

Vol. 2 of 5

FEP-01/457/2013/C &

FEP-01/436/2012/F

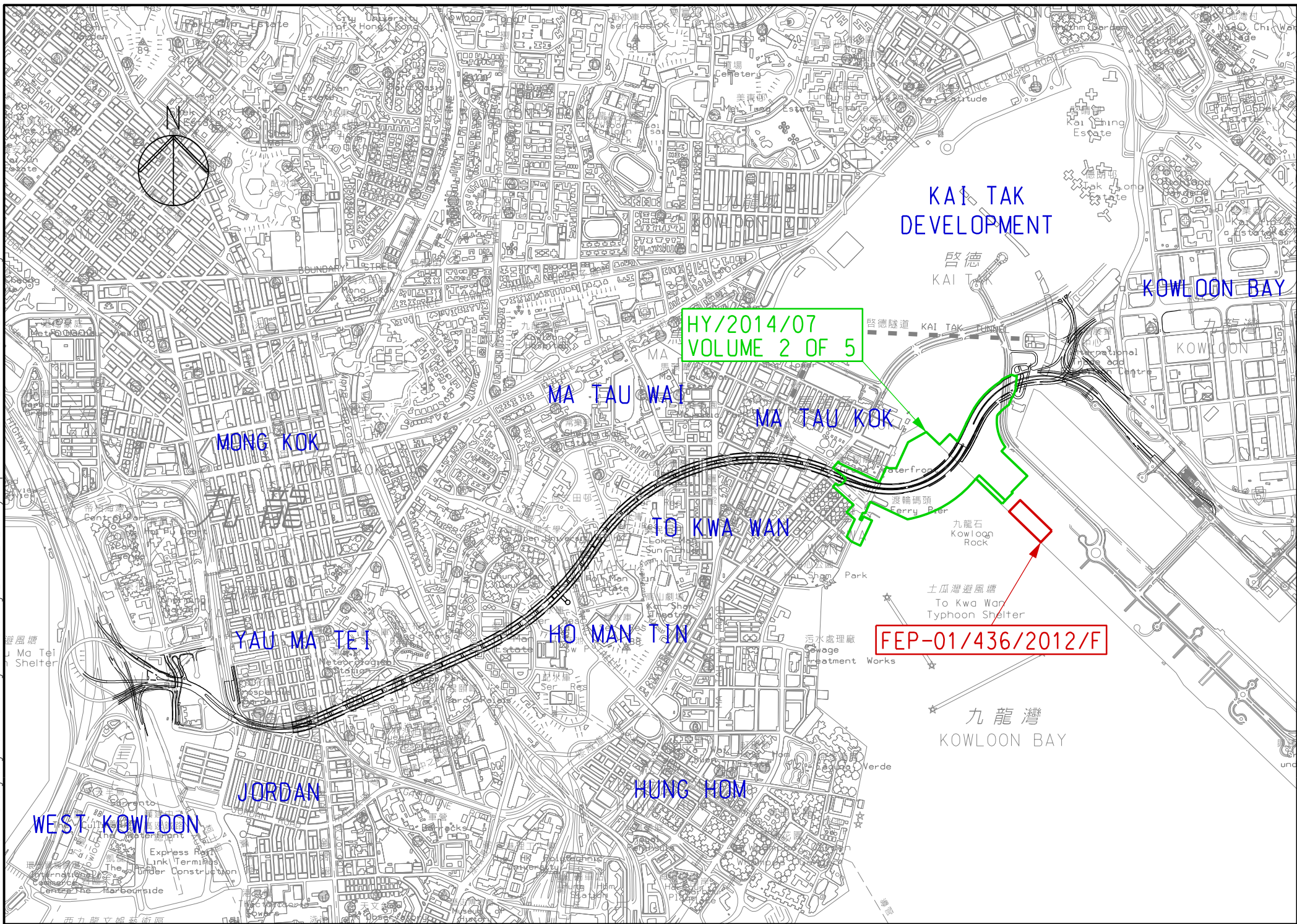
Central Kowloon Route

Kai Tak West

Contract No. HY/2014/07

June 2021

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Environmental Permit No. EP-457/2013/C and EP-457/2013/D

Central Kowloon Route

Independent Environmental Checker Verification

Works Contract:	Kai Tak West (HY/2014/07)
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Reference Document/Plan

Document/ Plan to be Certified / Verified:	Monthly EM&A Report No.39 (June 2021)
Date of Report:	July 2021 (Rev. 0)
Date received by IEC:	13 July 2021

Reference EP Condition

Environmental Permit Condition:	3.4
Submission of Monthly EM&A Report of the Project	
3.4 Four hard copies and one electronic copy of monthly EM&A Report shall be submitted to the Director within 2 weeks after the end of each reporting month throughout the entire construction period. The EM&A Reports shall include a summary of all non-compliance. The submissions shall be certified by the ET Leader and verified by the IEC as complying with the requirements as set out in the EM&A Manual before submission to the Director. Additional copies of the submission shall be provided to the Director upon request by the Director.	

IEC Verification

I hereby verify that the above referenced document/ plan complies with the above referenced condition of EP-457/2013/C and FEP-01/457/2013/C.	
	
Ms Mandy To	Date: 13 July 2021
Independent Environmental Checker	

Gammon Construction Limited

Central Kowloon Route
Works Contract HY/2014/07 –
Central Kowloon Route – Kai Tak West
Monthly EM&A Report for June 2021

[July 2021]

	Name	Signature
Prepared & Checked:	Ray Cheng	
Reviewed, Approved & Certified:	Y T Tang	

Version: 0

Date: 13 July 2021

Disclaimer

This Environmental Monitoring and Audit Report is prepared for Gammon Construction Limited and is given for its sole benefit in relation to and pursuant to Contract HY/2014/07 and may not be disclosed to, quoted to or relied upon by any person other than Gammon Construction Limited without our prior written consent. No person (other than Gammon Construction Limited into whose possession a copy of this report comes may rely on this plan without our express written consent and Gammon Construction Limited may not rely on it for any purpose other than as described above.

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EXECUTIVE SUMMARY

Central Kowloon Route – Kai Tak West (CKR-KTW; Contract No. HY/2014/07) (hereafter called “the Project”) covers part of the construction of the Central Kowloon Route (CKR).

The Project comprises the follow works:

- 50x30m access shaft with noise enclosure at Ma Tau Kok (MTK);
- 100m long cut-and-cover (C&C) tunnel at MTK;
- Demolition and re-provisioning of MTK Public Pier;
- 160m long underwater tunnel (UWT) (Stage 1);
- 210m long UWT (Stage 2);
- 60m long C&C tunnel at Kai Tak;
- 130m long depressed road and 200m long underpass at Kai Tak;
- 390m long underground tunnel ventilation adit at Kai Tak;
- Seawall demolition and construction of new landing steps; and
- Barging Point enclosure and conveyor system.

The EM&A programme commenced on 4 April 2018. The impact EM&A for the Project includes air quality and noise monitoring.

This is the thirty-ninth monthly EM&A Report presenting the EM&A works carried out during the period between 1 and 30 June 2021. As informed by the Contractor, major activities in the reporting period were:

Locations	Site Activities
Kai Tak	<ul style="list-style-type: none"> • Casting tunnel wall at underpass and ventilation adit; • Wall and roof slab construction at cut & cover, underpass and depressed road; • Backfilling at Underpass and depressed road; • Removal of ELS at cut & cover, underpass and depressed road.
Ma Tau Kok	<ul style="list-style-type: none"> • TTM implementation; • Trial trench for piling works; • Pre-grouting works for pipe piling works for MTK C&C Tunnel; • Pipe piling works for MTK C&C tunnel; • Demolition of Kowloon City Public Pier; • Temporary storm dain diversion works.
Kowloon Bay	<ul style="list-style-type: none"> • Waterproofing application at Stage 1 UWT; • Backfilling and ELS Removal at Stage 1 UWT; • Pipe Piling works for Stage 2 UWT.

Breaches of Action and Limit Levels for Air Quality

All 24-hour TSP result was below the Action and Limit Levels at all monitoring locations in the reporting month.

All 1-hour TSP result was below the Action and Limit Levels at all monitoring locations in the reporting month.

Breaches of Action and Limit Levels for NoiseRegular Noise Monitoring

No exceedance of Action and Limit Level of noise was recorded in the reporting month.

Complaint, Notification of Summons and Successful Prosecution

No environmental related complaints, notification of summons and successful prosecution were received in the reporting month.

Reporting Changes

According to Section 14.3 of the EM&A Manual, at times during the construction phase the Contractor may submit method statements for various aspects of construction. This state of affairs would only apply to those construction methods that the EIA has not imposed conditions while for construction methods that have been assessed in the EIA, the Contractor is bound to follow the requirements and recommendations in the EIA study. The Contractor's options for alternative construction methods may introduce adverse environmental impacts into the Project. It is the responsibility of the Contractor and ET, in accordance with established standards, guidelines and EIA study recommendations and requirements, to review and determine the adequacy of the environmental protection and pollution control measures in the Contractor's proposal in order to ensure no unacceptable impacts would result. To achieve this end, the ET shall provide a copy of the Proactive Environmental Protection Proforma to the IEC for approval. The IEC should audit the review of the construction method and endorse the proposal on the basis of no adverse environmental impacts.

To achieve this end, the copy of the Proactive Environmental Protection Proforma is provided in **Appendix M**.

Future Key Issues

Key issues to be considered in the next three months included:

Locations	Site Activities
Kai Tak	<ul style="list-style-type: none"> • Wall and roof slab construction at cut & cover, underpass and depressed road; • Backfilling works and ELS removal at cut & cover, underpass and depressed road; • Dismantle of working platform.
Ma Tau Kok	<ul style="list-style-type: none"> • TTM implementation; • Pre-grouting works for pipe piling works of MTK C&C Tunnel • Pipe piling works for cut and cover tunnel; • Temporary storm drain diversion works.
Kowloon Bay	<ul style="list-style-type: none"> • Backfilling and ELS removal works at Stage 1 UWT; • Waterproofing application at Stage 1 UWT; • Seawall Reinstatement at Stage 1 UWT; • Pipe piling and other preparation works for Stage 2 UWT.

Potential environmental impacts arising from the above construction activities are mainly associated with construction dust, construction noise, water pollution control, and waste management.

1 INTRODUCTION

Gammon Construction Limited was commissioned by the Highways Department as the Civil Contractor for Works Contract HY/2014/07. AECOM Asia Company Limited (AECOM) was appointed by Gammon Construction Limited as the Environmental Team (ET) to undertake the Environmental Monitoring and Audit (EM&A) programme during construction phase of the Project.

1.1 Purpose of the Report

1.1.1 This is the thirty-ninth monthly EM&A Report which summaries the impact monitoring results and audit findings for the Project during the reporting period between 1 and 30 June 2021.

1.2 Report Structure

1.2.1 This monthly EM&A Report is organized as follows:

- Section 1: Introduction
- Section 2: Project Information
- Section 3: Environmental Monitoring Requirement
- Section 4: Implementation Status of Environmental Mitigation Measures
- Section 5: Monitoring Results
- Section 6: Environmental Site Inspection and Audit
- Section 7: Environmental Non-conformance
- Section 8: Future Key Issues
- Section 9: Conclusions and Recommendations

2 PROJECT INFORMATION

2.1 Background

- 2.1.1 CKR is a dual 3-lane trunk road across central Kowloon linking the West Kowloon in the west and the Kai Tak Development (KTD) in the east. The CKR will be about 4.7 km long with an underground tunnel section of about 3.9 km long, in particular, there will be an underwater tunnel of about 370 m long in Kowloon Bay to the north of the To Kwa Wan Typhoon Shelter. It will connect the West Kowloon Highway at Yau Ma Tei Interchange with the road network at Kowloon Bay and the future Trunk Road T2 at KTD which will connect to the future Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and Cross Bay Link (CBL). CKR, Trunk Road T2 and TKO-LTT will form a strategic highway link, namely Route 6, connecting West Kowloon and Tseung Kwan O. In addition, 3 ventilation buildings, which will be located in Ya Ma Tei, Ho Man Tin and ex-Kai Tak airport area, are proposed to ensure acceptable air quality within the tunnel.
- 2.1.2 The Environmental Impact Assessment (EIA) Report for Central Kowloon Route (Register No.: AEIAR-171/2013) was approved on 11 July 2013 under the Environmental Impact Assessment Ordinance (EIAO). Following the approval of the EIA Report, an Environmental Permit (EP) for CKR was granted on 9 August 2013 (EP No.: EP- 457/2013) for the construction and operation. Variation of EPs (VEP) were subsequently applied and the EPs (EP No. EP-457/2013/C and EP- 457/2013/D) were issued by the Director of Environmental Protection (DEP) on 16 January 2017 and 15 June 2021 respectively. Further Environmental Permit (EP No. FEP-01/457/2013/C) for CKR – Kai Tak West was issued on 28 February 2018.
- 2.1.3 The construction of the CKR had been divided into different sections. This Work Contract HY/2014/07 – Kai Tak West (KTW) (“The Project”) will include a road which is a trunk road, including new roads, and major extensions or improvements to existing roads; a road fully enclosed by decking above and by structure on the sides for more than 100 m; and reclamation works (including associated dredging works) more than 1 ha in size and a boundary of which is less than 100 m from an existing residential area.
- 2.1.4 The site layout plan of the Project is shown in **Figure 1.1**.

2.2 Site Description

- 2.2.1 The major construction activities under this Project include:
- (a) construction of approximately 160m long cut-and-cover tunnel and 370m long underwater tunnel between the tunnel section at Ma Tau Kok and the depressed road of the CKR within Kai Tak Development;
 - (b) reconstruction of the seawall at Ma Tau Kok public pier, and the sloping seawall at the Former Kai Tak Airport Runway;
 - (c) construction of approximately 125m long depressed road and 200m long underpass of the CKR within Kai Tak Development;
 - (d) construction of approximately 360m long underground tunnel ventilation adit of the CKR;
 - (e) reconstruction of Kowloon City Ferry Pier Public Transport Interchange; and
 - (f) other associated works.

2.3 Construction Programme and Activities

2.3.1 The major construction activities undertaken in the reporting month are summarized in **Table 2.1**.

Table 2.1 Construction Activities in the reporting month

Locations	Site Activities
Kai Tak	<ul style="list-style-type: none"> • Casting tunnel wall at underpass and ventilation adit; • Wall and roof slab construction at cut & cover, underpass and depressed road; • Backfilling at Underpass and depressed road; • Removal of ELS at cut & cover, underpass and depressed road.
Ma Tau Kok	<ul style="list-style-type: none"> • TTM implementation; • Trial trench for piling works; • Pre-grouting works for pipe piling works for MTK C&C Tunnel; • Pipe piling works for MTK C&C tunnel; • Demolition of Kowloon City Public Pier; • Temporary storm drain diversion works.
Kowloon Bay	<ul style="list-style-type: none"> • Waterproofing application at Stage 1 UWT; • Backfilling and ELS Removal at Stage 1 UWT; • Pipe Piling works for Stage 2 UWT.

2.3.2 The construction programme is presented in **Appendix A**.

2.4 Project Organization

2.4.1 The project organization structure is shown in **Appendix B**. The key personnel contact names and numbers for the Project are summarized in **Table 2.2**.

Table 2.2 Contact Information of Key Personnel

Party	Role	Position	Name	Telephone	Fax
Arup-Mott MacDonald Joint Venture	Residential Engineer (ER)	Engineer's Representative	Mr. Jeffrey Lau	2268 3640	2268 3954
ERM	Independent Environmental Checker (IEC)	Independent Environmental Checker	Ms. Mandy To	2271 3313	2723 5660
Gammon	Contractor	Contracts Manager	Mr. Alan Yan	2516 8823	2516 6260
		Environmental Manager	Ms Michelle Tang	9267 8866	2516 6260
AECOM	Contractor's Environmental Team (ET)	ET Leader	Mr. Y T Tang	3922 9393	2317 7609

2.5 Status of Environmental Licences, Notification and Permits

2.5.1 Relevant environmental licenses, permits and/or notifications on environmental protection for this Project and valid in the reporting month are summarized in **Table 2.3**.

Table 2.3 Status of Environmental Licenses, Notifications and Permits

Permit / License No. / Notification/ Reference No.	Valid Period		Status	Remarks
	From	To		
Further Environmental Permit				
FEP-01/457/2013/C	28 Feb 2018	End of Project	Valid	--
Wastewater Discharge License				
WT00030290-2018	22 Mar 2018	31 May 2023	Valid	Ma Tau Kok
WT00030668-2018	27 Apr 2018	30 Apr 2023	Valid	Site Office at Kai Tak West
WT00030358-2018	27 Apr 2018	30 Apr 2023	Valid	Kai Tak West
WT00030330-2018	27 Apr 2018	30 Apr 2023	Valid	Kowloon Bay
Construction Noise Permit				
GW-RE0355-21	4 May 2021	3 Aug 2021	Valid	General Works at Ma Tau Kok
GW-RE0012-21	20 Jan 2021	10 Jul 2021	Valid	General Works at Kai Tak
GW-RE0474-21	21 May 2021	20 Nov 2021	Valid	ELS Removal at Stage 1 UWT
GW-RE0259-21	1 Apr 2021	30 Sep 2021	Valid	Kai Tak Haul Road
PP-RE0018-21	3 Jun 2021	2 Aug 2021	Valid on 3 Jun 2021	Percussive Piling at Stage 2 Underwater Tunnel
Chemical Waste Producer Registration				
5118-247-G2347-47	30 Jan 2018	End of Project	Valid	--
5118-247-G2347-48	30 Jan 2018	End of Project	Valid	--
Marine Dumping Permit				
--	--	--	--	--
Billing Account for Construction Waste Disposal				
7029909	22 Jan 2018	End of Project	Account Active	--
7031949	27 May 2021	26 Aug 2021	Account Active	Billing Account for Disposal of Construction Waste (by vessels)
Notification Under Air Pollution Control (Construction Dust) Regulation				
429442	5 Jan 2018	5 Jul 2025	Notified	--

3 ENVIRONMENTAL MONITORING REQUIREMENTS**3.1 Construction Dust Monitoring****Monitoring Requirements**

- 3.1.1 In accordance with the approved EM&A Manual, measurement of 24-hour and 1-hour Total Suspended Particulates (TSP) level at the designated air quality monitoring station is required. Impact 24-hour TSP monitoring should be carried out for at least once every 6 days, and 1-hour TSP monitoring should be done at least 3 times every 6 days while the highest dust impact is expected. The Action and Limit Levels of the air quality monitoring is provided in **Appendix D**.

Monitoring Equipment

- 3.1.2 24-hour TSP air quality monitoring was performed using High Volume Sampler (HVS) located at the designated monitoring station. The HVS meets all the requirements of the EM&A Manual.
- 3.1.3 A portable direct reading dust meter was used to carry out the 1-hour TSP monitoring.
- 3.1.4 Brand and model of the equipment is given in **Table 3.1**.

Table 3.1 Air Quality Monitoring Equipment

Equipment	Brand and Model
High Volume Sampler (24-hour TSP)	Tisch Total Suspended Particulate Mass Flow Controlled High Volume Air Sampler (Model No. TE-5170)
Calibration Kit (24-hour TSP)	TISCH Environmental Orifice (Model TE-5025A)
Portable direct reading dust meter (1-hour TSP)	Sibata Digital Dust Monitor (Model No. LD-3)

Monitoring Locations

- 3.1.5 The monitoring station for construction dust monitoring pertinent to the Project has been identified based on the approved EM&A Manual for the Project. The location of the construction dust monitoring station is summarized in **Table 3.2** and shown in **Figure 3.1**.

Table 3.2 Location of Construction Dust Monitoring Station

Location	Monitoring Station	Description
E-A14a ^[1]	Block B of Merit Industrial Centre	Rooftop (13/F)

Note:

[1] The air monitoring station proposed in the EM&A Manual (i.e. Wyler Gardens with ID: E-A14) was not available for impact dust monitoring, therefore impact monitoring was conducted at E-A14a as an alternative which was agreed by the ER, IEC and EPD.

Monitoring Methodology

- 3.1.6 24-hour TSP Monitoring
- (a) The HVS was installed in the vicinity of the air sensitive receivers. The following criteria were considered in the installation of the HVS as far as practicable: -
- (i) A horizontal platform with appropriate support to secure the sampler against gusty wind was provided.
 - (ii) Two samplers should not be placed less than 2m apart from each other;
 - (iii) The distance between the HVS and any obstacles, such as buildings, was at least twice the height that the obstacle protrudes above the HVS.
 - (iv) A minimum of 2 meters separation from walls, parapets and penthouse for rooftop sampler.

- (v) A minimum of 2 meters separation from any supporting structure, measured horizontally is required.
 - (vi) No furnace or incinerator flues nearby.
 - (vii) Airflow around the sampler was unrestricted.
 - (viii) The sampler was located more than 20 meters from any dripline.
 - (ix) Any wire fence and gate, required to protect the sampler, did not obstruct the monitoring process.
 - (x) Permission was obtained to set up the samplers and access to the monitoring station.
 - (xi) A secured supply of electricity was obtained to operate the sampler.
- (b) Preparation of Filter Papers
- (i) Glass fibre filters, G810 were labelled and sufficient filters that were clean and without pinholes were selected.
 - (ii) All filters were equilibrated in the conditioning environment for 24 hours before weighing. The conditioning environment temperature was around 25 °C and not variable by more than ± 3 °C; the relative humidity (RH) was < 50% and not variable by more than ± 5 %. A convenient working RH was 40%.
 - (iii) All filter papers were prepared and analysed by ALS Technichem (HK) Pty Ltd., which is a HOKLAS accredited laboratory and has comprehensive quality assurance and quality control programmes.
- (c) Field Monitoring
- (i) The power supply was checked to ensure the HVS works properly.
 - (ii) The filter holder and the area surrounding the filter were cleaned.
 - (iii) The filter holder was removed by loosening the four bolts and a new filter, with stamped number upward, on a supporting screen was aligned carefully.
 - (iv) The filter was properly aligned on the screen so that the gasket formed an airtight seal on the outer edges of the filter.
 - (v) The swing bolts were fastened to hold the filter holder down to the frame. The pressure applied was sufficient to avoid air leakage at the edges.
 - (vi) Then the shelter lid was closed and was secured with the aluminium strip.
 - (vii) The HVS was warmed-up for about 5 minutes to establish run-temperature conditions.
 - (viii) A new flow rate record sheet was set into the flow recorder.
 - (ix) On site temperature and atmospheric pressure readings were taken and the flow rate of the HVS was checked and adjusted at around 1.3 m³/min, and complied with the range specified in the EM&A Manual (i.e. 0.6-1.7 m³/min).
 - (x) The programmable digital timer was set for a sampling period of 24 hrs, and the starting time, weather condition and the filter number were recorded.
 - (xi) The initial elapsed time was recorded.
 - (xii) At the end of sampling, on site temperature and atmospheric pressure readings were taken and the final flow rate of the HVS was checked and recorded.
 - (xiii) The final elapsed time was recorded.
 - (xiv) The sampled filter was removed carefully and folded in half length so that only surfaces with collected particulate matter were in contact.
 - (xv) It was then placed in a clean envelope and sealed.
 - (xvi) All monitoring information was recorded on a standard data sheet.
 - (xvii) Filters were then sent to ALS Technichem (HK) Pty Ltd. for analysis.
- (d) Maintenance and Calibration
- (i) The HVS and its accessories were maintained in good working condition, such as replacing motor brushes routinely and checking electrical wiring to ensure a continuous power supply.
 - (ii) HVSs were calibrated using TE-5025A Calibration Kit upon installation and thereafter at bi-monthly intervals.
 - (iii) Calibration certificate of the TE-5025A Calibration Kit and the HVSs are provided in **Appendix E**.

3.1.7 1-hour TSP Monitoring

(a) Measuring Procedures

The measuring procedures of the 1-hour dust meter are in accordance with the Manufacturer's Instruction Manual as follows:

- (i) Turn the power on.
- (ii) Close the air collecting opening cover.
- (iii) Push the "TIME SETTING" switch to [BG]
- (iv) Push "START/STOP" switch to perform background measurement for 6 seconds.
- (v) Turn the knob at SENSI ADJ position to insert the light scattering plate.
- (vi) Leave the equipment for 1 minute upon "SPAN CHECK" is indicated in the display.
- (vii) Push "START/STOP" switch to perform automatic sensitivity adjustment. This measurement takes 1 minute.
- (viii) Pull out the knob and return it to MEASURE position.
- (ix) Push the "TIME SETTING" switch the time set in the display to 3 hours.
- (x) Lower down the air collection opening cover.
- (xi) Push "START/STOP" switch to start measurement.

(b) Maintenance and Calibration

- (i) The 1-hour TSP meter was calibrated at 1-year intervals against a continuous particulate TEOM Monitor, Series 1400ab. Calibration certificates of the Laser Dust Monitors are provided in **Appendix E**.

Monitoring Schedule for the Reporting Month

3.1.8 The schedule for environmental monitoring in June 2021 is provided in **Appendix F**.

3.2 Construction Noise Monitoring

Monitoring Requirements

- 3.2.1 In accordance with the EM&A Manual, impact noise monitoring should be conducted for at least once a week during the construction phase of the Project. **Table 3.3** summarizes the monitoring parameters, frequency and duration of impact noise monitoring. The Action and Limit Levels of the noise monitoring is provided in **Appendix D**.

Table 3.3 Noise Monitoring Parameters, Frequency and Duration

Parameter and Duration	Frequency
30-mins measurement at each monitoring station between 0700 and 1900 on normal weekdays. L_{eq} , L_{10} and L_{90} would be recorded.	At least once per week

Monitoring Equipment

- 3.2.2 Noise monitoring was performed using sound level meter at each designated monitoring station. The sound level meters deployed comply with the International Electrotechnical Commission Publications (IEC) 651:1979 (Type 1) and 804:1985 (Type 1) specifications. Acoustic calibrator was deployed to check the sound level meters at a known sound pressure level. Brand and model of the equipment is given in **Table 3.4**.

Table 3.4 Noise Monitoring Equipment for Regular Noise Monitoring

Equipment	Brand and Model
Integrated Sound Level Meter	B&K (Model No. 2250 & 2238)
Acoustic Calibrator	Rion (Model No. NC-74) & B&K (Model No. 4231)

Monitoring Locations

- 3.2.3 The monitoring stations for construction noise monitoring pertinent to the Project have been identified based on the approved EM&A Manual for the Project. Locations of the noise monitoring stations are summarized in **Table 3.5** and shown in **Figure 3.2**.

Table 3.5 Noise Monitoring Stations during Construction Phase

Location	Monitoring Station	Description	Measurement
E-N12a ^[1]	19 Hing Yan Street	Rooftop (9/F)	Façade
E-N21a ^[1]	Block B of Merit Industrial Centre	Rooftop (13/F)	Free field ^[2]

Notes:

[1] The noise monitoring stations proposed in the EM&A Manual (i.e. Grand Waterfront Tower 3 with ID: E-N12 and Hang Chien Court Block J with ID: E-N21) were not available for impact noise monitoring, therefore impact monitoring was conducted at E-N12a and E-N21a as an alternative which was agreed by the ER, IEC and EPD.

[2] A correction of +3 dB(A) was made to the free field measurements.

Monitoring Parameters, Frequency and Duration

- 3.2.4 **Table 3.6** summarizes the monitoring parameters, frequency and duration of impact noise monitoring.

Table 3.6 Noise Monitoring Parameters, Frequency and Duration

Location	Parameter and Duration	Frequency
E-N12a and E-N21a	30-mins measurement at each monitoring station between 0700 and 1900 on normal weekdays. Leq, L10 and L90 would be recorded.	At least once per week

Monitoring Methodology

3.2.5 Monitoring Procedure

- (a) The sound level meter was set on a tripod at a height of 1.2 m above the ground.
- (b) Façade measurement was made at E-N12a.
- (c) Free field measurements was made at monitoring location E-N21a. A correction of +3 dB(A) shall be made to the free field measurements.
- (d) The battery condition was checked to ensure the correct functioning of the meter.
- (e) Parameters such as frequency weighting, the time weighting and the measurement time were set as follows:
 - (i) frequency weighting
 - (ii) time weighting: Fast
 - (iii) time measurement: $L_{eq(30\text{-minutes})}$ during non-restricted hours i.e. 0700 – 1900 on normal weekdays.
- (f) Prior to and after each noise measurement, the meter was calibrated using the acoustic calibrator for 94 dB(A) at 1000 Hz. If the difference in the calibration level before and after measurement was more than 1 dB(A), the measurement would be considered invalid and repeat of noise measurement would be required after re-calibration or repair of the equipment.
- (g) During the monitoring period, the L_{eq} , L_{10} and L_{90} were recorded. In addition, site conditions and noise sources were recorded on a standard record sheet.
- (h) Noise measurement was paused during periods of high intrusive noise (e.g. dog barking, helicopter noise) if possible. Observations were recorded when intrusive noise was unavoidable.
- (i) Noise monitoring was cancelled in the presence of fog, rain, wind with a steady speed exceeding 5m/s, or wind with gusts exceeding 10m/s.

3.2.6 Maintenance and Calibration

- (a) The microphone head of the sound level meter was cleaned with soft cloth at regular intervals.
- (b) The meter and calibrator were sent to the supplier or HOKLAS laboratory to check and calibrate at yearly intervals.
- (c) Calibration certificates of the sound level meters and acoustic calibrators are provided in **Appendix E**.

Monitoring Schedule for the Reporting Month

3.2.7 The schedule for environmental monitoring in June 2021 is provided in **Appendix F**.

3.3 Landscape and Visual

- 3.3.1 As per the EM&A Manuals, the landscape and visual mitigation measures shall be implemented and site inspections should be undertaken once every two weeks during the construction period. A summary of the implementation status is presented in **Section 6**.

4 IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURES

4.1.1 The Contractor has implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and EM&A Manuals. The implementation status of the environmental mitigation measures during the reporting period is summarized in **Appendix C**.

Status of required submissions under the EP during the reporting period is summarised in **Table 4.1**.

Table 4.1 Status of Required Submission under Environmental Permit

EP Condition	Submission	Submission Date
Condition 3.4 of EP- 457/2013/C and Condition 3.4 of FEP-01/457/2013/C	Monthly EM&A Report for May 2021	11 June 2021

5 MONITORING RESULTS

5.1 Construction Dust Monitoring

- 5.1.1 The monitoring results for 24-hour TSP and 1-hour TSP are summarized in **Table 5.1** and **Table 5.2** respectively. Detailed air quality monitoring results and daily extract of meteorological observations are presented in **Appendix G**.

Table 5.1 Summary of 24-hour TSP Monitoring Result in the Reporting Period

ID	Average ($\mu\text{g}/\text{m}^3$)	Range ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
E-A14a	28.5	14.8 – 35.3	197.3	260

Table 5.2 Summary of 1-hour TSP Monitoring Result in the Reporting Period

ID	Average ($\mu\text{g}/\text{m}^3$)	Range ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
E-A14a	60.4	52.4 – 65.1	302.4	500

- 5.1.2 No Action and Limit Level exceedance was recorded for 24-hour TSP monitoring at the monitoring location in the reporting month.
- 5.1.3 No Action and Limit Level exceedance was recorded for 1-hour TSP monitoring at the monitoring location in the reporting month.
- 5.1.4 The event and action plan is annexed in **Appendix I**.
- 5.1.5 Major dust sources during the monitoring included construction dust and nearby traffic emission.

5.2 Regular Construction Noise Monitoring

- 5.2.1 The monitoring results for noise are summarized in **Table 5.3** and the monitoring data is provided in **Appendix H**.

Table 5.3 Summary of Construction Noise Monitoring Results in the Reporting Period

ID	Range, dB(A), L_{eq} (30 mins)	Limit Level, dB(A), L_{eq} (30 mins)
E-N12a	63.4 – 66.2	75
E-N21a	61.9 – 68.2	75

- 5.2.2 No Action and Limit Level exceedance for noise was recorded at all monitoring stations in the reporting month.
- 5.2.3 The event and action plan is annexed in **Appendix I**.
- 5.2.4 Major noise sources during the monitoring included construction noise from the Project site and nearby traffic noise.

5.3 Waste Management

- 5.3.1 C&D materials and wastes sorting were carried out on site. Receptacles were available for C&D wastes and general refuse collection.
- 5.3.2 As advised by the Contractor, total 4,649 m³ of inert C&D material were generated and 477 m³ disposed of as public fill, 4,172 m³ of inert C&D was reused in the Contract and no other projects respectively in the reporting month. 110,830 kg general refuse was generated and sent to NENT Landfill in the reporting month. 3 kg of plastics and No paper/cardboard packaging and metals were collected by recycle contractor in the reporting month. No chemical waste was collected by licensed contractor in the reporting month. No Type 1, Type 2 and Type 3 Marine sediment were disposed at Confined Marine Disposal Facility to the East of Sha Chau. The waste flow table is annexed in **Appendix K**.
- 5.3.3 The Contractor is advised to properly maintain on site C&D materials and wastes collection, sorting and recording system and maximize reuse / recycle of C&D materials and wastes. The Contractor is reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.
- 5.3.4 The Contractor is reminded that chemical waste containers should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practise on the Packaging, Labelling and Storage of Chemical Wastes.

5.4 Landscape and Visual

- 5.4.1 Bi-weekly inspection of the implementation of landscape and visual mitigation measures was conducted on 2, 16 and 30 June 2021. A summary of the site inspection is provided in **Appendix C**. The observations and recommendations made during the site inspections are presented in **Table 6.1**.

6 ENVIRONMENTAL SITE INSPECTION AND AUDIT

- 6.1.1 Site inspections were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. A summary of the mitigation measures implementation schedule is provided in **Appendix C**.
- 6.1.2 In the reporting month, 5 site inspections were carried out on 2, 9, 16, 23 and 30 June 2021. Joint inspections with the IEC, ER, the Contractor and ET were conducted on 23 June 2021. No non-compliance was recorded during the site inspection. Details of observations recorded during the site inspections are presented in **Table 6.1**.

Table 6.1 Observations and Recommendations of Site Audit

Parameters	Date	Observations and Recommendations	Follow-up
Air Quality	Nil	Nil	Nil
Noise	Nil	Nil	Nil
Water Quality	16 Jun 2021	<ul style="list-style-type: none"> Gap of silt curtain was observed at Stage 1 UWT. The Contractor should enhance the effectiveness of silt curtain for silt blockage. 	The item was rectified by the Contractor on 22 Jun 2021.
		<u>Reminder:</u> <ul style="list-style-type: none"> The Contractor was reminded to remove the stagnant water inside the drip trap at the vessel near Ma Tau Kok. 	The item was rectified by the Contractor on 18 Jun 2021.
	30 Jun 2021	<u>Reminder:</u> <ul style="list-style-type: none"> The Contractor was reminded to clean up the overflow mud to prevent muddy water spillage at Ma Tau Kok. 	The item was rectified by the Contractor on 6 Jul 2021
Waste/ Chemical Management	2 Jun 2021	<ul style="list-style-type: none"> Oil drum was observed stored without drip tray at the vessel near Ma Tau Kok. The Contractor should store the oil drum with drip tray for oil spillage prevention. 	The item was rectified by the Contractor on 4 Jun 2021.
		<ul style="list-style-type: none"> General refuse was observed stored without enclosed bin at Kai Tak. The Contractor should store the general refuse with the enclosed bin. 	The item was rectified by the Contractor on 7 Jun 2021.
Landscape & Visual	Nil	Nil	Nil
Permits/ Licenses	Nil	Nil	Nil

- 6.1.3 No follow-up actions were requested by Contractor's ET on 9 and 23 June 2021.
- 6.1.4 All follow-up actions requested by Contractor's ET during the site inspection were undertaken as reported by the Contractor and confirmed in the following weekly site inspection conducted during the reporting period.

7 ENVIRONMENTAL NON-CONFORMANCE

7.1 Summary of Monitoring Exceedances

- 7.1.1 All 24-hour TSP result was below the Action and Limit Levels at all monitoring locations in the reporting month.
- 7.1.2 All 1-hour TSP result was below the Action and Limit Levels at all monitoring locations in the reporting month
- 7.1.3 No Action and Limit Level exceedance for noise was recorded at all monitoring stations in the reporting month.
- 7.1.4 No Limit Level exceedance for noise was recorded at all monitoring stations in the reporting month.

7.2 Summary of Environmental Non-Compliance

- 7.2.1 No environmental non-compliance was recorded in the reporting month.

7.3 Summary of Environmental Complaints

- 7.3.1 No environmental related complaint, notification of summons and successful prosecution were received in the reporting month.

7.4 Summary of Environmental Summon and Successful Prosecutions

- 7.4.1 No environmental related prosecution or notification of summons was received in the reporting month. Cumulative statistics on notification of summons and successful prosecutions is provided in **Appendix J**.

8 FUTURE KEY ISSUES

8.1 Construction Programme for the Next Three Months

8.1.1 The major construction works between July and September 2021 are provided in **Table 8.1**.

Table 8.1 Construction Activities in the coming three months

Locations	Site Activities
Kai Tak	<ul style="list-style-type: none"> • Wall and roof slab construction at cut & cover, underpass and depressed road; • Backfilling works and ELS removal at cut & cover, underpass and depressed road; • Dismantle of working platform.
Ma Tau Kok	<ul style="list-style-type: none"> • TTM implementation; • Pre-grouting works for pipe piling works of MTK C&C Tunnel • Pipe piling works for cut and cover tunnel; • Temporary storm drain diversion works.
Kowloon Bay	<ul style="list-style-type: none"> • Backfilling and ELS removal works at Stage 1 UWT; • Waterproofing application at Stage 1 UWT; • Seawall Reinstatement at Stage 1 UWT; • Pipe piling and other preparation works for Stage 2 UWT.

8.2 Key Issues for the Coming Month

8.2.1 Potential environmental impacts arising from the above construction activities are mainly associated with construction dust, construction noise, and waste management.

