

Vol. 1 of 5

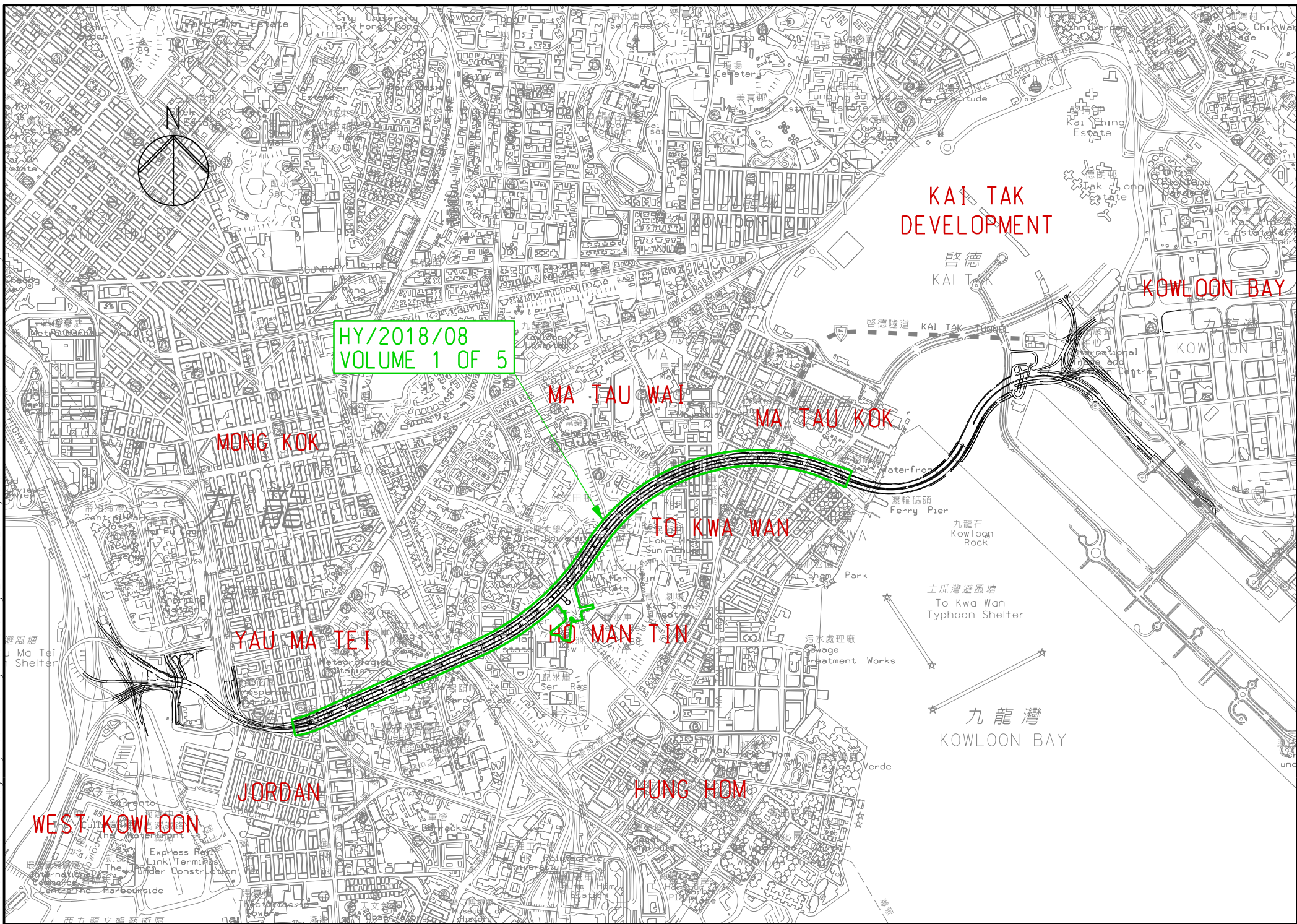
EP-457/2013/C

Central Kowloon Route

Central Tunnel

Contract No. HY/2018/08

March 2021





Monthly EM&A Report No. 19 (March 2021)

0097/19/ED/0549 02 | 12 April 2021

Verified

Bouygues Travaux Publics – Contract No. HY/2018/08



Environmental Permit No. EP-457/2013/C


Central Kowloon Route

Independent Environmental Checker Verification

Works Contract:	Central Tunnel (HY/2018/08)
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Reference Document/Plan	
Document/ Plan to be Certified / Verified:	Monthly EM&A Report No.19
Date of Report:	12 April 2021 (Rev. 02)
Date received by IEC:	12 April 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.	
	
Ms Mandy To	Date: 12 April 2021
Independent Environmental Checker	

Document Control

Document Information

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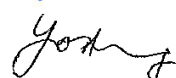
Client Information

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EXECUTIVE SUMMARY

I. Introduction

This is the 19th Monthly EM&A Report prepared by Fugro Technical Services Limited for the Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel. The Contract No. HY/2018/08 commenced on 19 September 2019. This report summarized the monitoring results and audits findings of the EM&A programme under the issued EP (EP No.: EP-457/2013/C) and in accordance with the EM&A Manual during the reporting period from 01/03/2021 to 31/03/2021.

II. Summary of Main Works Undertaken and Key Measures Implemented

The main construction works carried out in the reporting period were as follow:

Ho Man Tin

- Drill and Blast excavation;
- Mucking out from tunnel;
- Site and shaft Installation;
- Erection of site office;
- Tunnel, Boring Machine (TBM) Assembly.

Yau Ma Tei

- Drill and blast excavation;
- Mucking out from tunnel;
- Site and shaft installation.

Ma Tau Kok

- Drill and break excavation;
- Site and shaft installation;
- Strengthening for the access shaft;
- Hydraulic acoustic cover installation for the access shaft.

Ka Tak Barging Point

- Spoiling handling and disposal.

III. Summary of Exceedances, Investigation and Follow-up

No Action and Limit Level exceedance was recorded for construction dust monitoring in the reporting month.

Six (6) Action Level exceedances were recorded for construction noise due to the noise-related complaints received in the reporting month. No Limit Level exceedance was recorded for construction noise monitoring in the reporting month.

IV. Complaint Handling, Prosecution and Public Engagement.

Two (2) noise-related and one (1) air -related complaints were received in the last reporting month (i.e. 18, 25 and 26 February 2021). The investigation reports for the complaints were finalized on 30 March 2021 and 8 April 2021 respectively.

Five (5) noise-related and one (1) air & noise -related complaints were received in the reporting month.

The complaint cases in February and March 2021 are summarized in **Table I**.

Table I Environmental Complaints Log

Complaint Log No.	Date of Complaint	Received From	Nature of Complaint	Status
EC045_CKRCT2 0210218_170	18 th February 2021	Contract Complaint Hotline	Air	Investigation report was finalized on 30 March 2021
EC047_CKRCT2 0210225_177	25 th February 2021	1823	Construction Noise	Investigation report was finalized on 8 April 2021
EC048_CKRCT 20210226_180	26 th February 2021	Contract Complaint Hotline	Construction Noise	Investigation report was finalized on 30 March 2021
EC049_CKRCT 20210226_180	8 th March 2021	Letter	Construction Noise	Investigation report was finalized on 8 April 2021
EC050_CKRCT2 0210317_191	17 th March 2021	Contract Complaint Hotline	Air & Construction Noise	Investigation report was finalized on 9 April 2021
EC051_CKRCT2 0210324_197	24 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC052_CKRCT2 0210327_199	27 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC053_CKRCT2 0210329_201	29 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC054_CKRCT2 0210330_202	30 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.

No notification of summons and prosecutions were received in the reporting period.

No public engagement activities were conducted in the reporting period.

V. Reporting Change

Bouygues Travaux Publics (BTP) proposed to extend the blasting time from 18:00 to 19:00 on working day (Monday to Saturday). A review had been conducted to assess the potential environmental impacts (i.e. noise, waste management, water quality and air quality), there were no additional environmental impacts anticipated when comparing the proposed scheme with the original scheme in the Environmental Impact Assessment report. The Proactive Environmental Protection Proforma was reviewed by ER and ET and approved by IEC. The copy of the Proactive Environmental Protection Proforma is provided in **Appendix M**.

VI. Future Key Issues

The main works will be anticipated in the next reporting period are as follow:

Ho Man Tin

- Drill and Blast excavation;
- Mucking out from tunnel;
- Site and shaft Installation;
- Erection of site office;
- Tunnel Boring Machine (TBM) Assembly.

Yau Ma Tei

- Drill and blast excavation;
- Drill and break excavation;
- Mucking out from tunnel;
- Canaopy installation;
- Site and shaft installation.

Ma Tau Kok

- Drill and break excavation;
- Site and shaft installation;
- Strengthening for the access shaft.

Ka Tak Barging Point

- Spoiling handling and disposal.

The recommended mitigation measures corresponding to the main works in the next reporting period are listed as follow:

- Good relationship shall be maintained with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detail information of the work nature and inform in advance of the works to the nearby residents;
- Any excavated, stockpile of dusty material or load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting;
- Loading/unloading activities should be carried out inside the full enclosure of mucking out points to minimize the noise emission;
- All construction plants / machineries should be checked / serviced on a regular basis during the courses of construction to minimize the emission of noise generation and eliminate dark smoke emission;
- All C&D materials generated should be transported and stored at temporary storage area. Suitable materials should be sorted for reuse on-site;
- Every vehicle shall be cleaned thorough at the designated wheel washing area onsite;
- Wastewater generated from drilling shall be properly collected for reuse or treated by wastewater treatment facilities before discharge;

- Provision of drip trays for equipment likely cause spillage of chemical / fuel, and provide routine maintenance;
- Erecting temporary noise barrier for noisy Powered Mechanical Equipment (PME) and deployment of Quality Powered Mechanical Equipment (QPME) as many as practicable;
- Conditions in the Environmental Permit and License should be followed;
- All recommended mitigation measures specified in the approved EIA Report and EM&A Manual shall be implemented.
- All vehicles should be cleaned before leaving the construction site to ensure no muddy deposited by them on roads.

The following EP submissions (EP-457/2013/C) were submitted during the reporting month:

Table II Status of Required Submission under Environmental Permit

EP Condition	Submission	Submission Date
3.4	Monthly EM&A Report (February 2021)	12 March 2021

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Appendix C Calibration Certificate for Construction Dust Monitoring Equipment

Appendix D Calibration Certificate for Construction Noise Monitoring Equipment

Appendix E Environmental Monitoring Schedule

Appendix F Action and Limit Levels for Construction Dust and Noise Monitoring

Appendix G Construction Dust Monitoring Results and Meteorological Observations

Appendix H Construction Noise Monitoring Results

Appendix I Event and Action Plan

Appendix J Implementation Status of Environment Mitigation Measures (Construction Phase)

Appendix K Cumulative Statistics on Exceedances, Complaints, Notifications of Summons and Successful Prosecutions

Appendix L Waste Flow Table

Appendix M Proactive Environmental Proforma

1 INTRODUCTION

1.1 Background

- 1.1.1 In order to meet the traffic demand and relieve traffic congestion on the existing east-west roads across Central Kowloon, Central Kowloon Route (CKR) (hereinafter referred to as “the Project”) is proposed which is a 4.7 km long dual 3-lane trunk road in Central Kowloon linking Yau Ma Tei Interchange in West Kowloon with the road network on Kai Tak Development and Kowloon Bay in East Kowloon.
- 1.1.2 The Central Kowloon Route – Design and Construction Environmental Impact Assessment Report (Register No.: AEIAR-171/2013) was approved with conditions by the Environmental Protection Department (EPD) on 11 July 2013. An Environmental Permit (EP-457/2013) was issued on 9 August 2013. Variations of EP (VEP) was subsequently applied for and the latest EP (EP-457/2013/C) was issued by EPD on 16 January 2017.
- 1.1.3 Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel (hereinafter referred to as “the Contract”), is one of the contracts of CKR which included the construction of the central tunnel, cut-and-cover tunnels at Yau Ma Tei and Ma Tau Kok and construction of piles and diaphragm walls for Ho Man Tin ventilation building.
- 1.1.4 Fugro Technical Services Limited (FTS) was appointed by Bouygues Travaux Publics (BTP) as the Environmental Team (ET) under the Contract no. HY/2018/08) to execute the environmental monitoring and audit (EM&A) programme under the issued EP (EP No.: EP-457/2013/C) and in accordance with the EM&A Manual.
- 1.1.5 This is the 19th Monthly EM&A Report prepared by FTS for the Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel. The Contract No. HY/2018/08 commenced on 19 September 2019. This report summarized the monitoring results and audits findings of the EM&A programme under the issued EP (EP No.: EP-457/2013/C) and in accordance with the EM&A Manual during the reporting period from 01/03/2021 to 31/03/2021.

1.2 Project Organization

1.2.1 The Project Organization structure is shown in **Appendix B**. The key personnel contact names and numbers are summarized in **Table 1.1**.

