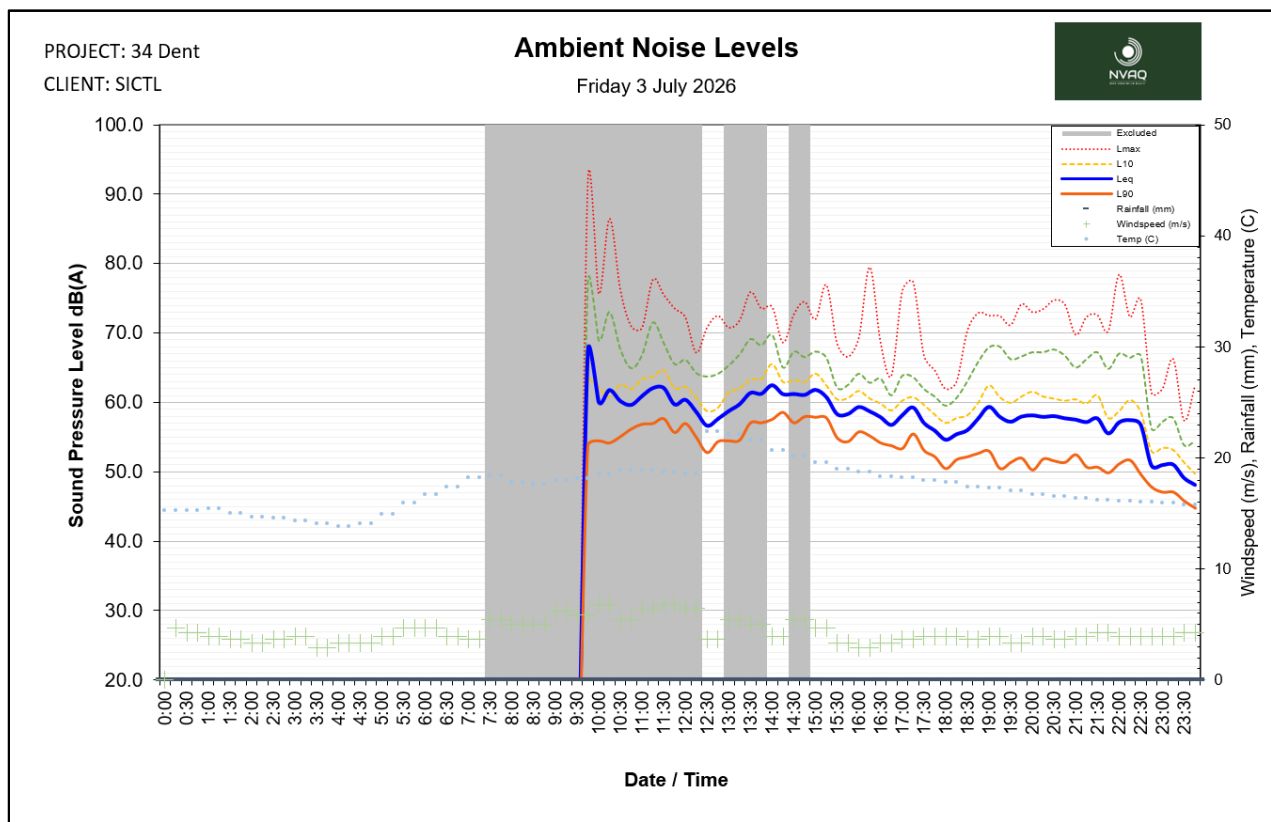
PROJECT: 72 Australia Avenue
CLIENT: SICTL

Ambient Noise Levels

Monday 20 July 2026



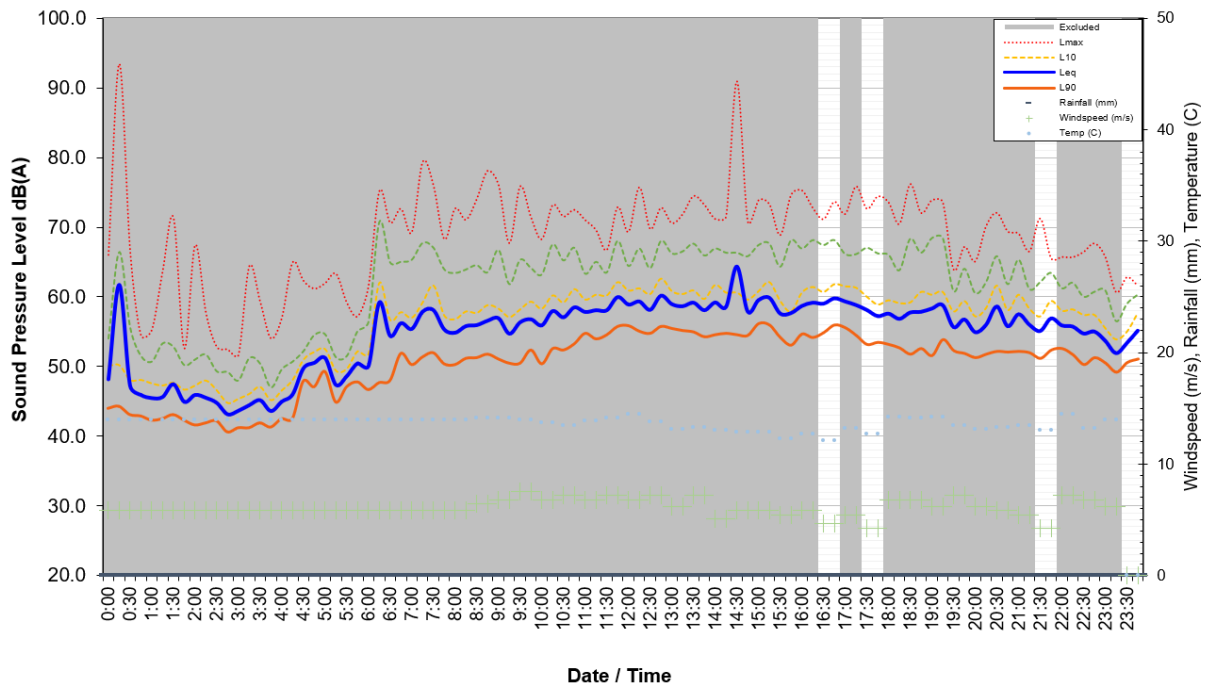
Appendix C 34 Dent Street Noise Survey Graphs



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

Sunday 5 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

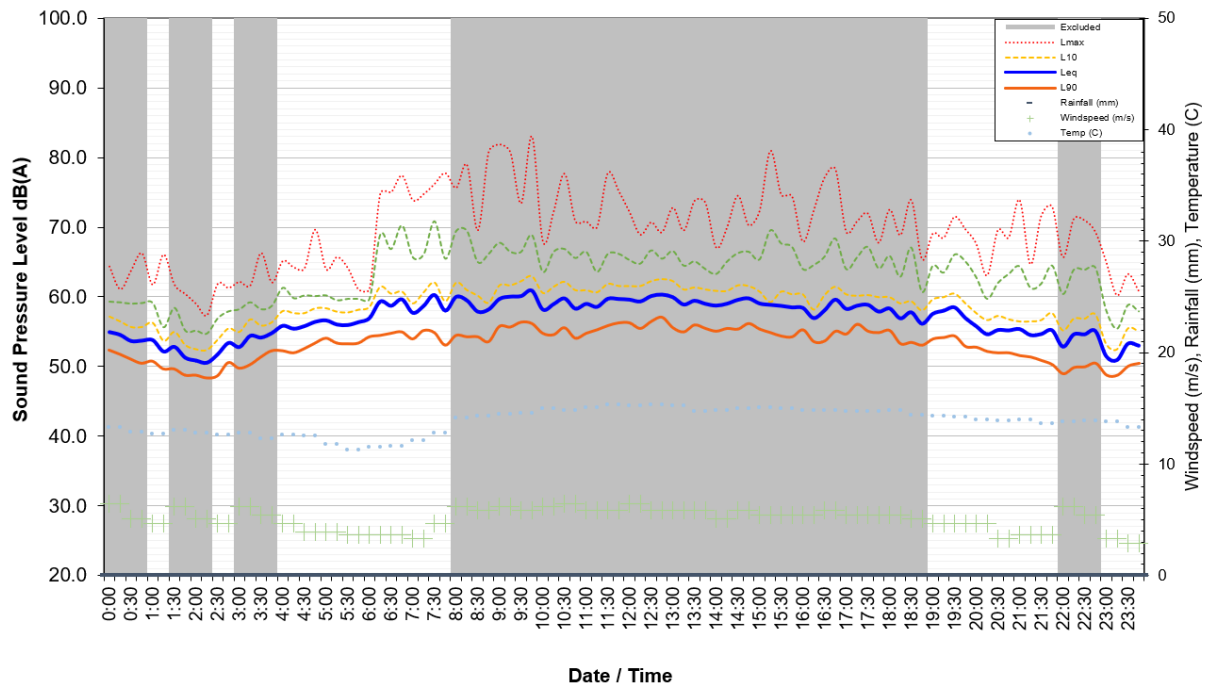
Monday 6 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

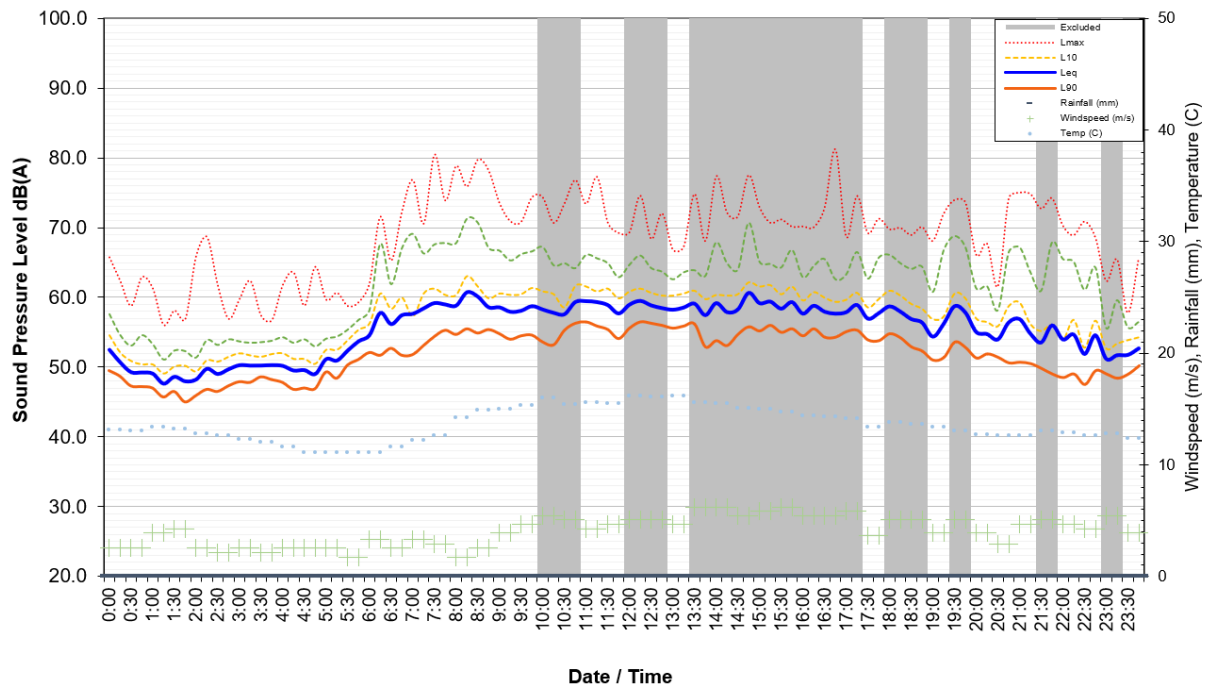
Tuesday 7 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