8.3 Monitoring Schedule for the Coming Month

8.3.1 The tentative schedule for environmental monitoring in July 2021 is provided in **Appendix F**.

9 CONCLUSIONS AND RECOMMENDATIONS

9.1 Conclusions

- 9.1.1 1-hour TSP, 24-hour TSP and noise monitoring were carried out in the reporting month.
- 9.1.2 All 24-hour TSP monitoring results complied with the Action / Limit Level at in the reporting month.
- 9.1.3 All 1-hour TSP result was below the Action and Limit Levels at all monitoring locations in the reporting month.
- 9.1.4 No Action and Limit Level exceedance for noise was recorded at all monitoring stations in the reporting month.
- 9.1.5 5 nos. of environmental site inspections were carried out in June 2021. Recommendations on remedial actions were given by ET and IEC to the Contractor for the deficiencies identified during the site audit.
- 9.1.6 No environmental related complaint, notification of summons and successful prosecution were received in the reporting month.

9.2 Recommendations

- 9.2.1 According to the environmental site inspections performed in the reporting month, the following recommendations were provided: -

Air Quality Impact

- No specific observation was identified in the reporting month.

Construction Noise Impact

- No specific observation was identified in the reporting month.

Water Quality Impact

- The Contractor should enhance the effectiveness of silt curtain for silt blockage;
- The Contractor was reminded to remove the stagnant water inside the drip trap; and
- The Contractor was reminded to clean up the overflow mud to prevent muddy water spillage.

Chemical and Waste Management

- The Contractor should store the oil drum with drip tray for oil spillage prevention; and
- The Contractor should store the general refuse with enclosed bin for temporary storage.

Landscape & Visual Impact

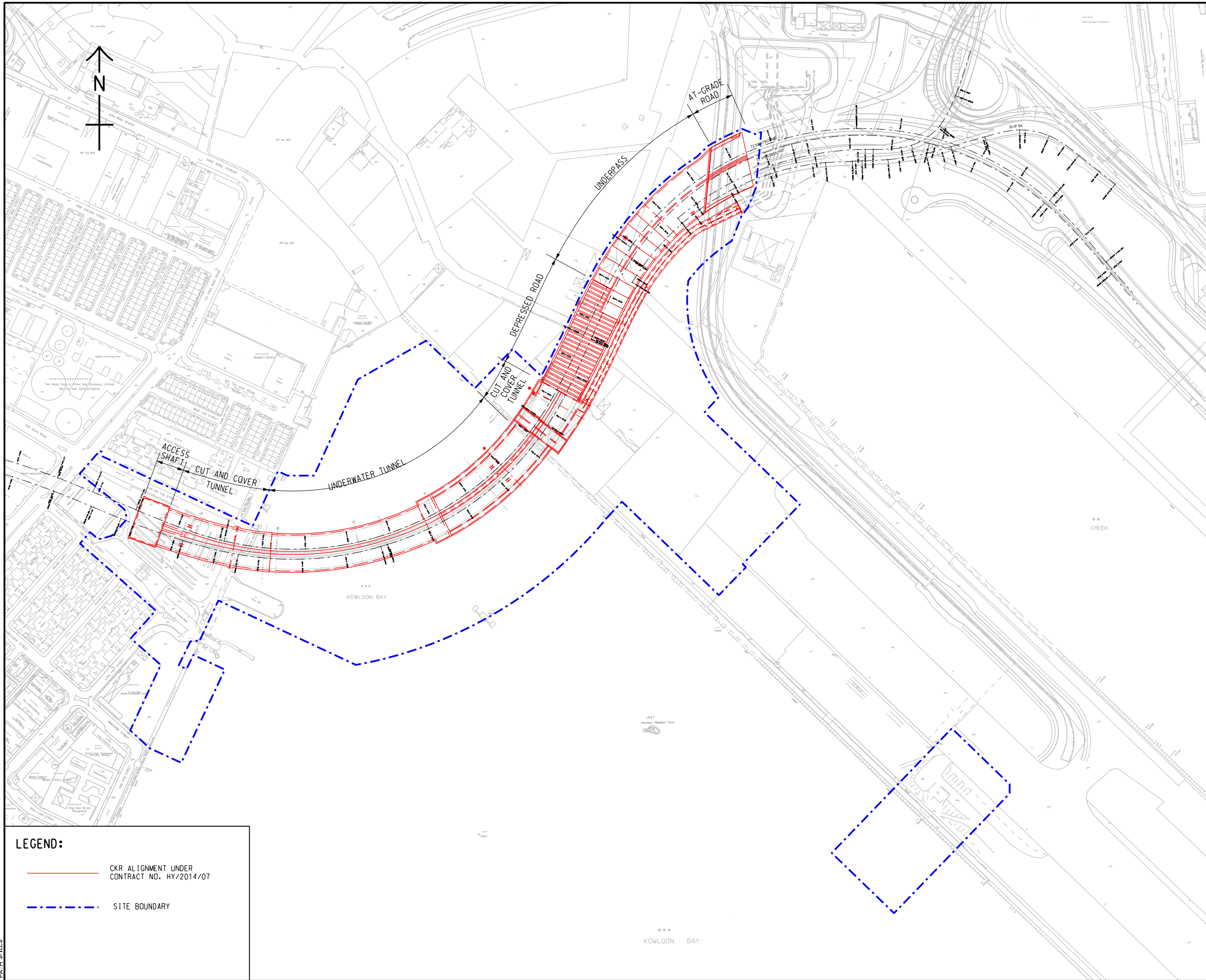
- No specific observation was identified in the reporting month.

Permits/licenses

- No specific observation was identified in the reporting month.

FIGURES

ISO A1 594mm x 841mm
 Project Management Initials: Designer: Checker: Approver:
 P&I File by: SUSERS SDATES
 PATH SFILES



LEGEND:

—	CKR ALIGNMENT UNDER CONTRACT NO. HY/2014/07
- - -	SITE BOUNDARY

AECOM

PROJECT
 CONTRACT NO. HY/2014/07
 CENTRAL KOWLOON ROUTE - KAI TAK WEST

CLIENT
 GAMMON CONSTRUCTION LIMITED

CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

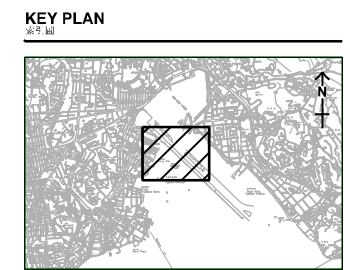
SUB-CONSULTANTS

ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.

STATUS

SCALE **DIMENSION UNIT**
 A3 1 : 4000 METRES



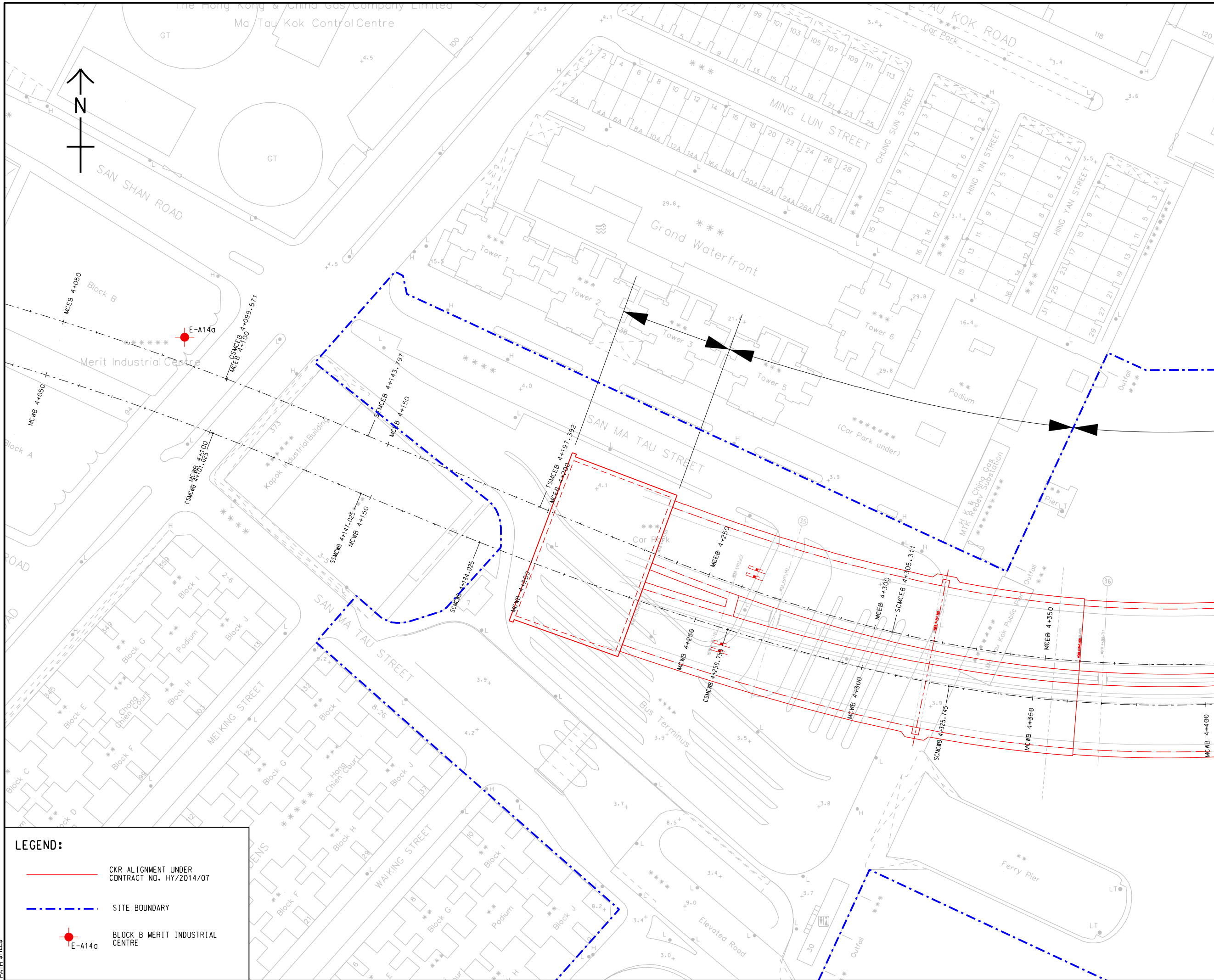
PROJECT NO. **AGREEMENT NO.**

SHEET TITLE
 SITE LAYOUT PLAN

SHEET NUMBER
 FIGURE 1.1

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ISO A1 594mm x 841mm
Project Management Initials: Designer: Checker: Approver:
PH: BY: SUSERS SDATES
PATH SPLICES



LEGEND:

- CKR ALIGNMENT UNDER CONTRACT NO. HY/2014/07
- - - SITE BOUNDARY
- BLOCK B MERIT INDUSTRIAL CENTRE

AECOM

PROJECT
CONTRACT NO. HY/2014/07
CENTRAL KOWLOON ROUTE - KAI TAK WEST

CLIENT
GAMMON CONSTRUCTION LIMITED

CONSULTANT
AECOM Asia Company Ltd.
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SUB-CONSULTANTS

ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.

STATUS

SCALE
A3 1 : 1000

DIMENSION UNIT
METRES



PROJECT NO.
EJH 0009

AGREEMENT NO.
EJH 0009

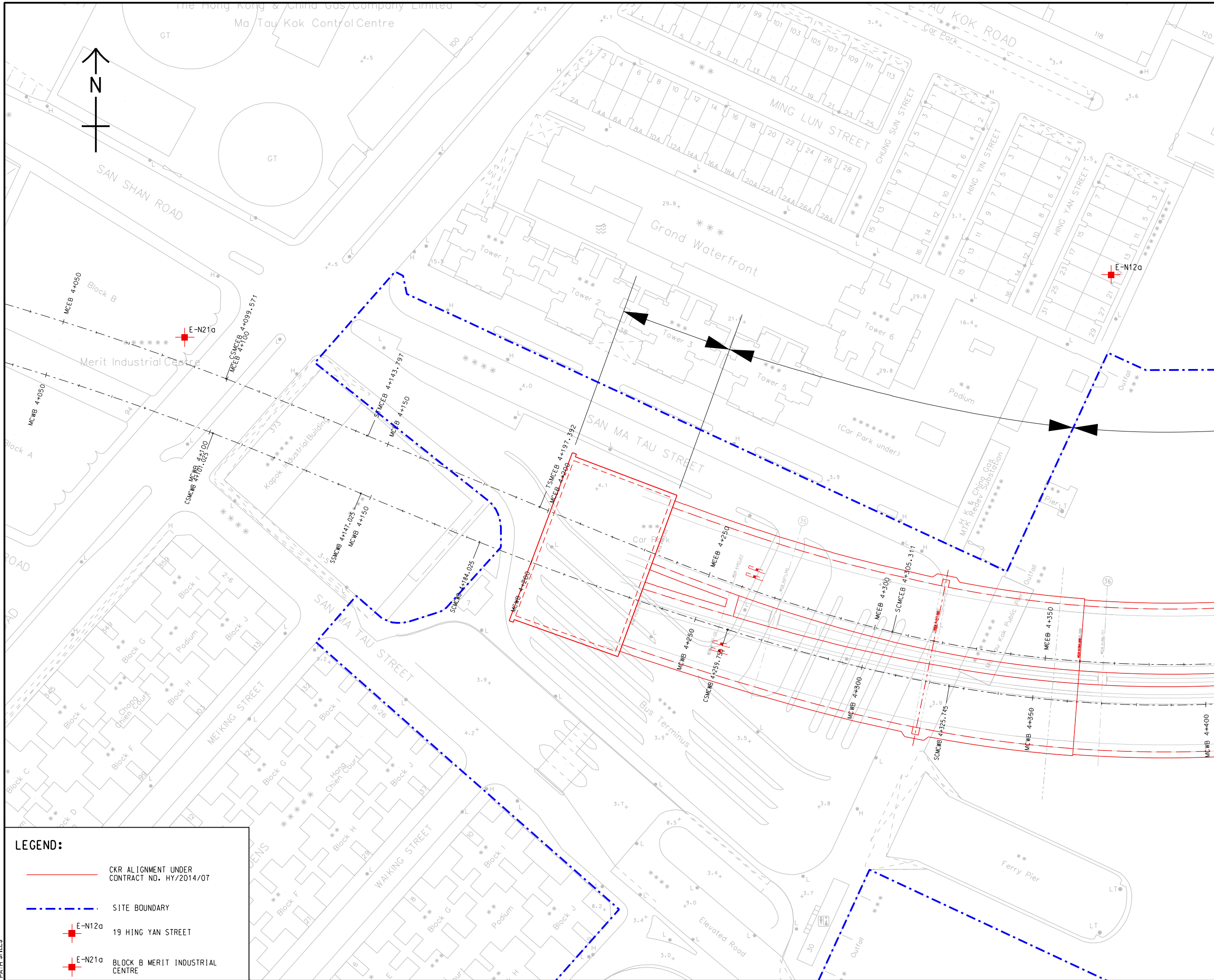
SHEET TITLE
LOCATION OF AIR QUALITY MONITORING STATION

SHEET NUMBER
1/15

FIGURE 3.1

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 Project Management Initials: Designer: Checker: Approver:
 PH: BY: SUSERS SDATES
 PATH SPLICES



LEGEND:

	CKR ALIGNMENT UNDER CONTRACT NO. HY/2014/07
	SITE BOUNDARY
	E-N12a 19 HING YAN STREET
	E-N21a BLOCK B MERIT INDUSTRIAL CENTRE

AECOM

PROJECT
 CONTRACT NO.
 HY/2014/07
 CENTRAL KOWLOON
 ROUTE -
 KAI TAK WEST

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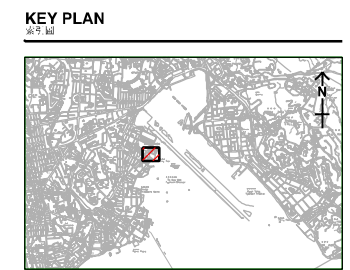
ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.

STATUS

SCALE
 A3 1 : 1000

DIMENSION UNIT
 METRES



PROJECT NO.
 E314/0076

AGREEMENT NO.
 02_0076

SHEET TITLE
 LOCATION OF NOISE MONITORING STATION

SHEET NUMBER
 H155474

FIGURE 3.2

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APPENDIX A

Construction Programme

ID	Activity	Days	Start	Finish	2018												2019												2020												2021												2022												2023												2024												2025																																																																																																																																																														
					J			F			A			M			J			J			A			S			O			N			D			J			F			M			A			M			J			J			A			S			O			N			D			J			F			M			A			M			J			J			A			S			O			N			D																																																																																																																																												
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Kai Tak West Initial Works Programme																																																																																																																																																																																																																																																							
All Landside and Marine Side Geotechnical Investigation (KD4A)																																																																																																																																																																																																																																																							
S005	Method Statement & Approval	32	05/01/18	10/02/18																																																																																																																																																																																																																																																			
S100	Kai Tak Side Geotechnical Investigation & Report	93	12/02/18	09/06/18																																																																																																																																																																																																																																																			
S103	Notice to Mariner, Sediment Proposal, Preparation Works, etc	45	05/01/18	01/03/18																																																																																																																																																																																																																																																			
S105	Marine Geotechnical Investigation & Report	90	02/03/18	22/06/18																																																																																																																																																																																																																																																			
S108	TTM Preparation & Approval and Preparation Works	62	05/01/18	21/03/18																																																																																																																																																																																																																																																			
S110	Ma Tau Kok Side Geotechnical Investigation & Report	81	22/03/18	03/07/18																																																																																																																																																																																																																																																			
S120	KD 4A	0		03/07/18*																																																																																																																																																																																																																																																			
Demolition of Landside Structures of KCFP and Carpark Re-provisioning (KD01)																																																																																																																																																																																																																																																							
S123	Possess Portion 1B	0		03/04/18*																																																																																																																																																																																																																																																			
S125	Preparation & Approval of Ramp & Carpark Buildings	24	05/01/18	01/02/18																																																																																																																																																																																																																																																			
S126	Portion 1B Building Survey Report & Approval	40	02/02/18	23/03/18																																																																																																																																																																																																																																																			
S127	Preparation & Approval of TTA Schemes	96	05/01/18	05/05/18																																																																																																																																																																																																																																																			
S128	Preparation & Approval of Temp Work Design	66	05/01/18	26/03/18																																																																																																																																																																																																																																																			
S129	Asbestos Inspection and Submit Report to EPD	96	31/01/18*	01/06/18																																																																																																																																																																																																																																																			
S130	Site Hoarding and Remove Existing Furniture	26	05/04/18	05/05/18																																																																																																																																																																																																																																																			
S132	Public Interchange Modification Works (TTM Stage 1-4)	58	07/05/18	16/07/18																																																																																																																																																																																																																																																			
S135	Protection Work and Demolish Carpark Building	30	02/06/18	09/07/18																																																																																																																																																																																																																																																			
S136	Protection Work and Demolish Carpark Ramp Structure	60	07/05/18	18/07/18																																																																																																																																																																																																																																																			
S150	Roadwork to Provide New Parking Facilities in Portion 1B	40	19/07/18	03/09/18																																																																																																																																																																																																																																																			
S155	Implement TTM Stage 5	1	04/09/18	04/09/18																																																																																																																																																																																																																																																			
S160	KD 01	0		04/09/18*																																																																																																																																																																																																																																																			
Trees Felling and Protection in Portion 1B (San Ma Tau St) (KD12)																																																																																																																																																																																																																																																							
S165	Trees Proposal & Preparation Works	90	05/01/18	27/04/18																																																																																																																																																																																																																																																			
S170	Tree Felling, T483-T485, T532-T533	24	28/04/18	28/05/18																																																																																																																																																																																																																																																			
S180	Tree Protection, T486	12	29/05/18	11/06/18																																																																																																																																																																																																																																																			
S190	KD 12	0		04/09/18*																																																																																																																																																																																																																																																			
Vertical Wall in Portion 3B CH 4759-CH 5085 (KD7A)																																																																																																																																																																																																																																																							
S195	Submission & Approval and Preparation Works	85	05/01/18	21/04/18																																																																																																																																																																																																																																																			
S200	Pipe Piles along North Wall	186	23/04/18	03/12/18																																																																																																																																																																																																																																																			
S222	Type IV Sheetpile	68	16/10/18	07/01/19																																																																																																																																																																																																																																																			
S225	Demobilisation	12	08/01/19	21/01/19																																																																																																																																																																																																																																																			
S226	Fencing and Site Clearance for Handover Area	30	22/01/19	28/02/19																																																																																																																																																																																																																																																			
S230	KD 7A (Handover Portion 3B)	0		31/12/18*																																																																																																																																																																																																																																																			
Dumping Permit, Barging Point, Structural Assessment of Marine Side KCFP (KD4B)																																																																																																																																																																																																																																																							
S235	Submission and Approval of Sampling Plan	32	05/01/18	10/02/18																																																																																																																																																																																																																																																			
S240	Field Sampling and Testing	164	12/02/18	03/09/18																																																																																																																																																																																																																																																			
S250	Preparation and Approval for Sediment Quality Report	50	04/09/18	03/11/18																																																																																																																																																																																																																																																			
S260	Application for Dumping Permit	50	05/11/18	04/01/19																																																																																																																																																																																																																																																			
S265	Submission & Approval and Preparation Works	46	05/01/18	02/03/18																																																																																																																																																																																																																																																			
S270	Carry Out Structural assessment of KCFP (Marine Portion)	250	03/03/18	04/01/19																																																																																																																																																																																																																																																			
S275	Design & Procurement	120	05/01/18	04/06/18																																																																																																																																																																																																																																																			
S280	Construct Barging Point	204	02/05/18	04/01/19																																																																																																																																																																																																																																																			
S290	KD 4B	0		04/01/19*																																																																																																																																																																																																																																																			
Ventilation Adit at Eastern Interface CH 5020-5082 (KD4C)																																																																																																																																																																																																																																																							
S295	Submission & Approval and Preparation Works	90	05/01/18	27/04/18																																																																																																																																																																																																																																																			
S300	Piling & Pumping Test	159	28/04/18	07/11/18																																																																																																																																																																																																																																																			



CONTRACT NO. HY2014/07
CENTRAL KOWLOON ROUTE - KAI TAK WEST
INITIAL WORKS PROGRAMME (IWP)

Page 1	Date	Revision	Checked	Approved
	05 Jan 18	IWP		

ID	Activity	Days	Start	Finish	2018												2019												2020												2021												2022												2023												2024												2025																																																																																																																																																																																																																												
					J			F			A			M			J			J			A			S			O			N			D			J			F			M			A			M			J			J			A			S			O			N			D			J			F			M			A			M			J			J			A			S			O			N			D																																																																																																																																																																																																										
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S310	ELS	70	08/11/18	31/01/19																																																																																																																																																																																																																																																																																																																	
S320	Ventilation Adit Structure	150	01/02/19	07/08/19																																																																																																																																																																																																																																																																																																																	
S325	Backfill	17	08/08/19	27/08/19																																																																																																																																																																																																																																																																																																																	
S326	Site Clearance for Handover Area	9	28/08/19	06/09/19																																																																																																																																																																																																																																																																																																																	
S330	KD 4C (Handover Portion 3D)	0		06/09/19*																																																																																																																																																																																																																																																																																																																	
Cofferdam 1.1 - Depressed Rd & Underpass at Kai Tak Side - 326m (KD7B)																																																																																																																																																																																																																																																																																																																					
S210	Alternative Design Submission/Approval/Procurement	300	05/01/18	31/10/18																																																																																																																																																																																																																																																																																																																	
S340	SHP, Pipe Piles, Kingposts & Pumping Test	266	13/11/18	08/10/19																																																																																																																																																																																																																																																																																																																	
S345	Type IV Sheetpile Cut Off Wall	53	05/08/19	08/10/19																																																																																																																																																																																																																																																																																																																	
S350	ELS (Uncontaminated Sediment)	30	09/10/19	12/11/19																																																																																																																																																																																																																																																																																																																	
S351	ELS (Soil)	210	13/11/19	30/07/20																																																																																																																																																																																																																																																																																																																	
S360	Depressed Rd, Underpass, Adit Structures, and Backfill	228	30/07/20	07/05/21																																																																																																																																																																																																																																																																																																																	
S370	KD 7B	0		07/05/21*																																																																																																																																																																																																																																																																																																																	
Cofferdam 2.1 - Access Shaft (KD03) + 60m C&C Tunnel at Ma Tau Kok Side																																																																																																																																																																																																																																																																																																																					
Access Shaft - 33m (KD03)																																																																																																																																																																																																																																																																																																																					
S375	Preparation Works	20	05/09/18	28/09/18																																																																																																																																																																																																																																																																																																																	
S380	Piling & Kingposts & Pumping Test	143	29/09/18	23/03/19																																																																																																																																																																																																																																																																																																																	
S390	ELS (Contaminated Sediment)	3	25/03/19	27/03/19																																																																																																																																																																																																																																																																																																																	
S391	ELS (Uncontaminated Sediment)	3	28/03/19	30/03/19																																																																																																																																																																																																																																																																																																																	
S392	ELS (Soil)	122	01/04/19	29/08/19																																																																																																																																																																																																																																																																																																																	
S393	ELS (Rock)	246	30/08/19	30/06/20																																																																																																																																																																																																																																																																																																																	
S400	Construct RC Wall at East Side & Remaining Works	43	02/07/20	20/08/20																																																																																																																																																																																																																																																																																																																	
S405	Remaining Works for Handover Area	35	21/08/20	30/09/20																																																																																																																																																																																																																																																																																																																	
S410	KD 03	0		30/09/20*																																																																																																																																																																																																																																																																																																																	
Ma Tau Kok West C&C Tunnel - 60m																																																																																																																																																																																																																																																																																																																					
S415	Preparation Works	10	05/09/18	15/09/18																																																																																																																																																																																																																																																																																																																	
S420	Piling & Kingposts	60	17/09/18	28/11/18																																																																																																																																																																																																																																																																																																																	
S426	Install Traffic Decking for TTM Stage 6	20	29/11/18	21/12/18																																																																																																																																																																																																																																																																																																																	
S427	Implement TTM Stage 6	1	22/12/18	22/12/18																																																																																																																																																																																																																																																																																																																	
S428	Remaining Piling	60	24/12/18	09/03/19																																																																																																																																																																																																																																																																																																																	
S430	ELS (Uncontaminated Sediment)	3	02/07/20	04/07/20																																																																																																																																																																																																																																																																																																																	
S431	ELS (Soil)	278	06/07/20	11/06/21																																																																																																																																																																																																																																																																																																																	
S432	ELS (Rock)	269	12/06/21	11/05/22																																																																																																																																																																																																																																																																																																																	
S440	C&C Tunnel Structure	108	12/05/22	17/09/22																																																																																																																																																																																																																																																																																																																	
S910	Backfill	97	19/09/22	14/01/23																																																																																																																																																																																																																																																																																																																	
Landing Steps and Covered Walkway at Ma Tau Kok Side (KD02 & KD10)																																																																																																																																																																																																																																																																																																																					
Landing Steps and Covered Walkway																																																																																																																																																																																																																																																																																																																					
S450	Design, ACABAS Endorsement, Procurement	225	03/04/18*	02/01/19																																																																																																																																																																																																																																																																																																																	
S460	Possess Areas	0	05/01/19*																																																																																																																																																																																																																																																																																																																		
S470	Remove Existing Seawall	150	05/01/19	11/07/19																																																																																																																																																																																																																																																																																																																	
S480	Construct Landing Steps	150	12/07/19	09/01/20																																																																																																																																																																																																																																																																																																																	
S490	Construct Covered Walkway	200	10/01/20	11/09/20																																																																																																																																																																																																																																																																																																																	
S495	ABWF & E&M Works	60	12/09/20	24/11/20																																																																																																																																																																																																																																																																																																																	
S500	KD 02	0		03/01/21*																																																																																																																																																																																																																																																																																																																	
Establishment Works																																																																																																																																																																																																																																																																																																																					
S520	Establishment Works in Portion 1E (Covered Walkway)	365	25/11/20	24/11/21																																																																																																																																																																																																																																																																																																																	
S530	KD 10	0		03/01/22*																																																																																																																																																																																																																																																																																																																	
Cofferdam 1.2 - Marine Tunnel Stage 1 (KD05) + 60m C&C Tunnel at Kai Tak Side (KD7B)																																																																																																																																																																																																																																																																																																																					
Stage 1 Marine Tunnel - 179m (KD05)																																																																																																																																																																																																																																																																																																																					



CONTRACT NO. HY2014/07
CENTRAL KOWLOON ROUTE - KAI TAK WEST
INITIAL WORKS PROGRAMME (IWP)

Page 2

Date	Revision	Checked	Approved
05 Jan 18	IWP		

ID	Activity	Days	Start	Finish	2018												2019												2020												2021												2022												2023												2024												2025																																																																																																																																																																																																																												
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S535	Notice to Mariners, MS/Temp Work/Materials Submissions & Approvals	180	05/02/18*	14/09/18	[Green bar]																																																																																																																																																																																																																																																																																																																
S540	Construct Working Platform Supported on 1.2m Casings	38	05/01/19	21/02/19													[Red bar]																																																																																																																																																																																																																																																																																																				
S545	FSP V Sheetpile (Outer Side)	157	28/01/19	10/08/19													[Red bar]																																																																																																																																																																																																																																																																																																				
S550	Pipe Piles (Inner Side)	200	22/02/19	25/10/19													[Red bar]																																																																																																																																																																																																																																																																																																				
S555	Reclamation between Pipe Piles & Sheetpile	47	26/10/19	19/12/19													[Red bar]																																																																																																																																																																																																																																																																																																				
S558	Install S1 & S2 and Pumping Test	36	06/12/19	20/01/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S559	Kingposts	18	30/12/19	20/01/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S560	ELS (Contaminated Sediment)	48	21/01/20	19/03/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S561	ELS (Uncontaminated Sediment)	23	22/02/20	19/03/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S562	ELS (Soil)	64	22/02/20	13/05/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S570	Marine Tunnel Structure	144	09/05/20	29/10/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S575	Backfill (Treated Sediment)	8	22/10/20	31/10/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S576	Backfill (Rockfill)	4	02/11/20	05/11/20													[Red bar]																																																																																																																																																																																																																																																																																																				
S580	Remove Reclamation/Platform and Reinststate Seabed	52	06/11/20	08/01/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S585	Dredging for Stage 2 Diversion	20	24/12/20	19/01/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S600	KD 05	0		19/01/21*													[Red bar]																																																																																																																																																																																																																																																																																																				
Kai Tak Cut & Cover Tunnel - 60m (KD7B)																																																																																																																																																																																																																																																																																																																					
S605	Pipe Piles & Kingposts	210	05/04/18*	13/12/18	[Green bar]																																																																																																																																																																																																																																																																																																																
S608	Install Decking	36	14/12/18	28/01/19	[Green bar]																																																																																																																																																																																																																																																																																																																
S610	ELS (Contaminated Sediment)	2	21/01/20	22/01/20													[Green bar]																																																																																																																																																																																																																																																																																																				
S611	ELS (Uncontaminated Sediment)	4	23/01/20	30/01/20													[Green bar]																																																																																																																																																																																																																																																																																																				
S612	ELS (Soil)	98	31/01/20	30/05/20													[Green bar]																																																																																																																																																																																																																																																																																																				
S620	C&C Tunnel Structure	108	01/06/20	08/10/20													[Green bar]																																																																																																																																																																																																																																																																																																				
S623	Backfill (Soil + Treated Sediment)	28	09/10/20	11/11/20													[Green bar]																																																																																																																																																																																																																																																																																																				
S625	Kai Tak Seawall Reinstatement	47	12/11/20	08/01/21													[Green bar]																																																																																																																																																																																																																																																																																																				
S630	KD 7B	0		07/05/21*													[Green bar]																																																																																																																																																																																																																																																																																																				
Cofferdam 2.2 - Marine Tunnel Stage 2 (KD06) + 30m C&C Tunnel at Ma Tau Kok Side (KD6A)																																																																																																																																																																																																																																																																																																																					
Stage 2 Marine Tunnel - 197m (KD06)																																																																																																																																																																																																																																																																																																																					
S635	Notice to Mariners, MS/Temp Work/Materials Submissions & Approvals	180	05/02/18*	14/09/18	[Green bar]																																																																																																																																																																																																																																																																																																																
S636	Modification of KCFP	180	15/09/18	27/04/19	[Green bar]																																																																																																																																																																																																																																																																																																																
S637	Provide Pontoon System	120	29/04/19	20/09/19	[Green bar]																																																																																																																																																																																																																																																																																																																
S638	Close North Berth of KCFP	0		19/01/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S640	Construct Working Platform Supported on 1.2m Casings	35	20/01/21	04/03/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S645	FSP V Sheetpile (Outer Side)	118	10/02/21	09/07/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S650	Pipe Piles (Inner Side)	165	05/03/21	23/09/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S655	Reclamation between Pipe Piles & Sheetpile	37	24/09/21	08/11/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S657	Install S1 & S2, Pumping Test	36	26/10/21	06/12/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S658	Kingposts	14	06/11/21	22/11/21													[Red bar]																																																																																																																																																																																																																																																																																																				
S660	ELS (Contaminated Sediment)	47	07/12/21	05/02/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S661	ELS (Uncontaminated Sediment)	10	22/01/22	05/02/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S662	ELS (Soil)	121	06/01/22	07/06/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S670	Marine Tunnel Structure	120	19/05/22	11/10/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S675	Backfill (Soft + Treated Sediment)	49	12/10/22	07/12/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S676	Backfill (Rockfill)	2	08/12/22	09/12/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S677	Reprovisioning of MTK Public Pier	51	12/10/22	09/12/22													[Red bar]																																																																																																																																																																																																																																																																																																				
S680	Remove Reclamation/Platform and Reinststate Seabed	43	10/12/22	04/02/23													[Red bar]																																																																																																																																																																																																																																																																																																				
S700	KD 06	0		04/02/23*													[Red bar]																																																																																																																																																																																																																																																																																																				
Ma Tau Kok East Cut & Cover Tunnel - 30m (KD6A)																																																																																																																																																																																																																																																																																																																					
S705	Pipe Piles	102	11/03/19	16/07/19	[Green bar]																																																																																																																																																																																																																																																																																																																



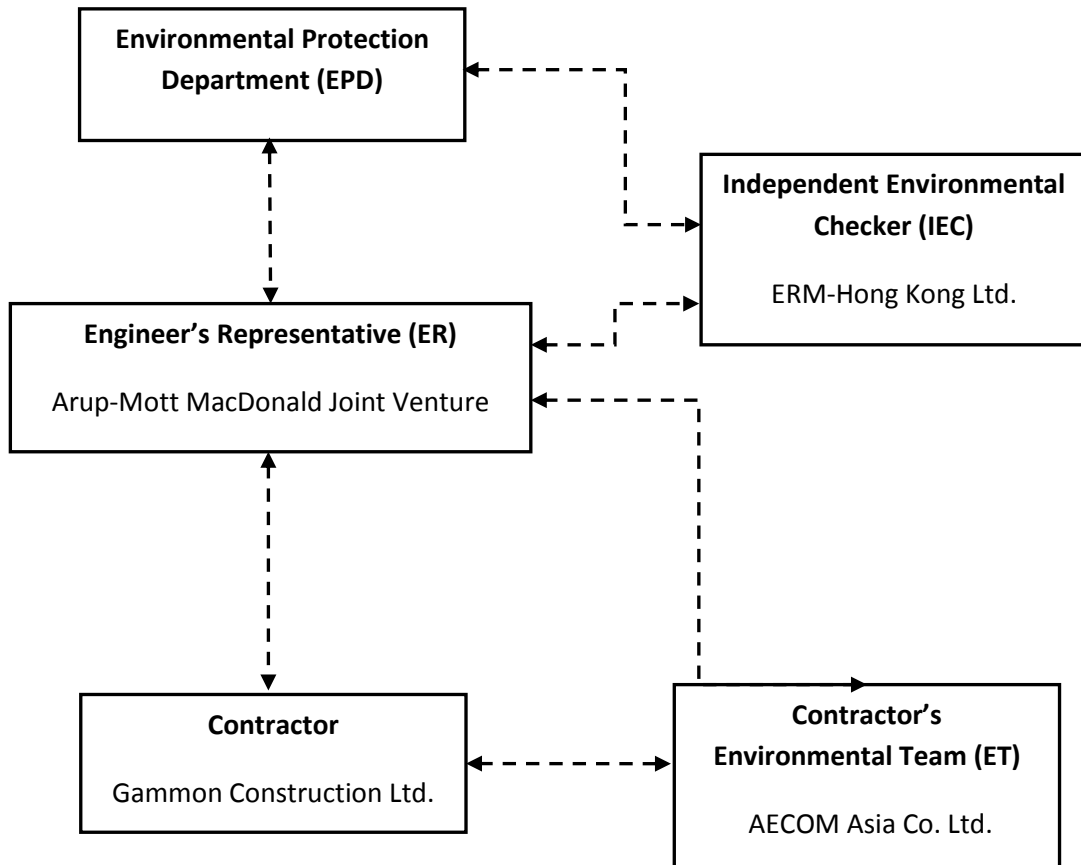
CONTRACT NO. HY2014/07
CENTRAL KOWLOON ROUTE - KAI TAK WEST
INITIAL WORKS PROGRAMME (IWP)

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	05 Jan 18	IWP		

APPENDIX B

Project Organization Structure

Appendix B Project Organization Structure



APPENDIX C

**Implementation Schedule of Environmental Mitigation
Measures**

Appendix C – Environmental Mitigation Implementation Schedule

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Air Quality (Construction Phase)							
S4.3.10	D1	The contractor shall follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation	Minimize dust impact at the nearby sensitive receivers	Contractor	All construction sites	Construction stage	V
S4.3.10	D2	<ul style="list-style-type: none"> Mitigation measures in form of regular watering under a good site practice should be adopted. Watering once per hour on exposed worksites and haul road should be conducted to achieve dust removal efficiencies of 91.7%. While the above watering frequencies are to be followed, the extent of watering may vary depending on actual site conditions but should be sufficient to maintain an equivalent intensity of no less than 1.3 L/m² to achieve the dust removal efficiency. 	Minimize dust impact at the nearby sensitive receivers	Contractor	All construction sites	Construction stage	V
S4.3.10	D3	<ul style="list-style-type: none"> Proper watering of exposed spoil should be undertaken throughout the construction phase; Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading; Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads; A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones. The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle; Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores; When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided and properly maintained as far as practicable along the site boundary with provision for public crossing; Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period; 	Minimize dust impact at the nearby sensitive receivers	Contractor	All construction sites	Construction stage	V V V V V V