Table 1.1 Contact Information of Key Personnel

Party	Position	Name	Telephone
Highways Department (HyD)	E13/CKR	Mr. Joe Lam	2762 3380
Arup-Mott MacDonald Joint Venture (AMMJV)	Senior Resident Engineer	Mr. Ben Poon	3619 5967
ERM-Hong Kong, Limited (ERM)	Independent Environmental Checker (IEC)	Ms. Mandy To	2271 3000
Bouygues Travaux Publics (BTP)	Environmental Manager	Mr. Simon Wong	9281 4346
Fugro Technical Services Limited	ET Leader	Mr. David Hung	3565 4371

1.3 Construction Programme and Activities

1.3.1 The construction phase of this Contract under the EP commenced in October 2019. The site layout plan of the Contract is shown in **Figure 1**.

1.3.2 The construction programme of this Contract is shown in **Appendix A**.

1.4 Works undertaken during the month

1.4.1 The main construction works carried out in the reporting period were as follow:

Ho Man Tin

- Drill and Blast excavation;
- Mucking out from tunnel;
- Site and shaft Installation;
- Erection of site office;
- Tunnel Boring Machine (TBM) Assembly.

Yau Ma Tei

- Drill and blast excavation;
- Mucking out from tunnel;
- Site and shaft installation.

Ma Tau Kok

- Drill and break excavation;
- Site and shaft installation;
- Strengthening for the access shaft;
- Hydraulic acoustic cover installation for the access shaft.

Ka Tak Barging Point

- Spoiling handling and disposal.

1.5 Status of Environmental Licences, Notification and Permits

1.5.1 A summary of the relevant permits, licenses and/or notifications on environmental protection for this Contract is presented in **Table 1.2**.

Table 1.2 Environmental Licenses, Notification and Permits Summary

Permit/ Notification/ License	Reference No	Valid From	Valid Till
Form NB	448930, 448970, 448971	Mid-Sep 2019	NA
Billing Account for Disposal of C&D waste	Account no. 7034790	6 Aug 2019	NA
Chemical Waste Producer Registration	5111-236-B2557-02	25 Sep 2019	NA
Construction Noise Permit (Ho Man Tin Construction site)	GW-RE1128-20	1 Jan 2021	31 Mar 2021
Construction Noise Permit (Yau Ma Tei Construction site)	GW-RE0094-21	8 Feb 2021	7 Apr 2021
Construction Noise Permit (Yau Ma Tei Construction site)	GW-RE0184-21	6 Mar 2021	5 May 2021
Construction Noise Permit (Ma Tau Kok Construction site)	GW-RE1102-20	4 Jan 2021	3 Mar 2021
Construction Noise Permit (Ma Tau Kok Construction site)	GW-RE0193-214	4 Mar 2021	3 May 2021
Construction Noise Permit (Ka Tak Barging Point)	GW-RE0099-21	10 Feb 2021	9 May 2021
Construction Noise Permit (Delivery of TBM to HMT construction site)	GW-RE0153-21	26 Feb 2021	31 May 2021
(Extensive Grouting at Chi Man Street – 23:00-04:30)	GW-RE0179-21	15 Mar 2021	12 Jun 2021
(Extensive Grouting at Chi Man Street – 23:00-04:30)	GW-RE0203-21	17 Mar 2021	10 Sep 2021
Water Discharge License	WT00034873-2019	22 Nov 2019	30 Nov 2024
	WT00035436-2019	2 Apr 2020	30 Apr 2025

2 ENVIRONMENTAL MONITORING REQUIREMENTS

2.1 Construction Dust and Noise Monitoring Locations

2.1.1 Three construction dust monitoring locations and five construction noise monitoring locations pertinent to the Project have been identified based on the approved EM&A Manual for the Project. The locations of the construction dust and noise monitoring stations are summarized in **Table 2.1** as displayed in **Figures 2.1 and 2.3**.

Table 2.1 Construction Dust and Noise Monitoring Locations

Dust Monitoring Station ID	Noise Monitoring Station ID	Monitoring Location
M-A3	M-N3	SKH Tsoi Kung Po Secondary School
/	E-N12a	19 Hing Yan Street
E-A14a	E-N21a	Block B of Merit Industrial Centre
W-A6	/	Man Cheong building
/	W-N18	Hydan Place
/	W-N25A	Prosperous Garden Block 1

Notes:

1. The dust and noise monitoring stations proposed in the EM&A Manual for M-A6/ M-N6 (i.e. Ko Fai House, Kwun Fai Court) was not available for impact dust and noise monitoring, therefore impact monitoring was conducted at M-A3/ M-N3 as an alternative which was agreed by the ER, IEC and EPD;
2. The noise monitoring station proposed in the EM&A Manual for M-N12 (i.e. Grand Waterfront Tower 3) was not available for impact dust and noise monitoring, therefore impact monitoring was conducted at M-N12a as an alternative which was agreed by the ER, IEC and EPD;
3. The dust and noise monitoring stations proposed in the EM&A Manual for M-A14 (i.e. Wyler Gardens) and M-N21 (i.e. Hang Chien Court Block J) was not available for impact dust and noise monitoring, therefore impact monitoring was conducted at E-A14a/ E-N21a as an alternative which was agreed by the ER, IEC and EPD;
4. The dust monitoring stations proposed in the EM&A Manual for W-A5 (i.e. The Coronation) was not available for impact dust monitoring, therefore impact monitoring was conducted at W-A6 as an alternative which was agreed by the ER, IEC and EPD.

2.1.2 The construction dust and noise monitoring locations at M-A3 and M-N3 are covered by Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel whereas the construction dust and noise monitoring locations at E-A14a, E-N12a and E-N21a are now covered by Contract No. HY/2014/07 Central Kowloon Route – Kai Tak West. The monitoring results at E-A14a, E-N12a and E-N21a in the reporting month are presented in the monthly EM&A Report prepared by Contract No. HY/2014/07.

2.1.3 The construction dust and noise monitoring locations at W-A6, W-N18 and W-N25A are now covered by Contract No. HY/2014/08 Central Kowloon Route –Yau Ma Tei East. The monitoring results at W-A6, W-N18 and W-N25A in the reporting month are presented in the monthly EM&A Report prepared by Contract No. HY/2014/08.

2.2 Construction Dust Monitoring

Monitoring Requirement

2.2.1 In accordance with the approved EM&A Manual, 1-hour and 24-hour Total Suspended Particulates (TSP) levels should be measured at the designated air quality monitoring stations to indicate the impacts of construction dust on air quality. Regular 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 when the highest dust impact occurs.

Monitoring Equipment

2.2.2 24-hour TSP air quality monitoring was performed using High Volume Sampler (HVS) deployed at the designated monitoring station. The HVS shall meet all the requirements of the EM&A Manual.

2.2.3 A portable direct reading dust meter was used to carry out the 1-hour TSP monitoring.

2.2.4 The model of the dust monitoring equipment used is summarized in **Table 2.2**.

Table 2.2 Construction Dust Monitoring Equipment

Equipment	Brand	Model	Serial No.
High Volume Sampler (24-hour TSP)	Tisch	TE-5170	4388
Calibrator	Tisch	TE-5025A	2154
Portable direct reading dust meter (1-hour TSP)	Sibata	LD-5R	620480

Monitoring Methodology for HVS

2.2.5 The following guidelines were adopted during the installation of HVS:

- Sufficient support is provided to secure the samplers against gusty wind.
- No two samplers are placed less than 2 meters apart.
- The distance between the sampler and an obstacle, such as buildings, is at least twice the height that the obstacle protrudes above the sampler.
- A minimum of 2 meters of separation from walls, parapets and penthouses is required for rooftop samples.
- A minimum of 2 meters separation from any supporting structure, measured horizontally is required.
- No furnaces or incineration flues are nearby.
- Airflow around the samplers is unrestricted.
- The samplers are more than 20 meters from the drip line.
- Any wire fence and gate, to protect the sampler, should not cause any obstruction during monitoring.
- Permission must be obtained to set up the samplers and to obtain access to the monitoring stations.
- A secured supply of electricity is needed to operate the samplers.

2.2.6 Prior to the commencement of the dust sampling, the flow rate of the high volume sampler shall be properly set. The power supply should be checked to ensure the proper functioning of the sampler. The sampler is recommended to be operated for 5 minutes to establish thermal equilibrium before placing any filter media at the designated air monitoring station.

2.2.7 The filter holding frame should be removed by loosening the four nuts and placing carefully a weighted and conditioned filter at the centre with the stamped number upwards on a supporting screen.

2.2.8 The filter should be aligned on the screen so that the gasket formed an airtight seal on the outer edges of the filter. The filter holding frame should be tightened to the filter holder with swing bolts. The applied pressure should be sufficient to avoid air leakage at the edges.

2.2.9 A programmed timer should be used to control the duration of operation. Information should be recorded on the record sheet, which included the starting time, the weather condition and the filter number.

2.2.10 After sampling process is finished, the filter should be removed and sent to the laboratory for weighting. The elapsed time should also be recorded.

2.2.11 All filters should be equilibrated in a conditioning environment for 24 hours before weighting. The conditioning environment temperature should be between 25°C and 30°C and not vary by more than $\pm 3^\circ\text{C}$; the relative humidity (RH) should be $< 50\%$ and not vary by more than $\pm 5\%$. A convenient working RH is 40%.

Maintenance and Calibration for HVS

- 2.2.12 The high volume motors and their accessories should be properly maintained, including routine motor brushes replacement and electrical wiring checking, to ensure that the equipment and a continuous power supply were in good working condition.
- 2.2.13 Initial calibration of dust monitoring equipment shall be conducted upon installation and thereafter at fortnightly intervals. The transfer standard shall be traceable to the internationally recognized primary standard and be calibrated annually. The calibration certificate for the HVS is provided in **Appendix C**.

Monitoring Methodology for Direct Reading Dust Meter

- 2.2.14 Portable Laser Particle Photometer Monitors should be operated in accordance with the Manufacturer’s instruction Manual as below:
 - a) Pulling up the air sampling inlet cover
 - b) Changing the Mode 0 to BG
 - c) Pressing Start/Stop switch
 - d) Turning the knob to SENSI.ADJ and press it
 - e) Pressing Start/Stop switch again
 - f) Returning the knob to the position MEASURE slowly
 - g) Pressing the timer set switch to set measuring time
 - h) Removing the cap and start the measurement

Maintenance and Calibration for Direct Reading Dust Meter

- 2.2.15 ET shall submit sufficient information to the IEC to prove that the instrument is capable of achieving comparable results to the HVS. The instrument should also be calibrated regularly, and the 1-hour sampling shall be determined periodically by the HVS to check the validity and accuracy of the results measured by direct reading method. The calibration certificate for the direct reading dust meter is provided in **Appendix C**.

2.3 Construction Noise Monitoring

Monitoring Requirement

- 2.3.1 In accordance with the EM&A Manual, impact noise monitoring should be conducted at the designated noise monitoring stations for at least once a week during the construction phase of the Project. The parameters, frequency and duration of impact noise monitoring is summarized in **Table 2.3**.

Table 2.3 Construction Noise Monitoring Parameters, Frequency and Duration

Parameter	Duration	Frequency
A-weighted equivalent continuous sound pressure level (Leq). L10 and L90 were also recorded	30 minutes	At least once per week

Monitoring Equipment

2.3.2 Noise monitoring was performed using sound level meter at the designated monitoring station. The sound level meters deployed comply with the International Electrotechnical Commission Publications 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.

2.3.3 The model of the noise monitoring equipment used is summarized in **Table 2.4**.

Table 2.4 Construction Noise Monitoring Equipment

Equipment	Brand	Model	Serial No.
Acoustic Calibrator	Casella	CEL-120/1	5230736
Sound Level Meter	Casella	CEL-63X	3576127

Monitoring Methodology

2.3.4 Noise measurement should be conducted as the following procedures:

- a) Free field measurements was made at monitoring location M-N3. A correction of +3 dB(A) shall be made to the free field measurements.
- b) The battery condition should be checked to ensure good functioning of the meter.
- c) Parameters such as frequency weighting, the time weighting and the measurement time should set as follow:

- (i) Frequency weighting: A
- (ii) Time weighting: Fast
- (iii) Measurement time: 30 minutes

d) Prior to and after noise measurement, the meter shall be calibrated using the calibrator for 94.0 dB at 1000 Hz. If the difference in the calibration level before and after measurement is more than 1.0 dB, the measurement will be considered invalid and repeat of noise measurement is required after re-calibration or repair of the equipment.

e) The wind speed at the monitoring station shall be checked with the portable wind meter. Noise monitoring should be cancelled in the presence of fog, rain, and wind with a steady speed exceeding 5 m/s, or wind with gusts exceeding 10 m/s.

f) Noise measurement should be paused during periods of high intrusive noise if possible and observation shall be recorded when intrusive noise is not avoided.

g) At the end of the monitoring period, the Leq, L10 and L90 should be recorded. In addition, site conditions and noise sources should also be recorded on a standard record sheet.