Wednesday 8 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

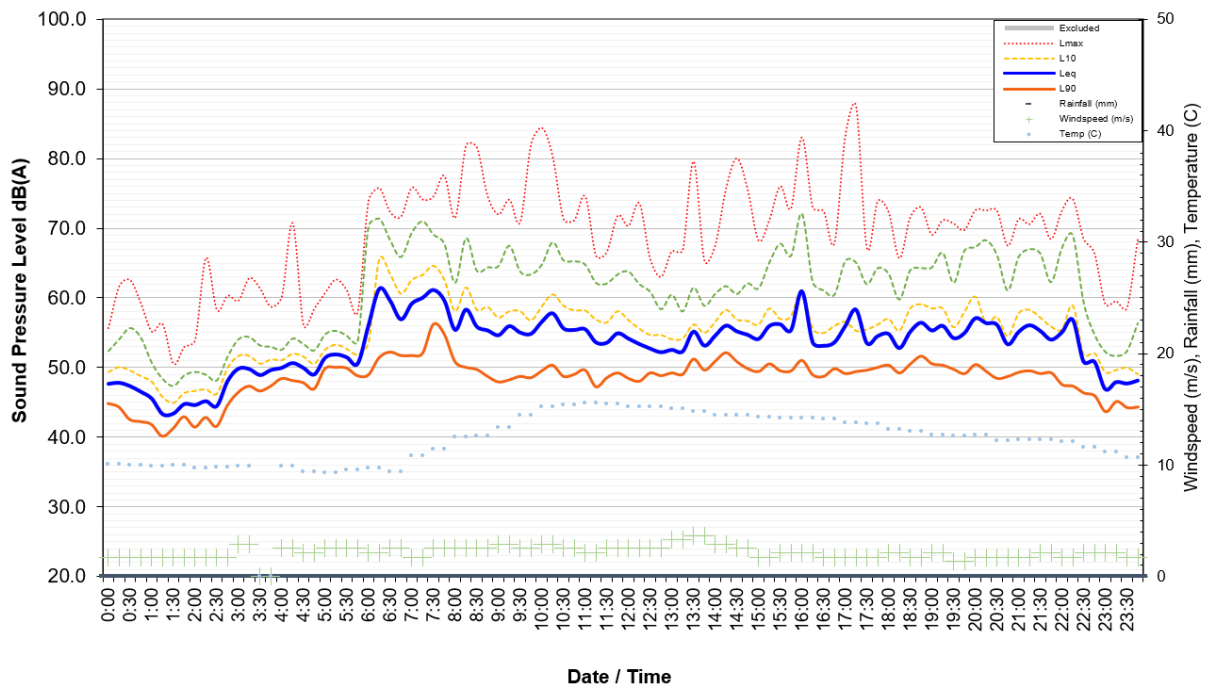
Thursday 9 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

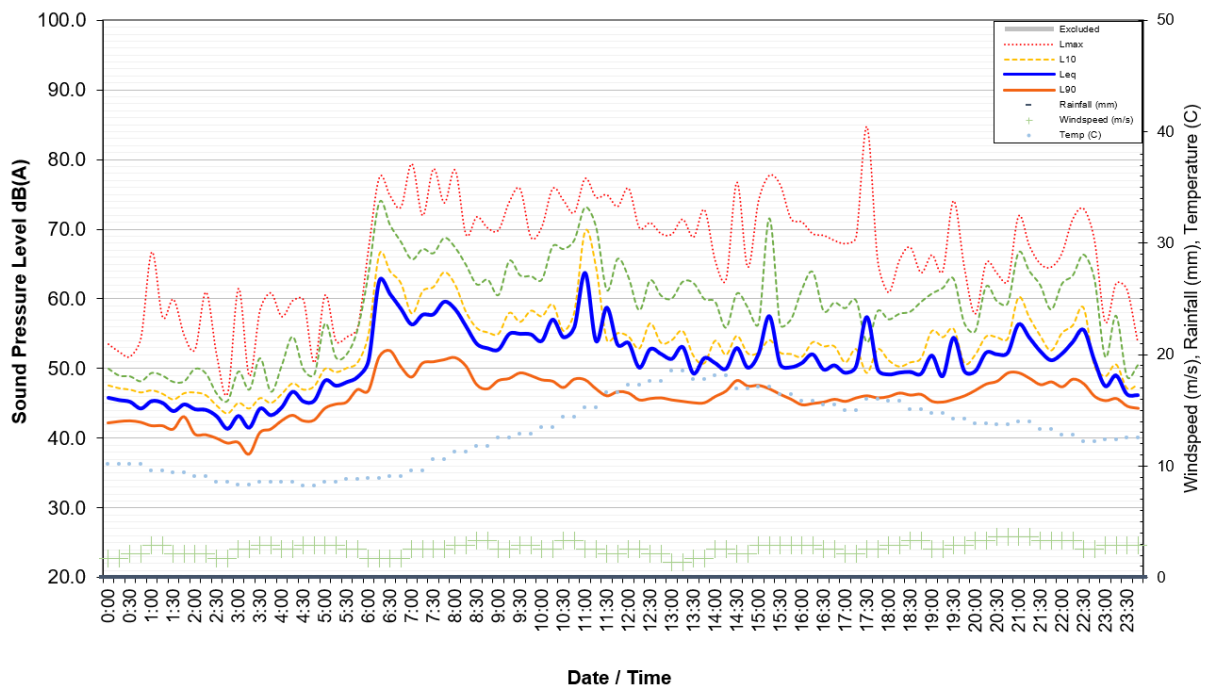
Friday 10 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

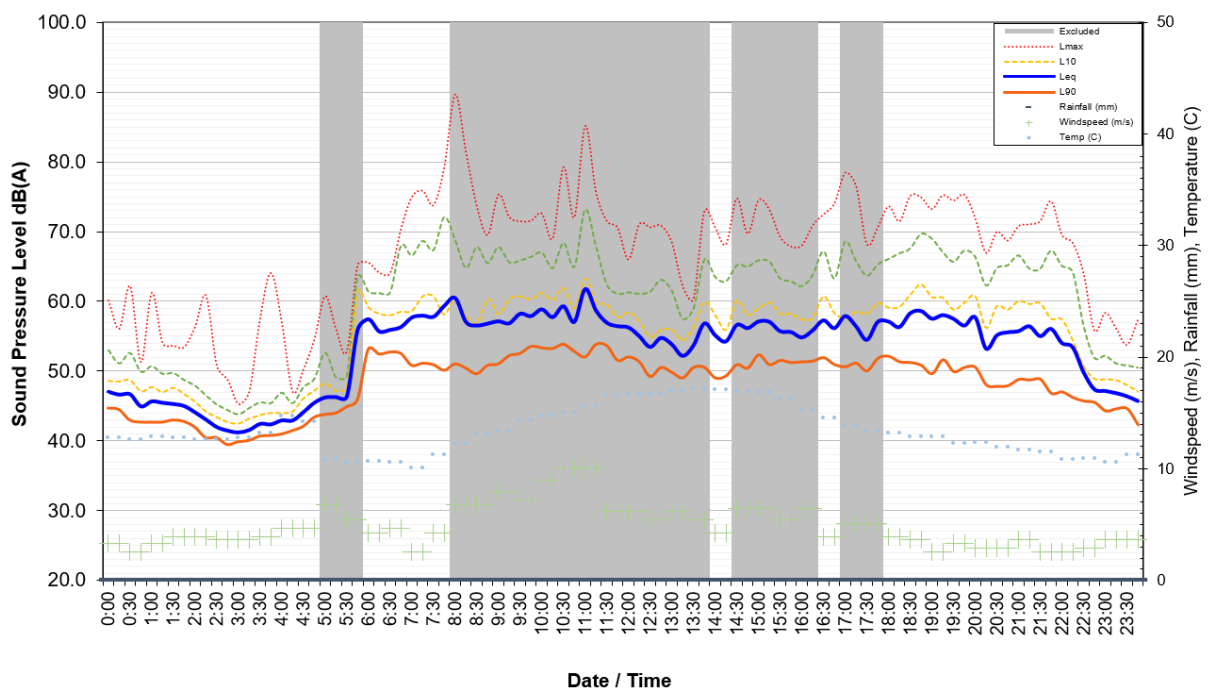
Saturday 11 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

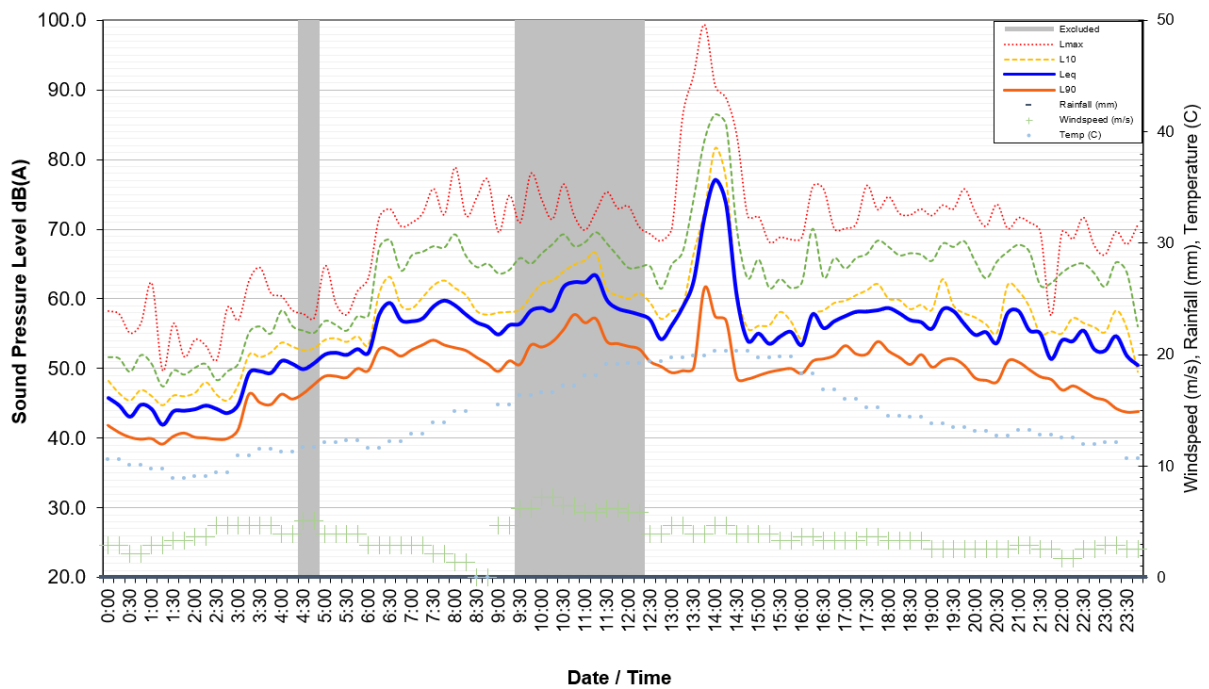
Sunday 12 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