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		<ul style="list-style-type: none"> The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials; Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously; Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet; Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding; Any skip hoist for material transport should be totally enclosed by impervious sheeting; Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides; Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed; Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site or part of the construction site where the exposed earth lies. 					V V V V V V V V
S4.3.10	D5	Implement regular dust monitoring under EM&A programme during the construction stage.	Monitoring of dust impact	Contractor	Selected representative dust monitoring station	Construction stage	V
Construction Noise (Airborne)							
S5.4.1	N1	Implement the following good site practices: <ul style="list-style-type: none"> only well-maintained plant should be operated on-site and plant should be serviced 	Control construction airborne noise	Contractor	All construction	Construction stage	V

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		<p>regularly during the construction programme;</p> <ul style="list-style-type: none"> ● machines and plant (such as trucks, cranes) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; ● plant known to emit noise strongly in one direction, where possible, be orientated so that the noise is directed away from nearby NSRs; ● silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works; ● mobile plant should be sited as far away from NSRs as possible and practicable; ● material stockpiles, mobile container site office and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities. 			sites		<p>V</p> <p>V</p> <p>V</p> <p>V</p> <p>V</p>
S5.4.1	N2	Install temporary hoarding located on the site boundaries between noisy construction activities and NSRs. The conditions of the hoardings shall be properly maintained throughout the construction period.	Reduce the construction noise levels at low-level zone of NSRs through partial screening.	Contractor	All construction sites	Construction stage	V
S5.4.1	N3	Install movable noise barriers (typical design is wooden framed barrier with a small-cantilevered on a skid footing with 25mm thick internal sound absorptive lining), acoustic mat or full enclosure, screen the noisy plants including air compressors, generators and handheld breakers etc..	Screen the noisy plant items to be used at all construction sites	Contractor	All construction sites where practicable	Construction stage	V
S5.4.1	N4	Use "Quiet plants"	Reduce the noise levels of plant items	Contractor	All construction sites where practicable	Construction stage	V
S5.4.1	N5	Loading/unloading activities should be carried out inside the full enclosure of mucking out points	Reduce the noise levels of loading/unloading activities	Contractor	Mucking out locations	Construction stage	V
S5.4.1	N6	Sequencing operation of construction plants where practicable.	Operate sequentially within the same work site to reduce the	Contractor	All construction sites where practicable	Construction stage	V

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
			construction airborne noise				
S5.4.1	N7	Implement a noise monitoring under EM&A programme.	Monitor the construction noise levels at the selected representative locations	Contractor	Selected representative noise monitoring station	Construction stage	V
S5.5.2	N8	Install temporary noise barriers along the works area at temporary Kowloon City Ferry Pier Public Transport Interchange	Reduce temporary PTI noise	Contractor	Kowloon City Ferry Pier	Different construction stages	V

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Water Quality (Construction Phase)							
S6.9.1.1	W1	<p>In accordance with the Practice Note for Professional Persons on Construction Site Drainage, Environmental Protection Department, 1994 (ProPECC PN1/94), construction phase mitigation measures shall include the following:</p> <p><u>Construction Runoff</u></p> <ul style="list-style-type: none"> ● At the start of site establishment (including the barging facilities), perimeter cut-off drains to direct off-site water around the site should be constructed with internal drainage works and erosion and sedimentation control facilities implemented. Channels (both temporary and permanent drainage pipes and culverts), earth bunds or sand bag barriers should be provided on site to direct stormwater to silt removal facilities. The design of the temporary on-site drainage system will be undertaken by the contractor prior to the commencement of construction. ● The dikes or embankments for flood protection should be implemented around the boundaries of earthwork areas. Temporary ditches should be provided to facilitate the runoff discharge into an appropriate watercourse, through a site/sediment trap. The sediment/silt traps should be incorporated in the permanent drainage channels to enhance deposition rates. ● The design of efficient silt removal facilities should be based on the guidelines in Appendix A1 of ProPECC PN 1/94, which states that the retention time for silt/sand traps should be 5 minutes under maximum flow conditions. Sizes may vary depending upon the flow rate, but for a flow rate of 0.1 m³/s a sedimentation basin of 30m³ would be required and for a flow rate of 0.5 m³/s the basin would be 150 m³. The detailed design of the sand/silt traps shall be undertaken by the contractor prior to the commencement of construction. ● All exposed earth areas should be completed and vegetated as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. Exposed slope surfaces should be covered by tarpaulin or other means. ● The overall slope of the site should be kept to a minimum to reduce the erosive potential of surface water flows, and all traffic areas and access roads protected by coarse stone ballast. An additional advantage accruing from the use of crushed stone is the positive traction gained during prolonged periods of inclement weather 	To minimize water quality impact from construction site runoff and general construction activities	Contractor	All construction sites where practicable	Construction stage	<p>V</p> <p>@</p> <p>V</p> <p>V</p>

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		<p>and the reduction of surface sheet flows.</p> <ul style="list-style-type: none"> ● All drainage facilities and erosion and sediment control structures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rainstorms. Deposited silt and grit should be removed regularly and disposed of by spreading evenly over stable, vegetated areas. ● Measures should be taken to minimize the ingress of site drainage into excavations. If the excavation of trenches in wet periods is necessary, they should be dug and backfilled in short sections wherever practicable. Water pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities. ● Open stockpiles of construction materials (for example, aggregates, sand and fill material) of more than 50m³ should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system. ● Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers. ● Precautions be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecasted, and actions to be taken during or after rainstorms are funnelling in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty surface runoff during storm events, especially for areas located near steep slopes. ● All vehicles and plant should be cleaned before leaving a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. An adequately designed and sited wheel washing facilities should be provided at every construction site exit where practicable. Wash-water should have sand and silt settled out and removed at least on a weekly basis to ensure the continued efficiency of the process. The section of access road leading to, and exiting from, the wheel-wash bay to the public road should be paved with sufficient backfall toward the wheel-wash bay to prevent vehicle tracking of soil and silty water to public roads and drains. ● Oil interceptors should be provided in the drainage system downstream of any 					<p style="text-align: center;">V</p> <p style="text-align: center;">V</p> <p style="text-align: center;">V</p> <p style="text-align: center;">V</p> <p style="text-align: center;">V</p> <p style="text-align: center;">V</p> <p style="text-align: center;">V</p>

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		<p>oil/fuel pollution sources. The oil interceptors should be emptied and cleaned regularly to prevent the release of oil and grease into the storm water drainage system after accidental spillage. A bypass should be provided for the oil interceptors to prevent flushing during heavy rain.</p> <ul style="list-style-type: none"> ● Construction solid waste, debris and rubbish on site should be collected, handled and disposed of properly to avoid water quality impacts. ● All fuel tanks and storage areas should be provided with locks and sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank to prevent spilled fuel oils from reaching water sensitive receivers nearby. ● Adopt best management practices ● All the earth works involving should be conducted sequentially to limit the amount of construction runoff generated from exposed areas during the wet season (April to September) as far as practicable. 					<p>V</p> <p>@</p> <p>V</p> <p>V</p>
S6.9.1.2	W2	<p><u>Tunnelling Works and Underground Works</u></p> <ul style="list-style-type: none"> ● Cut-&-cover tunneling work should be conducted sequentially to limit the amount of construction runoff generated from exposed areas during the wet season (April to September) as far as practicable. ● Uncontaminated discharge should pass through sedimentation tanks prior to off-site discharge ● The wastewater with a high concentration of SS should be treated (e.g. by sedimentation tanks with sufficient retention time) before discharge. Oil interceptors would also be required to remove the oil, lubricants and grease from the wastewater. ● Direct discharge of the bentonite slurry (as a result of D-wall and bored tunneling construction) is not allowed. It should be reconditioned and reused wherever practicable. Temporary storage locations (typically a properly closed warehouse) should be provided on site for any unused bentonite that needs to be transported away after all the related construction activities are completed. The requirements in ProPECC PN 1/94 should be adhered to in the handling and disposal of bentonite slurries. 	To minimize construction water quality impact from tunneling works	Contractor	All tunneling portion	Construction stage	<p>V</p> <p>V</p> <p>V</p> <p>V</p>
S6.9.1.3	W3	<p><u>Sewage Effluent</u></p> <ul style="list-style-type: none"> ● Portable chemical toilets and sewage holding tanks are recommended for handling the construction sewage generated by the workforce. A licensed contractor should 	To minimize water quality from sewage	Contractor	All construction sites where practicable	Construction stage	V

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		be employed to provide appropriate and adequate portable toilets and be responsible for appropriate disposal and maintenance.	effluent				
S6.9.1.5	W4	<p><u>Groundwater from Potential Contaminated Area:</u></p> <ul style="list-style-type: none"> No direct discharge of groundwater from contaminated areas should be adopted. A discharge license under the WPCO through the Regional Office of EPD for groundwater results indicated that the groundwater to be generated from the excavation discharge should be applied. Prior to the excavation works within these potentially contaminated areas, the groundwater quality should be reviewed during the process of discharge license application. The compliance to the Technical Memorandum on Standards for Effluents Discharged into Drainage on Sewerage Systems, Inland and Coastal Waters (TM-DSS) and the existence of prohibited substance should be confirmed. If the review works would be contaminated, the contaminated groundwater should be either properly treated in compliance with the requirements of the TM-DSS or properly recharged into the ground. If wastewater treatment is deployed, the wastewater treatment unit shall deploy suitable treatment process (e.g. oil interceptor / activated carbon) to reduce the pollution level to an acceptable standard and remove any prohibited substances (e.g. TPH) to undetectable range. All treated effluent from wastewater treatment plant shall meet the requirements as stated in TM-DSS and should be discharged into the foul sewers. If groundwater recharging wells are deployed, recharging wells should be installed as appropriate for recharging the contaminated groundwater back into the ground. The recharging wells should be selected at places where the groundwater quality will not be affected by the recharge operation as indicated in the Section 2.3 of TM-DSS. The baseline groundwater quality shall be determined prior to the selection of the recharge wells, and submit a working plan (including the laboratory analytical results showing the quality of groundwater at the proposed recharge location(s) as well as the pollutant levels of groundwater to be recharged) to EPD for agreement. Pollution levels of groundwater to be recharged shall not be higher than pollutant levels of ambient groundwater at the recharge well. Prior to recharge, any prohibited substances such as TPH products should be removed as necessary by installing the petrol interceptor. 	To minimize groundwater quality impact from contaminated area	Contractor	Excavation areas where contamination is found.	Construction stage	<p>V</p> <p>V</p> <p>V</p>

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S6.7.2.1	W5	<p><u>Temporary Reclamation</u></p> <ul style="list-style-type: none"> During temporary reclamation, regular litter / rubbish clearance and avoidance of illegal discharges within the embayed marine water should be undertaken. During temporary reclamation, the perimeter silt curtain should be deployed. 	To minimize water quality impact from temporary reclamation	Contractor	Temporary Reclamation	Construction stage	V @
S6.9.1.6	W6	<p><u>Accidental spillage</u></p> <p>In order to prevent accidental spillage of chemicals, the following is recommended:</p> <ul style="list-style-type: none"> All the tanks, containers, storage area should be bunded and the locations should be locked as far as possible from the sensitive watercourse and stormwater drains. The Contractor should register as a chemical waste producer if chemical wastes would be generated. Storage of chemical waste arising from the construction activities should be stored with suitable labels and warnings. Disposal of chemical wastes should be conducted in compliance with the requirements as stated in the Waste disposal (Chemical Waste) (General) Regulation. 	To minimize water quality impact from accidental spillage	Contractor	All construction sites where practicable	Construction stage	V V V
S6.9.2.2	W7	<p><u>Dredging Works</u></p> <p>The following good practice shall apply for the dredging works:</p> <ul style="list-style-type: none"> Install efficient silt curtains, i.e. at least 75% SS reduction, at the point of seawall dredging to control the dispersion of SS; Implement water quality monitoring to ensure effective control of water pollution and recommend additional mitigation measures required; The decent speed of grabs should be controlled to minimize the seabed impact and to reduce the volume of over-dredging; All vessels should be sized so that adequate clearance is maintained between vessels and the seabed in all tide conditions, to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; The dredging rates by closed grab dredgers for temporary marine channel outside pipepile wall shall be less than 1,500 m³/day and 125 m³/hour (without concurrent dredging with T2 in dry season only) or 750 m³/day and 62.5 m³/hour for other conditions respectively. Dredging works shall be only for the provision marine channel. No dredging work is required for temporary reclamation; and 	To minimize sediment suspension during dredging	Contractor	Kai Tak Barging Point during dredging works	Dredging period	N/A N/A N/A N/A N/A

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		<ul style="list-style-type: none"> The workfront of temporary reclamation shall be surrounded by cofferdams and the associated excavation and backfilling works for temporary reclamation shall have no contact with seawater. 					N/A
S6.9.2.2	W8	<ul style="list-style-type: none"> While WSR 2 (Planned Kai Tak Cooling Water Intake). is a planned receiver, the project proponent shall liaise with the project proponent of District Cooling System (DCS) for Kai Tak Development on the implementation programme prior to wet season dredging. In case the DCS would be operated during the dredging period of CKR, additional silt screen to the cooling water intake shall be provided to WSR 2. The following specific mitigation measures shall apply for the dredging works: <ul style="list-style-type: none"> In dry season, the dredging rate shall be less than 1500m³/day if no concurrent projects. In all other scenario, the dredging rate shall be less than 750m³/day Dredging works shall be only for the provision marine channel. No dredging work is required for temporary reclamation. The workfront of temporary reclamation shall be surrounded by cofferdams and the associated excavation and backfilling works for temporary reclamation shall have no contact with seawater. In case the DCS would be operated during the dredging period of CKR, silt screen shall be provided for WSR2. 	To minimize sediment suspension during dredging if the District Cooling System for Kai Tak Development would be operated in the same period	Contractor	Kai Tak Barging Point during dredging works	Dredging period	N/A V V V N/A N/A
S6.9.2	W9	Handling of Dredged Sediment / Barging Operation: <ul style="list-style-type: none"> All barges should be fitted with tight bottom seals to prevent leakage of materials during transport; Barges or hoppers should not be filled to a level that will cause overflow of materials or polluted water during loading or transportation; All vessels should be sized so that adequate clearance is maintained between vessels and the seabed in all tide conditions, to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; and Loading of barges and hoppers should be controlled to prevent splashing of material into the surrounding water. Mitigation measures for land-based activities as outlined above should be applied to minimise water quality impacts from site runoff and open stockpile spoils at the proposed barging facilities where appropriate. 	To minimize and mitigate the water disturbance during dredged sediment handling/barging operation	Contractor	All land- based site and proposed Kwai Chung barging point	Construction stage	N/A V V V N/A

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S6.9	W10	Implement a marine water quality monitoring programme	Monitor marine water quality prior to and during dredging period	Contractor	At identified monitoring location	Prior to and during dredging period	N/A

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Waste Management (Construction Waste)							
S7.4.1	WM1	<p><u>On-site sorting of C&D material</u></p> <ul style="list-style-type: none"> Geological assessment should be carried out by competent persons on site during excavation to identify materials which are not suitable to use as aggregate in structural concrete (e.g. volcanic rock, Aplite dyke rock, etc). Volcanic rock and Aplite dyke rock should be separated at the source sites as far as practicable and stored at designated stockpile areas preventing them from delivering to crushing facilities. The crushing plant operator should also be reminded to set up measures to prevent unsuitable rock from ended up at concrete batching plants and be turned into concrete for structural use. Details regarding control measures at source site and crushing facilities should be submitted by the Contractors for the Engineer to review and agree. In addition, site records should also be kept for the types of rock materials excavated and the traceability of delivery will be ensured with the implementation of Trip Ticket System and enforced by site supervisory staff as stipulated under DEVB TC(W) No. 6/2010 for tracking of the correct delivery to the rock crushing facilities for processing into aggregates. Alternative disposal option for the reuse of volcanic rock and Aplite Dyke rock, etc should also be explored. 	Separation of unsuitable rock from ending up at concrete batching plants and be turned into concrete for structural use	Contractor	All construction sites	Construction stage	V
S7.5.1	WM2	<p><u>Construction and Demolition Material</u></p> <ul style="list-style-type: none"> Maintain temporary stockpiles and reuse excavated fill material for backfilling and reinstatement; Carry out on-site sorting; Make provisions in the Contract documents to allow and promote the use of recycled aggregates where appropriate; Adopt 'Selective Demolition' technique to demolish the existing structures and facilities with a view to recovering broken concrete effectively for recycling purpose, where possible; Implement a trip-ticket system for each works contract to ensure that the disposal of C&D materials are properly documented and verified; and Implement an enhanced Waste Management Plan similar to ETWBTC (Works) No. 19/2005 – "Environmental Management on Construction Sites" to encourage on-site sorting of C&D materials and to minimize their generation during the course of construction. 	Good site practice to minimize the waste generation and recycle the C&D materials as far as practicable so as to reduce the amount for final disposal	Contractor	All construction sites	Construction stage	V V V V V
S7.5.1	WM3	<p><u>C&D Waste</u></p> <ul style="list-style-type: none"> Standard formwork or pre-fabrication should be used as far as practicable in order to 	Good site practice to minimize the waste	Contractor	All construction	Construction stage	V

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		<p>minimise the arising of C&D materials. The use of more durable formwork or plastic facing for the construction works should be considered. Use of wooden hoardings should not be used, as in other projects. Metal hoarding should be used to enhance the possibility of recycling. The purchasing of construction materials will be carefully planned in order to avoid over ordering and wastage.</p> <ul style="list-style-type: none"> The Contractor should recycle as much of the C&D materials as possible on-site. Public fill and C&D waste should be segregated and stored in different containers or skips to enhance reuse or recycling of materials and their proper disposal. Where practicable, concrete and masonry can be crushed and used as fill. Steel reinforcement bar can be used by scrap steel mills. Different areas of the sites should be considered for such segregation and storage. 	<p>generation and recycle the C&D materials as far as practicable so as to reduce the amount for final disposal</p>		sites		V
S7.5.1	WM5	<p><u>Land-based and Marine-based Sediment</u></p> <ul style="list-style-type: none"> All construction plant and equipment shall be designed and maintained to minimize the risk of silt, sediments, contaminants or other pollutants being released into the water column or deposited in the locations other than designated location; All vessels shall be sized such that adequate draft is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; Before moving the vessels which are used for transporting dredged material, excess material shall be cleaned from the decks and exposed fittings of vessels and the excess materials shall never be dumped into the sea except at the approved locations; Adequate freeboard shall be maintained on barges to ensure that decks are not washed by wave action. The Contractors shall monitor all vessels transporting material to ensure that no dumping outside the approved location takes place. The Contractor shall keep and produce logs and other records to demonstrate compliance and that journeys are consistent with designated locations and copies of such records shall be submitted to the engineers; The Contractors shall comply with the conditions in the dumping licence. All bottom dumping vessels (Hopper barges) shall be fitted with tight fittings seals to their bottom openings to prevent leakage of material; The material shall be placed into the disposal pit by bottom dumping; Contaminated marine mud shall be transported by spit barge of not less than 750m³ capacity and capable of rapid opening and discharge at the disposal site; 	To control pollution due to marine sediment	Contractor	Along CKR alignment	Construction Stage	N/A

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		<ul style="list-style-type: none"> Discharge shall be undertaken rapidly and the hoppers shall be closed immediately. Material adhering to the sides of the hopper shall not be washed out of the hopper and the hopper shall remain closed until the barge returns to the disposal site. For Type 3 special disposal treatment, sealing of contaminant with geosynthetic containment before dropping into designated mud pit would be a possible arrangement. A geosynthetic containment method is a method whereby the sediments are sealed in geosynthetic containers and, the containers would be dropped into the designated contaminated mud pit where they would be covered by further mud disposal and later by the mud pit capping at the disposal site, thereby fulfilling the requirements for fully confined mud disposal. 					
S7.5.1	WM6	<p><u>Chemical Waste</u></p> <ul style="list-style-type: none"> Chemical waste that is produced, as defined by Schedule 1 of the Waste Disposal (Chemical Waste) (General) Regulation, should be handled in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Containers used for the storage of chemical wastes should be suitable for the substance they are holding, resistant to corrosion, maintained in a good condition, and securely closed; have a capacity of less than 450 liters unless the specification has been approved by the EPD; and display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the regulation. The storage area for chemical wastes should be clearly labelled and used solely for the storage of chemical waste; enclosed on at least 3 sides; have an impermeable floor and bunding of sufficient capacity to accommodate 110% of the volume of the largest container or 20 % of the total volume of waste stored in that area, whichever is the greatest; have adequate ventilation; covered to prevent rainfall entering; and arranged so that incompatible materials are adequately separated. Disposal of chemical waste should be via a licensed waste collector; be to a facility licensed to receive chemical waste, such as the Chemical Waste Treatment Centre which also offers a chemical waste collection service and can supply the necessary storage containers; or be to a reuser of the waste, under approval from the EPD. 	Control the chemical waste and ensure proper storage, handling and disposal.	Contractor	All construction sites	Construction stage	<p>V</p> <p>@</p> <p>V</p> <p>V</p>

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
S7.5.1	WM7	<p><u>General Refuse</u></p> <ul style="list-style-type: none"> ● General refuse generated on-site should be stored in enclosed bins or compaction units separately from construction and chemical wastes. ● A reputable waste collector should be employed by the Contractor to remove general refuse from the site, separately from construction and chemical wastes, on a daily basis to minimize odour, pest and litter impacts. Burning of refuse on construction sites is prohibited by law. ● Aluminium cans are often recovered from the waste stream by individual collectors if they are segregated and made easily accessible. Separate labelled bins for their deposit should be provided if feasible. ● Office wastes can be reduced through the recycling of paper if volumes are large enough to warrant collection. Participation in a local collection scheme should be considered by the Contractor. 	Minimize production of the general refuse and avoid odour, pest and litter impacts	Contractor	All construction sites	Construction stage	<p>@</p> <p>V</p> <p>V</p> <p>V</p>

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Land Contamination							
S8.10, S8.12 & Appendix 8.4	LC1	<p>Land contamination investigation works (including field works and laboratory testing at the Kowloon City Ferry Pier Public Transport Interchange (KCFP-PTI) and the To Kwa Wan Vehicle Examination Centre (TKW-VEC) were carried out from 14 April 2018 to 2 January 2019. In order to minimise the potentially adverse environmental impacts arising from the handling of potentially contaminated materials, the following environmental mitigation measures are proposed during the course of soil excavation, stockpiling and backfilling works:</p> <ul style="list-style-type: none"> ● Excavation profiles must be properly designed and executed. ● Stockpiling site(s) shall be lined with impermeable sheeting and bunded. Stockpiles shall be fully covered by impermeable sheeting to reduce dust emission. ● Excavation and stockpiling should be carried out during dry season as far as possible to minimise potentially contaminated runoffs from the Concerned Soil. ● The truck transferring Concerned Soil shall be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the truck. ● Temporary fencing or warning ribbons will be provided to the boundary of excavation, slope crest and temporarily stockpiled areas. Where necessary, the exposed areas should be temporarily covered with impermeable sheeting during heavy rainstorm. 	Minimize the potentially adverse environmental impacts arising from the handling of potentially contaminated materials	Contractor	EBH1, EBH2 and EBH3	Commencement of construction works at the Kowloon City Ferry Pier Public Transport Interchange (PTI) (for EBH1 & EBH2) and the works area adjacent to the To Kwa Wan Vehicle Examination Centre (for EBH3)	<p style="text-align: center;">V V V V V</p>

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Landscape & Visual							
S10.10.1 Table 10.11	LV3	<ul style="list-style-type: none"> <u>Good Site Management</u> Large temporary stockpiles of excavated material shall be covered with unobtrusive sheeting to prevent dust and dirt spreading to adjacent landscape areas and vegetation, and to create a neat and tidy visual appearance. Construction plant and building material shall be orderly and carefully stored in order to create a neat and tidy visual appearance. 	Minimize visual impact	Contractor	Within Project Site	Construction Phase	V
S10.10.1 Table 10.11	LV4	<ul style="list-style-type: none"> <u>Screen Hoarding</u> Decorative screen hoarding should be erected to screen the public from the construction area. It should be designed to be compatible with the existing urban context. 	Minimize visual impact	Contractor	Within Project Site	Construction Phase	V
S10.10.1 Table 10.11	LV5	<ul style="list-style-type: none"> <u>Lighting Control during Construction</u> All lighting in the construction site shall be carefully controlled to minimize light pollution and night-time glare to nearby residencies and GIC. The contractor shall consider other security measures, which shall minimize the visual impacts. 	Minimize visual impact	Contractor	Within Project Site	Construction Phase	V
S10.10.1 Table 10.11	LV6	<ul style="list-style-type: none"> <u>Erosion Control</u> The potential for soil erosion shall be reduced by minimizing the extent of vegetation disturbance on site and by providing a protective cover over newly exposed soil. 	Minimize landscape impact	Contractor	Within Project Site	Construction Phase	V
S10.10.1 Table 10.11	LV7	<ul style="list-style-type: none"> <u>Tree Protection & Preservation</u> Carefully protected during construction. Tree protection measures will be detailed at the Tree Removal Application stage and plans submitted to the relevant Government Department for approval in due course in accordance with ETWB TC no. 3/2006. 	Minimize landscape and visual impact	Contractor	Within Project Site	Design and Construction Phase	V
S10.10.1 Table 10.11	LV9	<ul style="list-style-type: none"> <u>Compensatory Planting</u> For trees unavoidably affected by the Project that have to be removed, where practical transplantation will be chosen as the top priority method of removal but if this is not possible or practical compensatory planting will be provided for trees unavoidably felled. All felled trees shall be compensated for by planting trees to the satisfaction of relevant Government departments. Required numbers and locations of compensatory trees shall be determined and agreed separately with Government during the Tree Felling Application process under ETWBTC 3/2006. Compensatory tree planting may be incorporated into public open spaces and along roadside amenity areas affected by the construction works and therefore be part of the bigger wider planting plans. Onsite compensation planting is preferred but if necessary, 	Minimize landscape and visual impact	Contractor	Within Project Site and designated off-site locations	Construction Phase	N/A

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		additional receptor sites outside the Works Area shall be agreed separately with Government during the Tree Felling Application process.					
S10.10.1 Table 10.11	LV10	<ul style="list-style-type: none"> <u>Screen Planting</u> Tall screen/buffer trees, shrubs and climbers should be planted, in so far as is possible, to soften and screen proposed structures such as roads and central strip, vertical edges and buildings and to enhance streetscape greening effect where appropriate. Indiscriminate use of trees for screening must be avoided and the principle of 'right tree for the right place' must be followed. This detail will be provided at the Detailed Design stage. This measure may additionally form part of the compensatory planting and will improve and create a pleasant pedestrian environment. 	Minimize visual impact and also enhance landscape.	Contractor	Within Project Site	Construction Phase	N/A
S10.10.1 Table 10.11	LV11	<ul style="list-style-type: none"> <u>Green Roof</u> Roof greening will be established on ventilation and administration buildings to reduce exposure to untreated concrete surfaces and particularly mitigate visual impact to VSRs at high levels. 	Minimize landscape and visual impact	Contractor	Within Project Site	Construction Phase	N/A
S10.10.1 Table 10.11	LV12	<ul style="list-style-type: none"> <u>Reinstatement</u> All works areas, excavated areas and disturbed areas for tunnel construction and temporary road diversion or any other proposed works shall be reinstated to former conditions or better, with reasonable landscape treatment and to the satisfaction of the relevant Government departments. (Specific mitigation for disturbance to public open space is detailed separately under LV14) 	Minimize landscape impact	Contractor	Within Project Site	Construction Phase	N/A
S10.10.1 Table 10.11	LV14	<ul style="list-style-type: none"> <u>Landscape enhancement</u> Implement a comprehensive landscape plan to maximize the greening opportunity and create a unique landscape for the project to blend in with the surrounding, including in re-provisioned areas. In particular: <ul style="list-style-type: none"> - landscape enhancement of re-provisioned Public Transport Interchange; - landscape deck on tunnel portals; - viaduct planters for trailer planting; - vertical greening of piers and walls with climbers or trailer planting; - roadside planting i.e. planting along central dividers and on road islands e.g. in the middle of roundabouts. (Roadside planting i.e. at the road edge and not in the central divider or road island, and vertical greening may be considered part of Screen Planting). - Purpose-built maintenance access without temporary traffic arrangement must be 	Minimize landscape and visual impact	Contractor	Along tunnel alignment	Construction phase	N/A

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
		provided and detailed design of landscape decks and planting, including details of maintenance access locations, will be sent to maintenance and management parties for endorsement and ensures these mitigation measures are feasible.					

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Cultural Heritage Impact (Construction and Operational Phase)							
S11.4.4	CH1	<ul style="list-style-type: none"> The contractor should be alerted during the construction on the possibility of locating archaeological remains and as a precautionary measure, AMO shall be informed immediately in case of discovery of antiquities or supposed antiquities in the subject sites. 	To preserve any cultural heritage items which may be removed and damaged by the excavation.	Contractor	During construction works for cut and cover tunnels	During the construction phase	N/A
S11.6 para 3	CH2	<ul style="list-style-type: none"> The dredging contractor should be alerted during the construction on the possibility of locating archaeological remains, such as cannon and AMO shall be informed immediately in case of discovery of antiquities or supposed antiquities in the subject areas. 	To preserve any cultural heritage items which may be removed and damaged by the dredging.	Contractor	During construction of underwater tunnel (north of To Kwa Wan Typhoon Shelter)	During the construction phase	N/A
S12.6.1, Table 12.2	CH8	<ul style="list-style-type: none"> A monitoring system for settlement, vibration and tilting will be determined and implemented pending determination of the future grading. A monitoring proposal will be submitted to AMO before commencement of work if a historic building grade is accorded. 	Protect the structure from damage from construction works	Contractor	Kowloon City Ferry Pier (CKR-13)	During the construction phase	N/A
S12.6.1, Table 12.2	CH9	<ul style="list-style-type: none"> No mitigation is required at present. If the public pier is granted Grade 1, Grade 2 or Grade 3 status, the mitigation will be revised to adhere to the requirements for protective measures for Graded Historic Buildings 	To be determined	Contractor	Ma Tau Kok Public Pier (CKR-16)	During the construction phase	N/A
S12.6.1, Table 12.2	CH10	<ul style="list-style-type: none"> A monitoring system for settlement, vibration and tilting will be determined and implemented pending determination of the future grading. A monitoring proposal will be submitted to AMO before commencement of work if a historic building grade is accorded. 	Protect the structure from damage from construction works	Contractor	The Kowloon City Vehicular Ferry Pier (CKR-17)	During the construction phase	N/A

EIA Ref.	EM&A Log Ref	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
EM&A Project							
S13.2	EM1	An Independent Environmental Checker needs to be employed as per the EM&A Manual.	Control Performance EM&A	Highways Department	All construction sites	Construction stage	V
S13.2 -13.4	EM2	1) An Environmental Team needs to be employed as per the EM&A Manual. 2) Prepare a systematic Environmental Management Plan to ensure effective implementation of the mitigation measures. 3) An environmental impact monitoring needs to be implementing by the Environmental Team to ensure all the requirements given in the EM&A Manual are fully complied with.	Perform environmental monitoring & auditing	Highways Department / Contractor	All construction sites	Construction stage	V V V

Legends:

V = implemented;

X = not implemented;

@ = partially implemented;

N/A = not applicable

APPENDIX D

Summary of Action and Limit Levels

Appendix D – Summary of Action and Limit Levels

Table 1 Action and Limit Levels for 24-hour TSP

ID	Location	Action Level	Limit Level
E-A14a	Block B of Merit Industrial Centre	197.3 µg/m ³	260 µg/m ³

Table 2 Action and Limit Levels for 1-hour TSP

ID	Location	Action Level	Limit Level
E-A14a	Block B of Merit Industrial Centre	302.4 µg/m ³	500 µg/m ³

Table 3 Action and Limit Levels for Construction Noise (0700 – 1900 hrs of normal weekdays)

ID	Location	Action Level	Limit Level
E-N12a	19 Hing Yan Street	When one documented complaint is received	75 dB(A)
E-N21a	Block B of Merit Industrial Centre	When one documented complaint is received	75 dB(A)

APPENDIX E

Calibration Certificates of Equipments

Certificate of Calibration

Calibration Certification Information			
Cal. Date: June 5, 2020	Rootsometer S/N: 438320	Ta: 295	°K
Operator: Jim Tisch		Pa: 748.0	mm Hg
Calibration Model #: TE-5025A	Calibrator S/N: 0988		

Run	Vol. Init (m3)	Vol. Final (m3)	ΔVol. (m3)	ΔTime (min)	ΔP (mm Hg)	ΔH (in H2O)
1	1	2	1	1.3610	3.2	2.00
2	3	4	1	0.9700	6.4	4.00
3	5	6	1	0.8630	7.9	5.00
4	7	8	1	0.8240	8.8	5.50
5	9	10	1	0.6800	12.9	8.00

Data Tabulation						
Vstd (m3)	Qstd (x-axis)	$\sqrt{\Delta H \left(\frac{Pa}{Pstd} \right) \left(\frac{Tstd}{Ta} \right)}$ (y-axis)	Va	Qa (x-axis)	$\sqrt{\Delta H \left(Ta/Pa \right)}$ (y-axis)	
0.9900	0.7274	1.4101	0.9957	0.7316	0.8881	
0.9858	1.0162	1.9943	0.9914	1.0221	1.2560	
0.9838	1.1399	2.2296	0.9894	1.1465	1.4042	
0.9826	1.1924	2.3385	0.9882	1.1993	1.4728	
0.9771	1.4369	2.8203	0.9828	1.4452	1.7762	
QSTD	m=	1.98556	QA	m=	1.24332	
	b=	-0.03069		b=	-0.01933	
	r=	0.99996		r=	0.99996	

Calculations			
Vstd=	$\Delta Vol \left(\frac{Pa - \Delta P}{Pstd} \right) \left(\frac{Tstd}{Ta} \right)$	Va=	$\Delta Vol \left(\frac{Pa - \Delta P}{Pa} \right)$
Qstd=	Vstd/ΔTime	Qa=	Va/ΔTime
For subsequent flow rate calculations:			
Qstd=	$1/m \left(\left(\sqrt{\Delta H \left(\frac{Pa}{Pstd} \right) \left(\frac{Tstd}{Ta} \right)} \right) - b \right)$	Qa=	$1/m \left(\left(\sqrt{\Delta H \left(Ta/Pa \right)} \right) - b \right)$

Standard Conditions	
Tstd:	298.15 °K
Pstd:	760 mm Hg
Key	
ΔH:	calibrator manometer reading (in H2O)
ΔP:	rootsmeter manometer reading (mm Hg)
Ta:	actual absolute temperature (°K)
Pa:	actual barometric pressure (mm Hg)
b:	intercept
m:	slope

RECALIBRATION
US EPA recommends annual recalibration per 1998 40 Code of Federal Regulations Part 50 to 51, Appendix B to Part 50, Reference Method for the Determination of Suspended Particulate Matter in the Atmosphere, 9.2.17, page 30

AECOM Asia Company Limited
Tisch TSP Mass Flow Controlled High Volume Air Sampler
Field Calibration Report

Station	Block B, Merit Industrial Centre (E-A14a)	Operator:	Choi Wing Ho
Cal. Date:	18/5/2021	Next Due Date:	18/7/2021
Model No.:	TE-5170	Serial No.:	10380
Equipment No.:	A-001-15T		

Ambient Condition			
Temperature, Ta (K)	303	Pressure, Pa (mmHg)	758.5

Orifice Transfer Standard Information					
Serial No:	988	Slope, mc	1.98556	Intercept, bc	-0.03069
Last Calibration Date:	5-Jun-20	$mc \times Qstd + bc = [H \times (Pa/760) \times (298/Ta)]^{1/2}$			
Next Calibration Date:	5-Jun-21				

Calibration of TSP Sampler					
Resistance Plate No.	Orifice			HVS Flow Recorder	
	DH (orifice), in. of water	$[DH \times (Pa/760) \times (298/Ta)]^{1/2}$	Qstd (m ³ /min) X-axis	Flow Recorder Reading (CFM)	Continuous Flow Recorder Reading IC (CFM) Y-axis
18	7.1	2.64	1.35	45.0	44.58
13	6.0	2.43	1.24	40.0	39.63
10	5.0	2.22	1.13	35.0	34.68
7	4.2	2.03	1.04	30.0	29.72
5	2.9	1.69	0.87	22.0	21.80

By Linear Regression of Y on X

Slope, mw = 47.8013 Intercept, bw = -19.6195

Correlation Coefficient* = 0.9995

*If Correlation Coefficient < 0.990, check and recalibrate.