Maintenance and Calibration

2.3.5 Maintenance and calibration procedures should also be carried out, including:

- a) The microphone head of the sound level meter and calibrator should be cleaned with a soft cloth at quarterly intervals.
- b) The sound level meter and calibrator should be calibrated annually by a HOKLAS laboratory or the manufacturer.

The calibration certificates for noise monitoring equipment are provided in **Appendix D**

2.4 Construction Dust and Noise Monitoring Schedule

2.4.1 The environmental monitoring schedule for the reporting period is provided in **Appendix E**.

2.5 The Action and Limit Levels

2.5.1 The Action and Limit Levels for construction dust and noise monitoring are provided in **Appendix F**.

2.6 Landscape and Visual

2.6.1 As per the EM&A Manual, 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 4**.

3 ENVIRONMENTAL MONITORING RESULTS

3.1 Construction Dust Monitoring

- 3.1.1 The monitoring results for 1-hour TSP and 24-hour TSP are summarized in **Table 3.1** and **Table 3.2** respectively. Detailed construction dust monitoring results and daily extract of meteorological observations are presented in **Appendix G**.
- 3.1.2 The monitoring results at E-A14a and W-A6 are reported in the monthly EM&A Reports prepared by Contract No. HY/2014/07 and Contract No. HY/2014/08 respectively.

Table 3.1 Summary of 1-hour TSP Monitoring Results in the Reporting Period

Station 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 ($\mu\text{g}/\text{m}^3$)
M-A3	54	38-65	333	500

Table 3.2 Summary of 24-hour TSP Monitoring Results in the Reporting Period

Station 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 ($\mu\text{g}/\text{m}^3$)
M-A3	72	32-119	153	260

- 3.1.3 No Action and Limit Level exceedance was recorded for 1-hour TSP monitoring and 24-hour TSP monitoring at the monitoring location in the reporting month.
- 3.1.4 Major dust sources during the monitoring included nearby traffic emission.
- 3.1.5 The Event and Action Plan for the construction dust monitoring is given in **Appendix I**.

3.2 Construction Noise Monitoring

- 3.2.1 The monitoring results for noise are summarized in **Table 3.3** and the monitoring data is given in **Appendix H**.
- 3.2.2 The monitoring results at E-N12a, E-N21a, W-N18 and W-N25A are reported in the monthly EM&A Reports prepared by Contract No. HY/2014/07 and Contract No. HY/2014/08 respectively.

Table 3.3 Summary of Construction Noise Monitoring Results in the Reporting Period

Station ID	¹ Measured Noise Level, dB(A), Leq (30 mins)	^{1,2} Corrected Noise Level, dB(A), Leq (30 mins)	Action Level	³ Limit Level dB(A), Leq (30 mins)
M-N3	65.2-69.1	63.5	When one documented compliant is received	For Schools: 70dB(A) during normal teaching period and 65 dB(A) during examination periods

Notes:

- Free field noise levels were adjusted with a correlation of +3 dB(A);
- Corrected Noise Level was applied on 23 March 2021; Corrected Noise Level = $10^* \log (10^{\wedge} (\text{Measured Noise Level}/10) - 10^{\wedge} (\text{Baseline Noise Level}/10))$, where the Baseline Noise Level = 67.7 dB(A);
- The Limit Level was 70 dB(A) for teaching period (from 1 to 21 and 26 to 31 March 2021) and 65 dB(A) for examination period (from 22 to 25 March 2021)

- 3.2.3 No Limit Level exceedance was recorded for construction noise monitoring at the monitoring location in the reporting month.
- 3.2.4 Six (6) Action Level exceedances were recorded for construction noise due to the noise-related complaints received in the reporting month.
- 3.2.5 Major noise sources during the monitoring included nearby traffic emission.
- 3.2.6 The Event and Action Plan for the construction noise monitoring is given in **Appendix I**.

3.3 Waste Management

- 3.3.1 Auditing of waste management practices during regular site inspections confirmed that the waste generated during construction were properly, stored, handled and disposed of in general. The Contractor was responsible for the implementation of any mitigation measures to reduce waste or redress issues arising from the waste materials.
- 3.3.2 The implemented environmental mitigation measures for the waste management in the reporting period are summarized in **Appendix J**. The summary of observations and recommendations made for waste management during the site inspections are presented in **Table 4.1**
- 3.3.3 Monthly summary of waste flow table is detailed in **Appendix L**.

3.4 Landscape and Visual

- 3.4.1 Bi-weekly inspection of the implementation of landscape and visual mitigation measures were conducted on 2, 16 and 30 March 2021. The implementation the landscape and visual mitigation measures in the reporting period are summarized in **Appendix J**. The summary of observations and recommendations made for landscape and visual mitigation measures during the site inspections are presented in **Table 4.1**.
- 3.4.2 The Event and Action Plan for landscape and visual during construction phase is given in **Appendix I**.

4 ENVIRONMENTAL SITE INSPECTION AND AUDIT

- 4.1.1 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 status is provided in **Appendix J**.
- 4.1.2 In the reporting month, five site inspections were carried out on 2, 9, 16 (with IEC), 23 and 30 March 2021. Details of observations recorded during the site inspections are presented in **Table 4.1**.

Table 4.1 Observations and Recommendation of Site Inspection in the Reporting Period

Environmental Aspect	Date	Observations and Recommendations	Follow-up Actions
Air Quality	Nil	Nil	Nil
Noise	Nil	Nil	Nil
Water Quality	2 nd March 2021	-All vehicles should be cleaned before leaving the construction site to ensure no muddy deposited by them on roads.	The item was rectified by the Contractor on 9 th March 2021.
	16 th March 2021	-All vehicles should be cleaned before leaving the construction site to ensure no muddy deposited by them on roads.	The item was rectified by the Contractor on 23 rd March 2021.
Waste Management	30 th March 2021	-General refuse generated on-site should be stored in the enclosed bins or compaction units separately from construction or chemical waste.	The item was rectified by the Contractor on 31 st March 2021.
Landscape and Visual	Nil	Nil	Nil
Permit/ Licenses	Nil	Nil	Nil

5 ENVIRONMENTAL COMPLAINT AND NON-COMPLIANCE

5.1 Complaint Handling, Prosecution and Public Engagement

- 5.1.1 No environmental related prosecutions or notification of summons were received in the reporting period.
- 5.1.2 Two (2) noise-related and one (1) air-related complaints were received in the last reporting month (i.e. 18, 25 and 26 February 2021). The investigation reports for the complaints were finalized on 30 March 2021 and 8 April 2021 respectively.
- 5.1.3 Five (5) noise-related and one (1) air & noise - related complaints were received in the reporting month.
- 5.1.4 The complaint cases in February and March 2021 are summarized in **Table 5.1**.

Table 5.1 Environmental Complaints Log

Complaint Log No.	Date of Complaint	Received From	Nature of Complaint	Status
EC045_CKRCT2 0210218_170	18 th February 2021	Contract Complaint Hotline	Air	Investigation report was finalized on 30 March 2021
EC047_CKRCT2 0210225_177	25 th February 2021	1823	Construction Noise	Investigation report was finalized on 8 April 2021
EC048_CKRCT 20210226_180	26 th February 2021	Contract Complaint Hotline	Construction Noise	Investigation report was finalized on 30 March 2021
EC049_CKRCT 20210226_180	8 th March 2021	Letter	Construction Noise	Investigation report was finalized on 8 April 2021
EC050_CKRCT2 0210317_191	17 th March 2021	Contract Complaint Hotline	Air & Construction Noise	Investigation report was finalized on 9 April 2021
EC051_CKRCT2 0210324_197	24 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC052_CKRCT2 0210327_199	27 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC053_CKRCT2 0210329_201	29 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
EC054_CKRCT2 0210330_202	30 th March 2021	Contract Complaint Hotline	Construction Noise	Under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.

- 5.1.5 Cumulative complaint log, summaries of complaints, notification of summons and successful prosecutions are presented in **Appendix K**.
- 5.1.6 No public engagement activities were conducted in the reporting period.

5.2 Summary of Environmental Non-Compliance

- 5.2.1 No environmental non-compliance was recorded in the reporting period

5.3 Summary of Monitoring Exceedance

- 5.3.1 Six (6) Action Level exceedances were recorded for construction noise due to the noise-related complaint received in the reporting month. No Limit Level exceedance was recorded for construction noise monitoring in the reporting month.
- 5.3.2 No Action and Limit Level exceedance was recorded for construction dust monitoring in the reporting month.

6 IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURE

6.1.1 The Contractor had implemented environmental mitigation measures and requirements as stated in the EIA Report, the EP and EM&A Manual. The implementation status of the environmental mitigation measures during the reporting period is summarized in **Appendix J**. Status of required submissions under the EP during the reporting period is summarised in **Table 6.1**.

Table 6.1 Status of Required Submission under Environmental Permit

EP Condition	Submission	Submission Date
3.4	Monthly EM&A Report (February 2021)	12 March 2021

7 FUTURE KEY ISSUES

7.1.1 The main works will be anticipated in the next reporting period are as follow:

Ho Man Tin

- Drill and Blast excavation;
- Mucking out from tunnel;
- Site and shaft Installation;
- Erection of site office;
- Tunnel Boring Machine (TBM) Assembly.

Yau Ma Tei

- Drill and blast excavation;
- Drill and break excavation;
- Mucking out from tunnel;
- Canaopy installation;
- Site and shaft installation.

Ma Tau Kok

- Drill and break excavation;
- Site and shaft installation;
- Strengthening for the access shaft.

Ka Tak Barging Point

- Spoiling handling and disposal.

7.1.2 The recommended mitigation measures corresponding to the main works in the next reporting period are listed as follow:

- Good relationship shall be maintained with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detail information of the work nature and inform in advance of the works to the nearby residents;
- Any excavated, stockpile of dusty material or load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting;
- Loading/unloading activities should be carried out inside the full enclosure of mucking out points to minimize the noise emission;
- All construction plants / machineries should be checked / serviced on a regular basis during the courses of construction to minimize the emission of noise generation and eliminate dark smoke emission;
- All C&D materials generated should be transported and stored at temporary storage area. Suitable materials should be sorted for reuse on-site;
- Every vehicle shall be cleaned thorough at the designated wheel washing area onsite;
- Wastewater generated from drilling shall be properly collected for reuse or treated by wastewater treatment facilities before discharge;

- Provision of drip trays for equipment likely cause spillage of chemical / fuel, and provide routine maintenance;
- Erecting temporary noise barrier for noisy Powered Mechanical Equipment (PME) and deployment of Quality Powered Mechanical Equipment (QPME) as many as practicable;
- Conditions in the Environmental Permit and License should be followed;
- All recommended mitigation measures specified in the approved EIA Report and EM&A Manual shall be implemented.
- All vehicles should be cleaned before leaving the construction site to ensure no muddy deposited by them on roads.

7.1.3 The environmental monitoring schedule for the next reporting month is provided in **Appendix E**.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1.1 The 19th Monthly EM&A Report for the Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel summarized the monitoring results and audits findings of the EM&A programme under the issued EP (EP No.: EP-457/2013/C) and in accordance with the EM&A Manual during the reporting period from 01/03/2021 to 31/03/2021.
- 8.1.2 Construction dust (including 1-hour and 24-hour TSP) and noise monitoring were carried out in the reporting period.
- 8.1.3 Six (6) Action Level exceedances were recorded for construction noise due to the noise-related complaints received in the reporting month. No Limit Level exceedance was recorded for construction noise monitoring in the reporting month. No Action and Limit Level exceedance was recorded for construction dust monitoring in the reporting month.
- 8.1.4 Weekly environmental site inspections were conducted during the reporting period. In general, the Contractor had implemented environmental mitigation measures and requirements as stated in the EIA Report, the EP and EM&A Manual.
- 8.1.5 Two (2) noise-related and one (1) air-related complaints were received in the last reporting month (i.e. 18, 25 and 26 February 2021). The investigation reports for the complaints were finalized on 30 March 2021 and 8 April 2021 respectively.
- 8.1.6 Five (5) noise-related and one (1) air & noise-related complaints were received respectively on 8, 17, 24, 27, 29 and 30 March 2021 via the complaint hotline of the contractor and letter. The investigation reports of 8 and 17 March were finalized on 8 April 2021 and 9 April 2021 respectively. The investigation reports of 24, 27, 29 and 30 March 2021 were under investigation and the investigation results will be reported in the subsequent Monthly EM&A Report.
- 8.1.7 No environmental related prosecutions or notification of summons were received in the reporting period.
- 8.1.8 No environmental non-compliance was recorded in the reporting period.
- 8.1.9 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
- All vehicles should be cleaned before leaving the construction site to ensure no muddy deposited by them on roads.

Waste Management

- General refuse generated on-site should be stored in the enclosed bins or compaction units separately from construction or chemical waste.

Landscape and Visual Impact

- No specific observation was identified in the reporting month.

Permit/ Licenses

- No specific observation was identified in the reporting month.