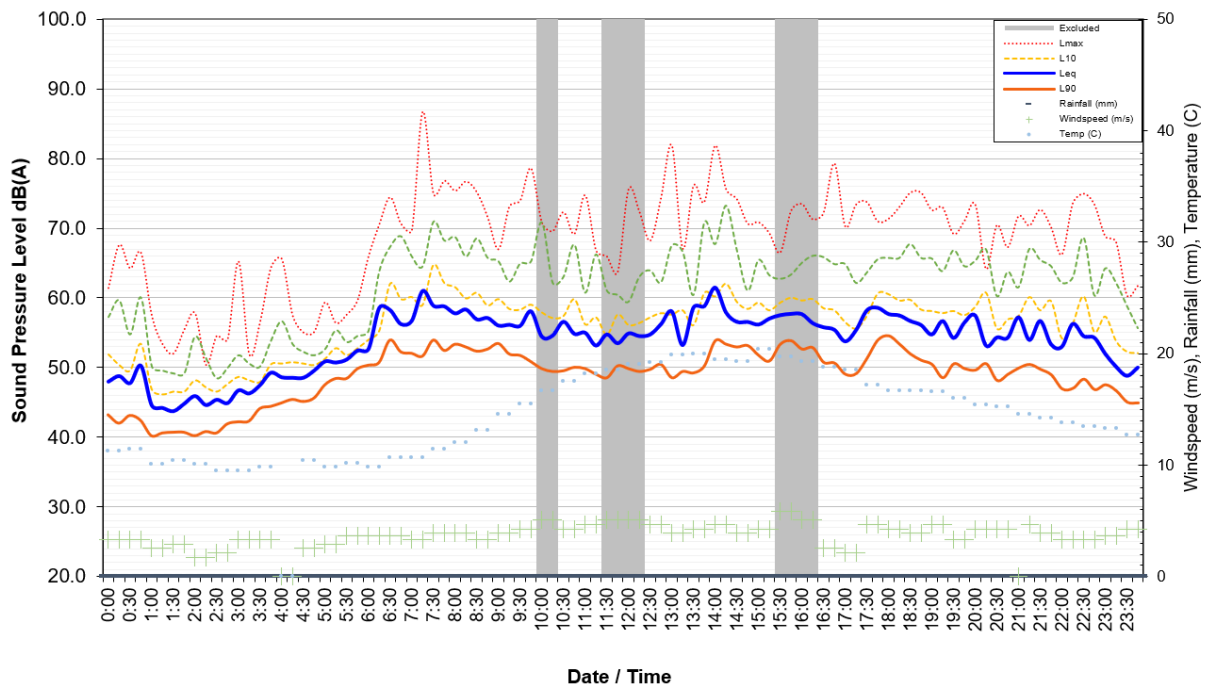
Monday 13 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

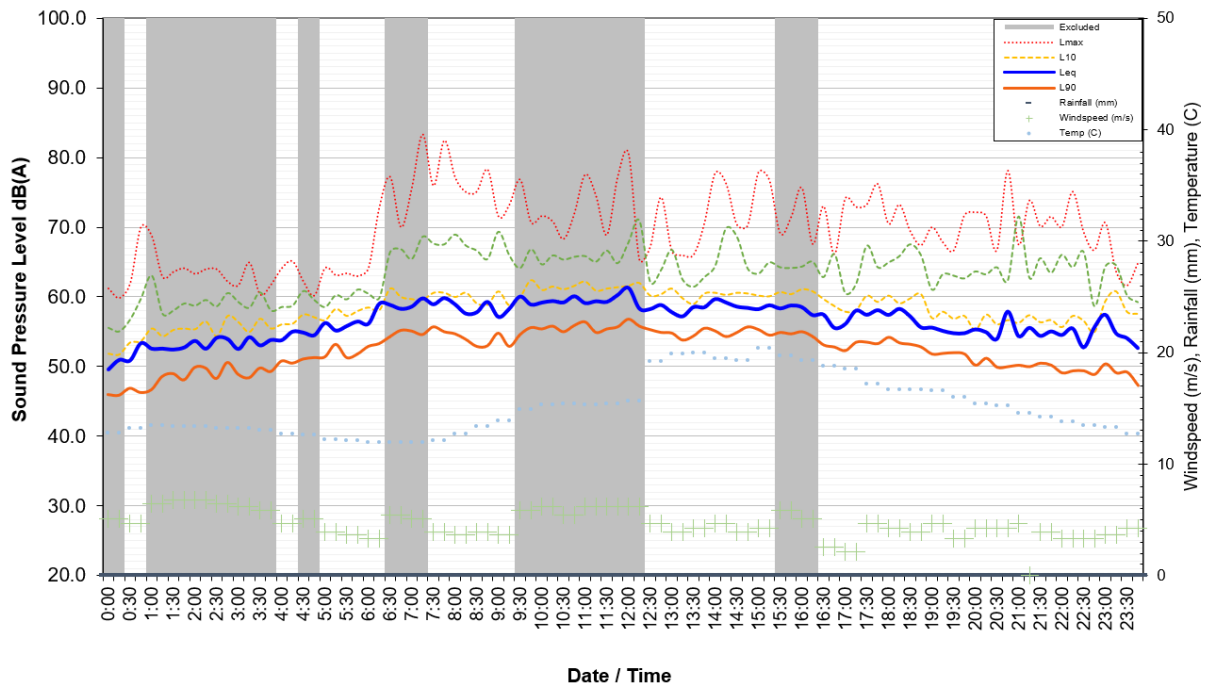
Tuesday 14 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

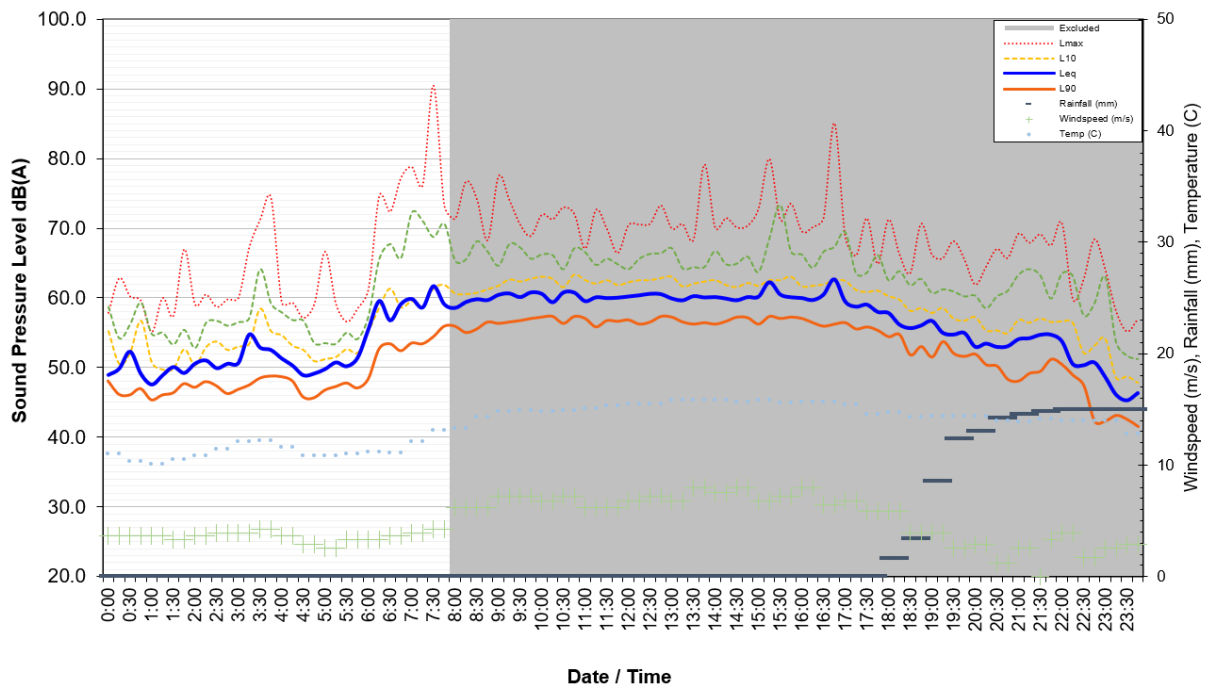
Wednesday 15 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

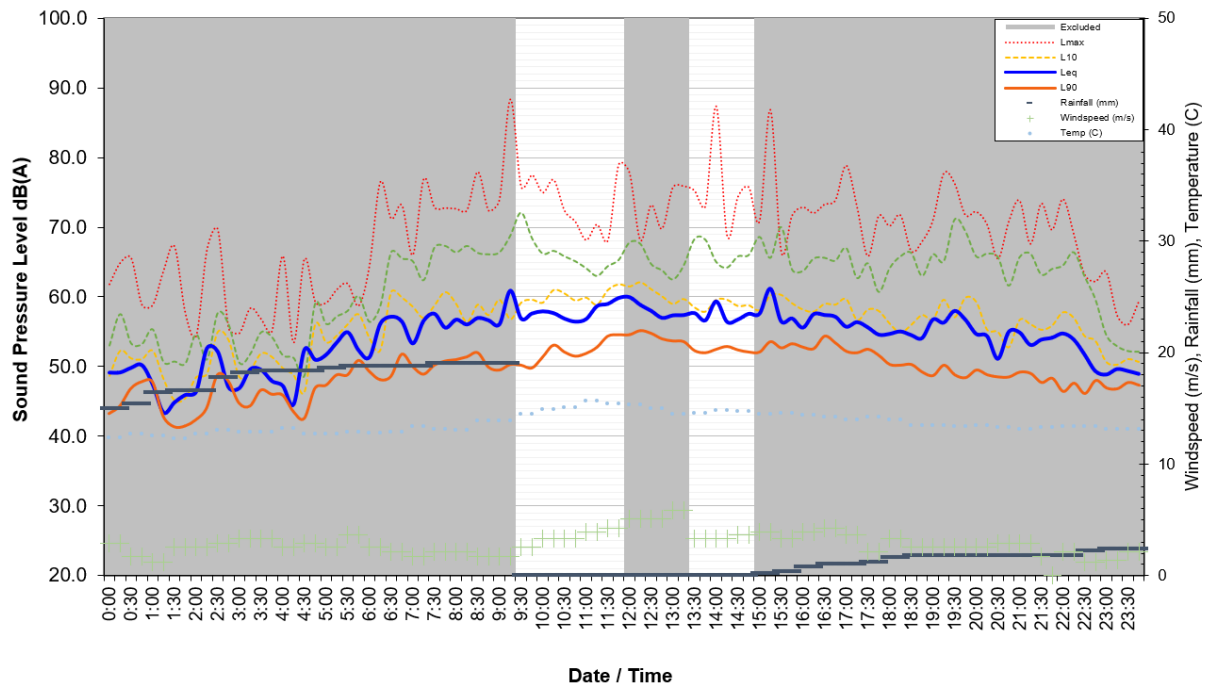
Thursday 16 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