Set Point Calculation

From the TSP Field Calibration Curve, take Qstd = 1.30m³/min

From the Regression Equation, the "Y" value according to

$$mw \times Qstd + bw = IC \times [(Pa/760) \times (298/Ta)]^{1/2}$$

Therefore, Set Point; IC = (mw x Qstd + bw) x [(760 / Pa) x (Ta / 298)]^{1/2} = 42.92

Remarks: _____

QC Reviewer: WS CHAN

Signature: [Signature]

Date: 18/05/21

EQUIPMENT CALIBRATION RECORD

Type: Laser Dust Monitor
 Manufacturer/Brand: SIBATA
 Model No.: LD-3
 Equipment No.: A.005.09a
 Sensitivity Adjustment Scale Setting: 797 CPM

Operator: Mike Shek (MSKM)

Standard Equipment

Equipment: High Volume Sampler
 Venue: Fanling Government Secondary School
 Model No.: TE-5170
 Serial No.: 3154
 Last Calibration Date: 23-Apr-21

Calibration Result

Sensitivity Adjustment Scale Setting (Before Calibration): 797 CPM
 Sensitivity Adjustment Scale Setting (After Calibration): 797 CPM

Hour	Date (dd/mm/yy)	Time	Ambient Condition		Concentration ^① (mg/m3) Y-axis	Total Count ^②	Count/ Minute ^③ X-axis
			Temp (°C)	R.H.(%)			
1	30/04/21	9:30-10:30	28.0	78	0.04950	1980	33.00
2	30/04/21	10:30-11:30	28.0	78	0.05045	2030	33.83
3	30/04/21	11:30-12:30	28.0	78	0.05250	2120	35.33
4	30/04/21	12:30-13:30	28.0	78	0.05520	2310	38.50

Note: ① Monitoring data was measured by High Volume Sampler
 ② Total Count was logged by Laser Dust Monitor
 ③ Count/minute was calculated by (Total Count/60)

By Linear Regression of Y on X
 Slope (K-factor): 0.0015
 Correlation coefficient: 0.9997

Validity of Calibration Record: 30-Apr-22

Remarks:

QC Reviewer:

Y W Fung

Signature:

[Signature]

Date:

3-May-21

EQUIPMENT CALIBRATION RECORD

Type: Laser Dust Monitor
 Manufacturer/Brand: SIBATA
 Model No.: LD-3
 Equipment No.: A.005.10a
 Sensitivity Adjustment Scale Setting: 753 CPM

Operator: Mike Shek (MSKM)

Standard Equipment

Equipment: High Volume Sampler
 Venue: Fanling Government Secondary School
 Model No.: TE-5170
 Serial No.: 3154
 Last Calibration Date: 23-Apr-21

Calibration Result

Sensitivity Adjustment Scale Setting (Before Calibration): 753 CPM
 Sensitivity Adjustment Scale Setting (After Calibration): 753 CPM

Hour	Date (dd/mm/yy)	Time	Ambient Condition		Concentration ^① (mg/m ³) Y-axis	Total Count ^②	Count/ Minute ^③ X-axis
			Temp (°C)	R.H.(%)			
1	30/04/21	9:30-10:30	28.0	78	0.04950	1945	32.42
2	30/04/21	10:30-11:30	28.0	78	0.05045	2010	33.50
3	30/04/21	11:30-12:30	28.0	78	0.05250	2110	35.17
4	30/04/21	12:30-13:30	28.0	78	0.05520	2310	38.50

Note: ① Monitoring data was measured by High Volume Sampler
 ② Total Count was logged by Laser Dust Monitor
 ③ Count/minute was calculated by (Total Count/60)

By Linear Regression of Y on X
 Slope (K-factor): 0.0015
 Correlation coefficient: 0.9994

Validity of Calibration Record: 30-Apr-22

Remarks:

QC Reviewer: Ywiny

Signature: Y

Date: 3-May-21



CERTIFICATE OF CALIBRATION

Certificate No.: 20CA1019 02-01

Page 1 of 2

Item tested

Description:	Sound Level Meter (Type 1)	Microphone	Preamp
Manufacturer:	B & K	B & K	B & K
Type/Model No.:	2250	4950	ZC0032
Serial/Equipment No.:	3001291	3005374	23853
Adaptors used:	-	-	-

Item submitted by

Customer Name: AECOM ASIA CO LIMITED
Address of Customer: -
Request No.: -
Date of receipt: 19-Oct-2020

Date of test: 22-Oct-2020

Reference equipment used in the calibration

Description:	Model:	Serial No.	Expiry Date:	Traceable to:
Multi function sound calibrator	B&K 4226	2288444	23-Aug-2021	CIGISMEC
Signal generator	DS 360	61227	24-Dec-2020	CEPREI

Ambient conditions

Temperature: 22 ± 1 °C
Relative humidity: 55 ± 10 %
Air pressure: 1005 ± 5 hPa

Test specifications

- 1, The Sound Level Meter has been calibrated in accordance with the requirements as specified in BS 7580: Part 1: 1997 and the lab calibration procedure SMTP004-CA-152.
- 2, The electrical tests were performed using an electrical signal substituted for the microphone which was removed and replaced by an equivalent capacitance within a tolerance of $\pm 20\%$.
- 3, The acoustic calibration was performed using an B&K 4226 sound calibrator and corrections was applied for the difference between the free-field and pressure responses of the Sound Level Meter.

Test results

This is to certify that the Sound Level Meter conforms to BS 7580: Part 1: 1997 for the conditions under which the test was performed.

Details of the performed measurements are presented on page 2 of this certificate.

Actual Measurement data are documented on worksheets.

Approved Signatory:

Feng Junqi

Date: 23-Oct-2020

Company Chop:



Comments: The results reported in this certificate refer to the condition of the instrument on the date of calibration and carry no implication regarding the long-term stability of the instrument. The results apply to the item as received.



CERTIFICATE OF CALIBRATION

(Continuation Page)

Certificate No.: 20CA1019 02-01

Page 2 of 2

1, Electrical Tests

The electrical tests were performed using an equivalent capacitance substituted for the microphone. The results are given in below with test status and the estimated uncertainties. The "Pass" means the result of the test is inside the tolerances stated in the test specifications. The "-" means the result of test is outside these tolerances.

Test:	Subtest:	Status:	Expanded Uncertainty (dB)	Coverage Factor
Self-generated noise	A	Pass	0.3	
	C	Pass	0.8	
	Lin	Pass	1.6	
Linearity range for Leq	At reference range, Step 5 dB at 4 kHz	Pass	0.3	
	Reference SPL on all other ranges	Pass	0.3	
	2 dB below upper limit of each range	Pass	0.3	
	2 dB above lower limit of each range	Pass	0.3	
Linearity range for SPL	At reference range, Step 5 dB at 4 kHz	Pass	0.3	
	Frequency weightings			
Time weightings	A	Pass	0.3	
	C	Pass	0.3	
	Lin	Pass	0.3	
Peak response	Single Burst Fast	Pass	0.3	
	Single Burst Slow	Pass	0.3	
R.M.S. accuracy	Single 100µs rectangular pulse	Pass	0.3	
	Crest factor of 3	Pass	0.3	
Time weighting I	Single burst 5 ms at 2000 Hz	Pass	0.3	
	Repeated at frequency of 100 Hz	Pass	0.3	
Time averaging	1 ms burst duty factor 1/10 ³ at 4kHz	Pass	0.3	
	1 ms burst duty factor 1/10 ⁴ at 4kHz	Pass	0.3	
Pulse range	Single burst 10 ms at 4 kHz	Pass	0.4	
Sound exposure level	Single burst 10 ms at 4 kHz	Pass	0.4	
Overload indication	SPL	Pass	0.3	
	Leq	Pass	0.4	

2, Acoustic tests

The complete sound level meter was calibrated on the reference range using a B&K 4226 acoustic calibrator with 1000Hz and SPL 94 dB. The sensitivity of the sound level meter was adjusted. The test result at 125 Hz and 8000 Hz are given in below with test status and the estimated uncertainties.

Test:	Subtest	Status	Expanded Uncertainty (dB)	Coverage Factor
Acoustic response	Weighting A at 125 Hz	Pass	0.3	
	Weighting A at 8000 Hz	Pass	0.5	

3, Response to associated sound calibrator

N/A

The expanded uncertainties have been calculated in accordance with the ISO Publication "Guide to the expression of uncertainty in measurement", and gives an interval estimated to have a level of confidence of 95%. A coverage factor of 2 is assumed unless explicitly stated.

Calibrated by:

Date:

Fung Chi Yip
22-Oct-2020

- End -

Checked by:

Date:

Feng Junqi
23-Oct-2020

The standard(s) and equipment used in the calibration are traceable to national or international recognised standards and are calibrated on a schedule to maintain the required accuracy level.



CERTIFICATE OF CALIBRATION

Certificate No.: 20CA0914 02 Page 1 of 2

Item tested

Description:	Sound Level Meter (Type 1)	Microphone
Manufacturer:	B & K	B & K
Type/Model No.:	2238	4188
Serial/Equipment No.:	2800927	2250455
Adaptors used:	-	-

Item submitted by

Customer Name: AECOM ASIA CO., LTD.
Address of Customer: -
Request No.: -
Date of receipt: 14-Sep-2020

Date of test: 19-Sep-2020

Reference equipment used in the calibration

Description:	Model:	Serial No.	Expiry Date:	Traceable to:
Multi function sound calibrator	B&K 4226	2288444	23-Aug-2021	CIGISMEC
Signal generator	DS 360	61227	24-Dec-2020	CEPREI

Ambient conditions

Temperature: 22 ± 1 °C
Relative humidity: 55 ± 10 %
Air pressure: 1000 ± 5 hPa

Test specifications

- 1, The Sound Level Meter has been calibrated in accordance with the requirements as specified in BS 7580: Part 1: 1997 and the lab calibration procedure SMTP004-CA-152.
- 2, The electrical tests were performed using an electrical signal substituted for the microphone which was removed and replaced by an equivalent capacitance within a tolerance of $\pm 20\%$.
- 3, The acoustic calibration was performed using an B&K 4226 sound calibrator and corrections was applied for the difference between the free-field and pressure responsiveness of the Sound Level Meter.


Test results

This is to certify that the Sound Level Meter conforms to BS 7580: Part 1: 1997 for the conditions under which the test was performed.

Details of the performed measurements are presented on page 2 of this certificate.

Actual Measurement data are documented on worksheets.

Approved Signatory:



Feng Junqi

Date: 20-Sep-2020

Company Chop:



Comments: The results reported in this certificate refer to the condition of the instrument on the date of calibration and carry no implication regarding the long-term stability of the instrument. The results apply to the item as received.



CERTIFICATE OF CALIBRATION

(Continuation Page)

Certificate No.: 20CA0914 02

Page 2 of 2

1, Electrical Tests

The electrical tests were performed using an equivalent capacitance substituted for the microphone. The results are given in below with test status and the estimated uncertainties. The "Pass" means the result of the test is inside the tolerances stated in the test specifications. The "-" means the result of test is outside these tolerances.

Test:	Subtest:	Status:	Expanded Uncertainty (dB)	Coverage Factor
Self-generated noise	A	Pass	0.3	
	C	Pass	1.0	2.1
	Lin	Pass	2.0	2.2
Linearity range for Leq	At reference range , Step 5 dB at 4 kHz	Pass	0.3	
	Reference SPL on all other ranges	Pass	0.3	
	2 dB below upper limit of each range	Pass	0.3	
	2 dB above lower limit of each range	Pass	0.3	
Linearity range for SPL	At reference range , Step 5 dB at 4 kHz	Pass	0.3	
	A	Pass	0.3	
Frequency weightings	C	Pass	0.3	
	Lin	Pass	0.3	
	Time weightings	Single Burst Fast	Pass	0.3
Peak response	Single Burst Slow	Pass	0.3	
	Single 100µs rectangular pulse	Pass	0.3	
R.M.S. accuracy	Crest factor of 3	Pass	0.3	
Time weighting I	Single burst 5 ms at 2000 Hz	Pass	0.3	
	Repeated at frequency of 100 Hz	Pass	0.3	
Time averaging	1 ms burst duty factor 1/10 ³ at 4kHz	Pass	0.3	
	1 ms burst duty factor 1/10 ⁴ at 4kHz	Pass	0.3	
Pulse range	Single burst 10 ms at 4 kHz	Pass	0.4	
Sound exposure level	Single burst 10 ms at 4 kHz	Pass	0.4	
Overload indication	SPL	Pass	0.3	
	Leq	Pass	0.4	

2, Acoustic tests

The complete sound level meter was calibrated on the reference range using a B&K 4226 acoustic calibrator with 1000Hz and SPL 94 dB. The sensitivity of the sound level meter was adjusted. The test result at 125 Hz and 8000 Hz are given in below with test status and the estimated uncertainties.

Test:	Subtest	Status	Expanded Uncertainty (dB)	Coverage Factor
Acoustic response	Weighting A at 125 Hz	Pass	0.3	
	Weighting A at 8000 Hz	Pass	0.5	

3, Response to associated sound calibrator

N/A

The expanded uncertainties have been calculated in accordance with the ISO Publication "Guide to the expression of uncertainty in measurement", and gives an interval estimated to have a level of confidence of 95%. A coverage factor of 2 is assumed unless explicitly stated.

- End -

Calibrated by:

Date:

Fung Chi Yip

19-Sep-2020

Checked by:

Date:

Feng Junqi

20-Sep-2020

The standard(s) and equipment used in the calibration are traceable to national or international recognised standards and are calibrated on a schedule to maintain the required accuracy level.



CERTIFICATE OF CALIBRATION

Certificate No.: 20CA1006 03

Page: 1 of 2

Item tested

Description: Acoustical Calibrator (Class 1)
Manufacturer: Rion Co., Ltd.
Type/Model No.: NC-74
Serial/Equipment No.: 34246490 / N.004.10
Adaptors used: -

Item submitted by

Customer: AECOM ASIA CO LIMITED
Address of Customer: -
Request No.: -
Date of receipt: 06-Oct-2020

Date of test: 12-Oct-2020

Reference equipment used in the calibration

Description:	Model:	Serial No.	Expiry Date:	Traceable to:
Lab standard microphone	B&K 4180	2412857	11-May-2021	SCL
Preamplifier	B&K 2673	2743150	03-Jun-2021	CEPREI
Measuring amplifier	B&K 2610	2346941	03-Jun-2021	CEPREI
Signal generator	DS 360	33873	19-May-2021	CEPREI
Digital multi-meter	34401A	US36087050	19-May-2021	CEPREI
Audio analyzer	8903B	GB41300350	18-May-2021	CEPREI
Universal counter	53132A	MY40003662	18-May-2021	CEPREI

Ambient conditions

Temperature: 22 ± 1 °C
Relative humidity: 55 ± 10 %
Air pressure: 1005 ± 5 hPa

Test specifications

- The Sound Calibrator has been calibrated in accordance with the requirements as specified in IEC 60942 1997 Annex B and the lab calibration procedure SMTP004-CA-156.
- The calibrator was tested with its axis vertical facing downwards at the specific frequency using insert voltage technique.
- The results are rounded to the nearest 0.01 dB and 0.1 Hz and have not been corrected for variations from a reference pressure of 1013.25 hectoPascals as the maker's information indicates that the instrument is insensitive to pressure changes.

Test results

This is to certify that the sound calibrator conforms to the requirements of annex B of IEC 60942: 1997 for the conditions under which the test was performed. This does not imply that the sound calibrator meets IEC 60942 under any other conditions.

Details of the performed measurements are presented on page 2 of this certificate.

Approved Signatory:



Feng Junqi

Date: 12-Oct-2020

Company Chop:

Comments: The results reported in this certificate refer to the condition of the instrument on the date of calibration and carry no implication regarding the long-term stability of the instrument. The results apply to the item as received.



CERTIFICATE OF CALIBRATION

(Continuation Page)

Certificate No.: 20CA1006 03

Page: 2 of 2

1, Measured Sound Pressure Level

The output Sound Pressure Level in the calibrator head was measured at the setting and frequency shown using a calibrated laboratory standard microphone and insert voltage technique. The results are given in below with the estimated uncertainties.

Frequency Shown Hz	Output Sound Pressure Level Setting dB	Measured Output Sound Pressure Level dB	(Output level in dB re 20 μPa)
			Estimated Expanded Uncertainty dB
1000	94.00	94.10	0.10

2, Sound Pressure Level Stability - Short Term Fluctuations

The Short Term Fluctuations was determined by measuring the maximum and minimum of the fast weighted DC output of the B&K 2610 measuring amplifier over a 20 second time interval as required in the standard. The Short Term Fluctuation was found to be:

At 1000 Hz STF = 0.017 dB
Estimated expanded uncertainty 0.005 dB

3, Actual Output Frequency

The determination of actual output frequency was made using a B&K 4180 microphone together with a B&K 2673 preamplifier connected to a B&K 2610 measuring amplifier. The AC output of the B&K 2610 was taken to an universal counter which was used to determine the frequency averaged over 20 second of operation as required by the standard. The actual output frequency at 1 KHz was:

At 1000 Hz Actual Frequency = 1002.1 Hz
Estimated expanded uncertainty 0.1 Hz Coverage factor k = 2.2


4, Total Noise and Distortion


For the Total Noise and Distortion measurement, the unfiltered AC output of the B&K 2610 measuring amplifier was connected to an Agilent Type 8903 B distortion analyser. The TND result at 1 KHz was:

At 1000 Hz TND = 1.6%
Estimated expanded uncertainty 0.7 %

The expanded uncertainties have been calculated in accordance with the ISO Publication "Guide to the expression of uncertainty in measurement", and gives an interval estimated to have a level of confidence of 95%. A coverage factor of 2 is assumed unless explicitly stated.

- End -

Calibrated by: 
Date: 12-Oct-2020
Fung Chi Yip

Checked by: 
Date: 12-Oct-2020
Feng Junqi

The standard(s) and equipment used in the calibration are traceable to national or international recognised standards and are calibrated on a schedule to maintain the required accuracy level.



CERTIFICATE OF CALIBRATION

Certificate No.: 20CA1019 02-02

Page: 1 of 2

Item tested

Description: Acoustical Calibrator (Class 1)
 Manufacturer: B & K
 Type/Model No.: 4231
 Serial/Equipment No.: 3014024 / N004.04
 Adaptors used: -

Item submitted by

Customer: AECOM ASIA CO LIMITED
 Address of Customer: -
 Request No.: -
 Date of receipt: 19-Oct-2020

Date of test: 22-Oct-2020

Reference equipment used in the calibration

Description:	Model:	Serial No.	Expiry Date:	Traceable to:
Lab standard microphone	B&K 4180	2341427	11-May-2021	SCL
Preamplifier	B&K 2673	2743150	03-Jun-2021	CEPREI
Measuring amplifier	B&K 2610	2346941	03-Jun-2021	CEPREI
Signal generator	DS 360	33873	19-May-2021	CEPREI
Digital multi-meter	34401A	US36087050	19-May-2021	CEPREI
Audio analyzer	8903B	GB41300350	18-May-2021	CEPREI
Universal counter	53132A	MY40003662	18-May-2021	CEPREI

Ambient conditions

Temperature: 22 ± 1 °C
 Relative humidity: 55 ± 10 %
 Air pressure: 1005 ± 5 hPa

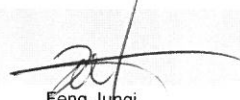

Test specifications

- The Sound Calibrator has been calibrated in accordance with the requirements as specified in IEC 60942 1997 Annex B and the lab calibration procedure SMTP004-CA-156.
- The calibrator was tested with its axis vertical facing downwards at the specific frequency using insert voltage technique.
- The results are rounded to the nearest 0.01 dB and 0.1 Hz and have not been corrected for variations from a reference pressure of 1013.25 hectoPascals as the maker's information indicates that the instrument is insensitive to pressure changes.

Test results

This is to certify that the sound calibrator conforms to the requirements of annex B of IEC 60942: 1997 for the conditions under which the test was performed. This does not imply that the sound calibrator meets IEC 60942 under any other conditions.

Details of the performed measurements are presented on page 2 of this certificate.

Approved Signatory:  Date: 23-Oct-2020 Company Chop: 

Comments: The results reported in this certificate refer to the condition of the instrument on the date of calibration and carry no implication regarding the long-term stability of the instrument. The results apply to the item as received.

APPENDIX F

EM&A Monitoring Schedules

**Central Kowloon Route – Kai Tak West
Impact Environmental Monitoring Schedule for June 2021**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1-Jun	2-Jun	3-Jun	4-Jun	5-Jun
			24-hour TSP 1-hour TSP Noise			
6-Jun	7-Jun	8-Jun	9-Jun	10-Jun	11-Jun	12-Jun
		24-hour TSP 1-hour TSP Noise				24-hour TSP 1-hour TSP
13-Jun	14-Jun	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun
					24-hour TSP 1-hour TSP Noise	
20-Jun	21-Jun	22-Jun	23-Jun	24-Jun	25-Jun	26-Jun
				24-hour TSP 1-hour TSP Noise		
27-Jun	28-Jun	29-Jun	30-Jun			
			24-hour TSP 1-hour TSP Noise			

The schedule is subject to change due to unforeseeable circumstances (e.g. adverse weather, etc)

Air Quality Monitoring Station

E-A14a: Block B of Merit Industrial Centre

Noise Monitoring Stations

E-N12a: 19 Hing Yan Street
E-N21a: Block B of Merit Industrial Centre

Monitoring Frequency

24-hour TSP: Once every 6 days
1-hour TSP: 3 times every 6 days (as required in case of complaints)

Monitoring Frequency

Once per week

**Central Kowloon Route – Kai Tak West
Tentative Impact Environmental Monitoring Schedule for July 2021**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1-Jul	2-Jul	3-Jul
4-Jul	5-Jul	6-Jul	7-Jul	8-Jul	9-Jul	10-Jul
	24-hour TSP 1-hour TSP Noise					24-hour TSP 1-hour TSP
11-Jul	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul
					24-hour TSP 1-hour TSP Noise	
18-Jul	19-Jul	20-Jul	21-Jul	22-Jul	23-Jul	24-Jul
				24-hour TSP 1-hour TSP Noise		
25-Jul	26-Jul	27-Jul	28-Jul	29-Jul	30-Jul	31-Jul
			24-hour TSP 1-hour TSP Noise			

The schedule is subject to change due to unforeseeable circumstances (e.g. adverse weather, etc)

Air Quality Monitoring Station

E-A14a: Block B of Merit Industrial Centre

Noise Monitoring Stations

E-N12a: 19 Hing Yan Street
E-N21a: Block B of Merit Industrial Centre

Monitoring Frequency

24-hour TSP: Once every 6 days
1-hour TSP: 3 times every 6 days (as required in case of complaints)

Monitoring Frequency

Once per week

APPENDIX G

**Air Quality Monitoring Results and
their Graphical Presentations**

**Appendix G
Air Quality Monitoring Results**

24-hour TSP Monitoring Results at Station E-A14a (Block B, Merit Industrial Centre)

Date	Weather Condition	Air Temp. (°C)	Atmospheric Pressure (hPa)	Flow Rate (m ³ /min.)		Av. flow (m ³ /min)	Total vol. (m ³)	Filter Weight (g)		Particulate weight(g)	Elapse Time		Sampling Time(hrs.)	Conc. (µg/m ³)
				Initial	Final			Initial	Final		Initial	Final		
2-Jun-21	Cloudy	28.3	1006.9	1.34	1.34	1.34	1925.3	2.6668	2.7013	0.0345	11274.34	11298.34	24.00	17.9
8-Jun-21	Sunny	29.3	1008.0	1.34	1.34	1.34	1925.3	2.6607	2.7274	0.0667	11298.34	11322.34	24.00	34.6
12-Jun-21	Sunny	27.7	1007.5	1.34	1.34	1.34	1925.3	2.6842	2.7504	0.0662	11322.34	11346.34	24.00	34.4
18-Jun-21	Sunny	30.6	1006.9	1.34	1.34	1.34	1925.3	2.6984	2.7640	0.0656	11346.34	11370.34	24.00	34.1
24-Jun-21	Sunny	26.0	1006.0	1.34	1.34	1.34	1925.3	2.6905	2.7190	0.0285	11370.34	11394.34	24.00	14.8
29-Jun-21	Fine	29.6	1005.2	1.34	1.34	1.34	1925.3	2.6848	2.7528	0.0680	11394.34	11418.34	24.00	35.3
													Average	28.5
													Minimum	14.8
													Maximum	35.3

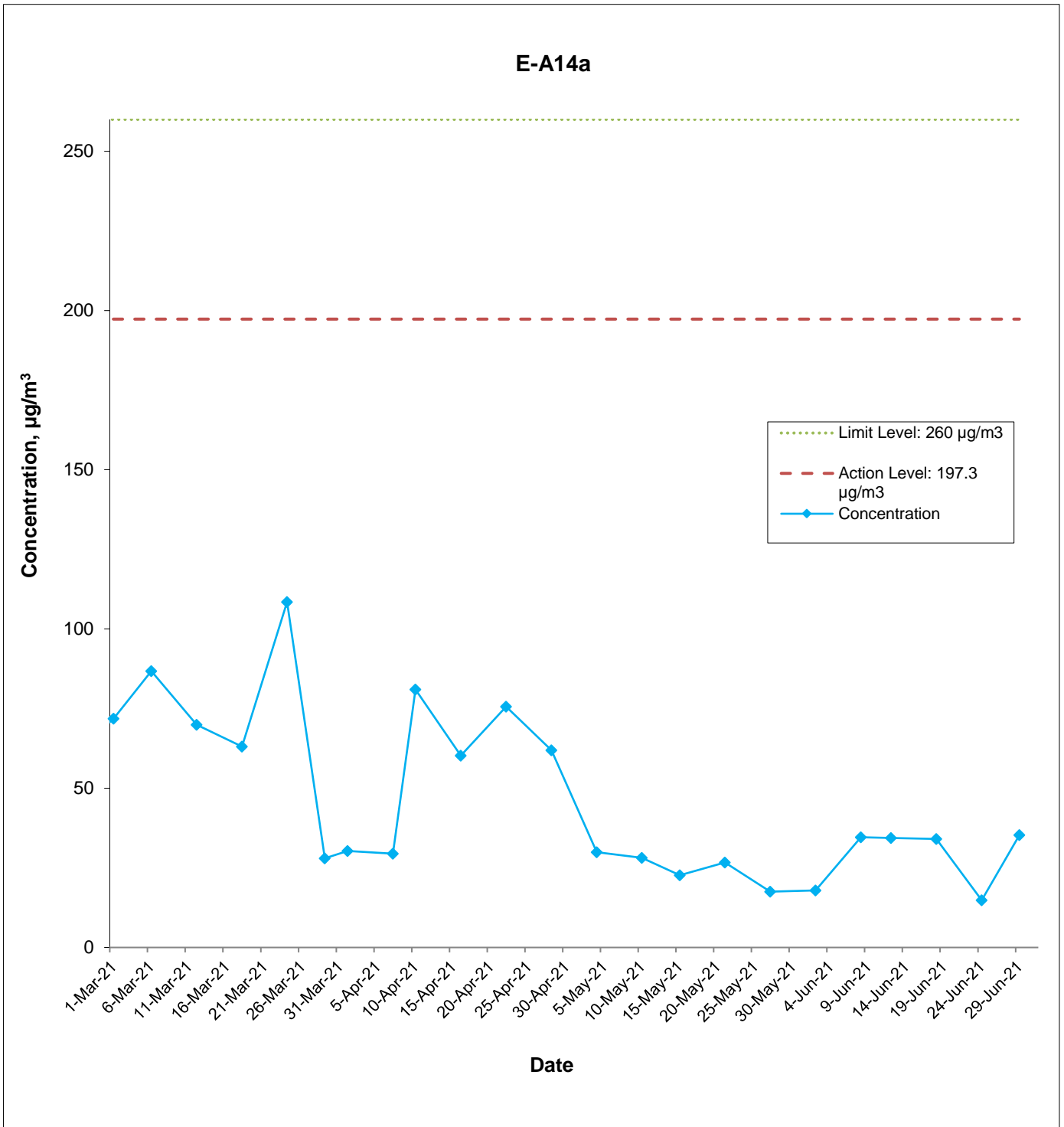
Appendix G

Air Quality Monitoring Results

1-hour TSP Monitoring Results at Station E-A14a (Block B, Merit Industrial Centre)

Date	Start Time (hh:mm)	Weather Condition	1st Hour	2nd Hour	3rd Hour
			Conc. ($\mu\text{g}/\text{m}^3$)	Conc. ($\mu\text{g}/\text{m}^3$)	Conc. ($\mu\text{g}/\text{m}^3$)
2-Jun-21	13:30	Cloudy	61.7	62.7	63.8
8-Jun-21	13:30	Sunny	60.4	62.8	65.1
12-Jun-21	14:15	Sunny	63.6	63.1	61.9
18-Jun-21	14:35	Sunny	53.3	54.1	52.4
24-Jun-21	9:45	Sunny	61.7	62.3	62.0
29-Jun-21	13:30	Cloudy	58.9	58.6	59.0
				Average	60.4
				Min	52.4
				Max	65.1

E-A14a



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Central Kowloon Route - Kai Tak West (Contract No. HY/2014/07)

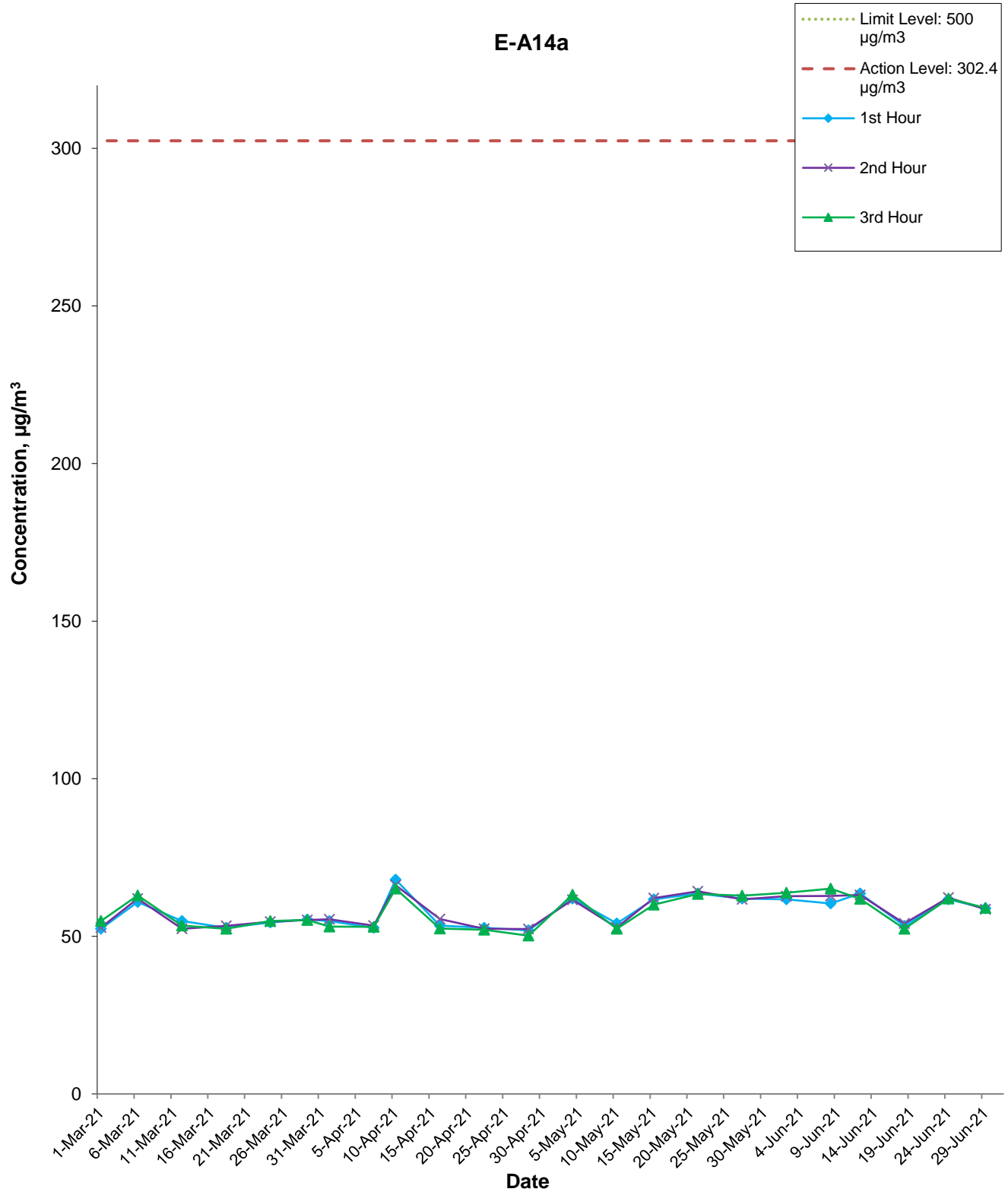


Graphical Presentation of Impact 24-hour TSP Monitoring Results

Date: July 2021

Appendix G

E-A14a



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Central Kowloon Route - Kai Tak West (Contract No. HY/2014/07)

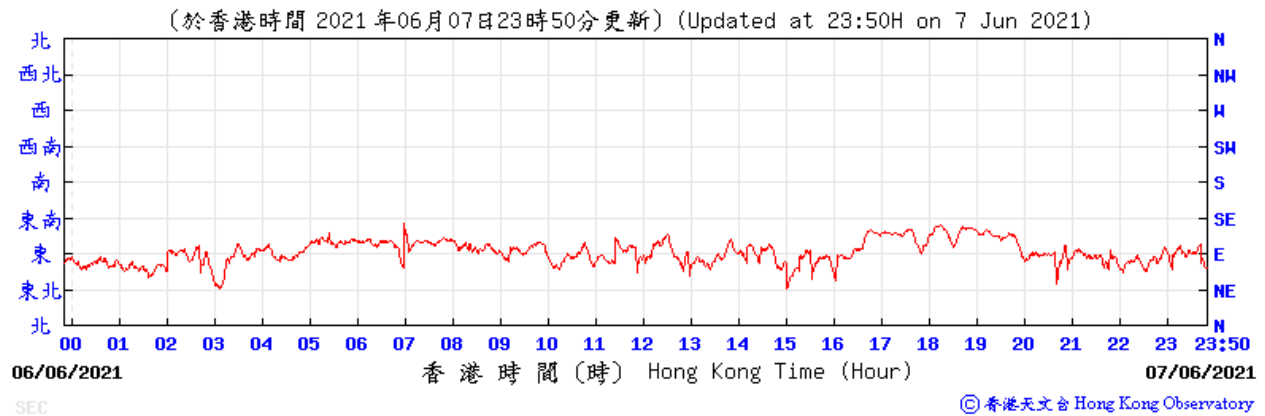
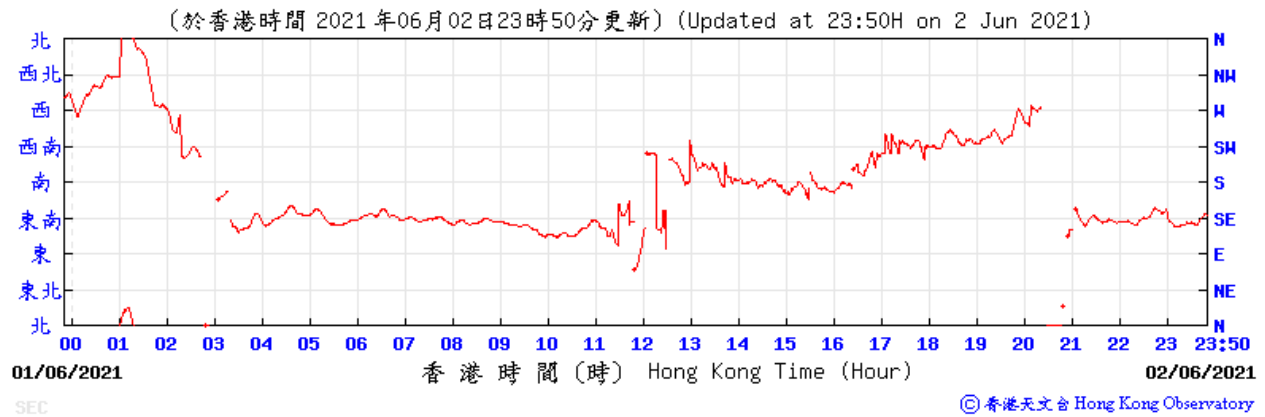
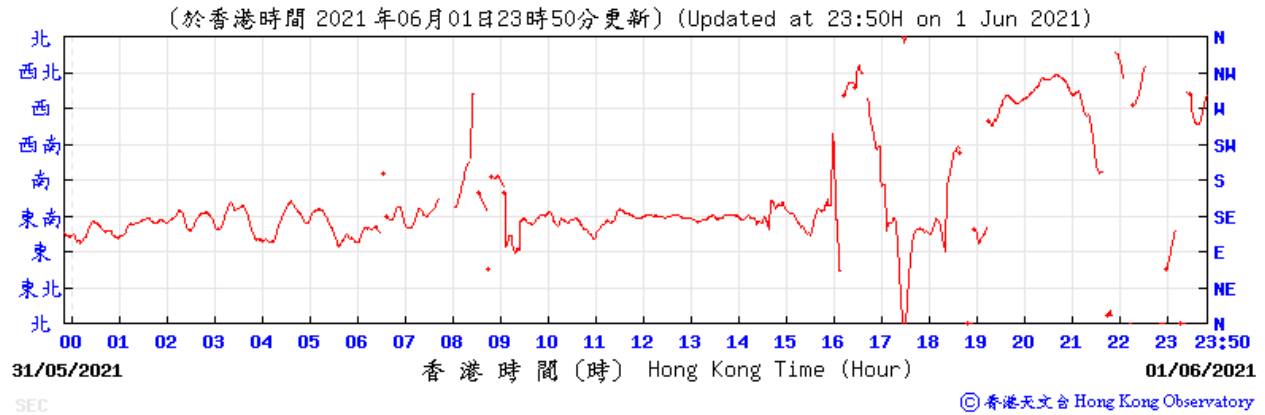