Figure 1

The Site Layout Plan of the
Contract

Printed on : 03-Oct-19 9:42:00 AM by mh.leung
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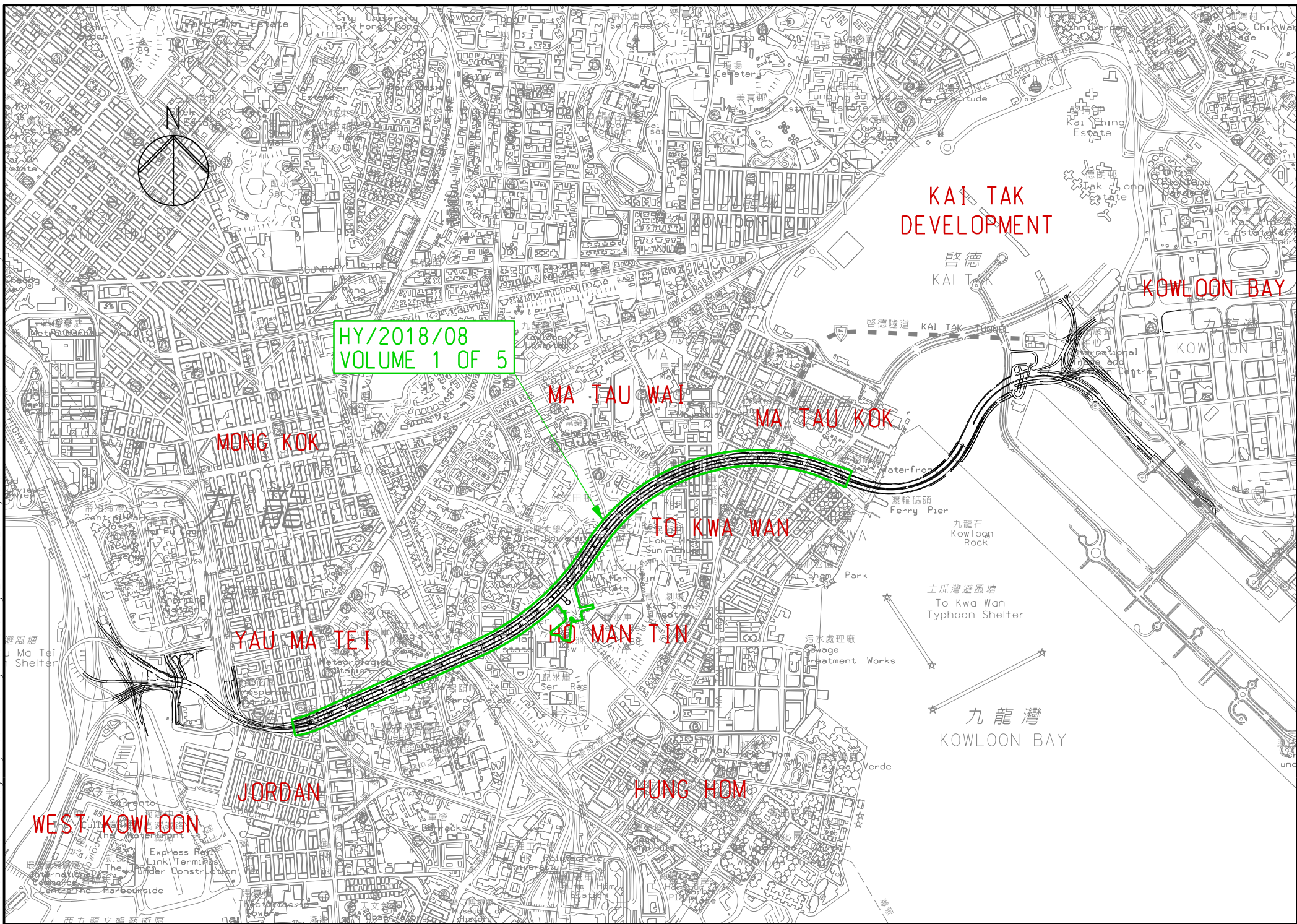
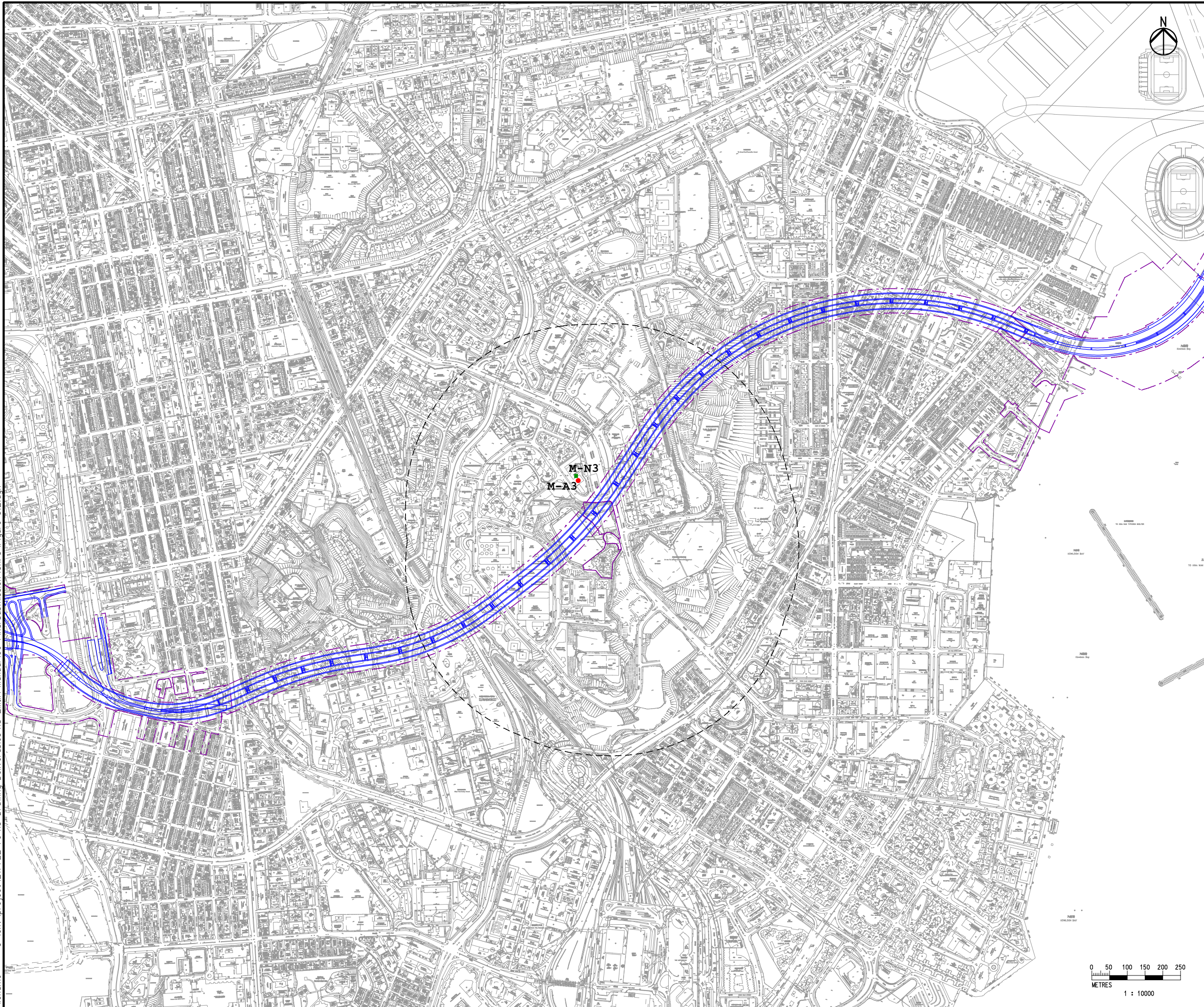


Figure 1 - Site Layout Plan of the Contract

Figure 2.1

The Location of the Construction
Dust and Noise Monitoring
Stations (Ho Man Tin)

Printed by : 1/28/2013
 Filename : G:\env\project\217722-70\13 Drawing Deliverables\18 EM&A Manual\06 FinalSubmission\Ch. 5\Figure 5.2.dgn



- Legend**
- Construction Dust Monitoring Station
 - CKR Alignment
 - - - CKR Works Limit
 - - - 500 m Study Boundary in the EIA Report
 - Construction Noise Monitoring Station

E	FIFTH ISSUE	GL	01/13
D	FOURTH ISSUE	GL	12/12
C	THIRD ISSUE	GL	09/12
B	SECOND ISSUE	GL	01/12
A	FIRST ISSUE	GL	12/11
Rev	Description	By	Date

Consultant

ARUP 

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

Drawing title
Location of Construction Dust and Noise Monitoring Stations (Central Portion)

Figure 2.1 Rev. E

Drawn GL	Date 01/13	Checked FC	Approved ST
Scale 1:10000 ON A3		Status PRELIMINARY	

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 主要工程管理處
 MAJOR WORKS PROJECT MANAGEMENT OFFICE

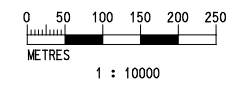
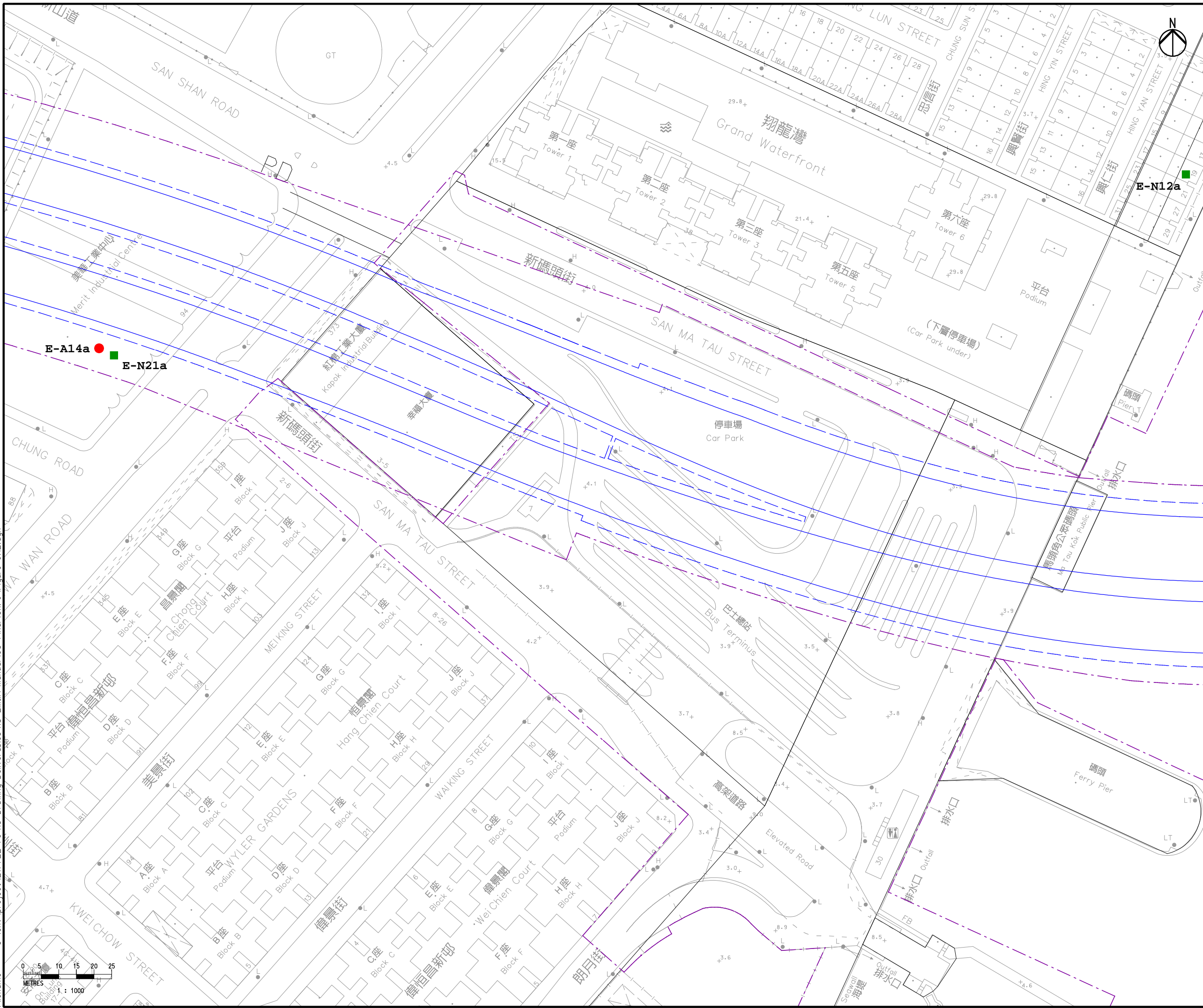


Figure 2.2

The Location of the Construction
Dust and Noise Monitoring
Stations (Ma Tau Kok)