Friday 17 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

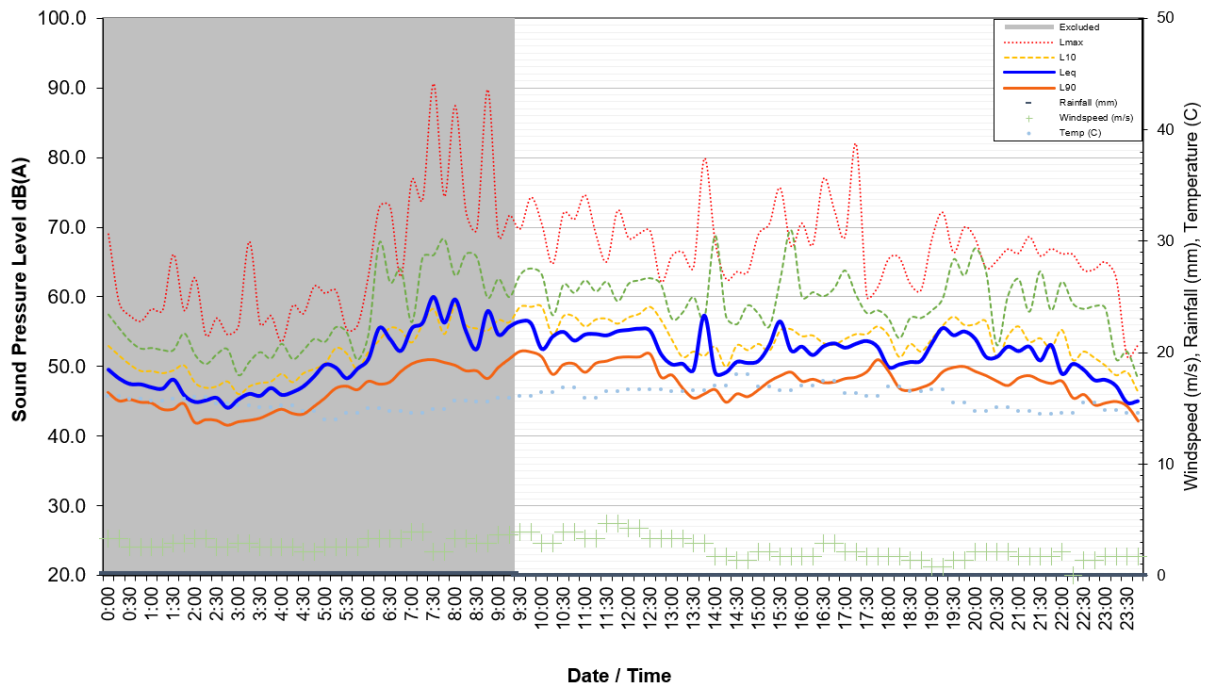
Saturday 18 July 2026



PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

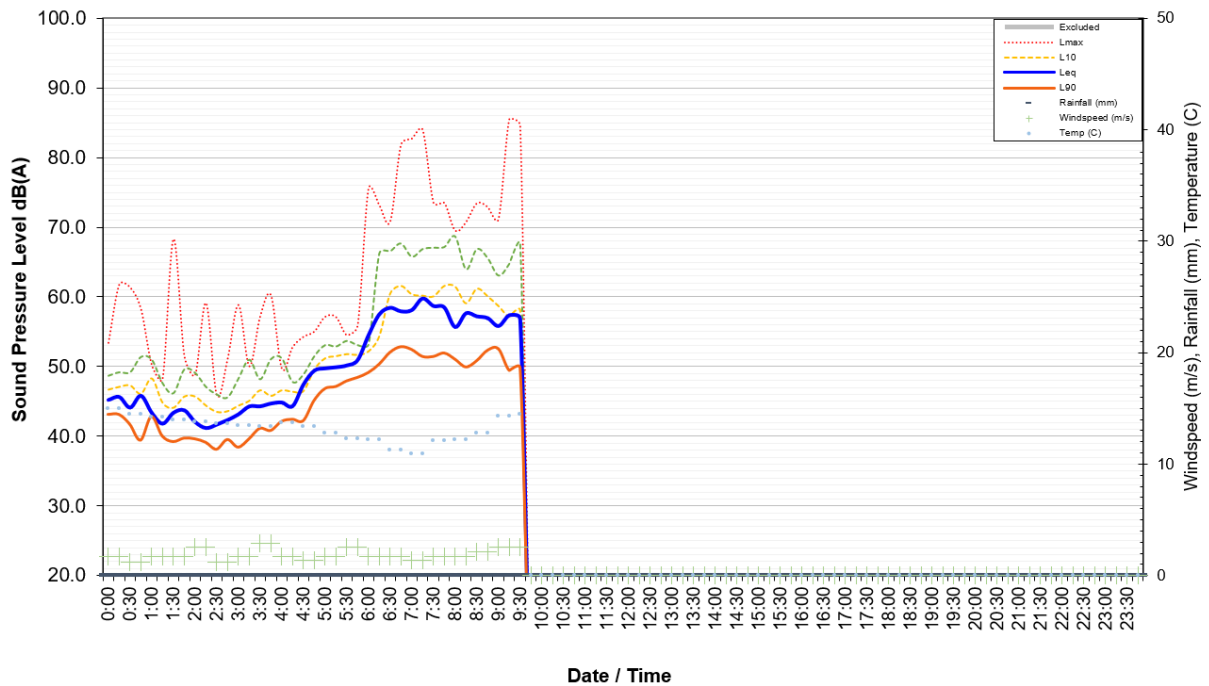
Sunday 19 July 2026



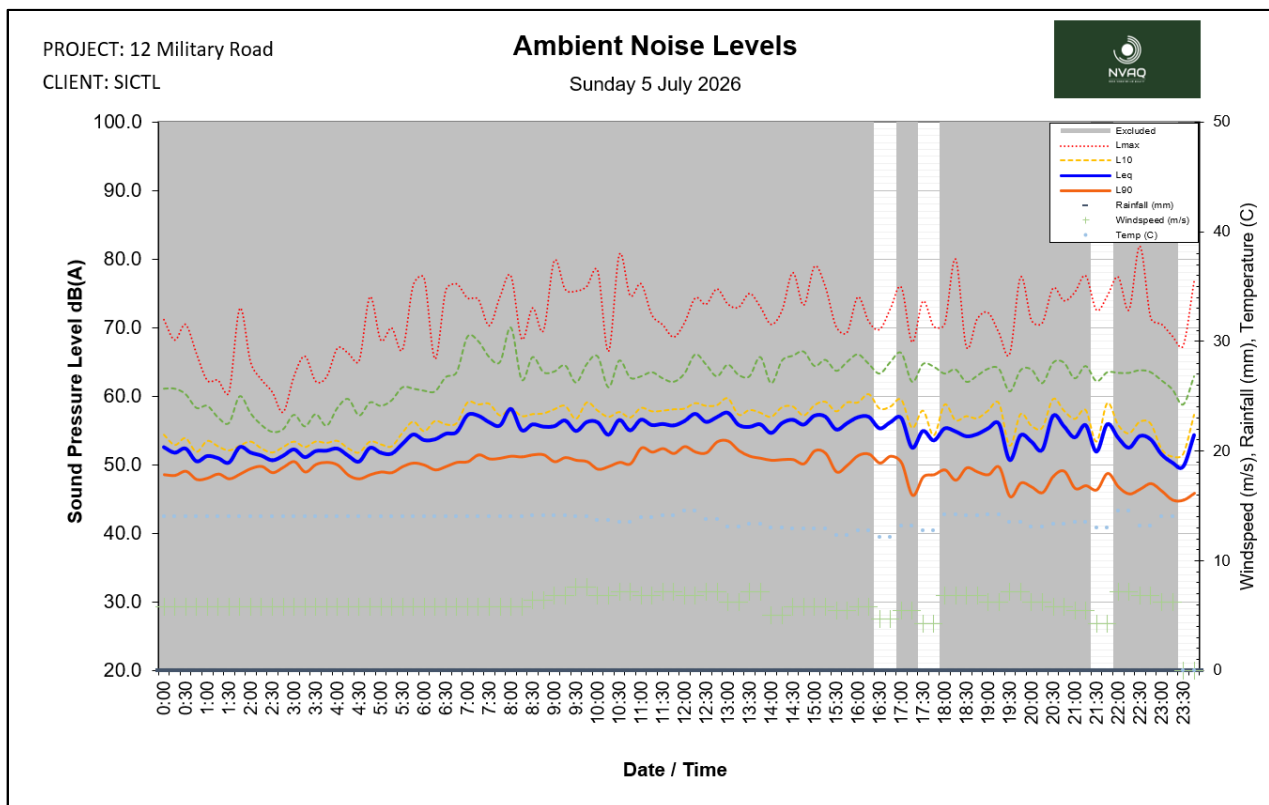
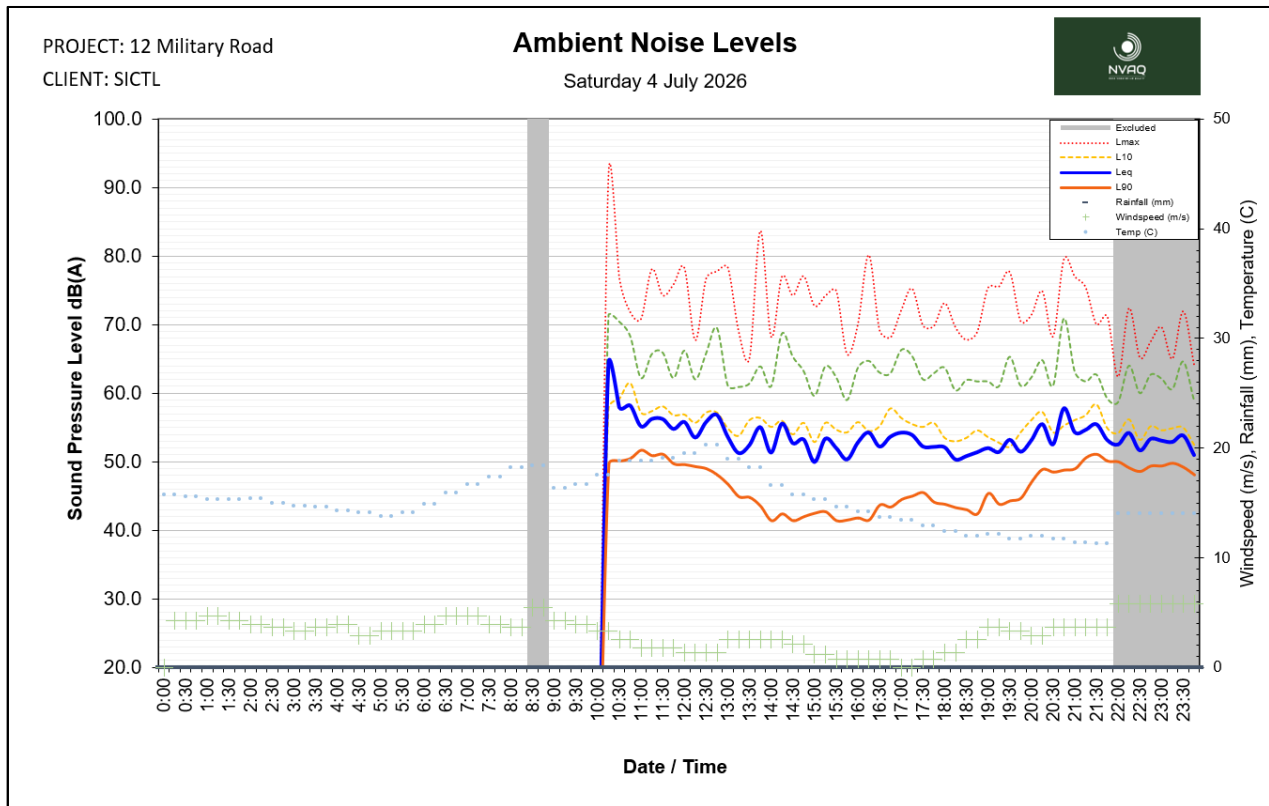
PROJECT: 34 Dent
CLIENT: SICTL