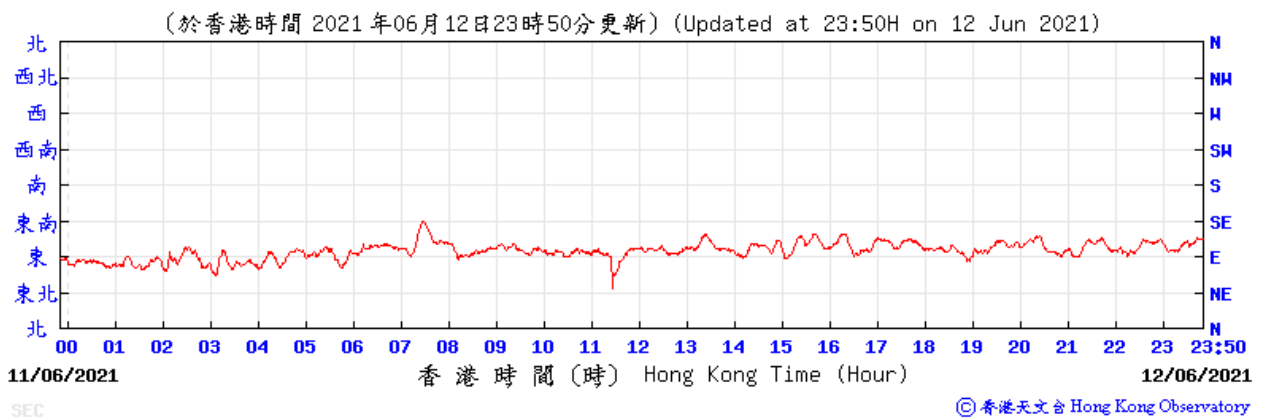
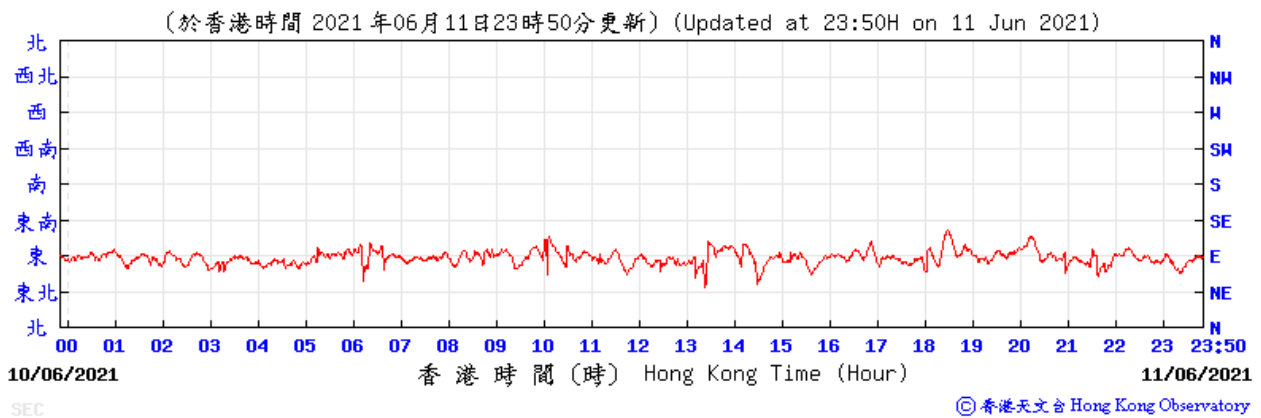
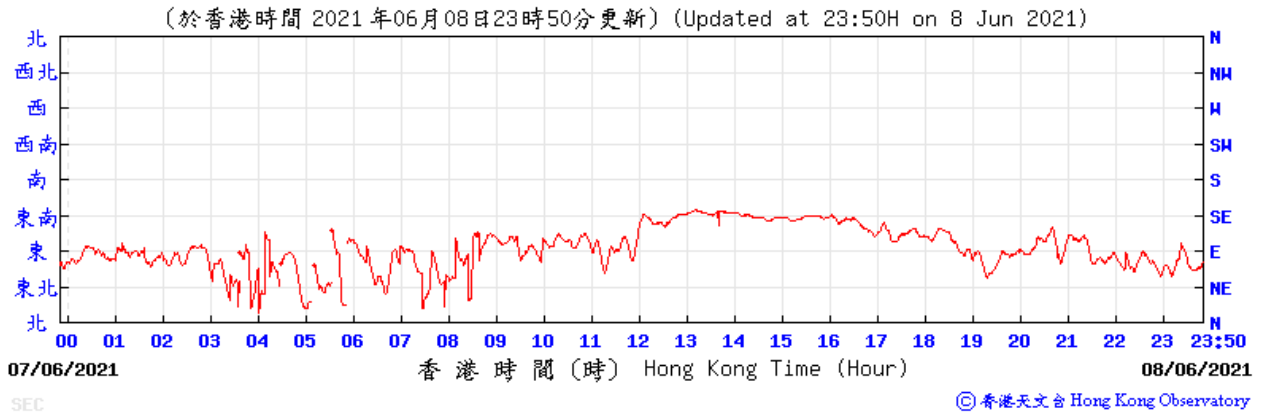
Graphical Presentation of Impact 1-hour TSP Monitoring Results

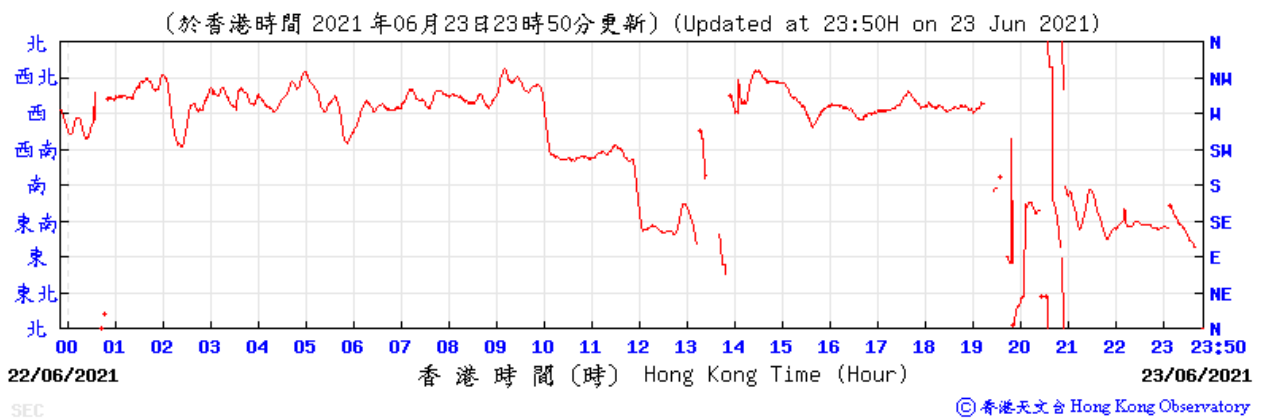
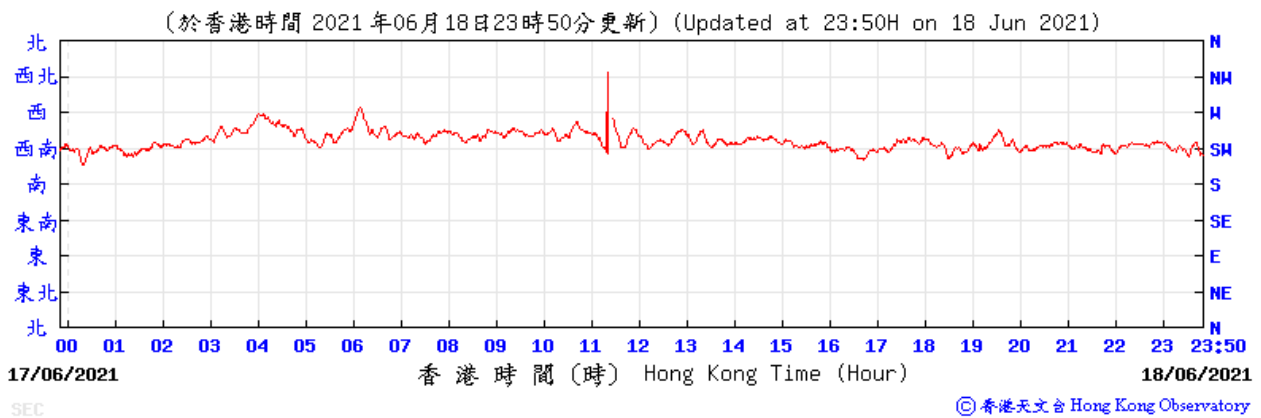
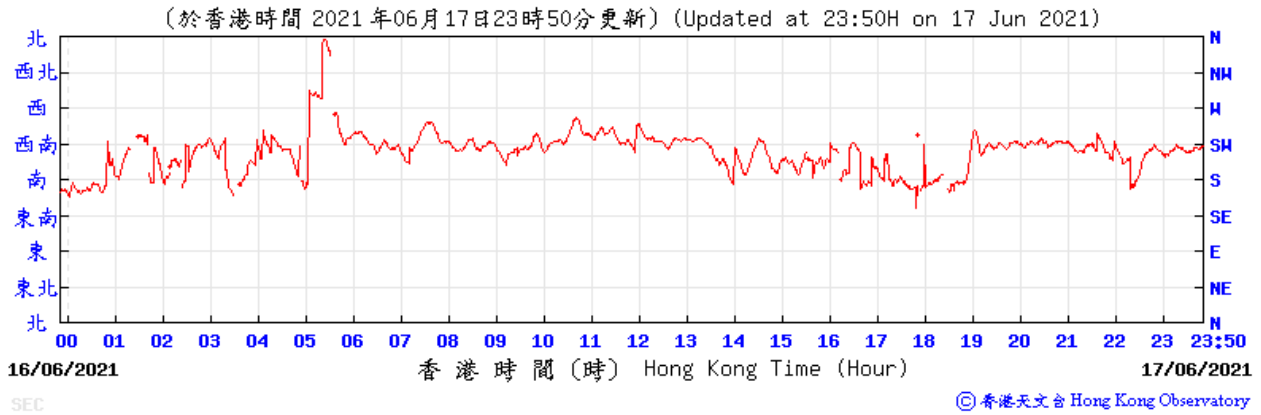
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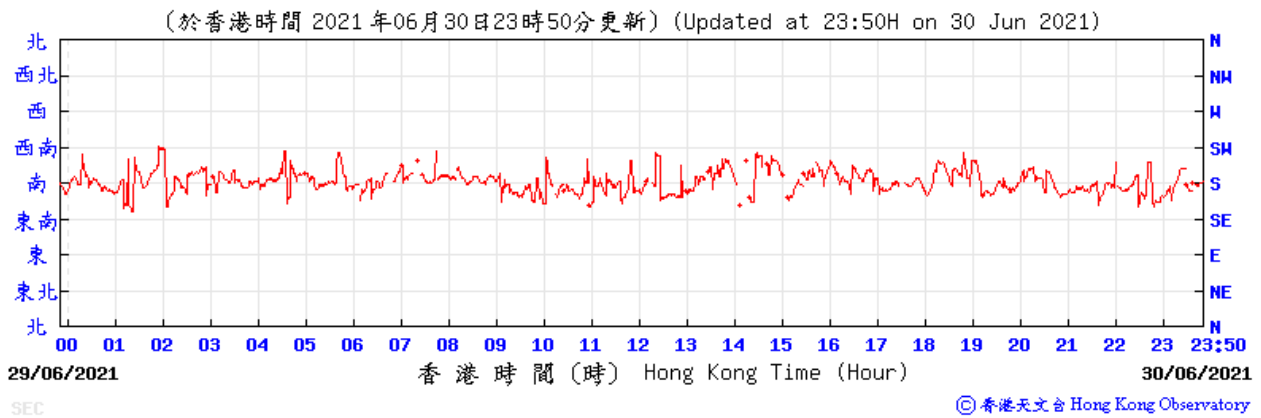
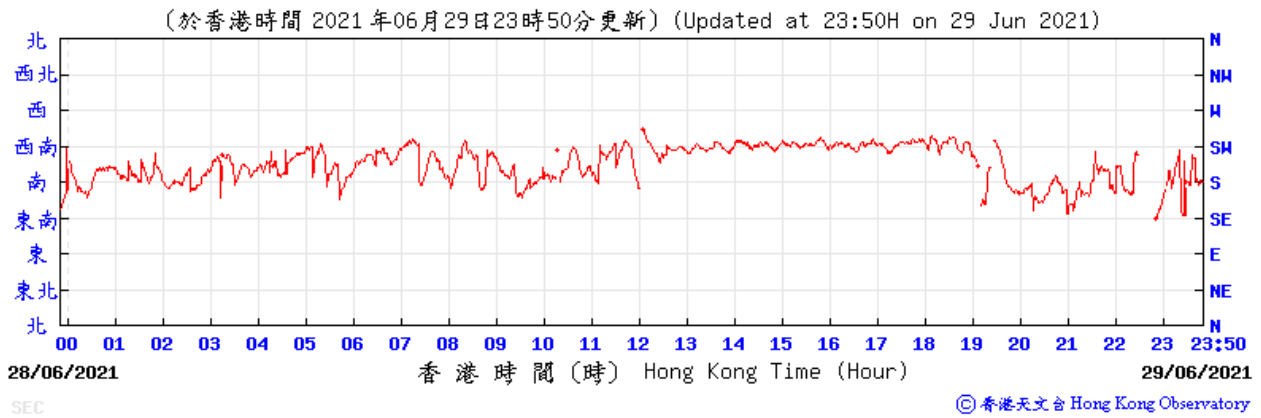
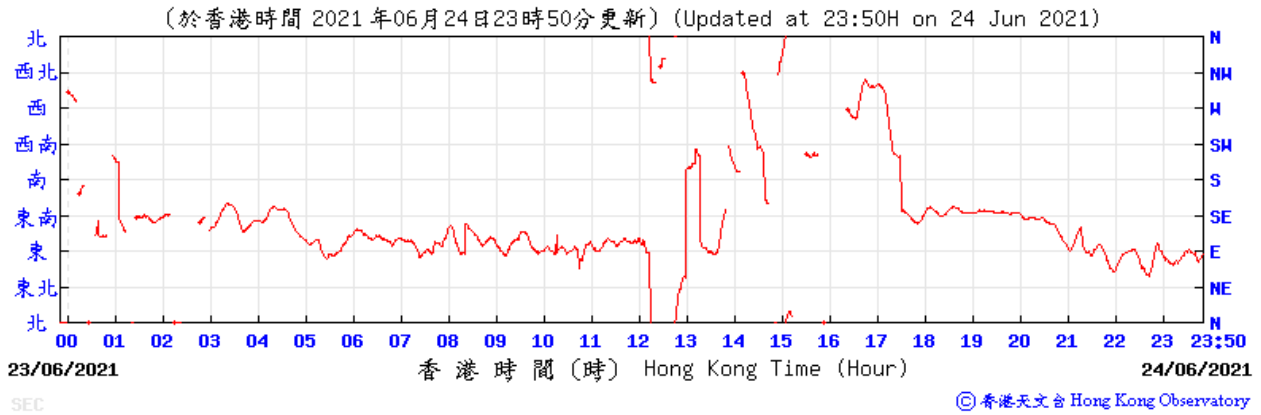
Appendix G

Data of Wind Direction Extracted from Kai Tak Wind Station of the Hong Kong Observatory



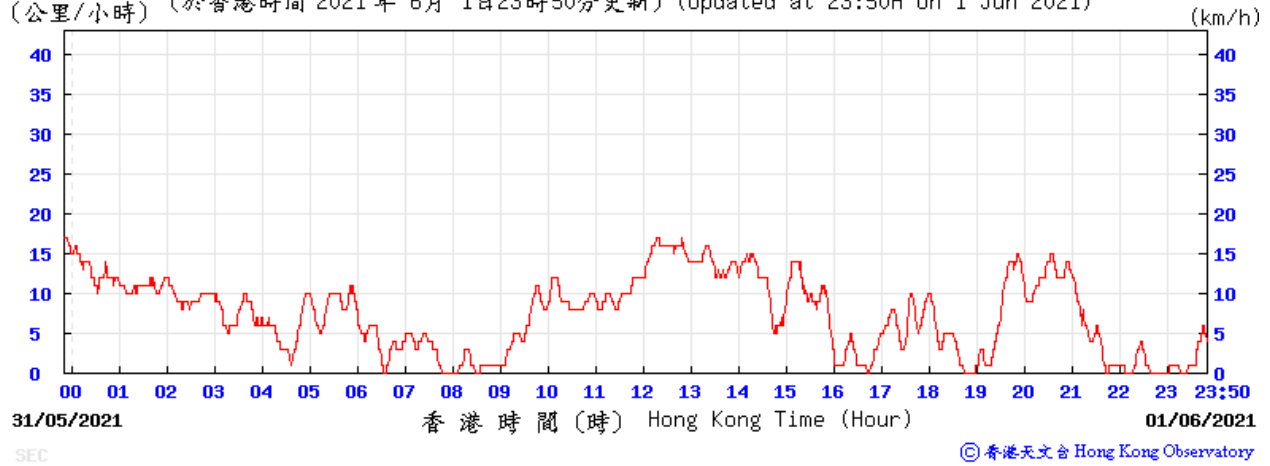




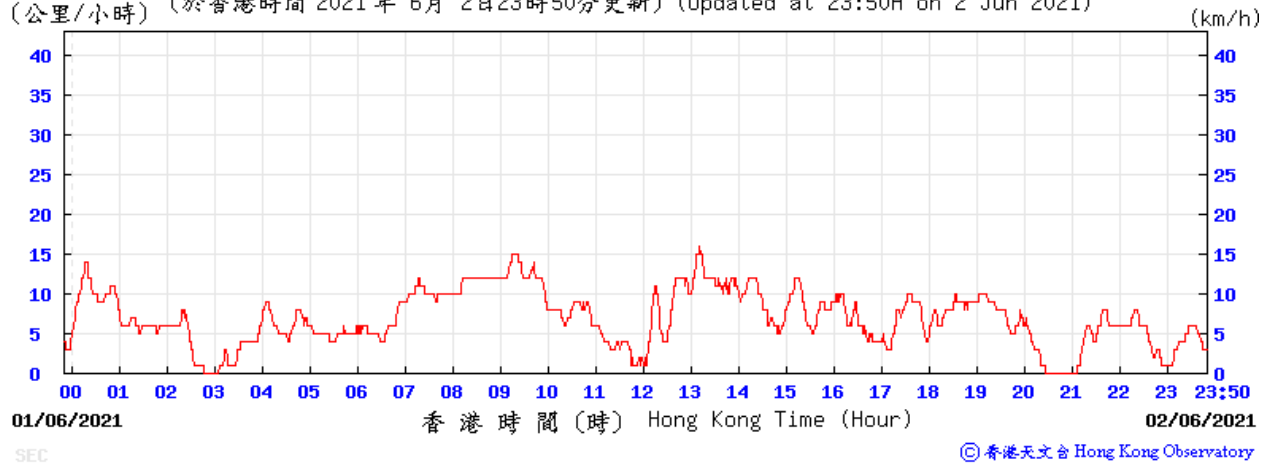


Data of Wind Speed Extracted from Kai Tak Wind Station of the Hong Kong Observatory

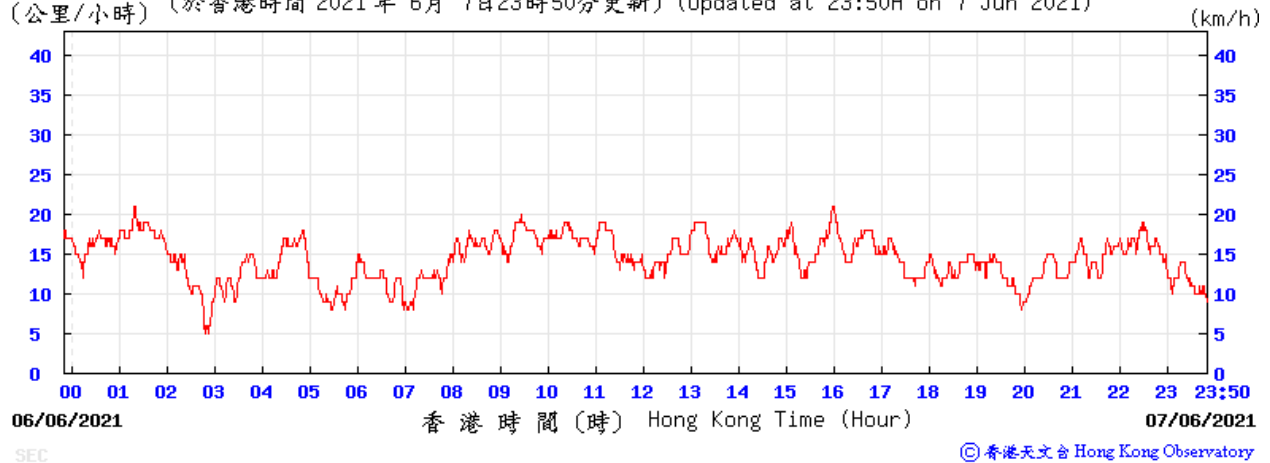
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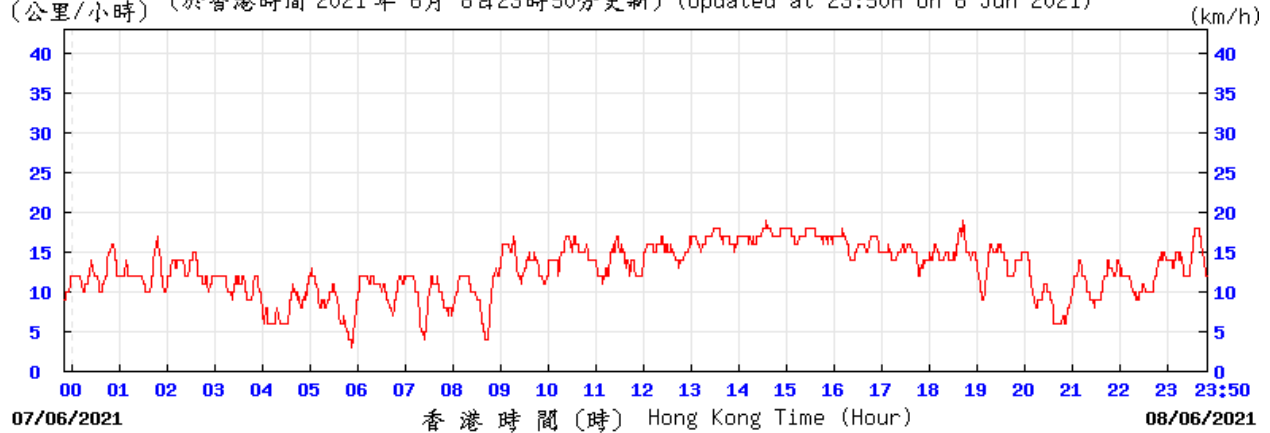
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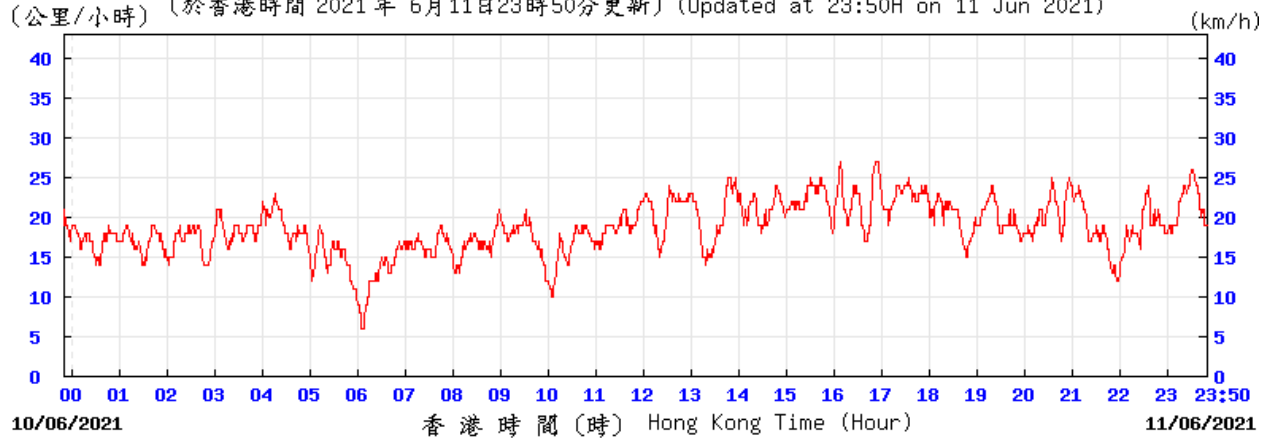
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SEC

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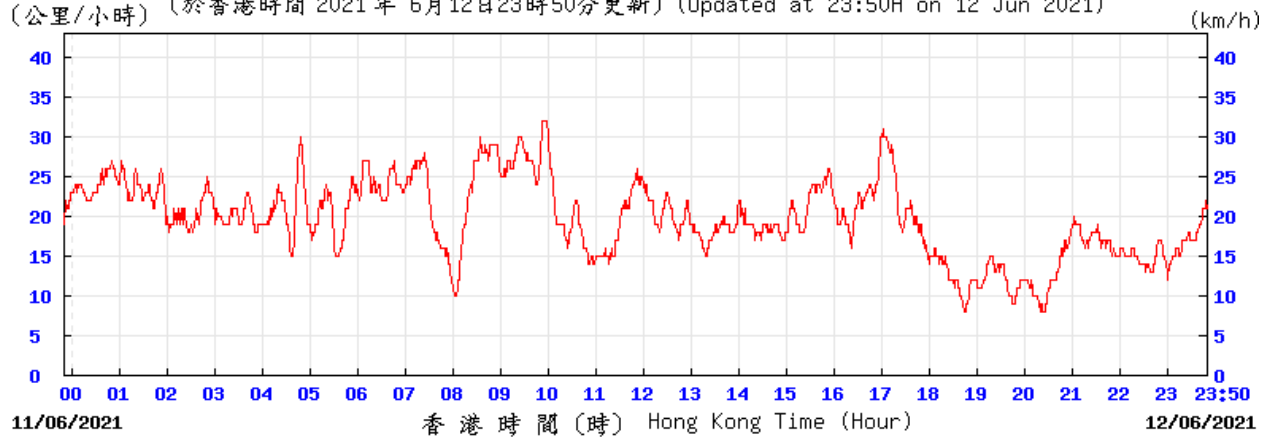
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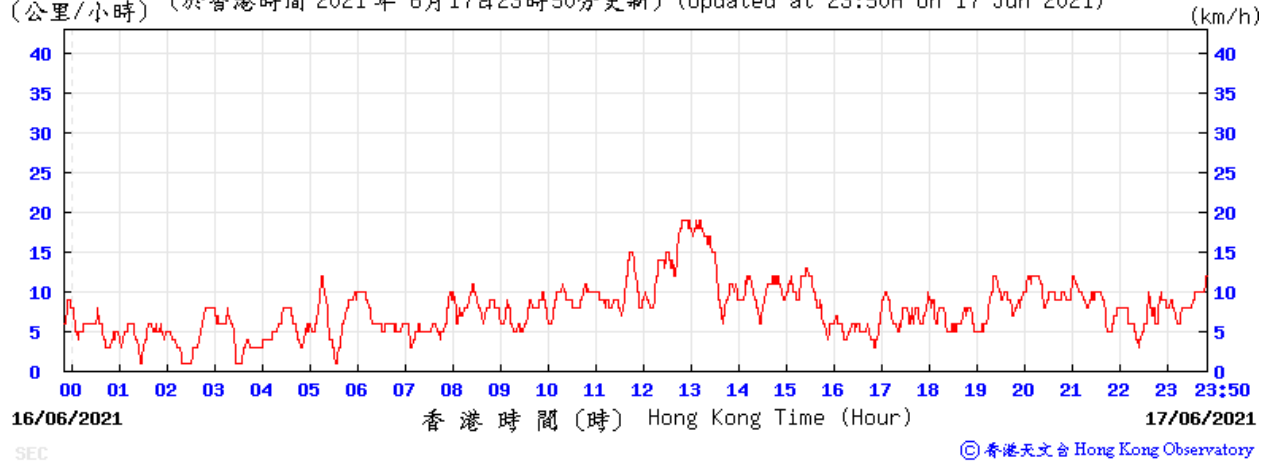
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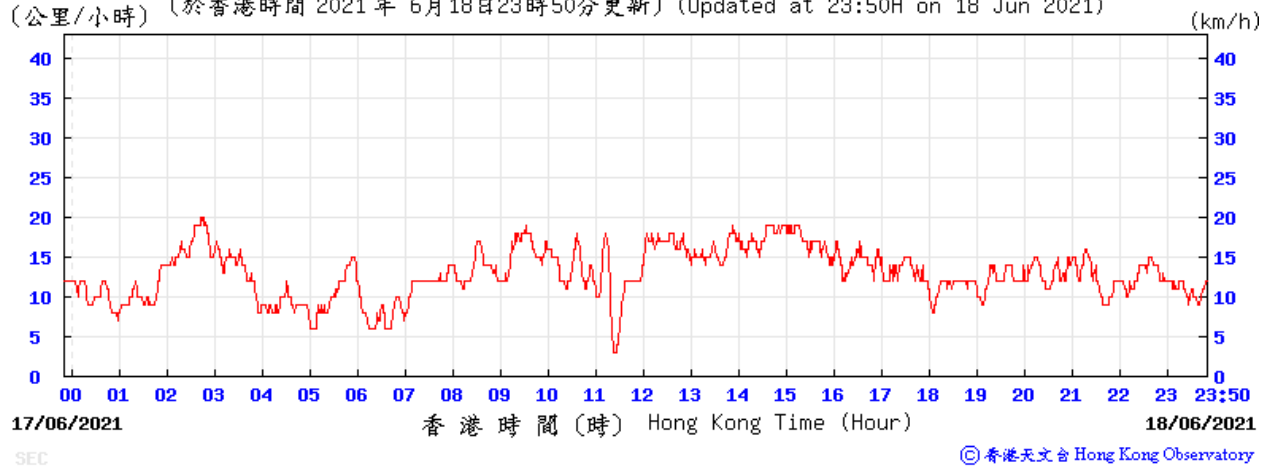
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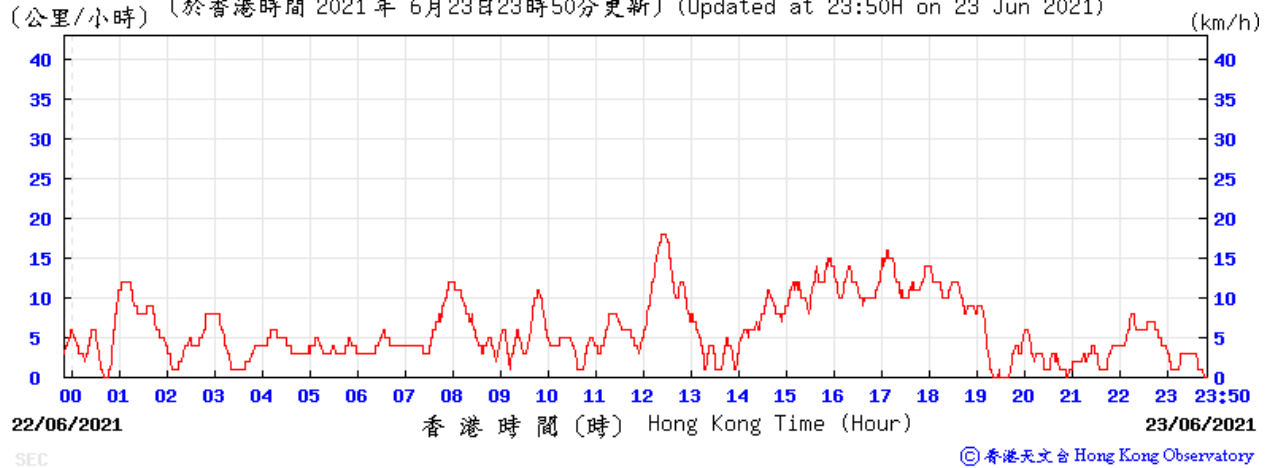
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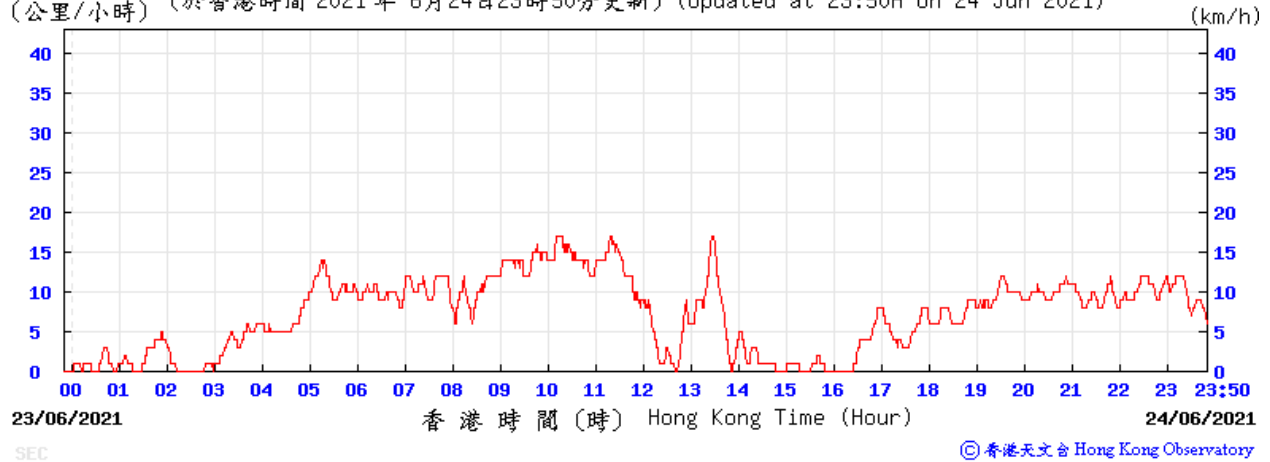
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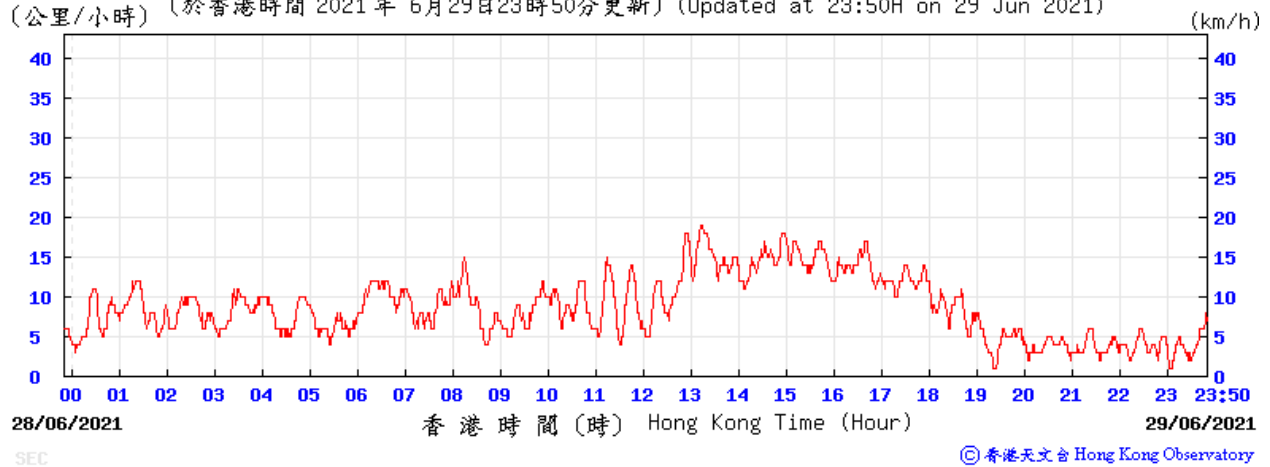
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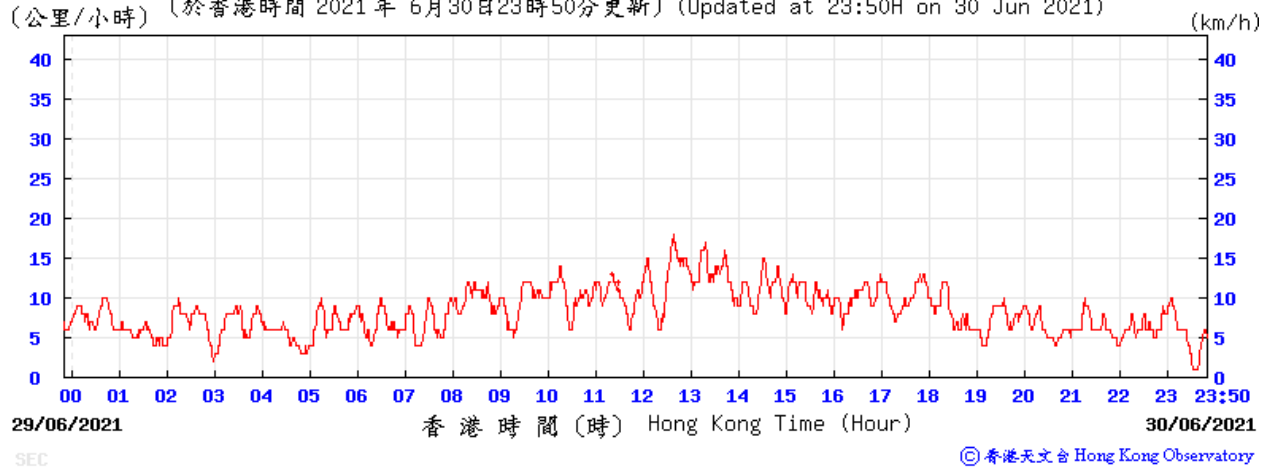
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(公里/小時) (於香港時間 2021 年 6月30日23時50分更新) (Updated at 23:50H on 30 Jun 2021)



APPENDIX H

**Noise Monitoring Results and
their Graphical Presentations**

Appendix H Regular Construction Noise Monitoring Results

Daytime Noise Monitoring Results at Station E-N12a (19 Hing Yan Street)

Date	Weather Condition	Noise Level for 30-min, dB(A) ⁺				Limit Level, dB(A)	Exceedance (Y/N)
		Time	L90	L10	Leq		
2-Jun-21	Cloudy	11:30	61.3	65.7	63.4	75	N
8-Jun-21	Sunny	14:30	62.3	67.0	65.9	75	N
18-Jun-21	Sunny	11:30	64.7	66.7	65.6	75	N
24-Jun-21	Cloudy	14:25	63.4	69.7	66.2	75	N
29-Jun-21	Cloudy	14:15	62.7	67.3	65.8	75	N