Printed by : 12/13/2012
 Filename : G:\env\project\217722-70\13 Drawing Deliverables\18 EM&A Manual\05 Final\Ch. 6\Figure 6.12.dgn



Legend

- — — — — CKR Alignment
- - - - - Works Limit
- Construction Dust Monitoring Station
- Construction Noise Monitoring Station

D	FOURTH ISSUE	GL	12/12
C	THIRD ISSUE	GL	09/12
B	SECOND ISSUE	GL	06/12
A	FIRST ISSUE	GL	02/12
Rev	Description	By	Date

Consultant

ARUP

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

Drawing title
Location of Construction Dust and Noise Monitoring Stations (East Portion)

Figure 2.2 Rev. **D**

Drawn GL	Date 12/12	Checked FC	Approved ST
Scale 1:1000 ON A3	Status PRELIMINARY		

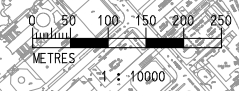
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Figure 2.3

The Location of the Construction
Dust and Noise Monitoring
Stations (Yau Ma Tei)

Printed by : 1/28/2013
 Filename : G:\env\project\217722-70\13 Drawing Deliverables\18 EM&A Manual\06 FinalSubmission\Ch. 5\Figure 5.1.dgn



- Legend**
- Construction Dust Monitoring Station
 - CKR Alignment
 - - - CKR Works Limit
 - - - 500m Study Boundary in the EIA Report
 - Construction Noise Monitoring Station

Rev	Description	By	Date
E	FIFTH ISSUE	GL	01/13
D	FOURTH ISSUE	GL	12/12
C	THIRD ISSUE	GL	09/12
B	SECOND ISSUE	GL	01/12
A	FIRST ISSUE	GL	12/11

Consultant

ARUP

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

Drawing title
Location of Construction Dust and Noise Monitoring Stations (West Portion)

Figure 5 Rev. E

Drawn GL	Date 01/13	Checked FC	Approved ST
Scale 1:10000 ON A3	Status PRELIMINARY		


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Appendix A

Construction Programme

#	Activity Name	Orig Dur	Start	Finish	2019												2020					2021					2022					2023					2024																																																																																																																																																																
					J			A			S			O			N			D			J			F			M			A			M			J			J			A			S			O			N			D			J			F			M																																																																																																																																				
					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	J	F	M	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	J	F	M	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	J	F	M	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	J	F	M	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	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
1	HY/2018/08 Central Kowloon Route	1379	03-Jul-19	26-Feb-24																																																																																																																																																																																																	
2	Executive Summary	1379	03-Jul-19	26-Feb-24																																																																																																																																																																																																	
3	General	9	03-Jul-19	12-Jul-19																																																																																																																																																																																																	
4	Contract Date	0	03-Jul-19																																																																																																																																																																																																		
5	Starting Date	0	12-Jul-19																																																																																																																																																																																																		
6	Yau Ma Tei Shaft - Access & Tunnelling	749	18-Apr-20	28-Oct-22																																																																																																																																																																																																	
7	Ho Man Tin Shaft - Access & Tunnelling	1046	28-Oct-19	12-May-23																																																																																																																																																																																																	
8	Ma Tau Kok Access - Access & Tunnelling	693	31-Jan-21	08-Jun-23																																																																																																																																																																																																	
9	Ho Man Tin Vent Shaft - Civil works	1044	30-Oct-19	12-May-23																																																																																																																																																																																																	
10	Yau Ma Tei Shaft - Civil works	258	16-Apr-23	26-Feb-24																																																																																																																																																																																																	
11	Ma Tau Kok Shaft - Civil works	236	13-May-23	26-Feb-24																																																																																																																																																																																																	

 Summary
 Milestone

HY/2018/08 Central Kowloon Route Central Tunnel

 Executive Summary



Date	Revision	Checked	Approved
16-Jul-19	00V0	CLa	WYu
20-Aug-19	00V1	CLa	WYu



Major Construction Activities (Mar 2021)

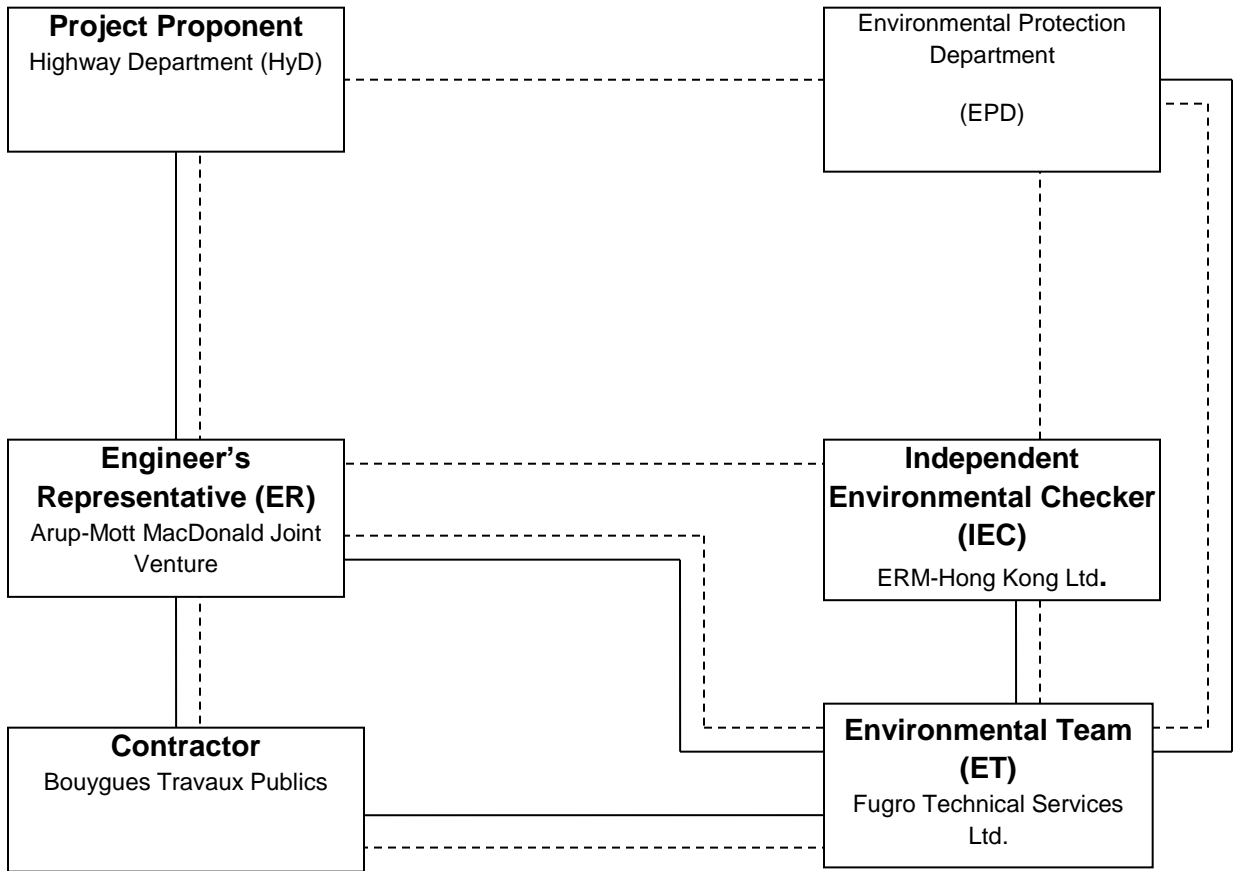
Item	Major Construction Activites	Location
1	Drill and blast excavation	HMT
2	Mucking out from tunnel	HMT
3	Site and shaft installation	HMT
4	Erection of site office	HMT
5	TBM Assembly	HMT
6	Drill and blast excavation	YMT
7	Mucking out from tunnel	YMT
8	Site and shaft installation	YMT
9	Drill and break excavation	MTK
10	Site and shaft installation	MTK
11	Strengthening for the access shaft	MTK
12	Hydraulic acoustic cover installation for the access shaft	MTK
13	Spoiling handing and disposal	KTBF

Major Construction Activities (Apr 2021)

Item	Major Construction Activites	Location
1	Drill and blast excavation	HMT
2	Mucking out from tunnel	HMT
3	Site and shaft installation	HMT
4	Erection of site office	HMT
5	TBM assembly	HMT
6	Drill and blast excavation	YMT
7	Drill and break excavation	YMT
8	Mucking out from tunnel	YMT
9	Canaopy installation	YMT
10	Site and shaft installation	YMT
11	Drill and break excavation	MTK
12	Site and shaft installation	MTK
13	Strengthening for the access shaft	MTK
14	Spoiling handing and disposal	KTBF

Appendix B

Project Organization Chart



Legend:

— Line of Reporting

- - - Line of Communication

Appendix C

Calibration Certificate for
Construction Dust Monitoring
Equipment



TSP SAMPLER CALIBRATION CALCULATION SPREADSHEET

Location : M-A3	Date of Calibration: 5-Jan-21
Location : S.K.H Tsoi Kung Po Secondary School	Next Calibration Date: 10-Apr-21
Make: <input type="text" value="Tisch"/>	Technician: Felix Fong
Model: <input type="text" value="TE-5170"/>	S/N: <input type="text" value="4388"/>

CONDITIONS			
Sea Level Pressure (hPa):	1020.1	Corrected Pressure (mm Hg):	765
Temperature (°C):	18.8	Temperature (K):	292

CALIBRATION ORIFICE			
Make:	<input type="text" value="Tisch"/>	Qstd Slope:	<input type="text" value="2.11508"/>
Model:	<input type="text" value="TE-5025A"/>	Qstd Intercept:	<input type="text" value="-0.02962"/>
Calibration Date:	<input type="text" value="11-Sep-20"/>	Expiry Date:	<input type="text" value="11-Sep-21"/>
S/N:	<input type="text" value="2154"/>		

CALIBRATIONS							
Plate No.	H2O (L) (in)	H2O (R) (in)	H2O (in)	Qstd (m ³ /min)	I (chart)	IC (corrected)	LINEAR REGRESSION
18	6.60	-5.90	12.500	1.709	61.00	61.85	Slope = 45.9394 Intercept = -16.2201 Corr. coeff.= 0.9913
13	5.50	-4.90	10.400	1.560	55.00	55.77	
10	5.00	-3.00	8.000	1.370	48.00	48.67	
7	3.60	-2.40	6.000	1.188	35.00	35.49	
5	2.40	-1.40	3.800	0.949	28.00	28.39	

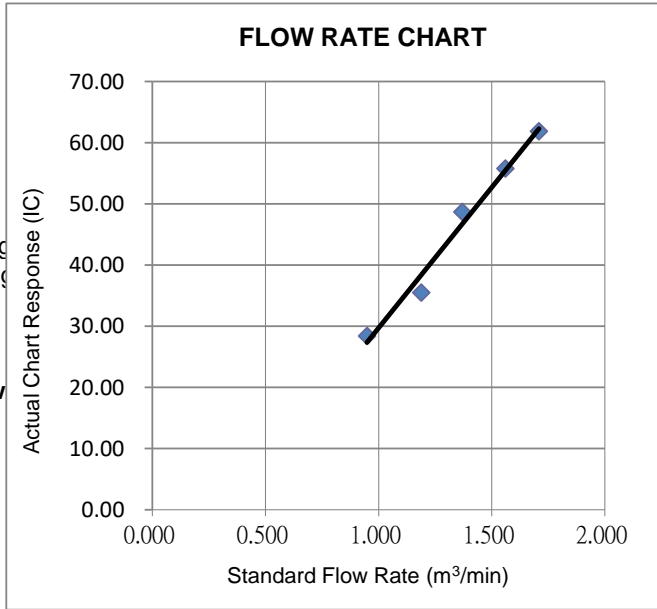
Calculations:

Qstd = 1/m[√(H2O(Pa/Pstd)(Tstd/Ta))-b]
IC = I[√(Pa/Pstd)(Tstd/Ta)]

- Qstd = standard flow rate
- IC = corrected chart response
- I = actual chart response
- m = calibrator Qstd slope
- b = calibrator Qstd intercept
- Ta = actual temperature during calibration (deg C)
- Pa = actual pressure during calibration (mm Hg)
- Tstd = 298 deg K
- Pstd = 760 mm Hg

For subsequent calculation of sampler flow
1/m((I[√(298/Tav)(Pav/760)]-b)

- m = sampler slope
- b = sampler intercept
- I = chart response
- Tav = daily average temperature
- Pav = daily average pressure



Certificate of Calibration

Calibration Certification Information			
Cal. Date: September 11, 2020	Rootsometer S/N: 438320	Ta: 297	°K
Operator: Jim Tisch		Pa: 755.4	mm Hg
Calibration Model #: TE-5025A	Calibrator S/N: 2154		