Ambient Noise Levels

Monday 20 July 2026



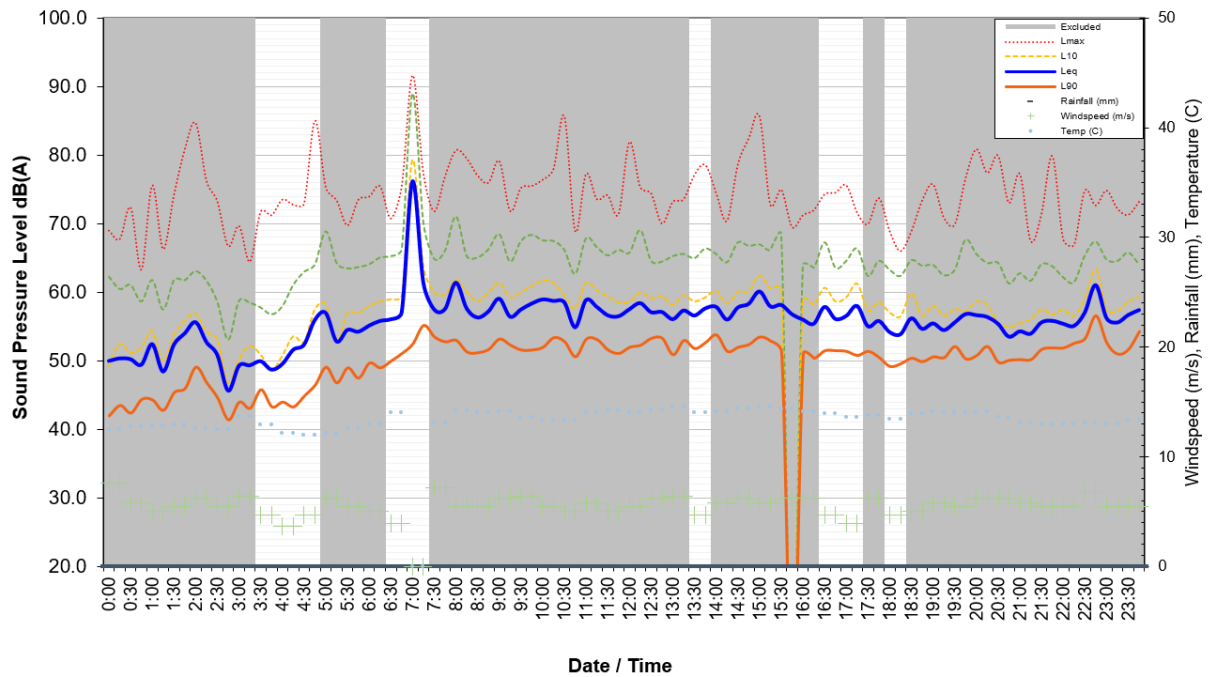
Appendix D 12 Military Road Noise Survey Graphs



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

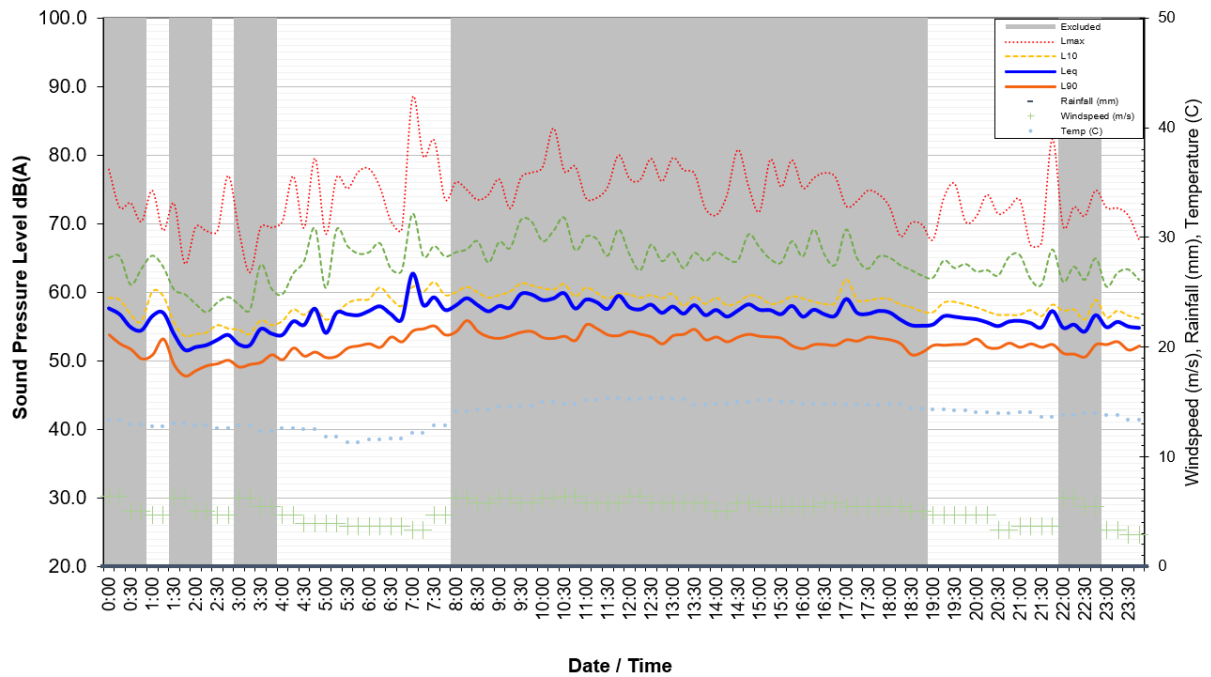
Monday 6 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

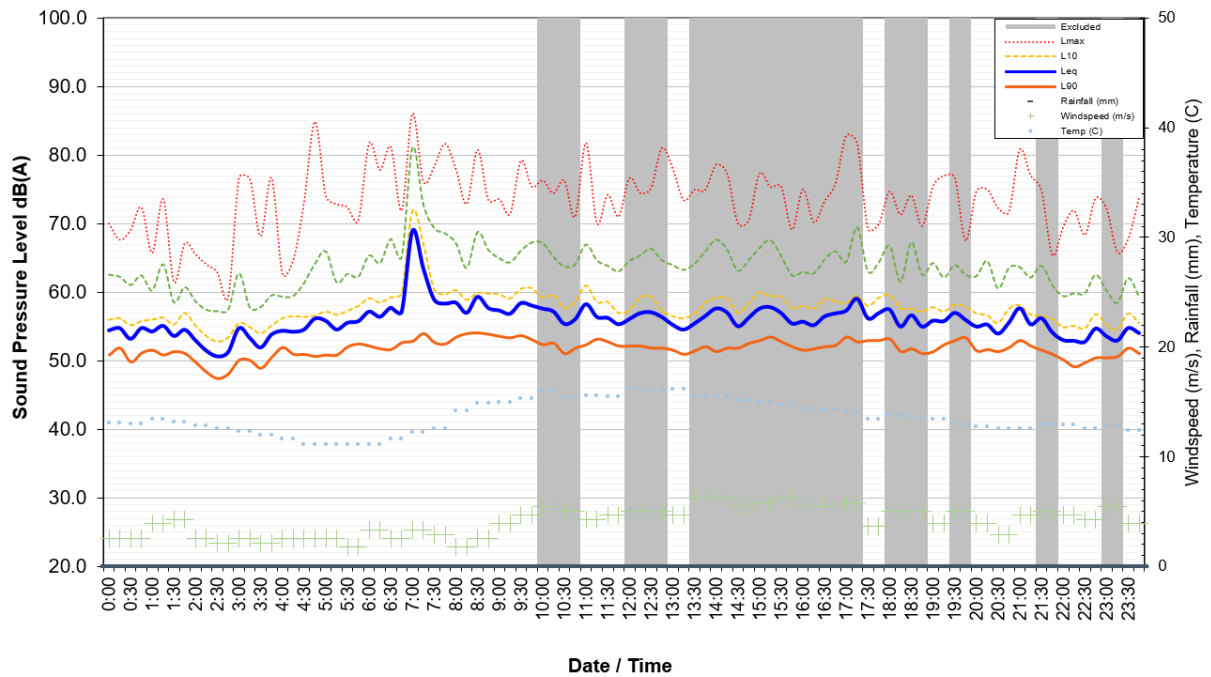
Tuesday 7 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

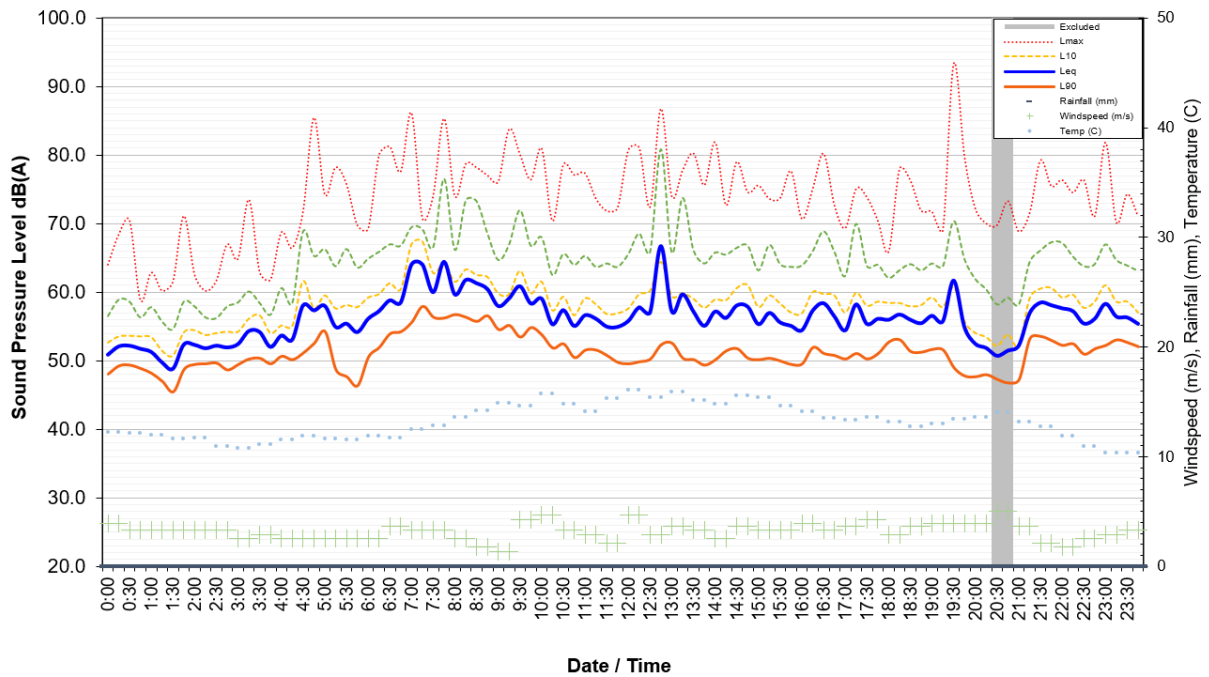
Wednesday 8 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