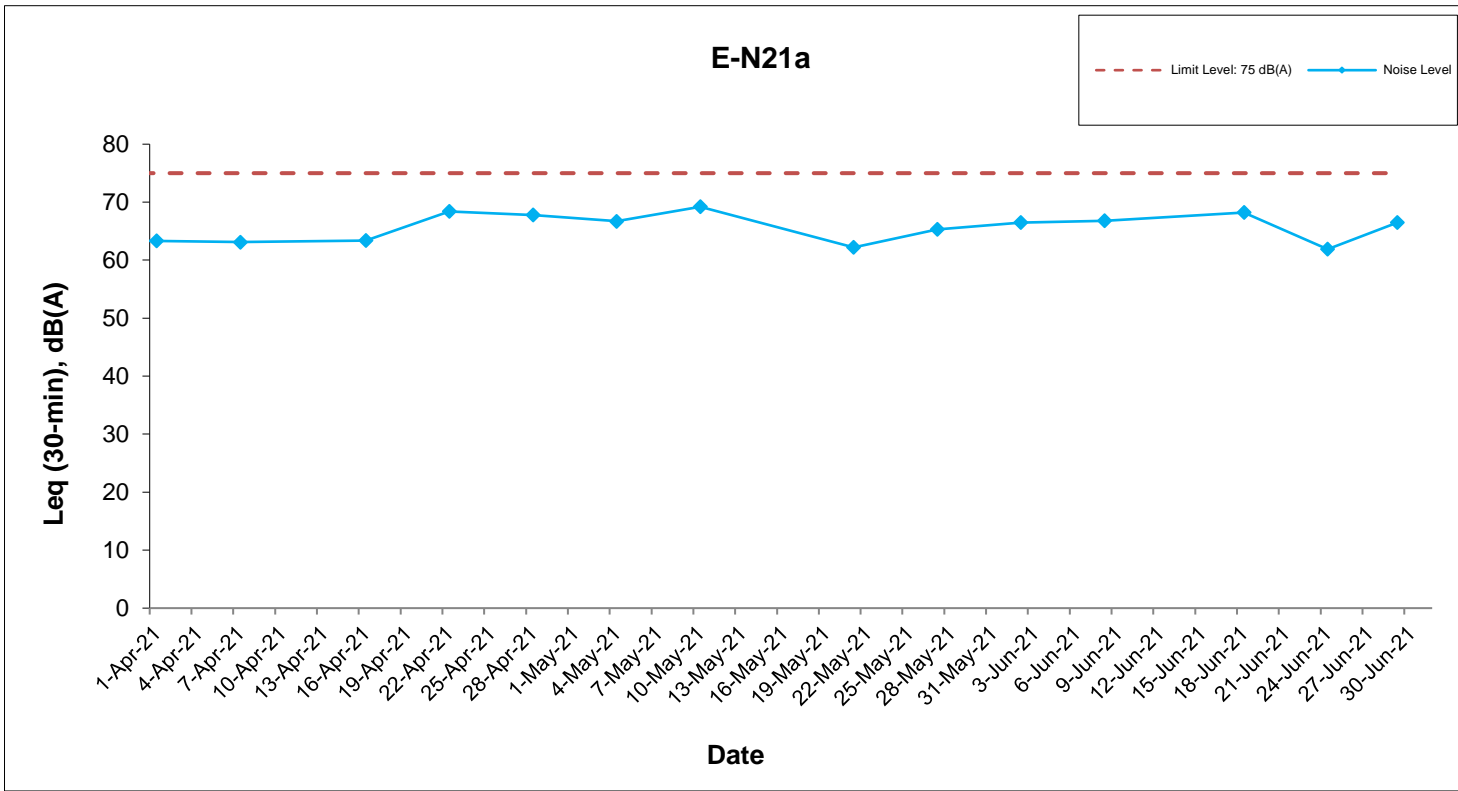
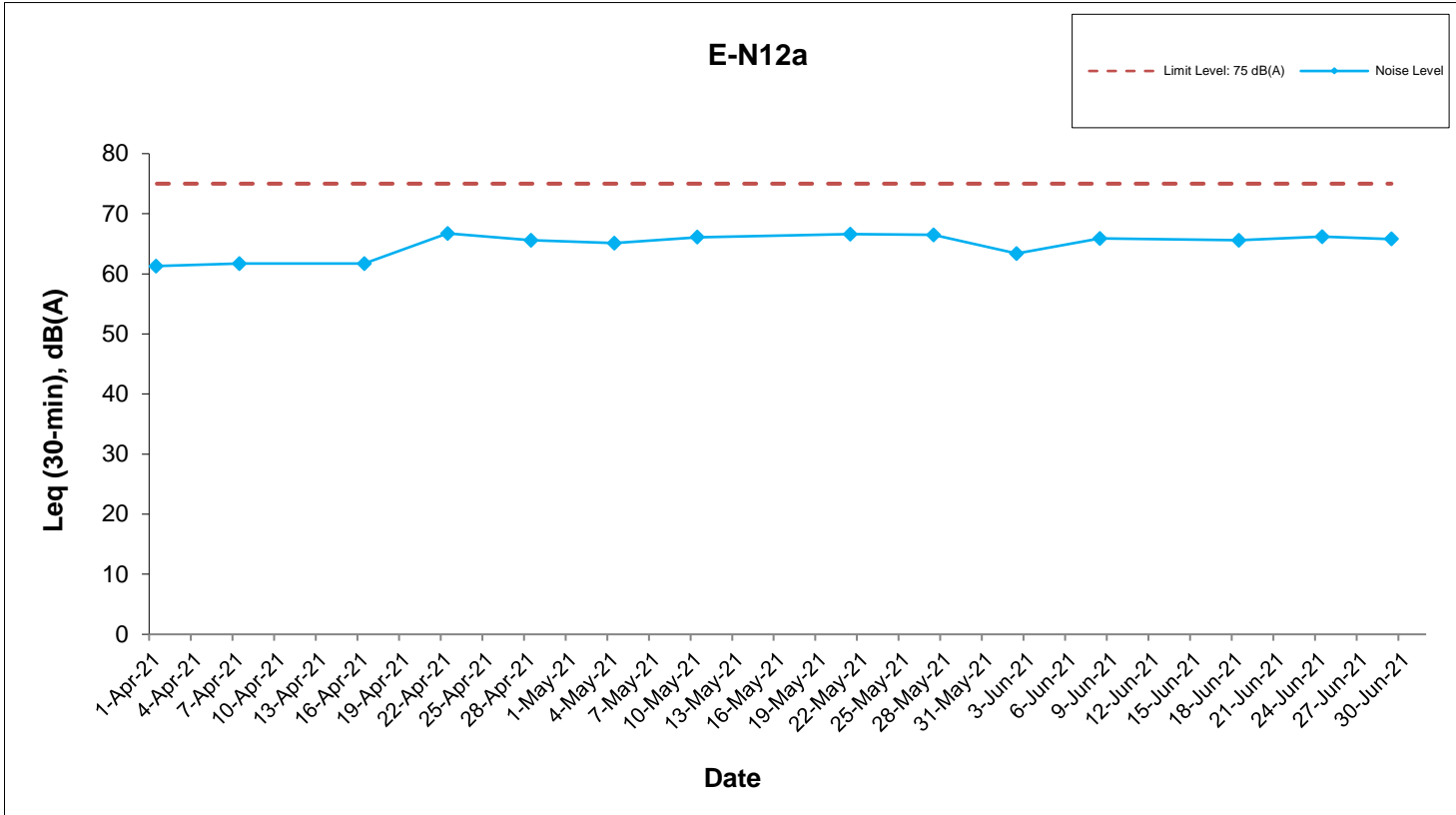
Daytime Noise Monitoring Results at Station E-N21a (Block B of Merit Industrial Centre)

Date	Weather Condition	Noise Level for 30-min, dB(A) [#]				Limit Level, dB(A)	Exceedance (Y/N)
		Time	L90	L10	Leq		
2-Jun-21	Cloudy	13:30	62.7	67.2	66.5	75	N
8-Jun-21	Sunny	13:30	65.0	67.7	66.8	75	N
18-Jun-21	Sunny	14:30	67.9	68.9	68.2	75	N
24-Jun-21	Cloudy	13:30	60.8	63.5	61.9	75	N
29-Jun-21	Cloudy	13:35	63.7	68.9	66.5	75	N

⁺ - Façade measurement.

[#] - A correction of +3dB(A) was made to the free field measurement.

^{*} - Limit Level of 70dB(A) applies to education institutes while 65dB(A) applies during school examination



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APPENDIX I

Event and Action Plan

Appendix I Event Action Plan

Event / Action Plan for Construction Dust Monitoring

EVENT	ACTION			
	ET	IEC	ER	Contractor
ACTION LEVEL				
Exceedance for one sample	<ol style="list-style-type: none"> 1. Inform the Contractor, IEC and ER; 2. Discuss with the Contractor and IEC on the remedial measures required; 3. Repeat measurement to confirm findings; 4. Increase monitoring frequency 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET; 2. Check Contractor's working method; 3. Review and advise the ET and ER on the effectiveness of the proposed remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing. 	<ol style="list-style-type: none"> 1. Identify source(s), investigate the causes of exceedance and propose remedial measures; 2. Implement remedial measures; 3. Amend working methods agreed with the ER as appropriate.
Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> 1. Inform the Contractor, IEC and ER; 2. Discuss with the ER, IEC and Contractor on the remedial measures required; 3. Repeat measurements to confirm findings; 4. Increase monitoring frequency to daily; 5. If exceedance continues, arrange meeting with the IEC, ER and Contractor; 6. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET; 2. Check Contractor's working method; 3. Review and advise the ET and ER on the effectiveness of the proposed remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing; 2. Review and agree on the remedial measures proposed by the Contractor; 3. Supervise Implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Identify source and investigate the causes of exceedance; 2. Submit proposals for remedial measures to the ER with a copy to ET and IEC within three working days of notification; 3. Implement the agreed proposals; 4. Amend proposal as appropriate.

Appendix I Event Action Plan

EVENT	ACTION			
	ET	IEC	ER	Contractor
LIMIT LEVEL				
Exceedance for one sample	<ol style="list-style-type: none"> 1. Inform the Contractor, IEC, EPD and ER; 2. Repeat measurement to confirm findings; 3. Increase monitoring frequency to daily; 4. Discuss with the ER, IEC and contractor on the remedial measures and assess the effectiveness. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET; 2. Check the Contractor's working method; 3. Discuss with the ET, ER and Contractor on possible remedial measures; 4. Review and advise the ER and ET on the effectiveness of Contractor's remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing; 2. Review and agree on the remedial measures proposed by the Contractor; 3. Supervise implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Identify source(s) and investigate the causes of exceedance; 2. Take immediate action to avoid further exceedance; 3. Submit proposals for remedial measures to ER with a copy to ET and IEC within three working days of notification; 4. Implement the agreed proposals; 5. Amend proposal if appropriate.
Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> 1. Notify Contractor, IEC, EPD and ER ; 2. Repeat measurement to confirm findings; 3. Increase monitoring frequency to daily; 4. Carry out analysis of the Contractor's working procedures with the ER to determine possible mitigation to be implemented; 5. Arrange meeting with the IEC and ER to discuss the remedial measures to be taken; 6. Review the effectiveness of the Contractor's remedial measures and keep IEC, EPD and ER informed of the results; 7. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET; 2. Check the Contractor's working method; 3. Discuss with ET, ER, and Contractor on the potential remedial measures; 4. Review and advise the ER and ET on the effectiveness of Contractor's remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing; 2. In consultation with the ET and IEC, agree with the Contractor on the remedial measures to be implemented; 3. Supervise the implementation of remedial measures; 4. If exceedance continues, consider what portion of the work is responsible and instruct the Contractor to stop that portion of work until the exceedance is abated. 	<ol style="list-style-type: none"> 1. Identify source(s) and investigate the causes of exceedance; 2. Take immediate action to avoid further exceedance; 3. Submit proposals for remedial measures to the ER with a copy to the IEC and ET within three working days of notification; 4. Implement the agreed proposals; 5. Revise and resubmit proposals if problem still not under control; 6. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

Appendix I Event Action Plan

Event and Action Plan for Construction Noise Monitoring

EVENT	ACTION			
	ET	IEC	ER	Contractor
Exceedance of Action Level	<ol style="list-style-type: none"> 1. Notify the Contractor, IEC and ER; 2. Discuss with the ER, IEC and Contractor on the remedial measures required; and 3. Increase monitoring frequency to check mitigation effectiveness. 	<ol style="list-style-type: none"> 1. Review the investigation results submitted by the contractor; and 2. Review and advise the ET and ER on the effectiveness of the remedial measures proposed by the Contractor. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of complaint in writing; 2. Review and agree on the remedial measures proposed by the Contractor; and 3. Supervise implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Investigate the complaint and propose remedial measures; 2. Report the results of investigation to the IEC, ET and ER; 3. Submit noise mitigation proposals to the ER with copy to the IEC and ET within 3 working days of notification; and 4. Implement noise mitigation proposals.
Exceedance of Limit Level	<ol style="list-style-type: none"> 1. Notify the Contractor, IEC, EPD and ER ; 2. Repeat measurement to confirm findings; 3. Increase monitoring frequency; 4. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented; 5. Arrange meeting with the IEC and ER to discuss the remedial measures to be taken; 6. Inform IEC, ER and EPD the causes and actions taken for the exceedances; 7. Review the effectiveness of Contractor's remedial measures and keep IEC, EPD and ER informed of the results; and 8. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET; 2. Check the Contractor's working method; 3. Discuss with the ER, ET and Contractor on the potential remedial measures; and 4. Review and advise the ET and ER on the effectiveness of the remedial measures proposed by the Contractor. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing; 2. In consultation with the ET and IEC, agree with the Contractor on the remedial measures to be implemented; 3. Supervise the implementation of remedial measures; and 4. If exceedance continues, consider what portion of the work is responsible and instruct the Contractor to stop that portion of work until the exceedance is abated. 	<ol style="list-style-type: none"> 1. Identify source and investigate the causes of exceedance; 2. Take immediate action to avoid further exceedance; 3. Submit proposals for remedial measures to the ER with copy to the IEC and ET within 3 working days of notification; 4. Implement the agreed proposals; 5. Revise and resubmit proposals if problem still not under control; and 6. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

Appendix I Event Action Plan

Event and Action Plan for Continuous Noise Monitoring

EVENT	ACTION			
	ET	IEC	ER	CONTRACTOR
Action/Limit Level	<ol style="list-style-type: none"> 1. Identify source ; 2. Repeat measurement. If two consecutive measurements exceed Action/Limit Level, the exceedance is then confirmed; 3. If exceedance is confirmed, notify IEC, ER and Contractor; 4. Investigate the cause of exceedance and check Contractor's working procedures to determine possible mitigation to be implemented; 5. Discuss jointly with the IEC, ER and Contractor and formulate remedial measures; and 6. Assess effectiveness of Contractor's remedial actions and keep IEC and ER informed of the results. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the Works Contract 1123 ET; 2. Check the Contractor's working method; 3. Discuss with the ER, Works Contract 1123 ET and Contractor on the potential remedial measures; and 4. Review and advise the Works Contract 1123 ET and ER on the effectiveness of the remedial measures proposed by the Contractor. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing; 2. In consultation with the Works Contract 1123 ET and IEC, agree with the Contractor on the remedial measures to be implemented; 3. Ensure the proper implementation of remedial measures; and 4. If exceedance continues, consider what portion of the work is responsible and instruct the Contractor to stop that portion of work until the exceedance is abated. 	<ol style="list-style-type: none"> 1. Identify source with the Works Contract 1123 ET; 2. If exceedance is confirmed, investigation the cause of exceedance and take immediate action to avoid further exceedance; 3. Submit proposals for remedial measures to the ER with copy to the IEC and ET of notification; 4. Implement the agreed proposals; 5. Liaise with ER to optimize the effectiveness of the agreed mitigation; 6. Revise and resubmit proposals if problem still not under control; and 7. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

APPENDIX J

**Cumulative Statistics on Complaints, Notification of
Summons and Successful Prosecutions**

Appendix J**Cumulative Statistics on Complaints, Notification of Summons and Successful Prosecutions**

	Date received	Subject	Status	Total no. received in this month	Total no. received since project commencement
Environmental complaints	--	--	--	0	40
Notification of summons	--	--	--	0	0
Successful prosecutions	--	--	--	0	0

APPENDIX K

Monthly Summary Waste Flow Table

**Appendix K
Monthly Summary Waste Flow Table**

Monthly Summary Waste Flow Table for 2021

Month	Actual Quantities of Inert C&D Materials Generated Monthly (Note 1)												Actual Quantities of Non-inert C&D Materials (i.e. C&D Wastes) Generated Monthly					Actual Quantities of Contaminated Soil Monthly	Actual Quantities of Land-based Sediment Monthly			Actual Quantities of Marine-based sediment Monthly		
	Generated					Disposed				Reused			Recycled			Disposed	Reused	Disposed at Designated Site		Disposed at Designated Site				
	Fill Material	Artificial Material			Total Quantity Generated	Disposed as Public Fills at TKO137	Disposed as Public Fills at TM38	Disposed as Public Fills at CWPFBP	Total Quantity Disposal	Reused in the Contract	Reused in Other Projects	Total Quantity Reused	Metals	Paper/ cardboard packaging (Note 3)	Plastics	Chemical Waste	General Refuse (Note 2)	Reused in the Contract	Reused in the Contract	Disposed at Designated Site		Disposed at Designated Site		
	Soil and Rock	Broken Concrete	Asphalt	Building Derbis															Type 1 (Cat. L)	Type 1 (Cat. M _p)	Type 2 (Cat. M _f , Cat. H)	Type 1 (Cat. L, Cat. M _p)	Type 2 (Cat. M _f , Cat. H _p)	Type 3 (Cat. H _i)
Unit	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000Kg)	('000Kg)	('000Kg)	('000L)	('000Kg)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	
Jan	1.162	0.046	0.000	0.000	1.209	0.059	0.000	0.000	0.059	0.390	0.761	1.150	381.140	0.135	0.006	0.000	133.890	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Feb	1.702	0.000	0.000	0.000	1.702	0.225	0.000	0.000	0.225	0.775	0.702	1.477	136.100	0.222	0.009	1.200	134.900	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mar	3.213	0.000	0.015	0.000	3.227	0.593	0.000	0.000	0.593	1.946	0.689	2.635	242.140	0.000	0.000	0.000	184.030	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Apr	3.366	0.008	0.030	0.000	3.404	0.312	0.000	0.000	0.312	2.283	0.809	3.092	398.720	0.131	0.000	0.000	153.160	0.000	0.000	0.000	0.000	0.000	0.000	0.000
May	0.329	0.000	0.000	0.004	0.333	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.109	0.000	0.000	88.810	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jun	4.649	0.000	0.000	0.000	4.649	0.477	0.000	0.000	0.477	4.172	0.000	4.172	0.000	0.000	0.003	0.000	110.830	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SUB-TOTAL	14.421	0.054	0.045	0.004	14.524	1.999	0.000	0.000	1.999	9.566	2.961	12.526	1158.100	0.597	0.018	1.200	805.620	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jul																								
Aug																								
Sep																								
Oct																								
Nov																								
Dec																								
TOTAL in 2018	6.289	0.462	0.408	0.121	7.282	0.000	6.010	0.000	6.010	0.000	1.272	1.272	94.284	0.120	0.017	6.600	283.760	0.000	0.000	0.000	0.000	0.000	2.417	0.000
TOTAL in 2019	187.465	0.023	3.686	0.000	191.174	0.000	3.801	0.000	3.801	27.868	159.505	187.373	275.583	1.888	1.259	11.600	436.940	0.000	0.000	0.000	0.000	0.000	13.455	4.977
TOTAL in 2020	399.319	0.383	0.373	0.000	400.074	201.815	34.454	0.000	236.270	3.315	160.490	163.805	1172.550	1.566	0.000	2.600	756.840	0.000	0.000	0.000	0.000	25.906	29.083	1.097
TOTAL in 2021	14.421	0.054	0.045	0.004	14.524	1.999	0.000	0.000	1.999	9.566	2.961	12.526	1158.100	0.597	0.018	1.200	805.620	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CUMULATIVE TOTAL	607.494	0.922	4.512	0.125	613.054	203.814	44.265	0.000	248.080	40.749	324.228	364.976	2700.517	4.171	1.294	22.000	2283.160	0.000	0.000	0.000	0.000	25.906	44.955	6.074


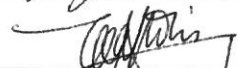
Notes:
 1. Assume the density of fill is 2 ton/m³.
 2. Refuse disposed to NENT landfill.

APPENDIX L

**Shatin to Central Link (Hung Hom – Admiralty Section)
Kai Tak Barging Facility under FEP-01/436/2012/F
Monthly EM&A Report for June 2021**

Gammon Construction Limited**Shatin to Central Link (Hung Hom – Admiralty Section)****Kai Tak Barging Facility under FEP-01/436/2012/F****Monthly EM&A Report for June 2021**

[July 2021]

	Name	Signature
Prepared & Checked:	Ray Cheng	
Reviewed, Approved & Certified:	Y T Tang	

Version: 0

Date: 13 July 2021

Disclaimer

This Environmental Monitoring and Audit Report is prepared for Gammon Construction Limited and is given for its sole benefit in relation to and pursuant to Kai Tak Barging Facility under FEP-01/436/2012/F and may not be disclosed to, quoted to or relied upon by any person other than Gammon Construction Limited without our prior written consent. No person (other than Gammon Construction Limited into whose possession a copy of this report comes may rely on this plan without our express written consent and Gammon Construction Limited may not rely on it for any purpose other than as described above.

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EXECUTIVE SUMMARY

Shatin to Central Link (Hung Hom – Admiralty Section) – Kai Tak Barging Facility (hereafter called “the Project”) covers part of the usage of the Kai Tak Barging Facility.

The Project comprises the follow works:

- Barging Facility usage.

The EM&A programme commenced on 1 January 2021.

This is the sixth monthly EM&A Report presenting the EM&A works carried out during the period between 1 and 30 June 2021. As informed by the Contractor, major activities in the reporting period were:

Locations	Site Activities
Barging Facility of Kai Tak West	• Barging Point Operation (Spoil Disposal).
Barging Facility of Central Tunnel	• Handling of C&D material.
Barging Facility of Sports Park	• Loading and unloading of C&D materials.

Complaint, Notification of Summons and Successful Prosecution

No complaint, notification of summons and successful prosecution were received in the reporting month.

Reporting Changes

No report changes in the reporting period.

Future Key Issues

Key issues to be considered in the next three months included:

Locations	Site Activities
Barging Facility of Kai Tak West	<ul style="list-style-type: none">• Barging point operation (Spoil Disposal).
Barging Facility of Central Tunnel	<ul style="list-style-type: none">• Handling and Disposal of C&D material.
Barging Facility of Sports Park	<ul style="list-style-type: none">• Loading and unloading of C&D materials.

Potential environmental impacts arising from the above construction activities are mainly associated with construction dust, construction noise, water pollution control, and waste management.

1 INTRODUCTION

Purpose of the Kai Tak Barging Facility under EP-436/2012/F was handed over to Highway Department from MTR on 22 December 2020. Gammon Construction Limited was commissioned by the Highway Department as the Civil Contractor to operate the Shatin to Central Link (Hung Hom – Admiralty Section) – Kai Tak Barging Facility and coordinate with the other Contractors, Bouygues Travaux Publics and Hip Hing Construction Limited. AECOM Asia Company Limited (AECOM) was appointed by Gammon Construction Limited as the Environmental Team (ET) to undertake the Environmental Monitoring and Audit (EM&A) programme during construction phase of the Project.

1.1 Purpose of the Report

1.1.1 This is the sixth monthly EM&A Report which summaries audit findings for the Project during the reporting period between 1 and 30 June 2021.

1.2 Report Structure

1.2.1 This monthly EM&A Report is organized as follows:

- Section 1: Introduction
- Section 2: Project Information
- Section 3: Environmental Monitoring Requirement
- Section 4: Implementation Status of Environmental Mitigation Measures
- Section 5: Monitoring Results
- Section 6: Environmental Site Inspection and Audit
- Section 7: Environmental Non-conformance
- Section 8: Future Key Issues
- Section 9: Conclusions and Recommendations

2 PROJECT INFORMATION

2.1 Background

- 2.1.1 The Shatin to Central Link (SCL) is a 17km extension of the existing Ma On Shan Line (MOL) and East Rail Line (EAL) comprising (i) The East-West Corridor which extends the MOL from Tai Wai via East Kowloon to connect with the West Rail Line (WRL) at Hung Hom Station (HUH); and (ii) The North-South Corridor which is an extension of the East Rail Line (EAL) at Hung Hom across the harbour to Admiralty Station (ADM).
- 2.1.2 The Environmental Impact Assessment (EIA) Reports for SCL – Hung Hom to Admiralty Section [SCL (HUH-ADM)] (Register No.: AEIAR-166/2012) was approved on 17 February 2012 under the Environmental Impact Assessment Ordinance (EIAO). Following the approval of the EIA Report, an Environmental Permit (EP) was granted on 22 March 2012, which covers SCL (HUH-ADM) EP No.: EP-436/2012), for the construction and operation. Variation of EP (VEP) was subsequently applied and the latest EP (EP No. EP-436/2012/F) was issued by the Director of Environmental Protection (DEP) on 23 January 2019. Further Environmental Permit (FEP-01/436/2012/F) was issued by the Director of Environmental Protection (DEP) on 6 April 2020 to cover the usage of the Kai Tak Barging Facility.
- 2.1.3 The usage of the Kai Tak Barging Facility had been divided into three different sectors and managed by different contractors, which are Gammon Construction Limited, Bouygues Travaux Publics and Hip Hing Construction Limited.
- 2.1.4 The site layout plan of the Project is shown in **Figure 1.1**.

2.2 Site Description

- 2.2.1 The major construction activities under this Project include:
- (a) Barging Facility operation for Soil Disposal.

2.3 Construction Programme and Activities

2.3.1 The major construction activities undertaken in the reporting month are summarized in **Table 2.1**.

Table 2.1 Construction Activities in the reporting month

Locations	Site Activities
Barging Facility of Kai Tak West	<ul style="list-style-type: none">• Barging Point Operation (Spoil Disposal).
Barging Facility of Central Tunnel	<ul style="list-style-type: none">• Handling of C&D material.
Barging Facility of Sports Park	<ul style="list-style-type: none">• Loading and unloading of C&D materials.

2.3.2 The construction programme is presented in other EM&A monthly report under related Environmental Permits.

2.4 Project Organization

2.4.1 The project organization structure is shown in **Appendix A**. The key personnel contact names and numbers for the Project are summarized in **Table 2.2**.

Table 2.2 Contact Information of Key Personnel

Party	Role	Position	Name	Telephone	Fax
Arup-Mott MacDonald Joint Venture	Residential Engineer (ER)	Engineer's Representative	Mr. Patrick Lo	3619 5928	2268 3954
ERM	Independent Environmental Checker (IEC)	Independent Environmental Checker	Ms. Mandy To	2271 3313	2723 5660
Gammon	Contractor	Contracts Manager	Mr. Alan Yan	2516 8823	2516 6260
		Environmental Manager	Ms Michelle Tang	9267 8866	2516 6260
AECOM	Contractor's Environmental Team (ET)	ET Leader	Mr. Y T Tang	3922 9393	2317 7609

2.5 Status of Environmental Licences, Notification and Permits

2.5.1 Relevant environmental licenses, permits and/or notifications on environmental protection for this Project and valid in the reporting month are summarized in **Table 2.3**.

Table 2.3 Status of Environmental Licenses, Notifications and Permits

Permit / License No. / Notification/ Reference No.	Valid Period		Status	Remarks
	From	To		
Further Environmental Permit				
FEP-01/436/2012/F	6 Apr 2020	End of Project	Valid	FEP for Shatin to Central Link (Hung Hom – Admiralty Section) - Kai Tak Barging Facility
Wastewater Discharge License				
-	-	-	-	-
Construction Noise Permit				
GW-RE0378-21	21 May 2021	10 Nov 2021	Valid	Kai Tak Sports Park Temporary Barging Point (Contract No. HAB/KTSP/01)
GW-RE0061-21	30 Jan 2021	27 Jul 2021	Valid	Barging Point Operation at Kai Tak Barging Facility – Kai Tak West (Contract No. HY/2014/07)
GW-RE0423-21	10 May 2021	8 Nov 2021	Valid	Barging Point Operation at Kai Tak Barging Facility – Central Tunnel (Contract No. HY/2018/08)
Chemical Waste Producer Registration				
5213-286-G2347-58	1 Feb 2021	End of Project	Valid	Chemical Waste Producer – Kai Tak Barging Facility (Kai Tak West)
5111-236-B2557-02	25 Sep 2019	End of Project	Valid	Chemical Waste Producer – Central Kowloon Route – Central Tunnel
5213-286-H3906-02	12 Feb 2019	End of Project	Valid	Chemical Waste Producer – Kai Tak Sports Park
Marine Dumping Permit				
-	-	-	-	-
Billing Account for Construction Waste Disposal				
7033182	12 Feb 2019	End of Project	Account Active	Construction Waste Disposal Account (Main) for Kai Tak Sports Park
7033555	11 May 2021	11 Aug 2021	Account Active	Construction Waste Disposal Account (Vessel) for Kai Tak Sports Park
7034790	6 Aug 2019	End of Project	Account Active	Construction Waste Disposal Account (Main) for Central Kowloon Route – Central Tunnel
7029909	22 Jan 2018	End of Project	Account Active	Construction Waste Disposal Account (Main) for Central Kowloon Route – Kai Tak West
7031949	27 May 2021	26 Aug 2021	Account Active	Construction Waste Disposal Account (Vessel) for Central Kowloon Route – Kai Tak West
Notification Under Air Pollution Control (Construction Dust) Regulation				
-	-	-	-	-

3 ENVIRONMENTAL MONITORING REQUIREMENTS

3.1 Landscape and Visual

- 3.1.1 As per the EM&A Manuals, no impact for landscape and visual mitigation measures at Kai Tak Barging Facility. Therefore, no bi-weekly site inspection should be undertaken once every two weeks during the construction period.

4 IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURES

- 4.1.1 The Contractor has implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and EM&A Manuals. The implementation status of the environmental mitigation measures during the reporting period is summarized in **Appendix C**. Status of required submissions under the EP during the reporting period is summarised in **Table 4.1**.

Table 4.1 Status of Required Submission under Environmental Permit

EP Condition	Submission	Submission Date
Condition 3.2 of FEP-01/436/2012/F	Monthly EM&A Report for May 2021	11 June 2021

5 MONITORING RESULTS

5.1 Waste Management

- 5.1.1 C&D materials and wastes sorting were carried out on site. Receptacles were available for C&D wastes and general refuse collection.

For Central Kowloon Route – Kai Tak West (Contract: HY/2014/07)

- 5.1.2 No inert C&D material, general refuse was generated in the reporting month. No plastics, metals and paper/cardboard packaging were collected by recycle contractor in the reporting month. No chemical waste was collected by licensed contractor in the reporting period. No Type 1, Type 2 and Type 3 Marine sediment were disposed at Confined Marine Disposal Facility to the East of Sha Chau. The waste flow table under FEP-01/436/2012/F is annexed in **Annex D1**.

For Kai Tak Sports Park (Agreement No. CE 30/2018 (EP))

- 5.1.3 No inert C&D material, general refuse was generated in the reporting month. No plastics, metals and paper/cardboard packaging were collected by recycle contractor in the reporting month. No chemical waste was collected by licensed contractor in the reporting period. No Type 1, Type 2 and Type 3 Marine sediment were disposed at Confined Marine Disposal Facility to the East of Sha Chau. The waste flow table under FEP-01/436/2012/F is annexed in **Annex D2**.

For Central Kowloon Route – Central Tunnel (Contract: HY/2018/08)

- 5.1.4 No inert C&D material, general refuse was generated in the reporting month. No plastics, metals and paper/cardboard packaging were collected by recycle contractor in the reporting month. No chemical waste was collected by licensed contractor in the reporting period. No Type 1, Type 2 and Type 3 Marine sediment were disposed at Confined Marine Disposal Facility to the East of Sha Chau. The waste flow table under FEP-01/436/2012/F is annexed in **Annex D3**.

- 5.1.5 The Contractor is advised to properly maintain on site C&D materials and wastes collection, sorting and recording system and maximize reuse / recycle of C&D materials and wastes.

The Contractor is reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.

- 5.1.6 The Contractor is reminded that chemical waste containers should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practise on the Packaging, Labelling and Storage of Chemical Wastes.

6 ENVIRONMENTAL SITE INSPECTION AND AUDIT

- 6.1.1 Site inspections were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. A summary of the mitigation measures implementation schedule is provided in **Appendix B**.
- 6.1.2 In the reporting month, 5 site inspections were carried out on 2, 9, 16, 23 and 30 June 2021. Joint inspections with the IEC, ER, the Contractor and the ET were conducted on 23 June 2021. No non-compliance was recorded during the site inspection. Details of observations recorded during the site inspections are presented in **Table 6.1**.

Table 6.1 Observations and Recommendations of Site Audit

Parameters	Date	Observations and Recommendations	Follow-up
Air Quality	26 May 2021	<u>Reminder:</u> • The Contractor (Hip Hing) was reminded to improve the coverage of stockpile at Kai Tak Barging Facility of Sports Park.	This item was rectified on 11 Jun 2021.
	16 Jun 2021	• Rock material was observed to be dry at Kai Tak Barging Facility of CT. The Contractor (Bouygues) should provide adequate watering on rock material for dust suppression.	This item was rectified on 23 Jun 2021.
	30 Jun 2021	• Residual silt was observed at the deck of the barge at Kai Tak Barging Facility of CT. The Contractor (Bouygues) should provide measure for dust suppression.	This item was rectified on 7 Jul 2021.
		• Unloading activity at Kai Tak Barging Facility of Kai Tak West was observed without water spraying. The Contractor (Gammon) should provide water spraying during unloading.	This item was rectified on 6 Jul 2021.
Noise	Nil	Nil	Nil
Water Quality	2 Jun 2021	<u>Reminder:</u> • The Contractor (Bouygues) was reminded to treat the accumulated muddy pool properly at Kai Tak Barging Facility of CT.	This item was rectified on 4 Jun 2021.
	9 Jun 2021	• No wheel washing facility was observed at the site entrance of Kai Tak Barging Facility of CT. The Contractor (Bouygues) should provide adequate wheel washing facility at site entrance.	This item was rectified on 11 Jun 2021.
	16 Jun 2021	• Muddy water was observed spilled out from the wheel washing facility at Kai Tak Barging Facility of CT. The Contractor (Bouygues) should maintain the wheel washing facility properly.	This item was rectified on 21 Jun 2021.
	23 Jun 2021	<u>Reminder:</u> • The Contractor (Bouygues) was reminded to enhance the maintenance for the wheel washing facility at site entrance of Kai Tak Barging Facility of CT.	This item was rectified on 25 Jun 2021.
	30 Jun 2021	<u>Reminder:</u> • The Contractor (Hip Hing) was reminded to improve the bunding near edge of Kai Tak Barging Facility of Sports Park.	This item was rectified on 5 Jul 2021.
Waste/ Chemical Management	16 Jun 2021	• Oil drum was observed stored without drip tray at Kai Tak Barging Facility of Sports Park. The Contractor (Hip Hing) should provide a drip tray oil drum.	This item was rectified on 24 Jun 2021
Permits/ Licenses	Nil	Nil	Nil

- 6.1.3 Most of follow-up actions requested by Contractor's ET and IEC during the site inspection were undertaken as reported by the Contractor and confirmed in the following weekly site inspection conducted during the reporting period.

7 ENVIRONMENTAL NON-CONFORMANCE

7.1 Summary of Environmental Non-Compliance

- 7.1.1 No environmental non-compliance was recorded in the reporting month.

7.2 Summary of Environmental Complaints

- 7.2.1 No environmental related complaint was received in the reporting month. Cumulative statistics on complaint is provided in **Appendix C**.

7.3 Summary of Environmental Summon and Successful Prosecutions

- 7.3.1 No environmental related prosecution or notification of summons was received in the reporting month. Cumulative statistics on notification of summons and successful prosecutions is provided in **Appendix C**.

8 FUTURE KEY ISSUES

8.1 Construction Programme for the Next Three Months

- 8.1.1 The major construction works between July to September 2021 are provided in **Table 8.1**.

Table 8.1 Construction Activities in the coming three months

Locations	Site Activities
Barging Facility of Kai Tak West	<ul style="list-style-type: none"> • Barging point operation (Spoil Disposal).
Barging Facility of Central Tunnel	<ul style="list-style-type: none"> • Handling and Disposal of C&D material.
Barging Facility of Sports Park	<ul style="list-style-type: none"> • Loading and unloading of C&D materials.

8.2 Key Issues for the Coming Month

- 8.2.1 Potential environmental impacts arising from the above construction activities are mainly associated with construction dust, construction noise, and waste management.

9 CONCLUSIONS AND RECOMMENDATIONS

9.1 Conclusions

- 9.1.1 5 nos. of environmental site inspections were carried out in June 2021. Recommendations on remedial actions were given by ET and IEC to the Contractor for the deficiencies identified during the site audit.
- 9.1.2 Referring to the Contractor's information, no environmental complaint, notification of summons and successful prosecution was received in the reporting month.

9.2 Recommendations

- 9.2.1 According to the environmental site inspections performed in the reporting month, the following recommendations were provided: -

Air Quality Impact

- The Contractor (Bouygues) should provide adequate watering on rock material for dust suppression;
- The Contractor (Bouygues) should provide measure on residual silt at the deck of barge for dust suppression; and
- The Contractor (Gammon) should provide water spraying during unloading.

Water Quality Impact

- The Contractor (Bouygues) was reminded to treat the accumulated muddy pool properly;
- The Contractor (Bouygues) should provide adequate wheel washing facility at site entrance;
- The Contractor (Bouygues) should maintain the wheel washing facility properly; and
- The Contractor (Hip Hing) was reminded to improve the bunding near edge of Kai Tak Barging Facility of Sports Park.