Run	Vol. Init (m3)	Vol. Final (m3)	ΔVol. (m3)	ΔTime (min)	ΔP (mm Hg)	ΔH (in H2O)
1	1	2	1	1.4510	3.3	2.00
2	3	4	1	1.0340	6.4	4.00
3	5	6	1	0.9260	8.0	5.00
4	7	8	1	0.8780	8.9	5.50
5	9	10	1	0.7250	13.0	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)	$\sqrt{\Delta H \left(\frac{Ta}{Pa} \right)}$ (y-axis)
0.9929	0.6843	1.4123	0.9956	0.6862	0.8868
0.9888	0.9563	1.9973	0.9915	0.9589	1.2541
0.9867	1.0656	2.2330	0.9894	1.0685	1.4021
0.9855	1.1225	2.3420	0.9882	1.1255	1.4705
0.9801	1.3519	2.8246	0.9828	1.3556	1.7735
QSTD	m=	2.11508	QA	m=	1.32442
	b=	-0.02962		b=	-0.01860
	r=	0.99993		r=	0.99993

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= $Vstd / \Delta Time$	Qa= $Va / \Delta Time$
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= $1/m \left(\left(\sqrt{\Delta H \left(\frac{Ta}{Pa} \right)} \right) - b \right)$

Standard Conditions	
Tstd:	298.15 °K
Pstd:	760 mm Hg
Key	
ΔH: calibrator manometer reading (in H2O)	
ΔP: rootsometer 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

Report no. : 940891CA202730(3)

Page 1 of 1

CALIBRATION CERTIFICATE OF DUST METER

Client : Fugro Technical Services Limited

Project : Calibration Services

Client Supplied Information

Details of Unit Under Test, UUT

Description : Laser dust monitor
 Manufacturer : SIBATA
 Model No. : LD-5R
 Serial No. : 620480
 Specification Limit : NA
 Next Calibration Date : 22-Nov-2021

Laboratory Information

Description : 1. Balance 2. TSP high volume air sampler
 Equipment ID. / Serial no. : 1. C-065-9 2. 4350
 Date of Calibration : 23-Nov-2020 Ambient Temperature : 25 ± 10 °C
 Calibration Location : General Chemical Laboratory of FTS and Ma Wan A1 Site Boundary
 Method Used : By direct comparison the weight of dust particle trapped in a filter paper using high volume sampler (TSP method) for a certain period, with the reading of the UUT. They should be placed at the same location and powered on and off at the same time.

Calibration Results :

Reference concentration (mg/m ³)	Total count for 1 hour	CPM (Count per minute)
0.0915	3211	53.52
0.0469	2732	45.53
0.1172	3659	60.98

Remarks:

1. The equipment being used in this calibration is traceable to recognized National Standards.
2. The interpolation equation : Concentration (mg/m³) = K x [UUT reading (CPM)], where K = 0.001597
3. Correlation coefficient (r) : 0.9909

Checked by : Canny Date : 15-12-2020 Certified by : K. Kwok Tai Date : 15-12-2020
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

** End of Report **

Appendix D

Calibration Certificate for
Construction Noise Monitoring
Equipment

Report no.: 203258CA201566(1)

Page 1 of 1

CALIBRATION CERTIFICATE OF SOUND LEVEL METER

Client Supplied Information

Client : Fugro Technical Services Ltd.

Project : Calibration Services

Details of Unit Under Test, UUT

 Description : Sound Level Meter
 Manufacturer : Casella

	Meter	Microphone	Preamplifier
Model No.	CEL-63X	CE-251	CEL-495
Serial No.	3756127	04228	004030
Equipment ID	N/A		

Next Calibration Due Date : 12-Aug-2021

Specification Limit : EN 61672-1: 2003 Class 1

Laboratory Information

Details of Reference Equipment -

 Description : B & K Acoustic Multifunction Calibrator 4226 (Traditional free field setting)
 Equipment ID. : R-108-1

Date of Calibration : 13-Aug-2020

Calibration Location : Calibration Laboratory of FTS Ambient Temperature : 20±2 °C

Method Used : By direct comparison

Calibration Results :

Parameters		Mean Value (dB)	Specification Limit(dB)
A-weighting frequency response	4000Hz	1.2	2.6 to -0.6
	2000Hz	1.3	2.8 to -0.4
	1000Hz	0.0	1.1 to -1.1
	500Hz	-3.4	-1.8 to -4.6
	250Hz	-8.7	-7.2 to -10.0
	125Hz	-16.1	-14.6 to -17.6
	63Hz	-26.1	-24.7 to -27.7
	31.5Hz	-38.8	-37.4 to -41.4
Differential level linearity	94dB-104dB	0.0	± 0.6
	104dB-114dB	0.0	± 0.6

Remarks :

1. The equipment used in this calibration is traceable to recognized National Standards.
2. The mean value is the average of four measurements.
3. For calibration: Reference SPL are 94, 104 & 114dB, range setting is 20-140dB & time weighting is fast
4. The UUT does comply with EN 61672-1: 2003 Class 1 sound level meter for the above measurement.
5. The values given in this Calibration Certificate only relate to the values at the time of the test and any uncertainties will not include allowance for the equipment long term drift, variations with environment changes, vibration and shock during transportation, overloading, mis-handling or the capability of any other laboratory to repeat the measurement.

 Checked by : William Date : 18-8-2020 Certified by : K.T. Leung Date : 20-8-2020
 CA-R-297 (22/07/2009)

Leung Kwok Tai (Assistant Manager)

**** End of Report ****

Report no.: 203258CA201871(1)

Page 1 of 1

CALIBRATION CERTIFICATE OF SOUND CALIBRATOR

Client : Fugro Technical Services Ltd.

Project : Calibration Services

Client Supplied Information

Details of Unit Under Test, UUT

Description : Sound Calibrator
 Manufacturer : Casella (Model CEL-120/1)
 Serial No. : 5230736
 Equipment ID : N-18
 Next Calibration Date : 07-Sep-2021
 Specification Limit : EN 60942: 2003 Class 1

Laboratory Information

Details of Calibration Equipment

Description : Reference Sound level meter
 Equipment ID. : R-119-1
 Calibration Date : 08-Sep-2020
 Calibration Location : Calibration Laboratory of FTS Ambient Temperature : 20±2 °C
 Method Used : By direct comparison Relative Humidity : <80% R.H.

Calibration Results :

Parameters (Setting of UUT)	Mean Value (error of measurement)	Specification Limit(dB)
94dB	0.1 dB	±0.4dB
114dB	0.2 dB	

Remarks :

1. The equipment used in this calibration is traceable to recognized National Standards.
2. The mean value is the average of four measurements.
3. The unit under test complies with the specification limit.
4. The values given in this Calibration Certificate only relate to the unit-under-test and the values measured at the time of the test. Any uncertainties quoted will not include allowances for the environmental changes, variation and shock during transportation, or the capability of any other laboratory to repeat the measurement.

Checked by : William Date : 10-9-2020 Certified by : K. T. Leung Date : 12-9-2020
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

** End of Report **

Appendix E

Environmental Monitoring

Schedule

Project: Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel

Impact Monitoring Schedule for the Reporting Period (March 2021)

Sun	Mon	Tue	Wed	Thur	Fri	Sat
	1 Dust Monitoring Noise Monitoring (08:30-12:30)	2	3	4	5 Dust Monitoring (08:30-12:30)	6
7	8	9	10	11 Dust Monitoring Noise Monitoring (08:30-12:30)	12	13
14	15	16	17 Dust Monitoring Noise Monitoring (13:00-17:30)	18	19	20
21	22	23 Dust Monitoring Noise Monitoring (13:00-17:30)	24	25	26	27
28	29 Dust Monitoring Noise Monitoring (13:00-17:30)	30	31			

Remarks

1. Actual monitoring may be subjected to change due to any safety concern or adverse weather condition;
2. Dust Monitoring: 24-hours TSP Monitoring per 6 days, and 3 x 1-hour TSP Monitoring per 6 days;
3. Noise Monitoring: Leq (30 min) between 0700 and 1900 hours;
4. Monitoring Location: M-A3 and M-N3: SKH Tsoi Kung Po Secondary School.

Project: Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel

Impact Monitoring Schedule for the Next Reporting Period (April 2021)

Sun	Mon	Tue	Wed	Thur	Fri	Sat
				1 Dust Monitoring (08:30-12:30)	2	3
4	5	6	7 Dust Monitoring Noise Monitoring (08:30-12:30)	8	9	10
11	12	13 Dust Monitoring Noise Monitoring (08:30-12:30)	14	15	16	17
18	19 Dust Monitoring Noise Monitoring (13:00-17:30)	20	21	22	23 Dust Monitoring (13:00-17:30)	24
25	26	27	28	29 Dust Monitoring Noise Monitoring (13:00-17:30)	30	

Remarks

1. Actual monitoring may be subjected to change due to any safety concern or adverse weather condition;
2. Dust Monitoring: 24-hours TSP Monitoring per 6 days, and 3 x 1-hour TSP Monitoring per 6 days;
3. Noise Monitoring: Leq (30 min) between 0700 and 1900 hours;
4. Monitoring Location: M-A3 and M-N3: SKH Tsoi Kung Po Secondary School.

Appendix F

Action and Limit Levels for
Construction Dust and Noise
Monitoring

Table F-1 Action and Limit Levels for 1-hour TSP

Station ID	Location	Action Level	Limit Level
M-A3	SKH Tsoi Kung Po Secondary School	333 µg/m ³	500 µg/m ³

Table F-2 Action and Limit Levels for 24-hour TSP

Station ID	Location	Action Level	Limit Level
M-A3	SKH Tsoi Kung Po Secondary School	153 µg/m ³	260 µg/m ³

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

Station ID	Location	Action Level	Limit Level
M-N3	SKH Tsoi Kung Po Secondary School	When one documented compliant is received	For Schools: 70dB(A) during normal teaching period and 65 dB(A) during examination periods

Appendix G

Construction Dust Monitoring

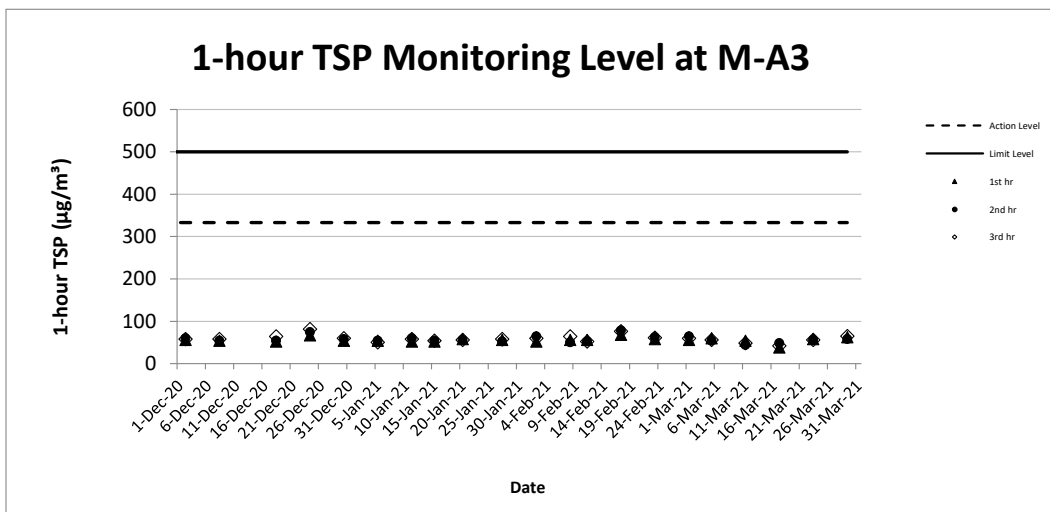
Results and Meteorological

Observations

1-hour TSP Monitoring Result for Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel

M-A3 - SKH Tsoi Kung Po Secondary School

1-hour TSP ($\mu\text{g}/\text{m}^3$)								
Date	Start Time	1st hr	2nd hr	3rd hr	Average	Action Level	Limit Level	Weather
1-Mar-21	09:30	56	64	60	60	333	500	Fine
5-Mar-21	09:00	60	54	56	57			Fine
11-Mar-21	09:12	54	44	48	49			Fine
17-Mar-21	13:30	38	48	42	43			Fine
23-Mar-21	13:18	58	56	56	57			Fine
29-Mar-21	13:00	62	58	65	62			Fine
Average		54						
Max		65						
Min		38						