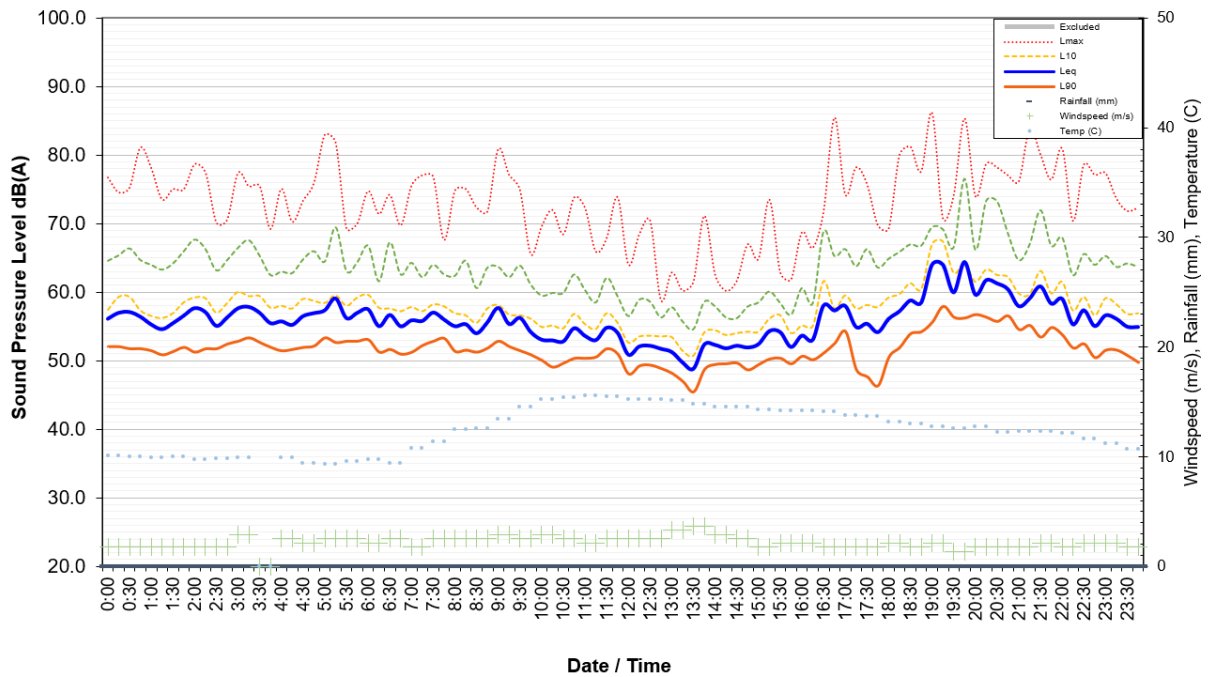
Thursday 9 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

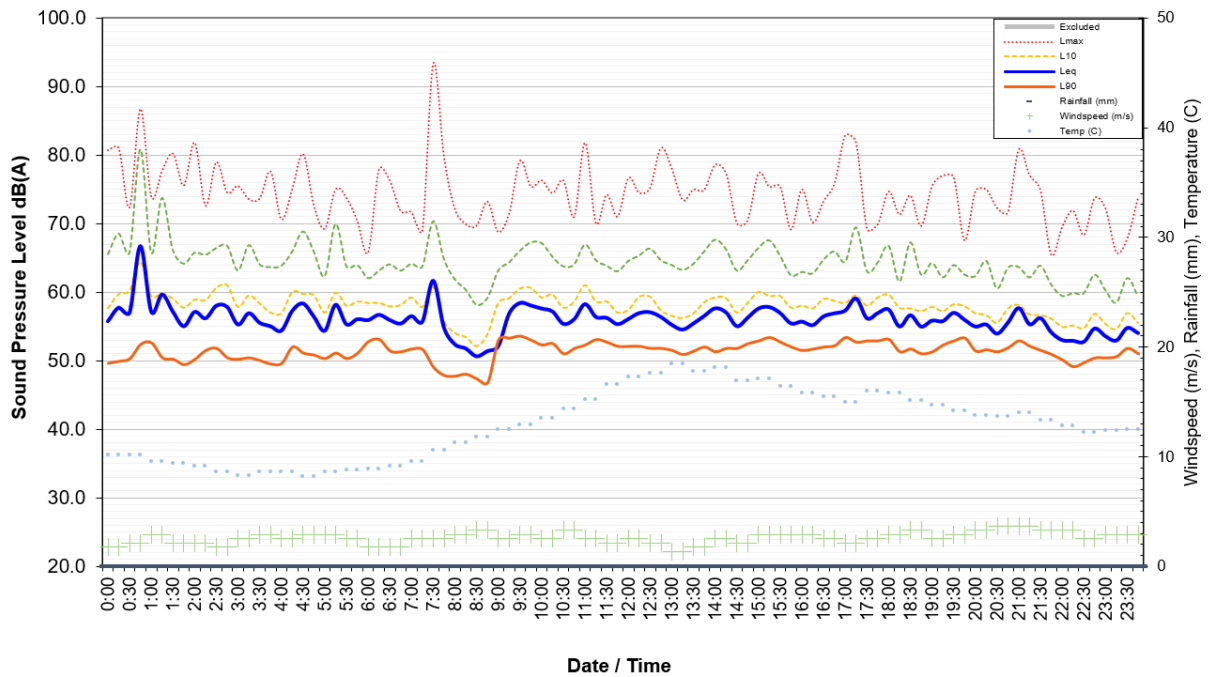
Friday 10 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

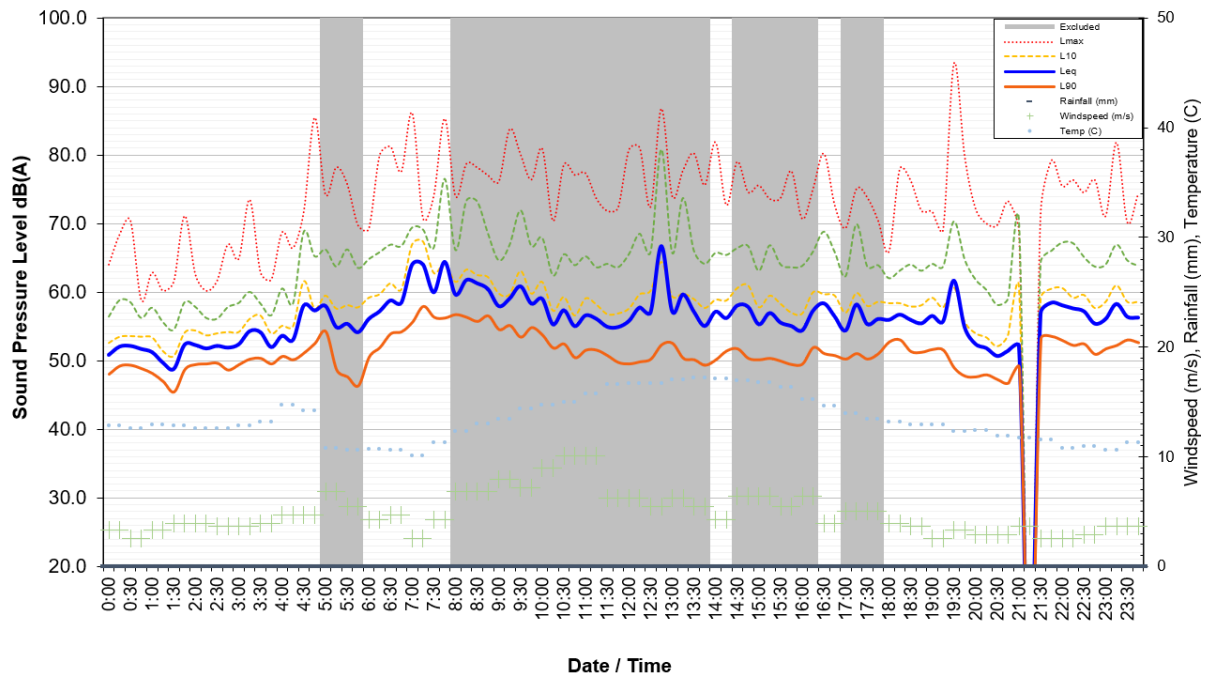
Saturday 11 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

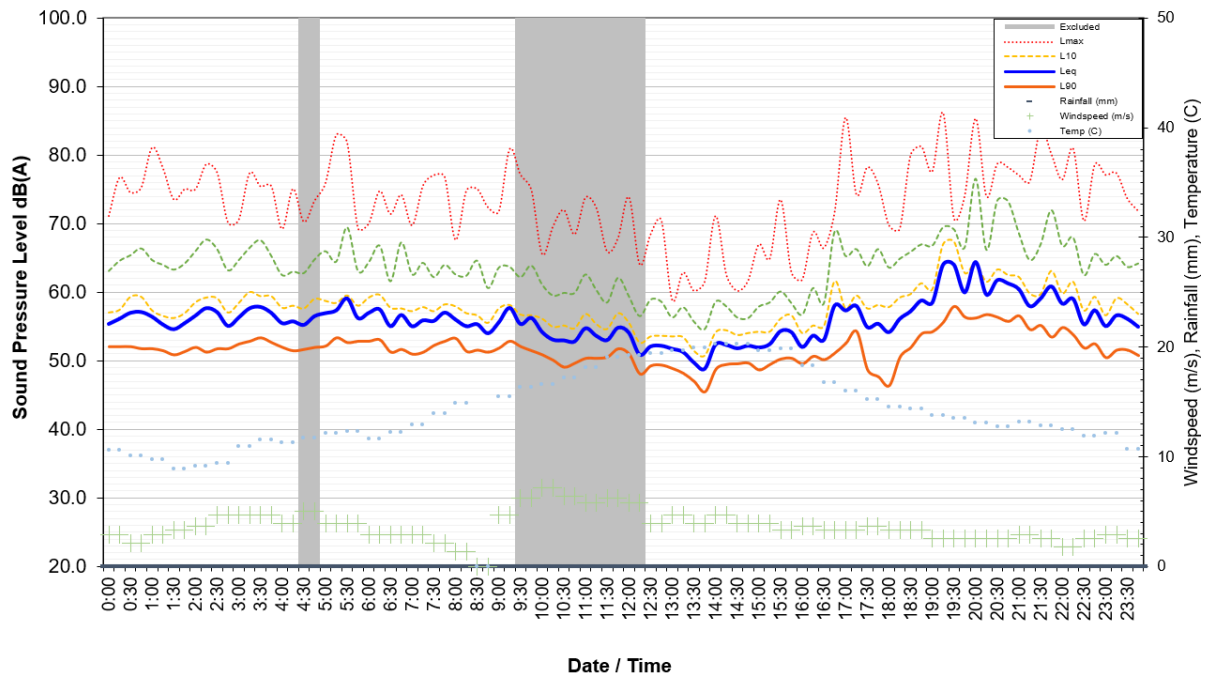
Sunday 12 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