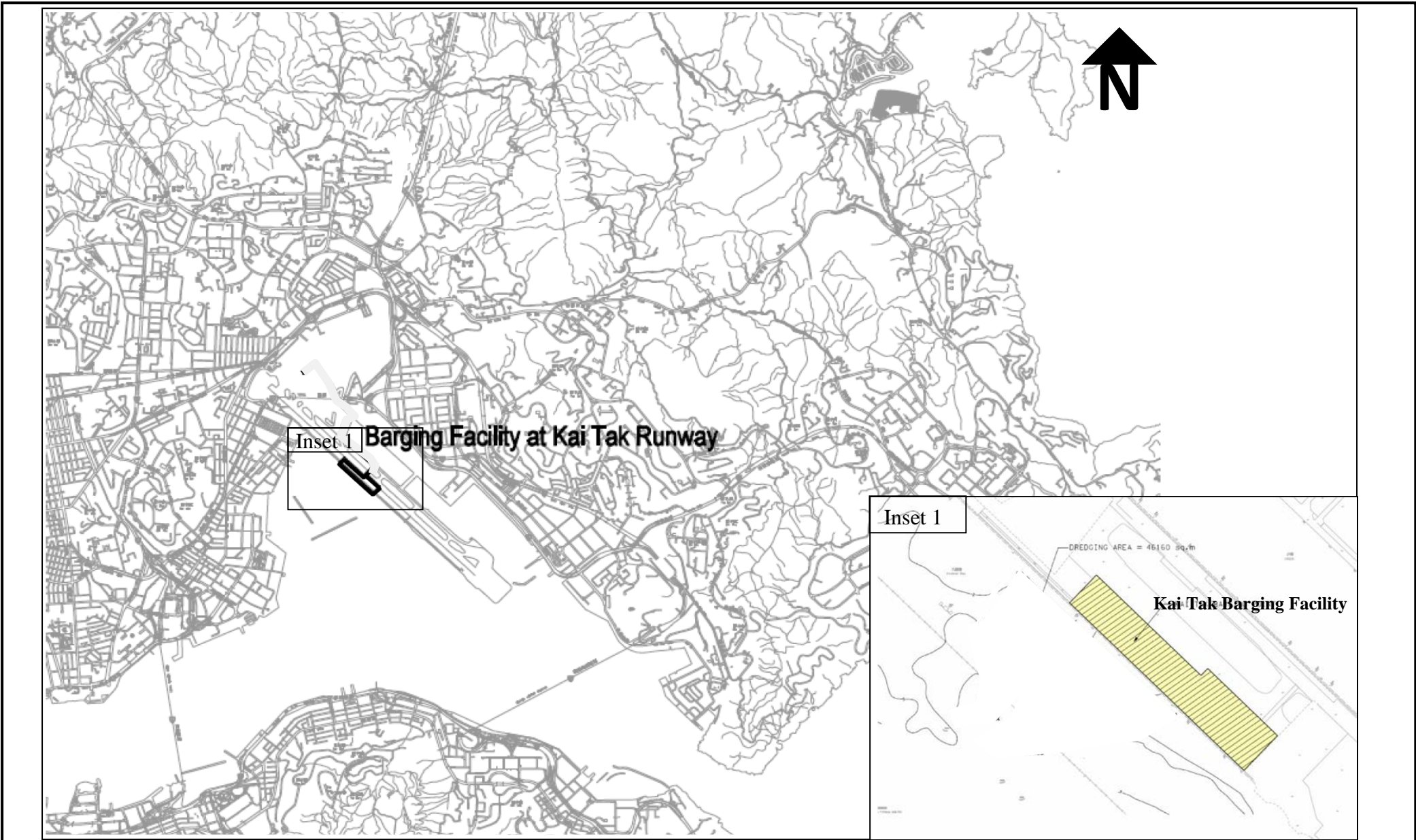
Chemical and Waste Management

- The Contractor (Hip Hing) should provide a drip tray oil drum.

Permits/licenses

- No specific observation was identified in the reporting month.

FIGURES



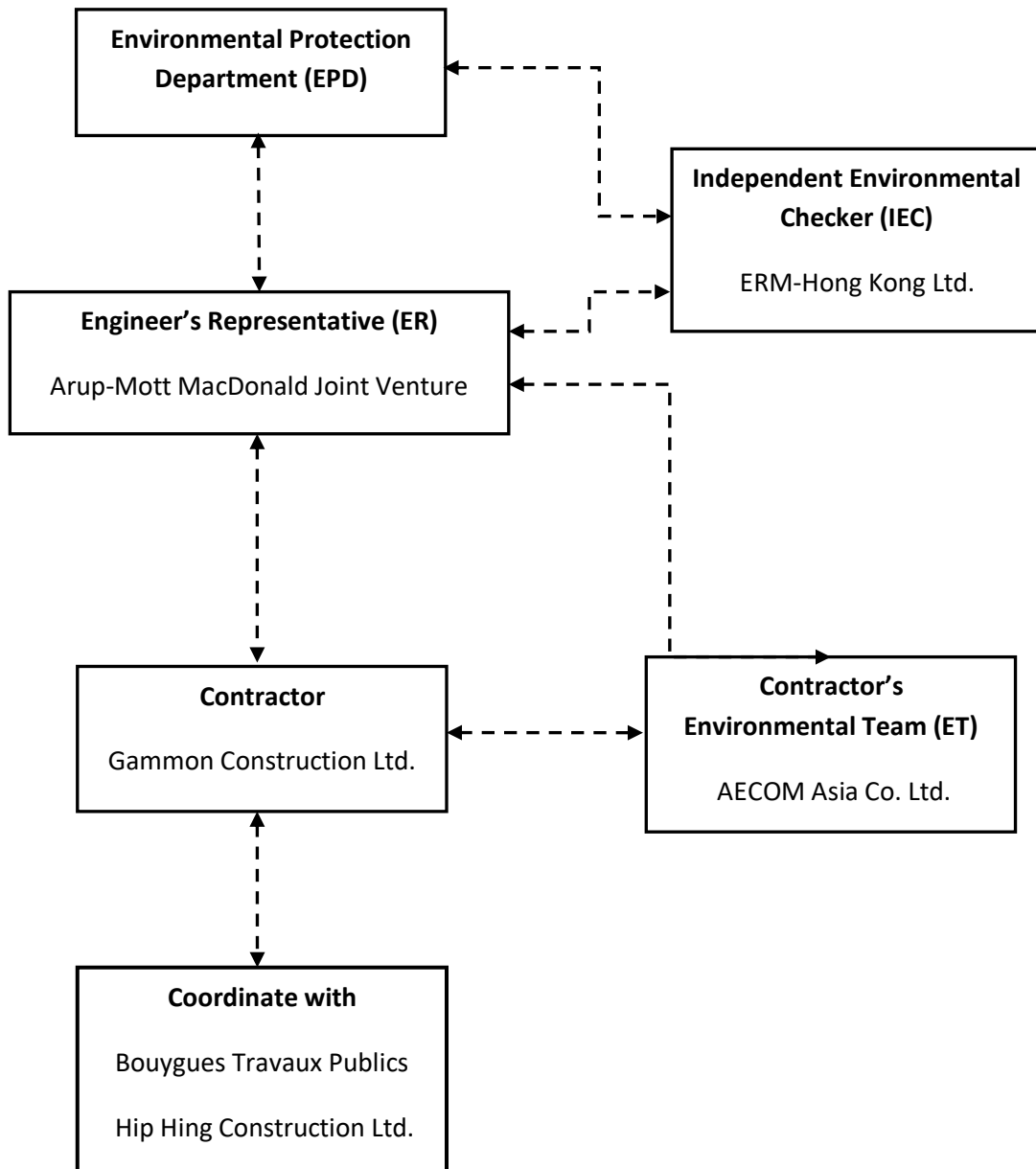
Project Name: Shatin to Central Link (Hung Hom – Admiralty Section)
Kai Tak Barging Facility

Figure 1.1 - Site Layout Plan

Annex A

Project Organization Structure

Annex A Project Organization Structure



Annex B

**Implementation Schedule of Environmental Mitigation
Measures**

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
Ecological Impact						
S5.134	Accidental chemical spillage and construction site run-off to the receiving water bodies, mitigation measures such as removing the pollutants before discharge into storm drain and paving the section of construction road between the wheel washing bay and the public road as suggested in Sections 11.216 and 11.219 to 11.256 of the EIA Report shall be adopted.	To minimize the contamination of wastewater discharge	Contractor	All land based works areas	Construction Phase	N/A
Landscape and Visual Impact						
Construction Phase						
Table 7.9	CM1 - Trees unavoidably affected by the works shall be transplanted as far as possible in accordance with ETWB TC(W) 3/2006 – Tree Preservation.	Transplanting and reuse of affected trees.	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM2a - Compensatory tree planting shall be provided in accordance with ETWB TC(W) 3/2006 – Tree Preservation to compensate for felled trees and maintained until end of the establishment period.	Compensation for the removal of existing trees due to the Project.	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM2b - Compensatory shrub planting shall be provided to compensate for the loss of shrub planting in amenity areas.	Compensation for the removal of existing shrub planting due to the Project.	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM3 - Control of night-time lighting glare	Minimize the night time glare due to the Project during construction phase	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM4 - Erection of decorative screen hoarding compatible with the surrounding setting.	Minimize the visual impact of the Project during construction phase	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM5 - Management of facilities on work sites which give control on the height and disposition/arrangement of all facilities on the works site to minimize visual impact to adjacent VSRs	Control of height and deposition/ arrangement of temporary facilities in works areas	MTR	Works Sites	Construction Phase	N/A
Table 7.9	CM6 - All hard and soft landscape areas disturbed temporarily during construction shall be reinstated on like-to-like basis to the satisfaction of the relevant Government Departments.	Reinstatement of temporary works areas.	MTR	Works Sites	Construction Phase	N/A
Construction Dust Impact						
Table 8.5	Barging facilities: (i) Transportation of spoils to the barging point – Pave all road surfaces within the barging facilities and provide watering once along with the haul road for every working hours to reduce dust emission by 91.7%. This dust suppression efficiency is derived based on the average haul road traffic, average evaporation rate and an assumed application intensity of 1.0 L/m ² once every working hour. Any potential dust impact and watering mitigation would be subject to the actual site condition. For example, a construction activity that produces inherently wet conditions or in cases under rainy weather, the above water application intensity may not be unreservedly applied. While the above watering frequency is to be followed, the extent of watering may vary depending on actual site conditions but should be sufficient to maintain an equivalent intensity of no less than 1.0 L/m ² to achieve the removal efficiency. The dust levels would be monitored and managed under an EM&A programme as specified in the EM&A Manual. (ii) Unloading of spoil materials – Undertake the unloading process within a 3-sided screen with top tipping hall. Provide water spraying and flexible dust curtains at the discharge point for dust suppression. (iii) Vehicles leaving the barging facilities – Pass vehicles through the wheel washing facilities provided at site exits.	To minimize dust impacts	Contractor	All barging points	Construction phase	@ @ V
S8.89	Enclosing the unloading process at barging point by a 3-sided screen with top tipping hall, provision of water spraying and flexible dust curtains to reduce dust emission	To minimize dust impact	Contractor	All barging points	Construction phase	V

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
S8.90	<p>Dust suppression measures stipulated in the Air Pollution Control (Construction Dust) Regulation and good site practices:</p> <ul style="list-style-type: none"> Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather. Use of frequent watering for particularly dusty construction areas and areas close to ASRs. Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines. Open stockpiles shall be avoided or covered. Where possible, prevent placing dusty material storage piles near ASRs. Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations. Establishment and use of vehicle wheel and body washing facilities at the exit points of the site. Provision of wind shield and dust extraction units or similar dust mitigation measures at the loading area of barging point, and use of water sprinklers at the loading area where dust generation is likely during the loading process of loose material, particularly in dry seasons/ periods. Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit. Imposition of speed controls for vehicles on site haul roads. Where possible, routing of vehicles and positioning of construction plant shall be at the maximum possible distance from ASRs. Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides. Instigation of an environmental monitoring and auditing program to monitor the construction process in order to enforce controls and modify method of work if dusty conditions arise 	To minimize dust impacts	Contractor	Works areas	Construction phase	V V V V V V V N/A V N/A N/A N/A
/	<p>Dust suppression measures (con't)</p> <ul style="list-style-type: none"> De-bagging, batching and mixing processes carried out in sheltered areas during the use of bagged cement The portion of any road where along the site boundary should be kept clear of dusty materials. Use of frequent watering for any dusty construction process (e.g. breaking works) to reduce dust emissions. 	To minimize dust impacts	Contractor	Works areas	Construction phase	N/A V V
/	<p>Emission from Vehicles and Plants</p> <ul style="list-style-type: none"> All vehicles shall be shut down in intermittent use. Only well-maintained plant should be operated on-site and plant should be serviced regularly to avoid emission of black smoke. All diesel fuelled construction plant within the works areas shall be powered by ultra low sulphur diesel fuel (ULSD) 	Reduce air pollution emission from construction vehicles and plants	Contractor	Works areas	Construction phase	V V V
Airborne Noise Impact						
Construction Phase						
S9.55	<p>The following good site practices shall be implemented:</p> <ul style="list-style-type: none"> Only well-maintained plant shall be operated on-site and plant shall be serviced regularly during the construction program Silencers or mufflers on construction equipment shall be utilized and shall be properly maintained during the construction program Mobile plant, if any, shall be sited as far from NSRs as possible Machines and plant (such as trucks) that may be in intermittent use shall be shut down between work periods or shall be throttled down to a minimum Plant known to emit noise strongly in one direction shall, wherever possible, be orientated so that the noise is directed away from the nearby NSRs Material stockpiles and other structures shall be effectively utilized, wherever practicable, in 	To minimize construction noise impact	Contractor	Works areas	Construction phase	V V V V N/A N/A

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
/	<p>screening noise from on-site construction activities</p> <ul style="list-style-type: none"> Install movable noise barriers, acoustic mat or full enclosure, screen the noisy plants during operation Air compressors or Hand-held breaker shall be fitted with valid noise emission labels during operation 	To minimize construction noise impact	Contractor	Works areas	Construction phase	N/A N/A
Water Quality Impact						
Construction Phase						
S11.216	<p>The following mitigation measures are proposed to minimize the potential water quality impacts from the construction works at or close to the seafront:</p> <ul style="list-style-type: none"> Temporary storage of construction materials (e.g. equipment, filling materials, chemicals and fuel) and temporary stockpile of construction and demolition materials shall be located well away from the seawater front and storm drainage during carrying out of the works. Stockpiling of construction and demolition materials and dusty materials shall be covered and located away from the seawater front and storm drainage. Construction debris and spoil shall be covered up and/or disposed of as soon as possible to avoid being washed into the nearby receiving waters. 	To minimize release of construction wastes from construction works at or close to the seafront	Contractor	Construction works at or close to the seafront	Construction Phase	V V N/A
S11.222 to 11.245	<p>The site practices outlined in ProPECC PN 1/94 “Construction Site Drainage” shall be followed where practicable.</p> <p><u>Surface Run-off</u></p> <ul style="list-style-type: none"> Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sedimentation basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct stormwater to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the site so that it will not wash across the site. Catchpits and perimeter channels shall be constructed in advance of site formation works and earthworks. Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit shall be removed regularly, at the onset of and after each rainstorm to prevent local flooding. Any practical options for the diversion and re-alignment of drainage shall comply with both engineering and environmental requirements in order to provide adequate hydraulic capacity of all drains. Minimum distances of 100 m shall be maintained between the discharge points of construction site runoff and the existing saltwater intakes. Construction works shall be programmed to minimize soil excavation works in rainy seasons (April to September). If excavation in soil cannot be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporary exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels shall be provided (e.g. along the crest / edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place in such a way that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm. Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary. Measures shall be taken to minimize the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities. Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Manholes (including newly constructed ones) shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system. 	To minimize water quality impacts from construction site runoff and general construction activities	Contractor	Works areas	Construction Phase	@ @ V N/A N/A V N/A

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
	<ul style="list-style-type: none"> • Good site practices shall be adopted to remove rubbish and litter from construction sites so as to prevent the rubbish and litter from spreading from the site area. It is recommended to clean the construction sites on a regular basis. <p><u>Boring and Drilling Water</u></p> <ul style="list-style-type: none"> • Water used in ground boring and drilling for site investigation or rock / soil anchoring shall as far as practicable be re-circulated after sedimentation. When there is a need for final disposal, the wastewater shall be discharged into storm drains via silt removal facilities. <p><u>Wheel Washing Water</u></p> <ul style="list-style-type: none"> • All vehicles and plant shall be cleaned before they leave a construction site to minimize the deposition of earth, mud, debris on roads. A wheel washing bay shall be provided at every site exit if practicable and wash-water shall have sand and silt settled out or removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road shall be paved with backfall to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains. <p><u>Bentonite Slurries</u></p> <ul style="list-style-type: none"> • Bentonite slurries used in diaphragm wall and bore-pile construction shall be reconditioned and used again wherever practicable. If the disposal of a certain residual quantity cannot be avoided, the bentonite slurries shall either be dewatered or mixed with inert fill material for disposal to a public filling area. • If the used bentonite slurry is intended to be disposed of through the public drainage system, it shall be treated to the respective effluent standards applicable to foul sewer, storm drains or the receiving waters as set out in the TM-DSS. <p><u>Water for Testing & Sterilization of Water Retaining Structures and Water Pipes</u></p> <ul style="list-style-type: none"> • Water used in water testing to check leakage of structures and pipes shall be used for other purposes as far as practicable. Surplus unpolluted water will be discharged into storm drains. • Sterilization is commonly accomplished by chlorination. Specific advice from EPD shall be sought during the design stage of the works with regard to the disposal of the sterilizing water. The sterilizing water shall be used again wherever practicable. <p><u>Acid Cleaning, Etching and Pickling Wastewater</u></p> <ul style="list-style-type: none"> • Acidic wastewater generated from acid cleaning, etching, pickling and similar activities shall be neutralized to within the pH range of 6 to 10 before discharging into foul sewers. If there is no public foul sewer in the vicinity, the neutralized wastewater shall be tankered off site for disposal into foul sewers or treated to a standard acceptable to storm drains and the receiving waters. <p><u>Wastewater from Site Facilities</u></p> <ul style="list-style-type: none"> • Wastewater collected from any temporary canteen kitchens, including that from basins, sinks and floor drains, shall be discharged into foul sewer via grease traps. In case connection to the public foul sewer is not feasible, wastewater generated from kitchens or canteen, if any, shall be collected in a temporary storage tank. A licensed waste collector shall be deployed to clean the temporary storage tank on a regular basis. • Drainage serving an open oil filling point shall be connected to storm drains via petrol interceptors with peak storm bypass. • Vehicle and plant servicing areas, vehicle wash bays and lubrication bays shall as far as possible be located within roofed areas. The drainage in these covered areas shall be connected to foul sewers via a petrol interceptor. Oil leakage or spillage shall be contained and cleaned up immediately. Waste oil shall be collected and stored for recycling or disposal in accordance with the Waste Disposal Ordinance. 					<p>V</p> <p>N/A</p> <p>@</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>V</p> <p>N/A</p> <p>N/A</p> <p>V</p>
S11.246 & 11.247	<p>Construction work force sewage discharges on site are expected to be discharged to the nearby existing trunk sewer or sewage treatment facilities. If disposal of sewage to public sewerage system is not feasible, appropriate numbers of portable toilets shall be provided by a licensed contractor to serve the construction workers over the construction site to prevent direct disposal of sewage into the water environment. The Contractor shall also be responsible for waste disposal and maintenance practices. Notices shall be posted at conspicuous locations to remind the workers not to discharge any sewage or wastewater into the nearby environment.</p>	To minimize water quality impacts due to sewage generated from construction workforce	Contractor	Works areas	Construction Phase	N/A

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
S11.248	In case seepage of uncontaminated groundwater occurs, groundwater shall be pumped out from the works areas and discharged into the storm system via silt removal facilities. Uncontaminated groundwater from dewatering process shall also be discharged into the storm system via silt traps.	To minimize impact from discharge of uncontaminated groundwater	Contractor	Works areas	Construction Phase	V
S11.252	The following good site practices shall be adopted for the proposed barging points: <ul style="list-style-type: none"> • all vessels shall be sized so that adequate clearance is maintained between vessels and the seabed in all tide conditions, to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash • all hopper barges shall be fitted with tight fitting seals to their bottom openings to prevent leakage of material • construction activities shall not cause foam, oil, grease, scum, litter or other objectionable matter to be present on the water within the site • loading of barges and hoppers shall be controlled to prevent splashing of material into the surrounding water. Barges or hoppers shall not be filled to a level that will cause the overflow of materials or polluted water during loading or transportation 	To minimize water quality impacts generated from the barging points.	Contractor	Barging points	Construction Phase	N/A
S11.253	There is a need to apply to EPD for a discharge licence for discharge of effluent from the construction site under the WPCO. The discharge quality must meet the requirements specified in the discharge licence. All the runoff and wastewater generated from the works areas shall be treated so that it satisfies all the standards listed in the TM-DSS. Minimum distances of 100 m shall be maintained between the discharge points of construction site effluent and the existing seawater intakes. The beneficial uses of the treated effluent for other on-site activities such as dust suppression, wheel washing and general cleaning etc., can minimize water consumption and reduce the effluent discharge volume. If monitoring of the treated effluent quality from the works areas is required during the construction phase of the Project, the monitoring shall be carried out in accordance with the WPCO license which is under the ambit of Regional Office (RO) of EPD.	To minimize water quality impact from effluent discharges from construction sites	Contractor	All construction works areas	Construction Phase	N/A
S11.254	Contractor must register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation shall be observed and complied with for control of chemical wastes.	To minimize water quality impact from accidental spillage of chemical	Contractor	All construction works areas	Construction Phase	V
S11.255	Any service shop and maintenance facilities shall be located on hard standings within a bunded area, and sumps and oil interceptors shall be provided. Maintenance of vehicles and equipment involving activities with potential for leakage and spillage shall only be undertaken within the areas appropriately equipped to control these discharges.	To minimize water quality impact from accidental spillage of chemical	Contractor	All construction works areas	Construction Phase	N/A
S11.256	Disposal of chemical wastes shall be carried out in compliance with the Waste Disposal Ordinance. The “Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes” published under the Waste Disposal Ordinance details the requirements to deal with chemical wastes. General requirements are given as follows: <ul style="list-style-type: none"> • Suitable containers shall be used to hold the chemical wastes to avoid leakage or spillage during storage, handling and transport. • Chemical waste containers shall be suitably labelled, to notify and warn the personnel who are handling the wastes, to avoid accidents. • Storage area shall be selected at a safe location on site and adequate space shall be allocated to the storage area. 	To minimize water quality impact from accidental spillage of chemical	Contractor	All construction works areas	Construction Phase	V V V
Waste Management Implications						
Construction Phase						
S12.75	Good Site Practices and Waste Reduction Measures <ul style="list-style-type: none"> • Prepare a Waste Management Plan (WMP) approved by the Engineer/Supervising Officer of the Project based on current practices on construction sites. • Training of site personnel in, site cleanliness, proper waste management and chemical handling procedures; • Provision of sufficient waste disposal points and regular collection of waste; 	To reduce waste management impacts	Contractor	All Work Sites	Construction Phase	V V V

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
	<ul style="list-style-type: none"> Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers; Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors; and Separation of chemical wastes for special handling and appropriate treatment. 					V N/A V
S12.76	<p>Good Site Practices and Waste Reduction Measures (con't)</p> <ul style="list-style-type: none"> Sorting of demolition debris and excavated materials from demolition works to recover reusable/ recyclable portions (i.e. soil, broken concrete, metal etc.); Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal; Encourage collection of aluminum cans by providing separate labeled bins to enable this waste to be segregated from other general refuse generated by the workforce; Proper storage and site practices to minimize the potential for damage or contamination of construction materials; Plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste; and Training shall be provided to workers about the concepts of site cleanliness and appropriate waste management procedures, including waste reduction, reuse and recycle. 	To achieve waste reduction	Contractor	All Work Sites	Construction Phase	V V N/A N/A N/A V
S12.77	<p>Good Site Practices and Waste Reduction Measures (con't)</p> <p>The Contractor shall prepare and implement a WMP as part of the EMP in accordance with ETWB TCW No. 19/2005 which describes the arrangements for avoidance, reuse, recovery, recycling, storage, collection, treatment and disposal of different categories of waste to be generated from the construction activities. Such a management plan shall incorporate site specific factors, such as the designation of areas for segregation and temporary storage of reusable and recyclable materials. The EMP shall be submitted to the Engineer for approval. The Contractor shall implement the waste management practices in the EMP throughout the construction stage of the Project. The EMP shall be reviewed regularly and updated by the Contractor, preferably in a monthly basis.</p>	To achieve waste reduction	Contractor	All Work Sites	Construction Phase	V
S12.78	<p>Good Site Practices and Waste Reduction Measures (con't)</p> <p>C&D materials would be reused in other local concurrent projects as far as possible. If all reuse outlets are exhausted during the construction phase, the C&D materials would be disposed of at Taishan, China as a last resort.</p>	To achieve waste reduction	Contractor	All Work Sites	Construction Phase	N/A
S12.79	<p>Storage, Collection and Transportation of Waste</p> <p>Should any temporary storage or stockpiling of waste is required, recommendations to minimize the impacts include:</p> <ul style="list-style-type: none"> Waste, such as soil, shall be handled and stored well to ensure secure containment, thus minimizing the potential of pollution; Maintain and clean storage areas routinely; Stockpiling area shall be provided with covers and water spraying system to prevent materials from wind-blown or being washed away; and Different locations shall be designated to stockpile each material to enhance reuse. 	To minimize potential adverse environmental impacts arising from waste storage	Contractor	Work Sites	Construction Phase	N/A @ V N/A
S12.80	<p>Storage, Collection and Transportation of Waste (con't)</p> <p>Waste haulier with appropriate permits shall be employed by the Contractor for the collection and transportation of waste from works areas to respective disposal outlets. The following suggestions shall be enforced to minimize the potential adverse impacts:</p> <ul style="list-style-type: none"> Remove waste in timely manner Waste collectors shall only collect wastes prescribed by their permits Impacts during transportation, such as dust and odour, shall be mitigated by the use of covered trucks or in enclosed containers Obtain relevant waste disposal permits from the appropriate authorities, in accordance with the Waste Disposal Ordinance (Cap. 354), Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 345) and the Land (Miscellaneous Provisions) Ordinance (Cap. 28) 	To minimize potential adverse environmental impacts arising from waste collection and disposal	Contractor	Work Sites	Construction Phase	V V N/A V V

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
	<ul style="list-style-type: none"> Waste shall be disposed of at licensed waste disposal facilities Maintain records of quantities of waste generated, recycled and disposed 					V
S12.81	<p>Storage, Collection and Transportation of Waste (con't)</p> <ul style="list-style-type: none"> Implementation of trip ticket system with reference to DevB TC(W) No.6/2010 to monitor disposal of waste and to control fly-tipping at PFRFs or landfills. A recording system for the amount of waste generated, recycled and disposed (including disposal sites) shall be proposed. 	To minimize potential adverse environmental impacts arising from waste collection and disposal	Contractor	Work Sites	Construction Phase	V
S12.83 – 12.86	<p>Sorting of C&D Materials</p> <ul style="list-style-type: none"> Sorting to be performed to recover the inert materials, reusable and recyclable materials before disposal off-site. Specific areas shall be provided by the Contractors for sorting and to provide temporary storage areas for the sorted materials. The C&D materials shall at least be segregated into inert and non-inert materials, in which the inert portion could be reused and recycled as far as practicable before delivery to PFRFs as mentioned for beneficial use in other projects. While opportunities for reusing the non-inert portion shall be investigated before disposal of at designated landfills. Possibility of reusing the spoil in the Project will be continuously investigated in the detailed design and construction stages, it includes backfilling to cut and cover construction works for the Hung Hom south and north approach tunnels. 	To minimize potential adverse environmental impacts during the handling, transportation and disposal of C&D materials	Contractor	Work Sites	Construction Phase	V V V N/A
S12.91 – 12.94	<p>Sediments (con't)</p> <ul style="list-style-type: none"> Stockpiling of contaminated sediments shall be avoided as far as possible. If temporary stockpiling of contaminated sediments is necessary, the excavated sediment shall be covered by tarpaulin and the area shall be placed within earth bunds or sand bags to prevent leachate from entering the ground, nearby drains and/or surrounding water bodies. The stockpiling areas shall be completely paved or covered by linings in order to avoid contamination to underlying soil or groundwater. Separate and clearly defined areas shall be provided for stockpiling of contaminated and uncontaminated materials. Leachate, if any, shall be collected and discharged according to the Water Pollution Control Ordinance (WPCO). In order to minimise the potential odour / dust emissions during excavation and transportation of the sediment, the excavated sediments shall be wetted during excavation / material handling and shall be properly covered when placed on trucks or barges. Loading of the excavated sediment to the barge shall be controlled to avoid splashing and overflowing of the sediment slurry to the surrounding water. The barge transporting the sediments to the designated disposal sites shall be equipped with tight fitting seals to prevent leakage and shall not be filled to a level that would cause overflow of materials or laden water during loading or transportation. In addition, monitoring of the barge loading shall be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels shall be equipped with automatic self-monitoring devices as specified by the DEP. In order to minimise the exposure to contaminated materials, workers shall, when necessary, wear appropriate personal protective equipments (PPE) when handling contaminated sediments. Adequate washing and cleaning facilities shall also be provided on site. 	To ensure handling of sediments are in accordance to statutory requirements	Contractor	Work Sites, Sediment disposal sites	Construction Phase	N/A
S12.95	<p>Sediments (con't)</p> <ul style="list-style-type: none"> A possible arrangement for Type 3 disposal is by geosynthetic containment. A geosynthetic containment method is a method whereby the sediments are sealed in geosynthetic containers and, at the disposal site, the containers would be dropped into the designated contaminated mud pit where they would be covered by further mud disposal and later by the mud pit capping, thereby meeting the requirements for fully confined mud disposal. The technology is readily available for the manufacture of the geosynthetic containers to the project-specific requirements. Similar disposal methods have been used for projects in Europe, the USA and Japan and the issues of fill retention by the geosynthetic fabrics, possible rupture of the containers and sediment loss due to impact of the container on the seabed have been addressed. 	To ensure handling of sediments are in accordance to statutory requirements	Contractor	Work Sites, Sediment disposal sites	Construction Phase	N/A

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
S12.97	<p>Containers for Storage of Chemical Waste The Contractor shall register with EPD as a chemical waste producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Containers used for storage of chemical waste shall:</p> <ul style="list-style-type: none"> • Be compatible with the chemical wastes being stored, maintained in good condition and securely sealed; • Have a capacity of less than 450 litters unless the specifications have been approved by EPD; and • Display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the Waste Disposal (Chemical Waste) (General) Regulation. 	To register with EPD as a Chemical waste producer and store chemical waste in appropriate containers	Contractor	Work Sites	Construction Phase	V V V
S12.98	<p>Chemical Waste Storage Area</p> <ul style="list-style-type: none"> • Be clearly labeled to indicate corresponding chemical characteristics of the chemical waste and used for storage of chemical waste only; • Be enclosed on at least 3 sides; • Have an impermeable floor and bunding, of capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in that area, whichever is the greatest; • Have adequate ventilation; • Be covered to prevent rainfall from entering; and • Be properly arranged so that incompatible materials are adequately separated. 	To prepare appropriate storage areas for chemical waste at works areas	Contractor	Work Sites	Construction Phase	V V V V V
S12.99	<p>Chemical Waste</p> <ul style="list-style-type: none"> • Lubricants, waste oils and other chemical wastes would be generated during the maintenance of vehicles and mechanical equipments. Used lubricants shall be collected and stored in individual containers which are fully labelled in English and Chinese and stored in a designated secure place. 	To clearly label the chemical waste at works areas	Contractor	Work Sites	Construction Phase	N/A
S12.100	<p>Collection and Disposal of Chemical Waste A trip-ticket system shall be operated in accordance with the Waste Disposal (Chemical Waste) (General) Regulation to monitor all movements of chemical waste. The Contractor shall employ a licensed collector to transport and dispose of the chemical wastes, to either the approved CWTC at Tsing Yi, or another licensed facility, in accordance with the <i>Waste Disposal (Chemical Waste) (General) Regulation</i>.</p>	To monitor the generation, reuse and disposal of chemical waste	Contractor	Work Sites	Construction Phase	N/A
S12.101	<p>General Refuse General refuse shall be stored in enclosed bins or compaction units separate from C&D materials and chemical waste. A reputable waste collector shall be employed by the contractor to remove general refuse from the site, separately from C&D materials and chemical wastes. Preferably, an enclosed and covered area shall be provided to reduce the occurrence of wind-blown light material.</p>	To properly store and separate from other C&D materials for subsequent collection and disposal	Contractor	Work Sites	Construction Phase	V
S12.102	<p>General Refuse (con't) The recyclable component of general refuse, such as aluminum cans, paper and cleansed plastic containers shall be separated from other waste. Provision and collection of recycling bins for different types of recyclable waste shall be set up by the Contractor. The Contractor shall also be responsible for arranging recycling companies to collect these materials.</p>	To facilitate recycling of recyclable portions of refuse	Contractor	Work Sites	Construction Phase	V
S12.103	<p>General Refuse (con't) The Contractor shall carry out an education programme for workers in avoiding, reducing, reusing and recycling of materials generation. Posters and leaflets advising on the use of the bins shall also be provided in the sites as reminders.</p>	To raise workers' awareness on recycling issue	Contractor	Work Sites	Construction Phase	V

Annex B – Environmental Mitigation Implementation Schedule

EIA Ref. / EM&A Log Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measure	When to implement the measures?	Implementation Status
/	<p>Accidental spillage</p> <p>To prevent accidental spillage of chemicals, the following is recommended:</p> <ul style="list-style-type: none"> • Proper storage and handling facilities will be provided. • All the tanks, containers, storage area will be bunded and the locations will be locked as far as possible from the sensitive watercourse and stormwater drains. • The contractor will register as a chemical waste producer if chemical wastes would be generated. Storage of chemical waste arising from the construction activities will be stored with suitable labels and warnings. • Disposal of chemical wastes will be conducted in compliance with the requirements as stated in the Waste disposal (Chemical Waste) (General) Regulation. 	To minimize potential adverse environmental impacts arising from accidental spillage	Contractor	Work Sites	Construction Phase	<p>V</p> <p>V</p> <p>V</p> <p>V</p>

Legend: V = implemented;
 x = not implemented;
 @ = partially implemented;
 N/A = not applicable

Annex C

**Cumulative Statistics on Complaints, Notification of
Summons and Successful Prosecutions**

Annex C**Cumulative Statistics on Complaints, Notification of Summons and Successful Prosecutions**

	Date received	Subject	Status	Total no. received in this month	Total no. received since project commencement
Environmental complaints	--	--	--	0	0
Notification of summons	--	--	--	0	0
Successful prosecutions	--	--	--	0	0

Annex D

Monthly Summary Waste Flow Table

Annex D1
Monthly Summary Waste Flow Table (Note 3)

Monthly Summary Waste Flow Table for 2021 - (Central Kowloon Route - Kai Tak West)(Gammon Construction Limited)

Month	Actual Quantities of Inert C&D Materials Generated Monthly (Note 1)												Actual Quantities of Non-inert C&D Materials (i.e. C&D Wastes) Generated Monthly					Actual Quantities of Contaminated Soil Monthly	Actual Quantities of Land-based Sediment Monthly			Actual Quantities of Marine-based sediment Monthly		
	Generated					Disposed				Reused			Recycled			Disposed	Reused	Reused	Disposed		Disposed			
	Fill Material	Artificial Material			Total Quantity Generated	Disposed as Public Fills at TKO137	Disposed as Public Fills at TM38	Disposed as Public Fills at CWPFBP	Total Quantity Disposal	Reused in the Contract	Reused in Other Projects	Total Quantity Reused	Metals	Paper/ cardboard packaging	Plastics	Chemical Waste	General Refuse (Note 2)	Reused in the Contract	Reused in the Contract	Disposed at Designated Site		Disposed at Designated Site		
	Soil and Rock	Broken Concrete	Asphalt	Building Derbis																Type 1 (Cat. L)	Type 1 (Cat. M _p)	Type 2 (Cat. M _r , Cat. H)	Type 1 (Cat. L, Cat. M _p)	Type 2 (Cat. M _r , Cat. H, Cat. H _p)
Unit	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000Kg)	('000Kg)	('000Kg)	('000L)	('000Kg)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	
Jan	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Feb	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mar	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Apr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
May	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jun	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SUB-TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jul																								
Aug																								
Sep																								
Oct																								
Nov																								
Dec																								
CUMULATIVE TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

- Notes:
1. Assume the density of fill is 2 ton/m³.
 2. Refuse disposed to NENT landfill.
 3. The data presented in this waste flow table only included the waste generated from Kai Tak Barging Facility under FEP-01/436/2012/F, other data presented under the related Further Environmental Permit (FEP-01/457/2013/C).

Annex D2
Monthly Summary Waste Flow Table (Note 3)

Monthly Summary Waste Flow Table for 2021 - (Kai Tak Sports Park)(Hip Hing Engineering Co Ltd)

Month	Actual Quantities of Inert C&D Materials Generated Monthly (Note 1)												Actual Quantities of Non-inert C&D Materials (i.e. C&D Wastes) Generated Monthly					Actual Quantities of Contaminated Soil Monthly	Actual Quantities of Land-based Sediment Monthly			Actual Quantities of Marine-based sediment Monthly		
	Generated					Disposed				Reused			Recycled			Disposed	Reused	Disposed		Disposed				
	Fill Material	Artificial Material			Total Quantity Generated	Disposed as Public Fills at TKO137	Disposed as Public Fills at TM38	Disposed as Public Fills at CWPFBP	Total Quantity Disposal	Reused in the Contract	Reused in Other Projects	Total Quantity Reused	Metals	Paper/ cardboard packaging	Plastics	Chemical Waste	General Refuse (Note 2)	Reused in the Contract	Reused in the Contract	Disposed at Designated Site		Disposed at Designated Site		
	Soil and Rock	Broken Concrete	Asphalt	Building Derbis															Type 1 (Cat. L)	Type 1 (Cat. M _p)	Type 2 (Cat. M _r , Cat. H)	Type 1 (Cat. L, Cat. M _p)	Type 2 (Cat. M _r , Cat. H _p)	Type 3 (Cat. H _r)
Unit	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000Kg)	('000Kg)	('000Kg)	('000L)	('000Kg)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	
Jan	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Feb	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mar	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Apr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
May	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jun	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SUB-TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jul																								
Aug																								
Sep																								
Oct																								
Nov																								
Dec																								
CUMULATIVE TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Notes:

1. Assume the density of fill is 2 ton/m³.
2. Refuse disposed to NENT landfill.
3. The data presented in this waste flow table only included the waste generated from Kai Tak Barging Facility under FEP-01/436/2012/F, other data presented under the related Environmental Permit (EP-554/2017).