**24-hour TSP Monitoring Result for
Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel**

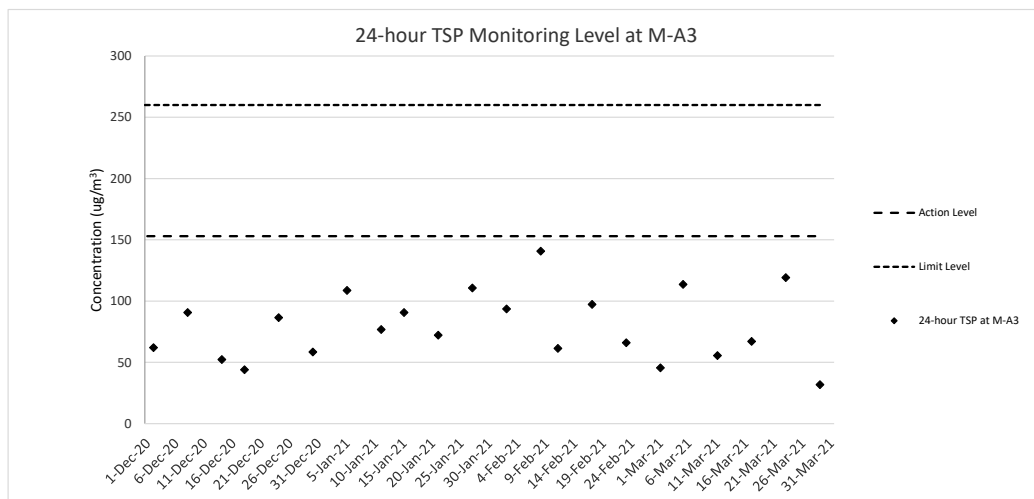
M-A3 - SKH Tsoi Kung Po Secondary School

Start Date	Weather Condition	Air Temperature (K)	Atmospheric Pressure, Pa (mmHg)	Filter Weight (g)		Particulate weight (g)	Sampling Time (hrs)	Flow Rate (m ³ /min.)		Average flow (m ³ /min)	Total volume (m ³)	Conc. (ug/m ³)	Action Level (ug/m ³)	Limit Level (ug/m ³)
				Initial	Final			Initial	Final					
1-Mar-21	Fine	291.4	765.1	2.6883	2.7690	0.0807	24	1.24	1.22	1.23	1771.5	46	153	260
5-Mar-21	Fine	293.1	762.0	2.6906	2.8917	0.2011	24	1.23	1.22	1.23	1768.3	114		
11-Mar-21	Fine	294	764.9	2.6829	2.7813	0.0984	24	1.23	1.22	1.23	1768.5	56		
17-Mar-21	Fine	297.7	759.7	2.6841	2.8024	0.1183	24	1.22	1.22	1.22	1762.5	67		
23-Mar-21	Fine	291.9	765.5	2.6884	2.8997	0.2113	24	1.24	1.22	1.23	1771.1	119		
29-Mar-21	Fine	298.6	755.5	2.6878	2.7460	0.0582	24	1.26	1.27	1.27	1822.4	32		
												Min	32	
												Max	119	
												Average	72	

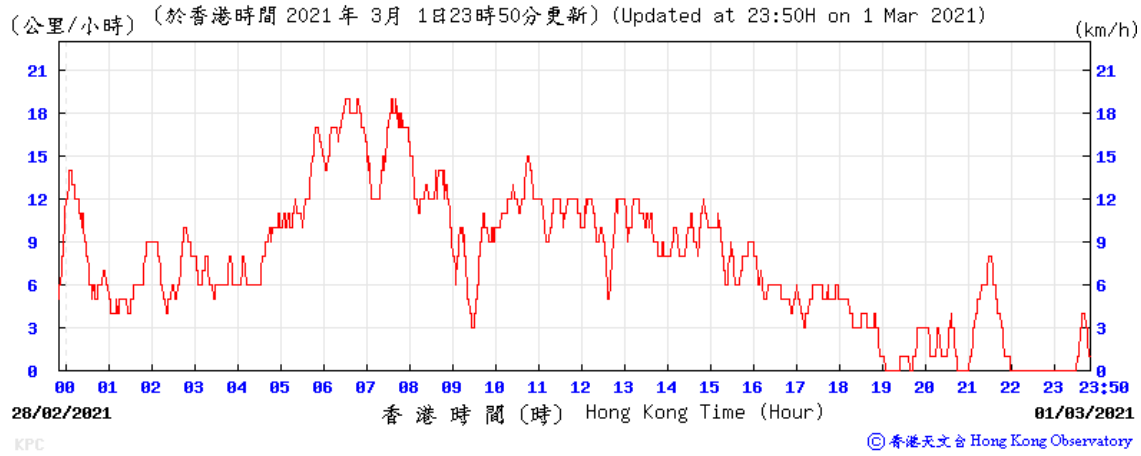
Note:

Underline: Exceedance of Action Level

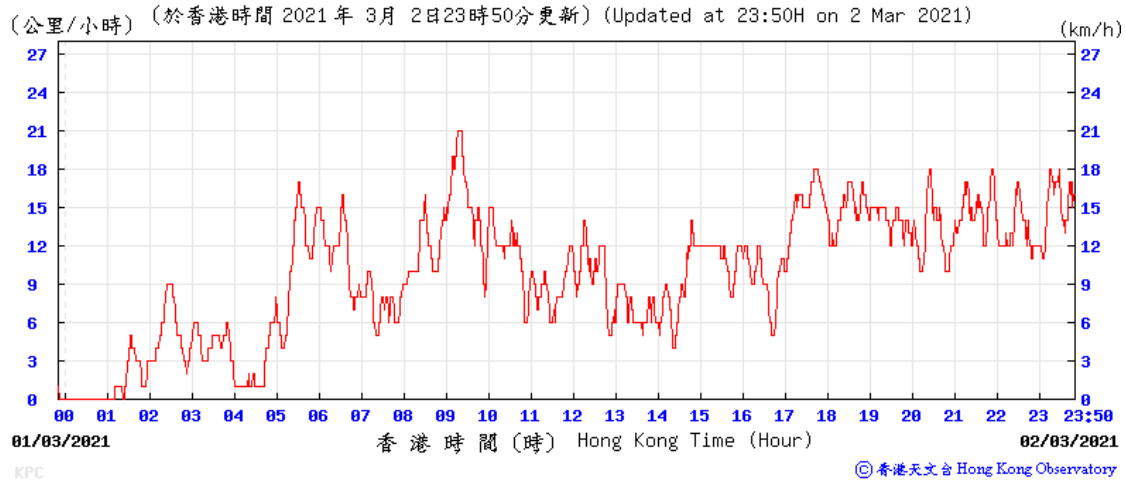
Underline and Bold: Exceedance of Limit Level



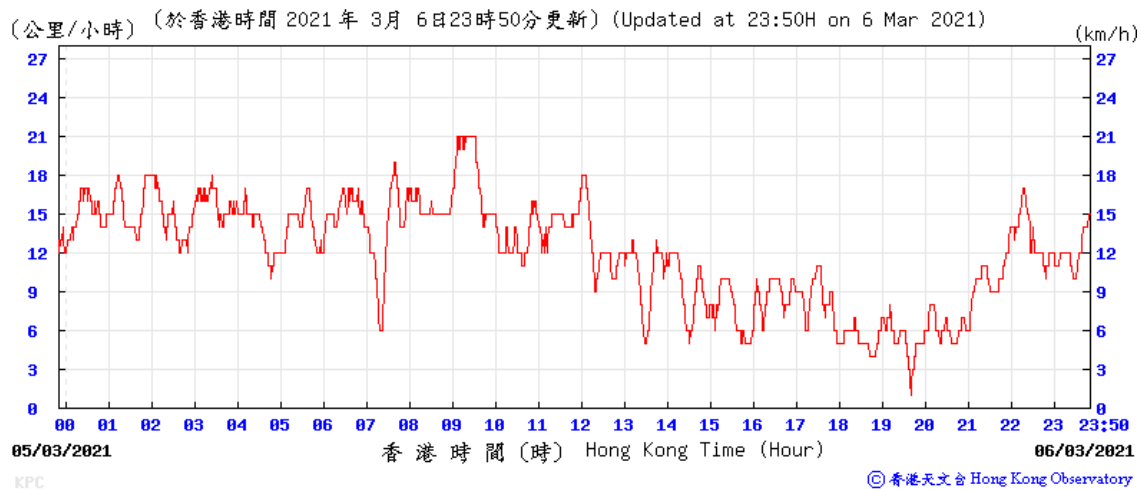
Wind Speed recorded at King's Park Meteorological Station on 1 March 2021



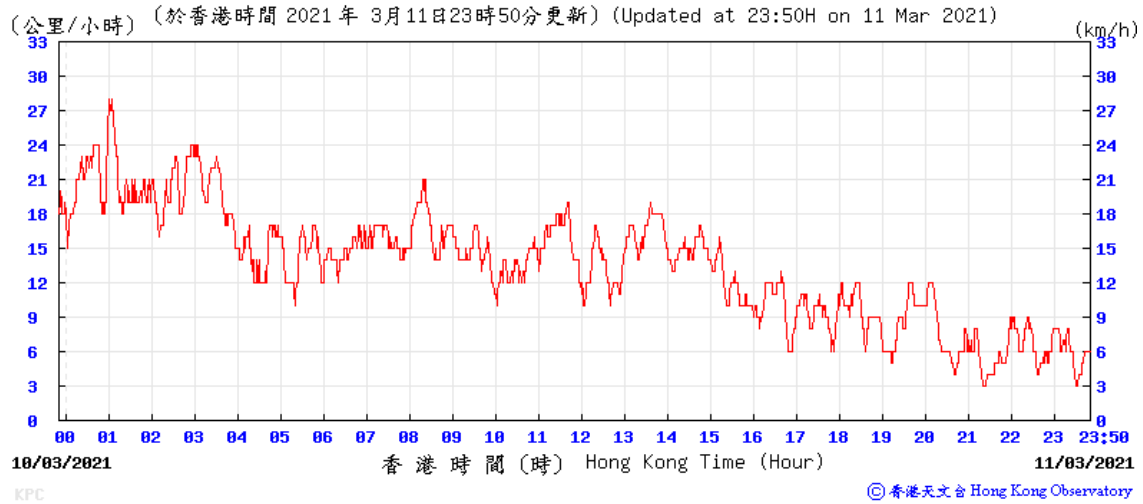
Wind Speed recorded at King's Park Meteorological Station on 2 March 2021



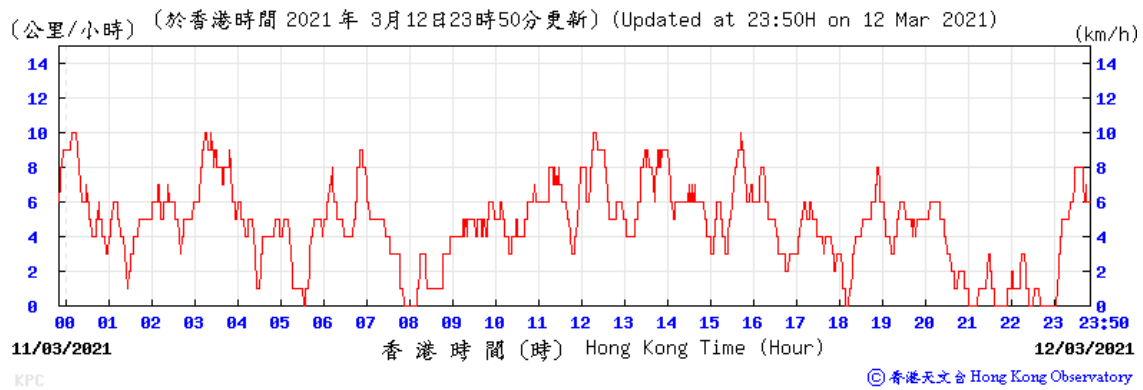
Wind Speed recorded at King's Park Meteorological Station on 6 March 2021



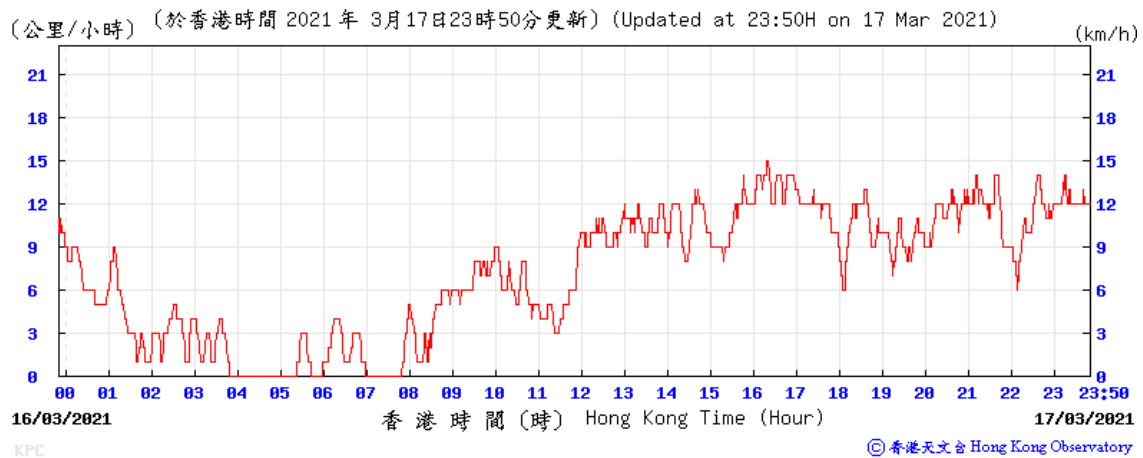
Wind Speed recorded at King's Park Meteorological Station on 11 March 2021