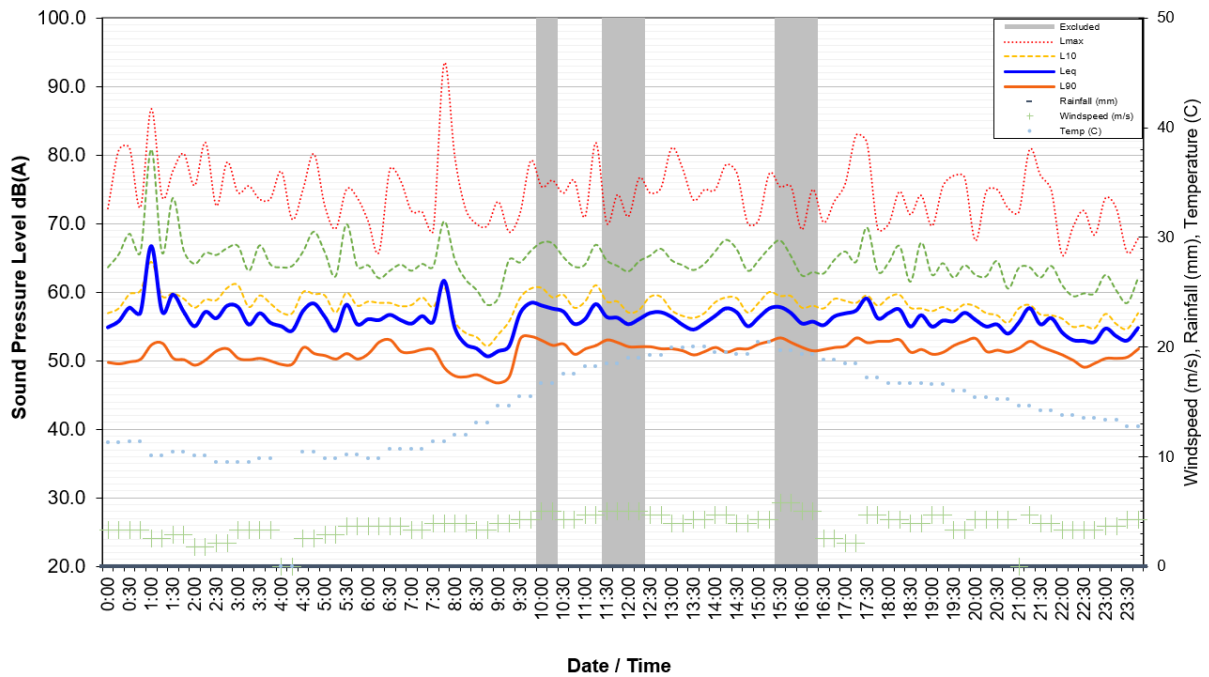
Monday 13 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

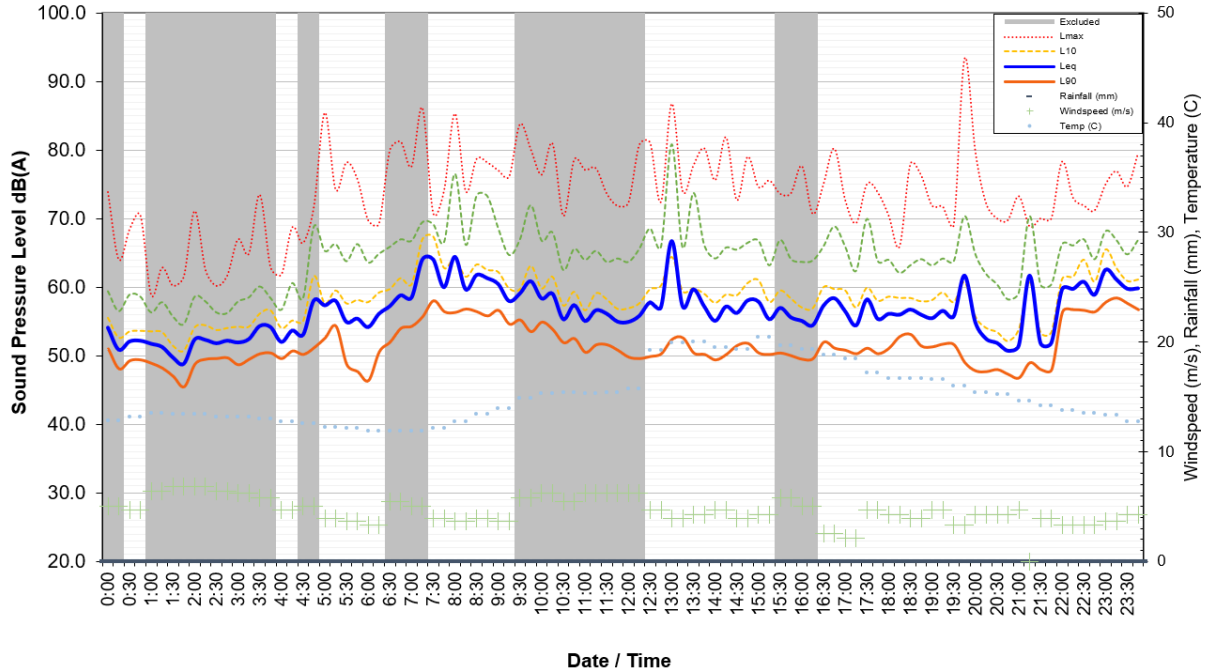
Tuesday 14 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

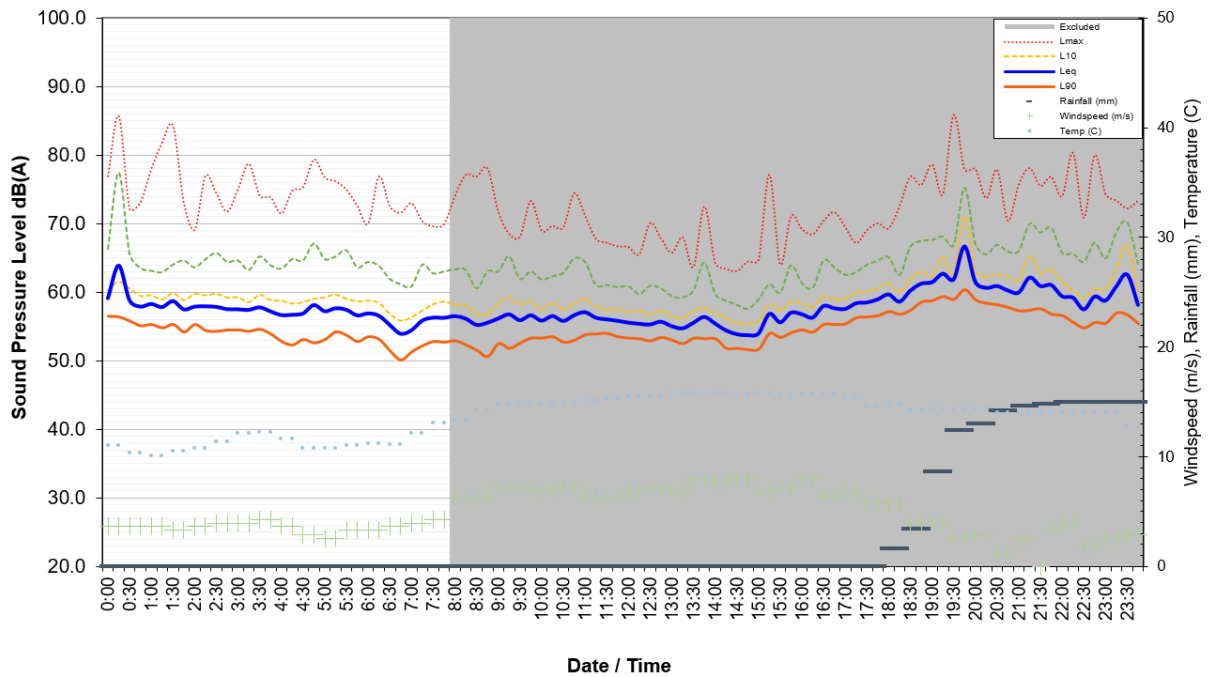
Wednesday 15 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

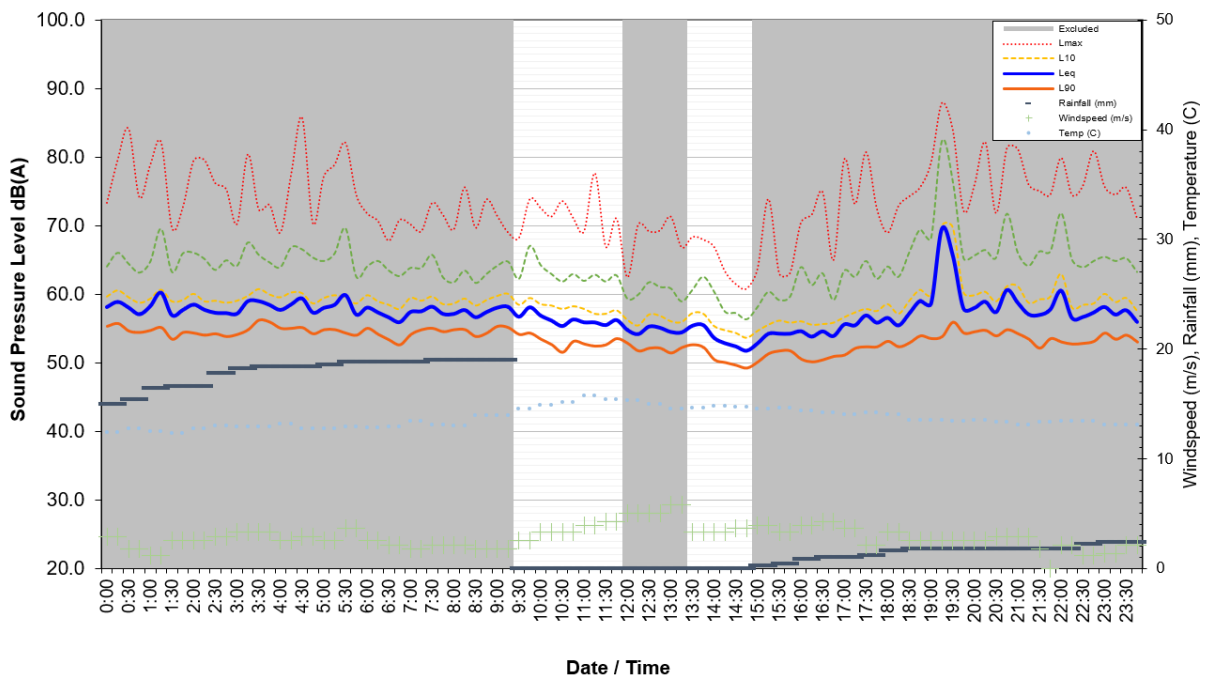
Thursday 16 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