Annex D3
Monthly Summary Waste Flow Table (Note 3)

Monthly Summary Waste Flow Table for 2021 - (Central Kowloon Route - Central Tunnel)(Bouygues Travaux Publics)

Month	Actual Quantities of Inert C&D Materials Generated Monthly (Note 1)												Actual Quantities of Non-inert C&D Materials (i.e. C&D Wastes) Generated Monthly					Actual Quantities of Contaminated Soil Monthly	Actual Quantities of Land-based Sediment Monthly			Actual Quantities of Marine-based Sediment Monthly		
	Generated					Disposed				Reused			Recycled			Disposed		Reused	Reused	Disposed		Disposed		
	Fill Material	Artificial Material			Total Quantity Generated	Disposed as Public Fills at TKO137	Disposed as Public Fills at TM38	Disposed as Public Fills at CWPFBP	Total Quantity Disposal	Reused in the Contract	Reused in Other Projects	Total Quantity Reused	Metals	Paper/ cardboard packaging	Plastics	Chemical Waste	General Refuse (Note 2)	Reused in the Contract	Reused in the Contract	Disposed at Designated Site		Disposed at Designated Site		
	Soil and Rock	Broken Concrete	Asphalt	Building Derbis															Type 1 (Cat. L)	Type 1 (Cat. M _p)	Type 2 (Cat. M _r , Cat. H)	Type 1 (Cat. L, Cat. M _p)	Type 2 (Cat. M _r , Cat. H _p)	Type 3 (Cat. H _r)
Unit	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000Kg)	('000Kg)	('000Kg)	('000L)	('000Kg)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	('000m ³)	
Jan	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Feb	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mar	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Apr	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
May	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jun	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SUB-TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jul																								
Aug																								
Sep																								
Oct																								
Nov																								
Dec																								
CUMULATIVE TOTAL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

- Notes:
1. Assume the density of fill is 2 ton/m³.
 2. Refuse disposed to NENT landfill.
 3. The data presented in this waste flow table only included the waste generated from Kai Tak Barging Facility under FEP-01/436/2012/F, other data presented under the related Environmental Permit (EP-457/2013/C).

APPENDIX M

Proactive Environmental Proforma

Contract No. HY/2014/07

Contract Title: Central Kowloon Route – Kai Tak West

Proactive Environmental Protection Proforma under Section 14.3 of the EM&A Manual

Ref: 202101

Ref ⁽¹⁾	Proposed Construction Method ⁽²⁾	Location/ Working Period	Anticipated Impacts	Recommended Mitigation Measures
EIA Ref 6.7.2	Construction of Cofferdam for Stage 2 Underwater Tunnel before demolition of cofferdam for Stage 1 Underwater Tunnel (details refer to the attached document)	Embayed Area of Kowloon Bay for around 4 months	Minor hydrodynamic impact is anticipated for a short period	Good site practices such as deployment of silt curtain, regular litter removal and regular inspections to minimize the water quality impact.


Notes:

(1) EIA Ref/EM&A Log Ref/Design Document Ref

(2) Details of equipment, vehicles, plants, processes, technologies for the option of construction method

Reviewed by Environmental Team Leader:  _____

Date: 23 Jun 2021

Approved by Independent Checker (Environment):  _____

Date: 24 June 2021

Contract No. HY/2014/07

Contract Title: Central Kowloon Route – Kai Tak West

Proactive Environmental Protection Proforma for Revised Construction Sequence of Underwater Tunnel Construction

Introduction

Gammon Construction Limited (GCL) was commissioned by the Highways Department as the Civil Contractor for Works Contract HY/2014/07. AECOM Asia Company Limited (AECOM) was appointed by GCL as the Environmental Team (ET) to undertake the Environmental Monitoring and Audit (EM&A) programme during construction phase of the Project.

The Environmental Impact Assessment (EIA) Report for Central Kowloon Route (CKR EIA) (Register No.: AEIAR-171/2013) was approved on 11 July 2013 under the Environmental Impact Assessment Ordinance (EIAO). Following the approval of the EIA Report, an Environmental Permit (EP) for CKR was granted on 9 August 2013 (EP No.: EP- 457/2013) for the construction and operation. Variation of EP (VEP) was subsequently applied and the latest EP (EP No. EP-457/2013/C) was issued by the Director of Environmental Protection (DEP) on 16 January 2017. Further Environmental Permit (EP No. FEP-01/457/2013/C) for CKR – Kai Tak West was issued on 28 February 2018.

At times during the construction phase the Contractor may submit method statements for various aspects of construction. This state of affairs would only apply to those construction methods that the EIA has not imposed conditions while for construction methods that have been assessed in the EIA, the Contractor is bound to follow the requirements and recommendations in the EIA study. The Contractor's options for alternative construction methods may introduce adverse environmental impacts into the Project. According to Section 14.3 of the EM&A Manual, it is the responsibility of the Contractor and ET, in accordance with established standards, guidelines and EIA study recommendations and requirements, to review and determine the adequacy of the environmental protection and pollution control measures in the Contractor's proposal in order to ensure no unacceptable impacts would result. To achieve this end, the ET shall provide a copy of the Proactive Environmental Protection Proforma to the IEC for approval. The IEC should audit the review of the construction method and endorse the proposal on the basis of no adverse environmental impacts.

Original Construction Sequence for Temporary Reclamation in the CKR EIA Report

In this project, a 370m long section of the CKR tunnel between the Kowloon City Ferry Pier to the Kai Tak Development Area will pass through the seabed of Kowloon Bay and a 2-stage temporary reclamation will be adopted. According to Section 6.7.2 of the CKR EIA Report, the brief procedures of marine-based works are listed in follows:

- Stage 1 Reclamation
 1. Installation of stone columns
 2. Installation of pipepile wall
 3. Excavation, filling activities and all tunnelling works within the pipepile wall
 4. Excavated to the required depth for navigation within the pipepile wall
 5. Demolition of Stage 1 pipepile seawall by trimming of sheet piles at top of seabed
- Dredging of Navigation Channel
- Stage 2 Reclamation
 1. Repeat Step 2 to 5

The construction sequence was described in **Annex A**.

Proposed Construction Sequence for Temporary Reclamation

According to the latest development on the marine works, dredging of navigation channel as shown in **Appendix A** is not necessary at this stage for marine access of Naphtha Tanker from TownGas, GCL proposes to revise the construction sequence for the Stage 1 and Stage 2 reclamation works as shown in **Appendix B**.

In the proposed scheme, the revised construction sequence of marine works are summarized as below:

Part 1 Works – Stage 1 Reclamation

- Installation of steel working platform (as proposed in Proforma Ref:2018-01)
- Installation of sheetpile and pipepile wall
- Excavation, filling activities and all tunnelling works within the pipepile wall

Part 2 Works – Stage 2 Reclamation

- Installation of steel working platform (as proposed in Proforma Ref:2018-01), sheetpile and pipepile wall

Part 3 Works – Stage 1 Reclamation Remaining Works (in parallel with Part 2 Works)

- Excavated to the required depth within the pipepile wall
- Demolition of Stage 1 pipepile seawall by trimming of sheet piles at top of seabed

Part 4 Works – Stage 2 Reclamation

- Installation of remaining steel working platform (as proposed in Proforma Ref:2018-01)
- Installation of remaining sheetpile and pipepile wall
- Excavation, filling activities and all tunnelling works within the pipepile wall
- Excavated to the required depth within the pipepile wall
- Demolition of Stage 2 pipepile seawall by trimming of sheet piles at top of seabed

Anticipated Environmental Impacts of Proposed Scheme

In the proposed scheme, part of the steel working platform, sheetpile and pipepile wall for Stage 2 Reclamation will be constructed before the removal of Stage 1 Reclamation, the water quality impact and hydrodynamic regime due to the proposed scheme was described below.

Anticipated Water Quality Impact

Without the dredging works to be carried out for navigation channel, the potential impact on water quality was eliminated and the water quality impacts would be greatly improved when compared with the approved EIA Report. Before the installation of sheetpile / pipepile and removal works for Underwater Tunnel Stage 1 and Stage 2, enclosed silt curtain would be installed. As stated in the CKR EIA Report, minor seabed disturbance is anticipated for these works and the water quality impact could be mitigated by good site practices such as provision of perimeter silt curtain.

Anticipated Hydrodynamic Impact

Started from June 2021, steel working platform will be carried out for Stage 2 Reclamation. Staggering piles will be installed to support the steel decks which is to be constructed above water. In view of the hydrodynamic impact, these limited and scattered piles will only impose very minimal impact on the hydrodynamic regime of the area in this period.

During the construction of the pipepile and sheetpile for the Stage 2 Reclamation from July 2021 to August 2021, the pipepile and sheetpile will gradually forms wall and may affect the water flow within this embayed area in Kowloon Bay.

Based on Section 6.7.2.1 of the CKR EIA Report as extracted in **Annex C**, the water circulation at this embayed area is already in a low tide (0.001 to 0.06 m/s and 0.006 to 0.064 m/s for dry and wet season respectively) compared to that typhoon shelter and outer Kowloon Bay. The change of hydrodynamic regime due to temporary reclamation will only last for less than 5 years. Thus, the hydrodynamic impact is insignificant.

According to the revised construction sequence, removal of pipepile and sheetpile for Stage 1 Reclamation will be carried out gradually from Mid-Sep 2021 and this removal works is planned to be completed in October 2021 and the change in hydrodynamic regime, if any, will be reduced. After the reinstatement of the temporary reclamation for Underwater Tunnel Stage 1 in October 2021, the remaining construction and reinstatement works for Underwater Tunnel Stage 2 will be the same as that assumed in the CKR EIA report.

In this revised construction sequence, at least a 60m in width of navigation channel will be maintained at all time. With the short period of overlapping Stage 1 and Stage 2 temporary reclamation, based on the conclusion of the approved CKR EIA Report, the hydrodynamic impact is insignificant.

Mitigation Measures to be implemented

According to the CKR EIA Report, given the improved water quality and insignificant hydrodynamic impact due to the revised construction sequence, in addition to deployment of silt curtain, other mitigation measures are recommended as follows:

- Illegal discharges to the embayed marine water is strictly prohibited; and
- Regular litter / rubbish clearance in the embayed marine water should be implemented.

Appendices

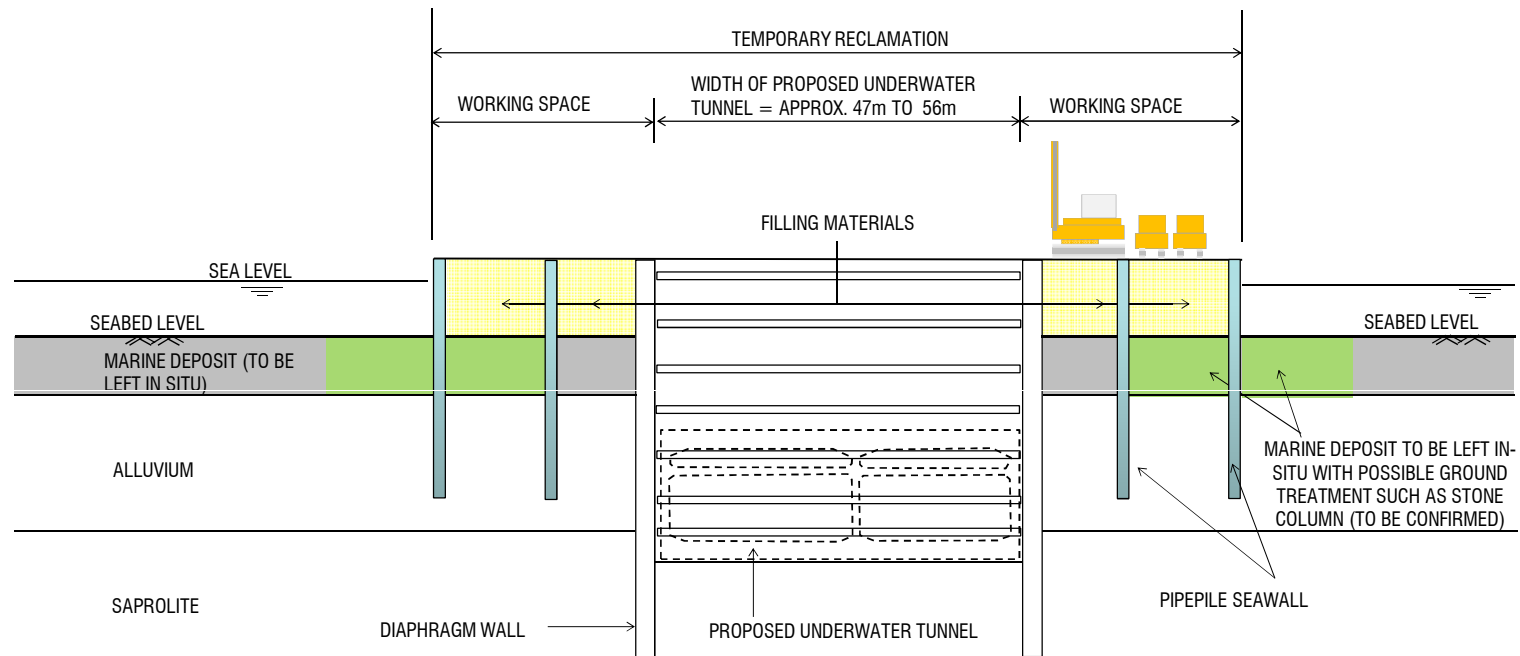
Annex A – Construction Sequence of 2-stage reclamation in CKR EIA Report

Annex B – Proposed Construction Sequence for Underwater Tunnel Stage 1 and Stage 2 Interface

Annex C - Abstract of Section 6.7.2 of the CKR EIA Report

ANNEX A

**Construction Sequence of 2-stage reclamation in CKR EIA
Report**



**TYPICAL SECTION OF PROPOSED TEMPORARY RECLAMATION
FOR CONSTRUCTION OF UNDERWATER TUNNEL (PIPEPILE SEAWALL SCHEME)**

Rev	Description	By	Date

Consultant
ARUP **Mott MacDonald**
 Joint Venture

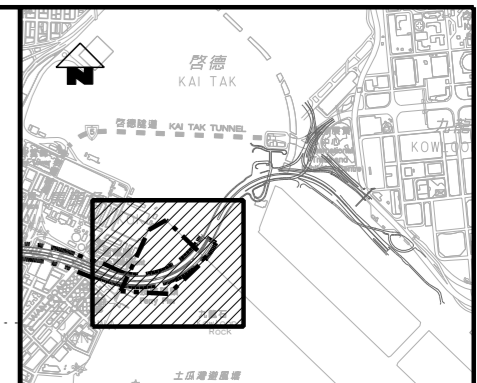
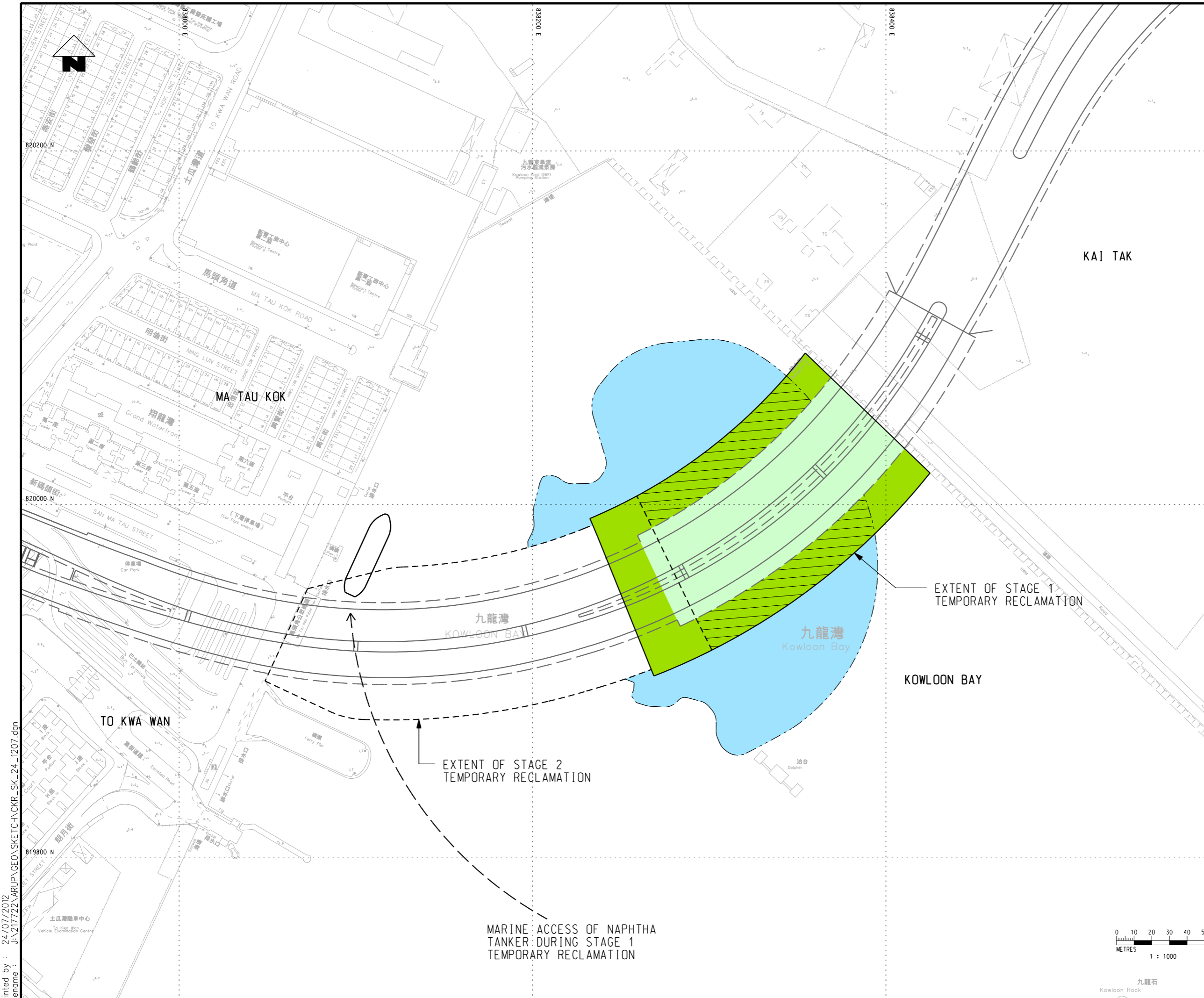
Project title
Agreement No. CE 43/2010 (HY)
**Central Kowloon Route -
 Design and Construction**

Drawing title
**Typical Section of Proposed
 Temporary Reclamation
 (Pipepile Seawall Scheme)**

Drawing no. Figure A3.3.1		Rev.	
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KEY LOCATION PLAN

- LEGEND
- EXTENT OF TEMPORARY RECLAMATION
 - EXCAVATION FOR TUNNEL CONSTRUCTION WITHIN TEMPORARY RECLAMATION
 - SURFACE DREDGING FOR NAVIGATION
 - EXCAVATION FOR NAVIGATION WITHIN TEMPORARY RECLAMATION

A	FIRST ISSUE	RC	07/12
Rev	Description	By	Date

Consultant
ARUP **Mott MacDonald**
 Joint Venture

Project title
Agreement No. CE 43/2010 (HY)
Central Kowloon Route - Design and Construction

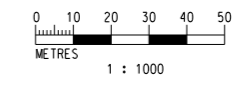
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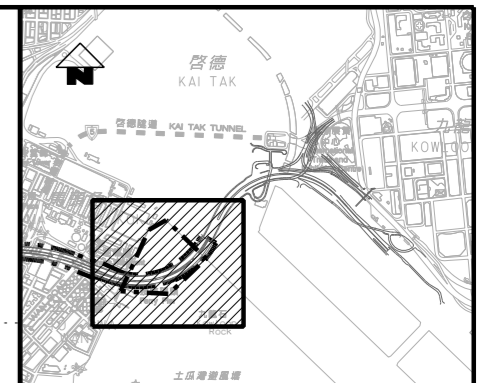
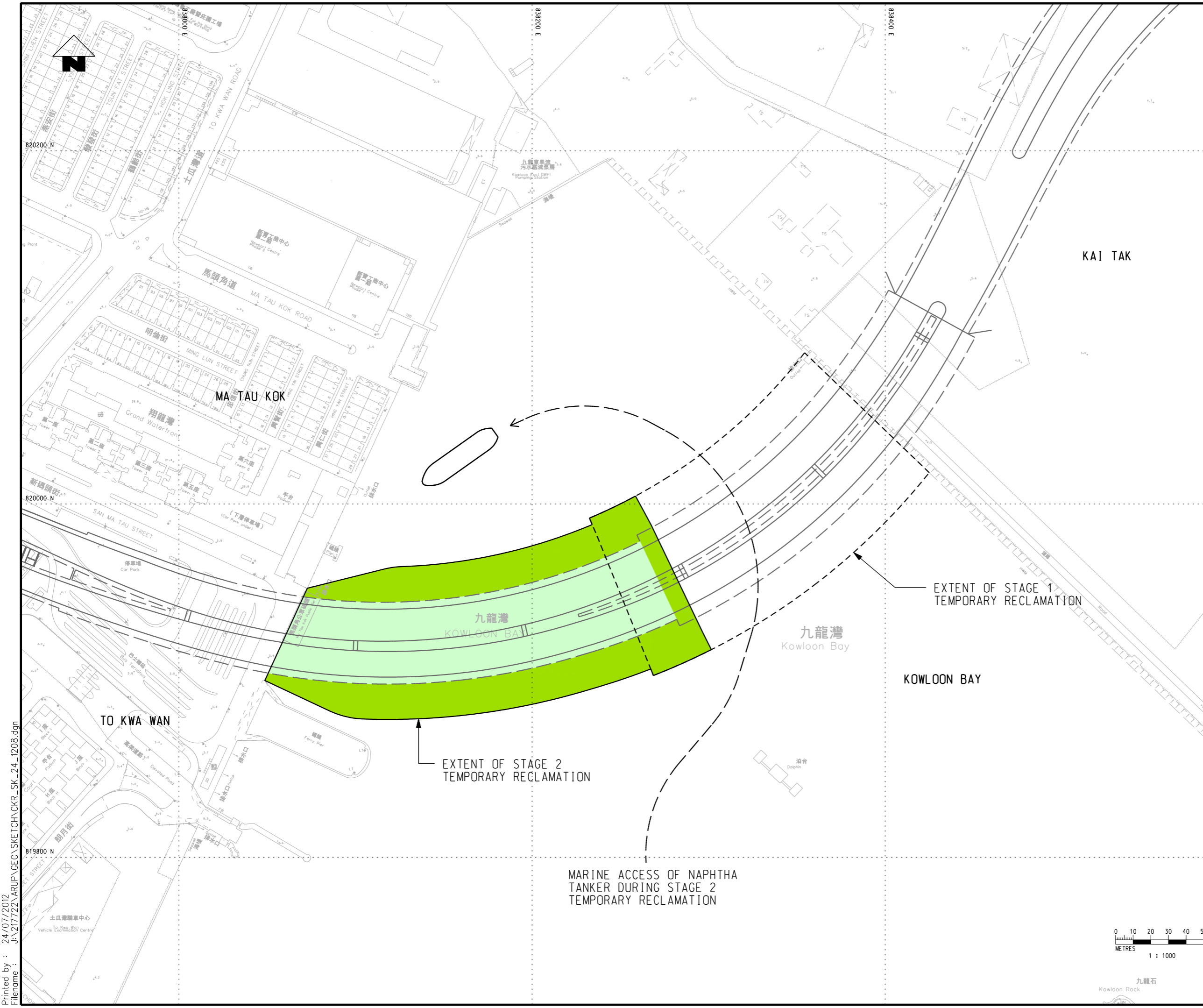
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KEY LOCATION PLAN

LEGEND

- EXTENT OF TEMPORARY RECLAMATION
- EXCAVATION FOR TUNNEL CONSTRUCTION WITHIN TEMPORARY RECLAMATION

Rev	Description	By	Date
A	FIRST ISSUE	RC	07/12

Consultant

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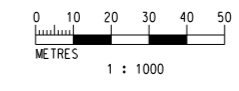
Project title
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Central Kowloon Route - Design and Construction

Drawing title
PROPOSED TEMPORARY RECLAMATION AND DREDGING FOR UNDERWATER TUNNEL (STAGE 2)

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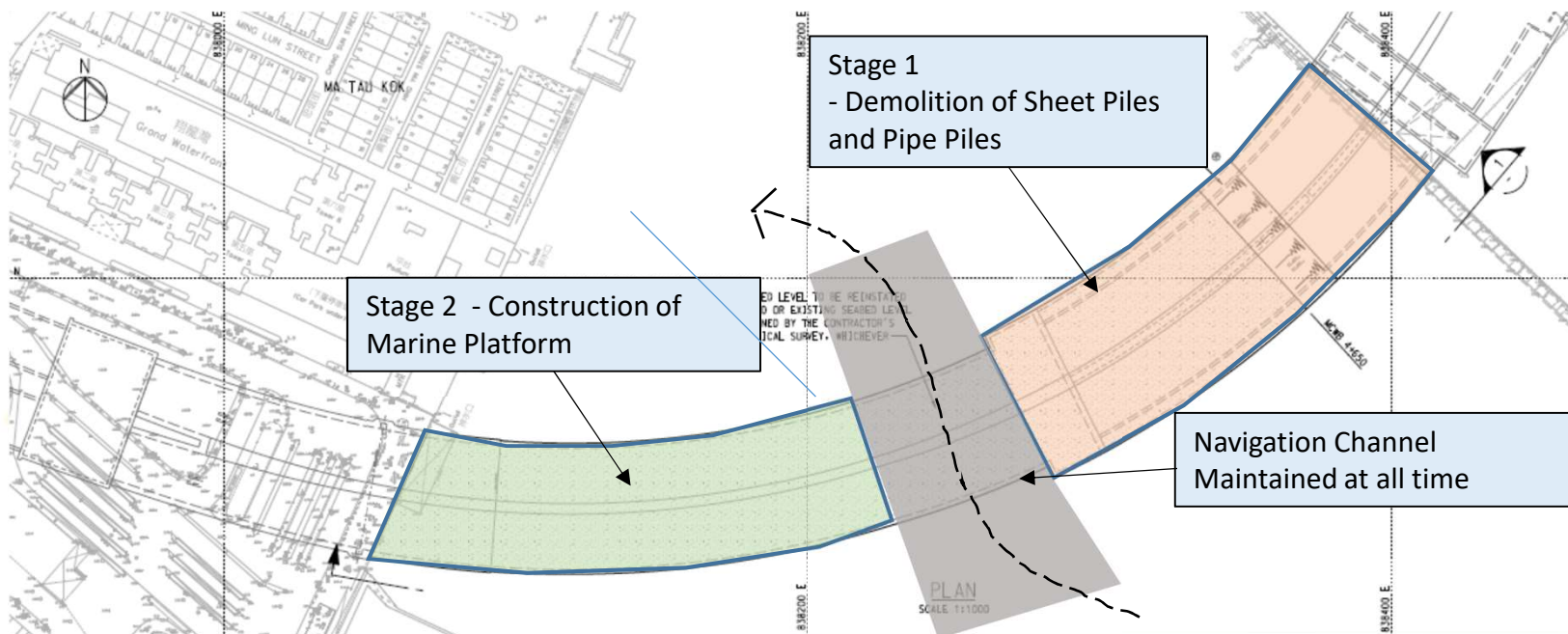
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ANNEX B

**Proposed Construction Sequence for Underwater Tunnel
Stage 1 and Stage 2 Interface**

KTW - Proposed Work Procedures

- No open dredging is required
- Concurrent for Stage 1 sheet piles and pipe piles demolition and Stage 2 marine platform construction
- Maintain necessary navigation channel at all time



ANNEX C

Abstract of Section 6.7.2 of the CKR EIA Report

Nevertheless, due to constraints in site access, further site investigation (SI) works at Ma Tau Kok will be required to further investigate the potential of land contamination prior to construction which would need to be carried out after possession of site by the contractor (see **Chapter 8**). If contaminated site found, discharge/ recharge of groundwater generated from this area may affect the groundwater quality, if uncontrolled.

6.7.1.6 Accidental Spillage

The site coverage would be rather large during the construction phase. The soil of site area may be potentially contaminated by accidental spillage of grouting materials, surplus adhesives, lubrication oil, grease, acidic/alkaline solutions, petroleum products, chemical solvents, etc. Site runoff may wash the contaminated soil into stormwater drains or watercourses and cause water quality impact.

6.7.2 Marine-based Works

Temporary reclamation and re-location of navigation channels at To Kwa Wan will include dredging activities. As discussed in **Section 3.5**, a pipepile seawall method will be applied for the temporary reclamation. This will avoid the need for open dredging and subsequent filling. Compared with traditional fully dredged method, the total in-situ dredging volume for marine channel outside pipepile walls could be reduced from 357,500 m³ to 19,700 m³ (~95% reduction). With the adoption of pipepile seawall method, excavation and filling activities will be carried out within pipepile walls. Thus no contact of marine water with the works is anticipated for temporary reclamation. However, dredging activities will still be occurred during the re-location of navigation channels, as shown in **Appendix 3.3**. The brief procedures of marine-based works are listed in follows:-

Stage 1 Reclamation: Jan 2015 to Dec 2016 (Tentative)

- Step 1: Installation of stone columns
- Step 2: Stage 1 Reclamation – Installation of pipepile seawall
- Step 3: Stage 1 Reclamation – Excavation, filling activities and all tunneling works within the pipepile seawall
- Step 4: Stage 1 Reclamation – Excavation of filled materials and sediment to the required depth for navigation within the pipepile seawall
- Step 5: Demolition of Stage 1 pipepile seawall (except the interfacing part) by trimming of sheet piles at top of seabed.

Dredging of Navigation Channel: Jan 2017 to Feb 2017 (Tentative)

- Step 6: Dredging of navigation channel

Stage 2 Reclamation: Mar 2017 to Apr 2019 (Tentative)

- Step 7: Stage 2 Reclamation (repeat Step 2 to 5)

The following potential water quality impacts were identified:

- Change of hydrodynamic regime due to temporary reclamation
- Sediments loss due to dredging
- Contaminant release due to dredging
- Stone Column Installation
- Seawall Demolition

Apart from temporary reclamation and their associated works, there will be a proposed barging point at Kwai Chung (see **Figure 3.2.1**). Since, the existing land use of this barging point is already barging activities occupied by other projects. Thus, there will be basically no additional construction works on the proposed barging point, except minor facilities might be erected on land base.

6.7.2.1 Change of Hydrodynamic Regime due to Temporary Reclamation

The 3-dimensional modeling tool, Delft3D, is adopted to simulate the hydrodynamic and water quality impact due to the construction and operation of CKR. The Delft3D-FLOW module was used for hydrodynamic simulations.

The approved SEK Model was nested from the Update Model, which is a regional model developed and calibrated under the Update on Cumulative Water Quality and Hydrological Effect of Coastal Developments and Upgrading of Assessment Tool (1998). The SEK Model was also validated for hydrodynamic and water quality modeling under EIA – Kai Tak Development (EIA-157/2008). The model was therefore be adopted for hydrodynamic and so as the water quality modeling (see **Section 6.7.2** below) in the present study.

Despite that SEK Model has been calibrated in that EIA study, calibration or validation of the model was required in this Study as coarse grids used in SEK Model are not suitable for the Project. Therefore, the refinement of grids will be made by either domain-decomposition or nesting process. Moreover, the pollution load inventory inside the model will be updated according to the latest information. Details of modeling parameters and calibration are attached in **Appendix 6.2**.

The temporary reclamation will be divided into two phases. The construction of Stage 1 temporary reclamation platform will be erected at the eastern part of Kowloon Bay during January 2015 to December 2016 while Stage 2 temporary reclamation platform will be erected at western part of Kowloon Bay near Ma Tau Kok Public Pier and will stay from March 2017 to April 2019. The graphical presentation on reclamation sequence is presented in **Appendix 3.3**. The following modeling scenarios were therefore identified²:

- Scenario H0 – Base Scenario
- Scenario H2a – Stage 1 Reclamation
- Scenario H1a – Stage 2 Reclamation
- Scenario H1b – Stage 2 Reclamation (with Kai Tak Runway Opening)

² While the Kai Tak Runway Opening will be operated in 2018 (see Table 6.6a), it is unlikely to have hydrodynamic cumulative impact during Stage 1 scenario but will be considered in Stage 2 scenario.

The modeling results were presented in **Appendix 6.3** and the results are summarized in the table below.

Table 6.7: Summary of Hydrodynamic Impact due to Temporary Reclamation

Indicators	Season	Base Case	Stage 1 Reclamation	Stage 2 Reclamation	Stage 2 Reclamation (with Kai Tak Runway Opening)
Accumulated Flow ($\times 10^8 \text{m}^3$)					
Victoria – TST to WC	Dry	14.8	14.8	14.8	14.8
	Wet	3.4	3.4	3.4	2.8
Lei Yue Mun	Dry	14.7	14.7	14.7	14.8
	Wet	3.3	3.3	3.3	2.7
Average Velocity (m/s)					
WSR 1	Dry	0.076 (0.003-0.180)	0.076 (0.004-0.180)	0.076 (0.004-0.180)	0.084 (0.012-0.194)
	Wet	0.127 (0.025-0.312)	0.126 (0.028-0.310)	0.126 (0.027-0.310)	0.138 (0.020-0.332)
WSR 2	Dry	0.046 (0.002-0.110)	0.046 (0.002-0.110)	0.046 (0.002-0.109)	0.037 (0.004-0.103)
	Wet	0.141 (0.020-0.497)	0.138 (0.020-0.477)	0.138 (0.020-0.478)	0.154 (0.020-0.523)
WSR 3	Dry	0.034 (0.003-0.066)	0.034 (0.003-0.067)	0.034 (0.003-0.067)	0.041 (0.006-0.092)
	Wet	0.059 (0.010-0.168)	0.059 (0.009-0.158)	0.059 (0.010-0.159)	0.068 (0.014-0.161)
Embayed Area	Dry	0.008 (0.001-0.060)	0.006 (0.000-0.055)	0.007 (0.000-0.052)	0.012 (0.002-0.048)
	Wet	0.030 (0.006-0.064)	0.023 (0.003-0.056)	0.031 (0.004-0.067)	0.028 (0.008-0.064)

According to the modeling results, it is observed that the change of average velocity due to the temporary reclamation is less than 0.007m/s (refer Base Case and Stage 1 Reclamation).

In the embayed area formed by the temporary reclamation, it is observed that the current directions will be changed due to the semi-enclosed opening. The velocity variations at the embayed area are less than 0.007m/s and 0.001 m/s due to the Stage 1 and 2 Reclamations (project only) respectively. Nevertheless, the water circulation at this embayed area is already in a low side (0.001 to 0.060 m/s and 0.006 to 0.064 m/s for dry and wet season respectively) compared to that typhoon shelter and outer Kowloon Bay (WSR 1 to WSR 3). The change of hydrodynamic regime due to temporary reclamation will only last for less than 5 years (around Jan 2015 to Apr 2019). Thus, hydrodynamic impact is insignificant and the associated water quality impact including dissolved oxygen profile (which the re-aeration rate is a function of velocity) would be negligible.

The Kai Tak runway opening will be operated in 2018, where will have about 16-month concurrent period. With the operation of Kai Tak runway opening during Stage 2 Reclamation, pollutant from Kai Tak Nullah and Approach Channel may be diluted and dispersed to Kowloon Bay and the embayed area^[6-8]. These pollutants are dominated by the implementation of Tolo Harbour Effluent Export

Scheme (THEES), which diverts the secondary treated effluent from the Tai Po and Sha Tin sewage treatment works, and also the existing pollutants from Kai Tak Nullah and Kai Tak Approach Channel. According to the modelling prediction under in the EIA Report of Kai Tak Development (EIA-157/2008), the annual mean ammonia nitrogen and unionised ammonia levels would exceed the existing WQO^[6-8] at the embayed area. This pollutant plume may further trapped inside the embayed area if Stage 2 Reclamation occurred. This phenomenon is also shown in the salinity plot in **Appendix 6.3** (H1b-D-SL-ET, H1b-D-SL-FT, H1b-W-SL-ET, H1b-W-SL-FT).

Additional scenario, Scenario H2b-DN, representing a do-nothing scenario with Kai Tak Runway Opening was modelled for comparison. The comparison of salinity levels with and without Stage 2 Reclamation was presented in **Appendix 6.3A**. Marginal change in salinity levels is observed with and without Stage 2 Reclamation. In general speaking salinity levels will be reduced at surface layer but increase in bottom layer with the presence of Stage 2 Reclamation. These changes are considered to be minor and will not further deteriorate the water quality and the impact were mainly due to the Kai Tak runway opening, which is a not related to CKR project.

According to the model result, the velocity variations at the embayed area is +0.004 m/s and -0.002 m/s in dry and wet season respectively during Stage 2 Reclamation with Kai Tak runway opening. Similar to the above, given the embayed area is already under a low flow condition, major change of water circulation due to the Project is not anticipated. There are also no WSR within the embayed area. Thus, the associated water quality impact is considered to be minor. In addition, according to the latest programme, Environmental Bureau will further review the tentative operation date of Kai Tak runway opening in end 2013 and the actual operation date is likely to be further delayed. Thus, cumulative impact from Stage 2 Reclamation and Kai Tak runway opening might not exist if programme changed. For conservative consideration, the maximum overlapping period of Stage 2 Reclamation and Kai Tak runway opening will only last for about 16 months. Thus, such minor impact is reversible after demolition of Stage 2 Reclamation. Once the Stage 2 Reclamation is demolished, the water quality regime will remain as that predicted in the EIA for Kai Tak Development.

Given the insignificant hydrodynamic and water quality impact due to temporary reclamation, generic mitigation measure is recommended as follows:

- Illegal discharges to the embayed marine water is strictly prohibited; and
- Regular litter/rubbish clearance in the embayed marine water should be implemented.

6.7.2.2 Sediment Loss due to Dredging

With the adoption of pipepile seawall approach using double-layer seawall method, excavation and filling activities will be carried out within the temporary reclamation area enclosed by double-layer seawall. Thus no contact of marine water with the works is anticipated for temporary reclamation.

Demolition of temporary reclamation will involve excavation of bulk fill. The proposed construction method adopts an approach where the double-layer seawall not be removed until completion of all excavation works within the temporary