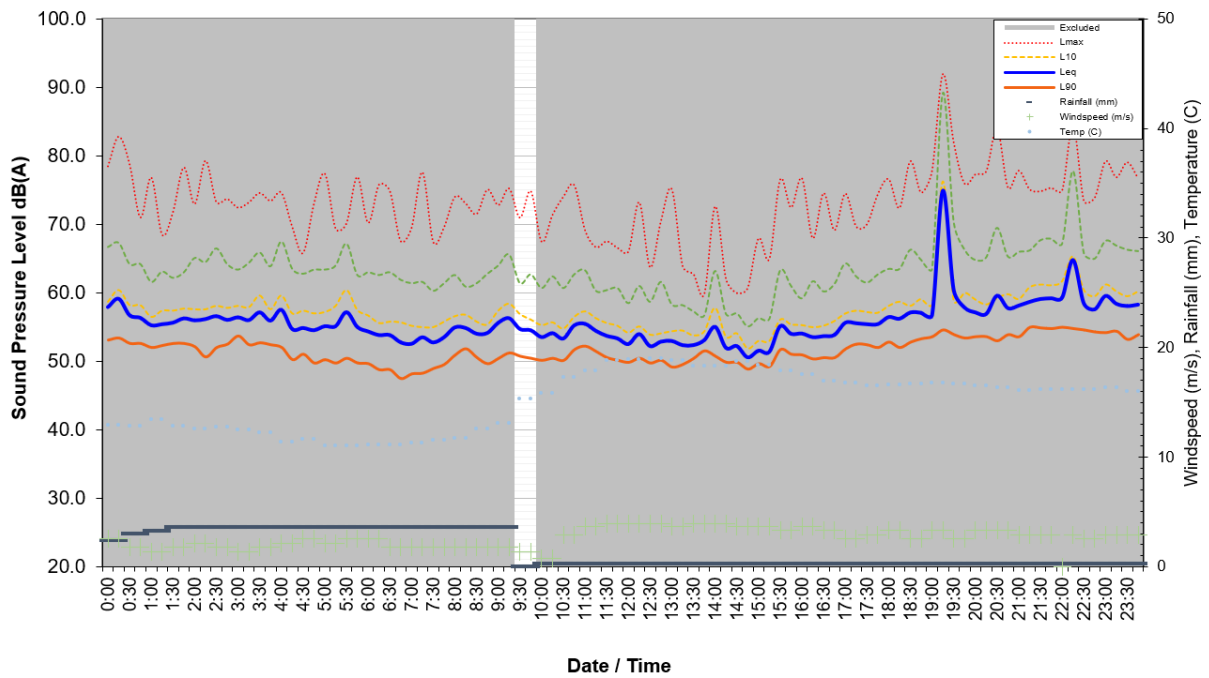
Friday 17 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

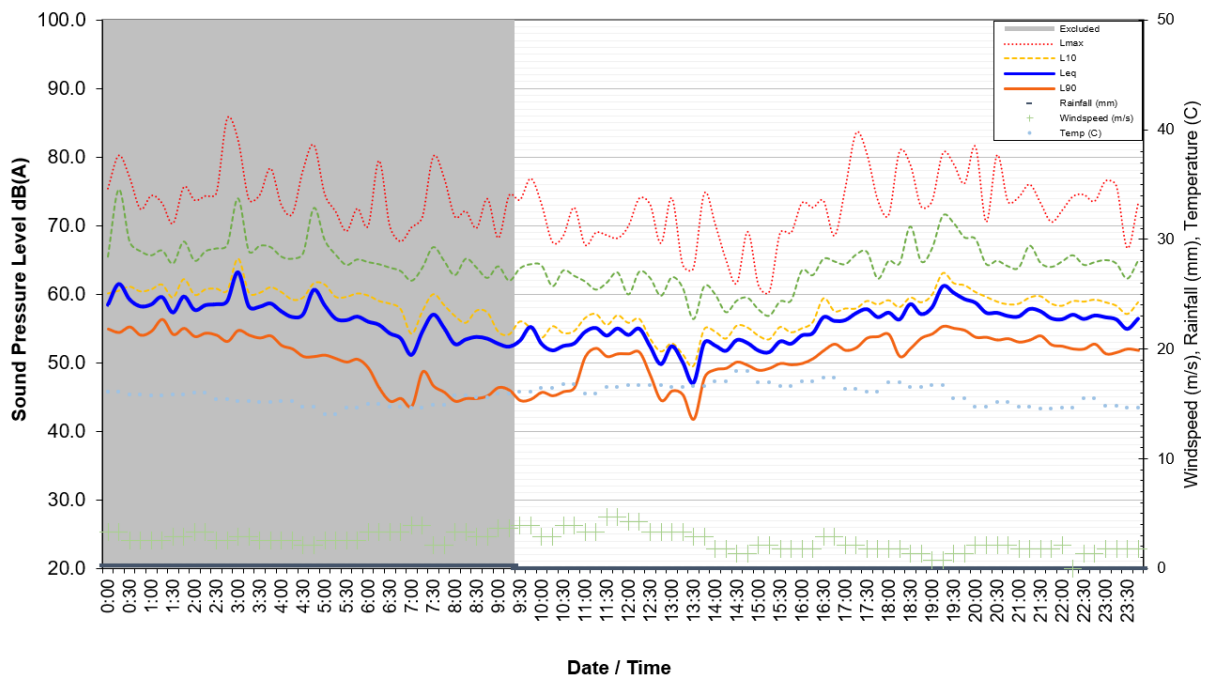
Saturday 18 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

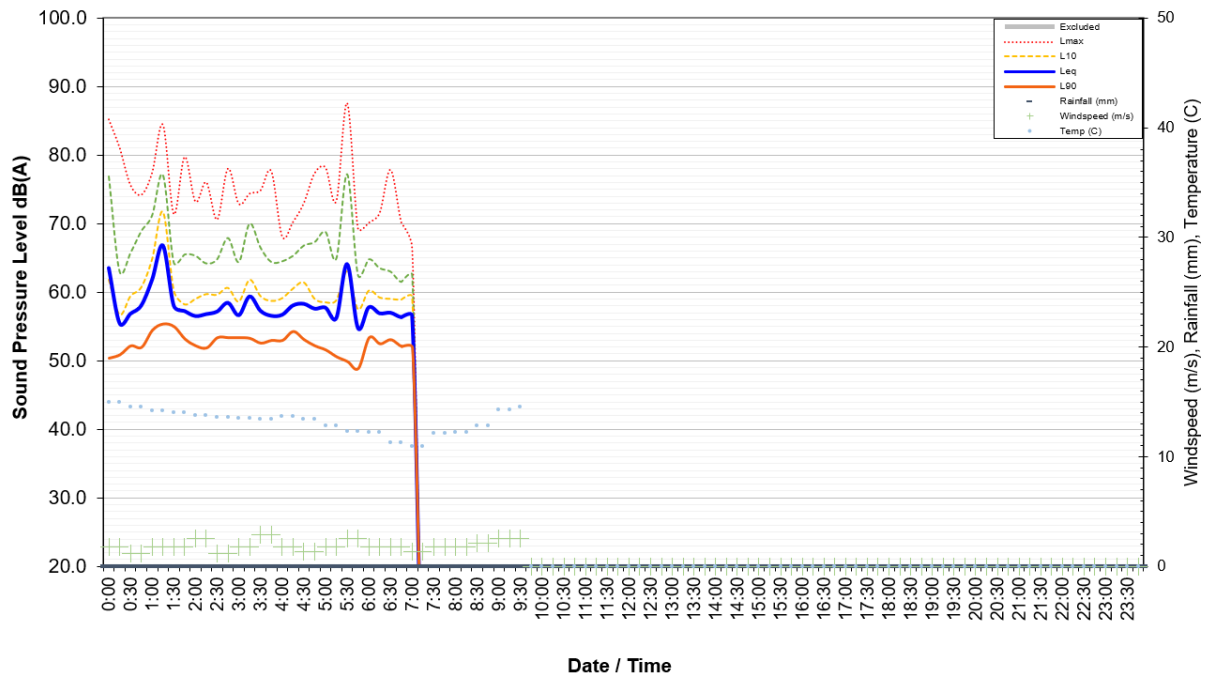
Sunday 19 July 2026



PROJECT: 12 Military Road
CLIENT: SICTL

Ambient Noise Levels

Monday 20 July 2026



The shipping schedule provided by SICLT to NVAQ prior to the noise survey period contained within this report and has been reproduced below for reference.

	Thursday, 9 July 2026						HUTCHISON PORTS SYDNEY																	
DAY	THU 3-Jul			FRI 10-Jul			SAT 11-Jul			SUN 12-Jul			MON 13-Jul			TUE 14-Jul			WED 15-Jul			THU 16-Jul		
SHIFT	N	D	E	N	D	E	N	D	E	N	D	E	N	D	E	N	D	E	N	D	E	N	D	E
ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD							ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD
RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL							RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL
SRI	RFS	TYNE	TYNE	RFS												FMT						ACFS		
SRI	111	60	113	163												35						30		
SRI	SV/T																							
SRI	25																							
CAL INSPECTION																								
RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS
ASC - OUTAGES																								
ASC - SDD	SC6	SC6																						
SHUTTLE																								
SHUTTLE																								
QC 1																								
QC 2																								
QC 3																								
QC 4																								
QC 5																								
QC 6																								
CAR																								
	Arrival and Commissioning of Nival and Commissioning of																							

	Thursday, 16 July 2026															
DAY	THU			FRI			SAT			SUN			MON			
DATE	16-Jul			17-Jul			18-Jul			19-Jul			20-Jul			
SHIFT	N	D	E	N	D	E	N	D	E	N	D	E	N	D	E	
ROAD	ROAD	ROAD	ROAD	ROAD	ROAD	ROAD					ROAD	ROAD	ROAD	ROAD	ROAD	
RAIL			RAIL	RAIL	RAIL	RAIL							RAIL	RAIL		
SRI	ACFS	RFS				RFS		RFS	MCS		TYNE	ACFS	RFS			
SRI	30	34				30		125	85		68	112	73			
SRI																
SRI																
SRI																
CAL INSPECTION																
RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	RS	SQD 2		
ASC - OUTAGES								ASC03L RP CHG					5W 5W			
ASC - OUTAGES																
SHUTTLE	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	SC11	
SHUTTLE																
SHUTTLE																
QC 1																
QC 2																
QC 3																
QC 4																
QC 5																
QC 6																
CAR																
HD1													CMA CGM ABU DHABI- 342			
QC's Allocated											1	1	1			
HD2	HANS	YM EVOLUTION- 1630									COSCO ISTANBUL					
QC's Allocated	2		3	2	2	2	3				3	2	1			
LASHERS	4		6				4				8	4	6			
HD3																

	Monday, 2		
DAY	MON		
DATE	20-Jul		
SHIFT	N	D	E
ROAD	ROAD	ROAD	ROAD
RAIL		RAIL	RAIL
SRI	RFS		
SRI	76		
SRI			
SRI			
SRI			
CAL INSPECTION		CAL	
RS		SQD 2	
ASC - OUTAGES		5W	5W
ASC - OUTAGES			
SHUTTLE	SCII	SCII	SCII
SHUTTLE			
SHUTTLE			
QC 1		QC1 GLS	
QC 2		QC2 GLS	
QC 3		QC3 GLS	
QC 4		QC4 GLS	
QC 5		Arrival and Commis	
QC 6		Arrival and Commis	
CAR			
HD1			
	QC's Allocated		
	1-EXT	1	
HD2			
	QC's Allocated		
	1	1	
LASHERS	4	4	
HD3	Rail are SQID check-Escort D/S		