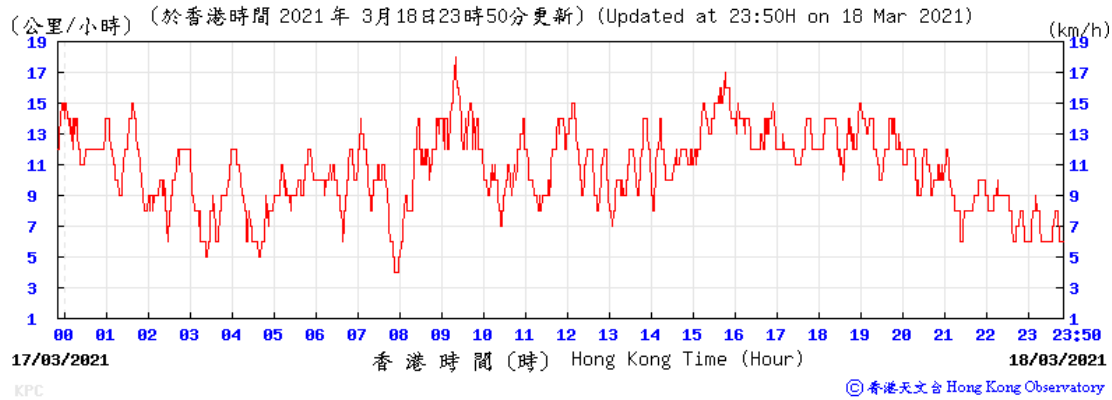
Wind Speed recorded at King's Park Meteorological Station on 12 March 2021



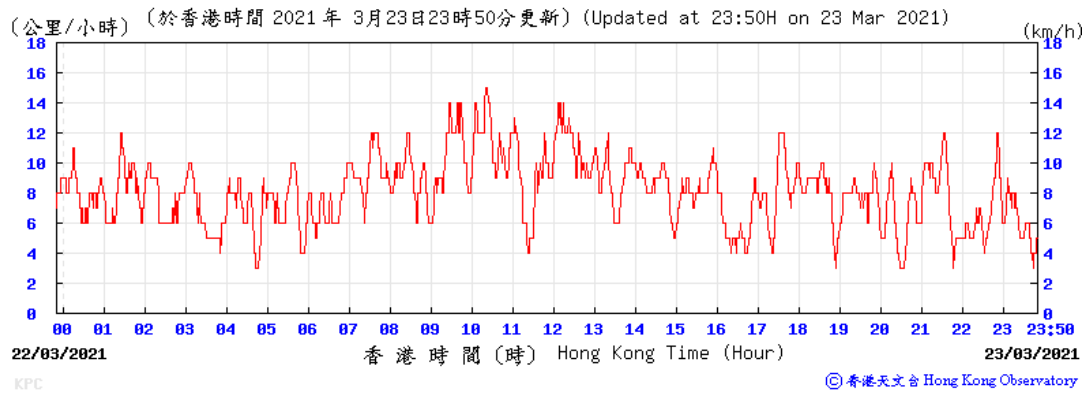
Wind Speed recorded at King's Park Meteorological Station on 17 March 2021



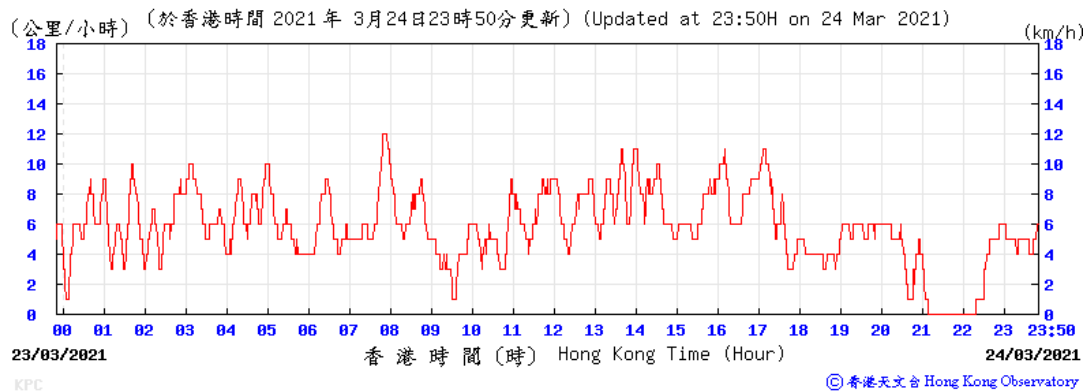
Wind Speed recorded at King's Park Meteorological Station on 18 March 2021



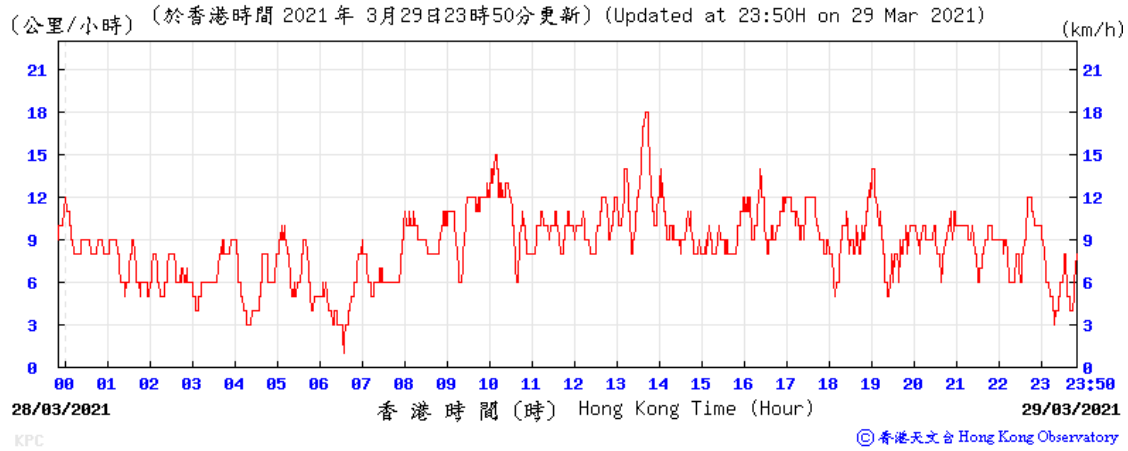
Wind Speed recorded at King's Park Meteorological Station on 23 March 2021



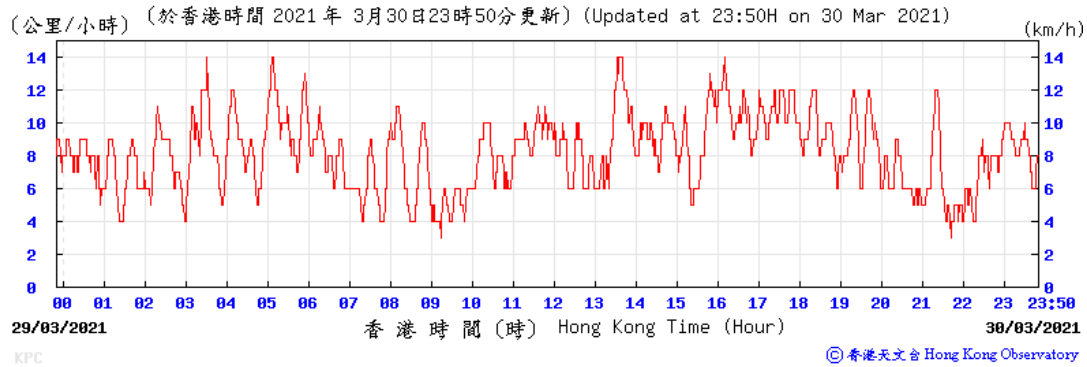
Wind Speed recorded at King's Park Meteorological Station on 24 March 2021



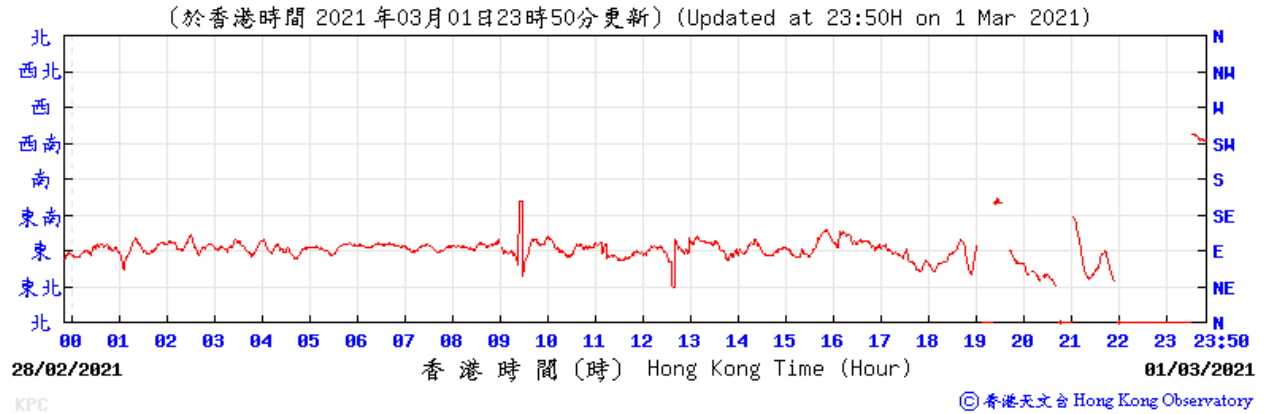
Wind Speed recorded at King's Park Meteorological Station on 29 March 2021



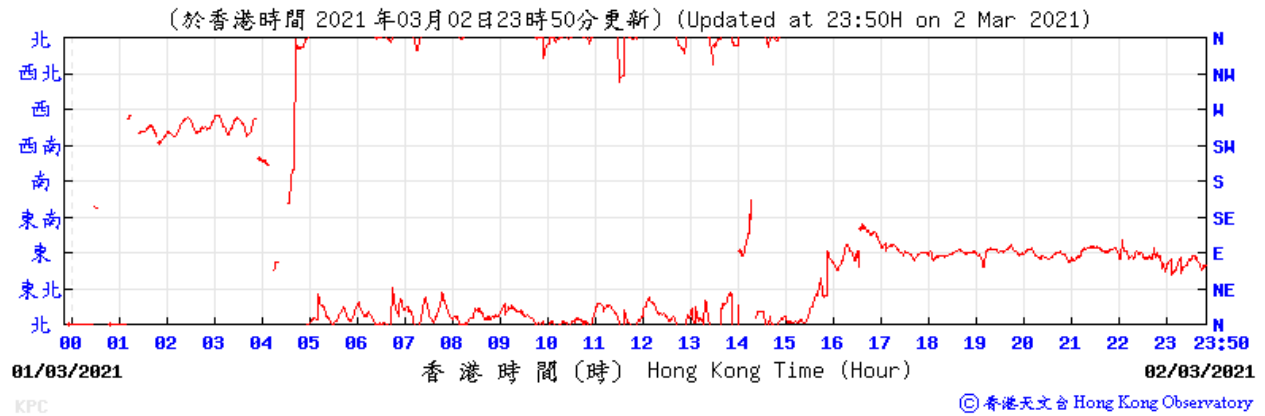
Wind Speed recorded at King's Park Meteorological Station on 30 March 2021



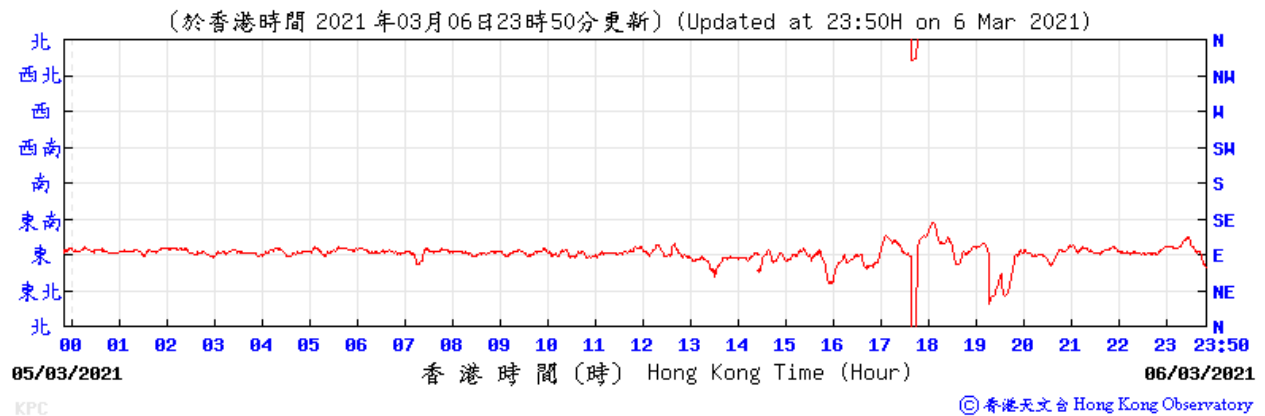
Wind Direction recorded at King's Park Meteorological Station on 1 March 2021



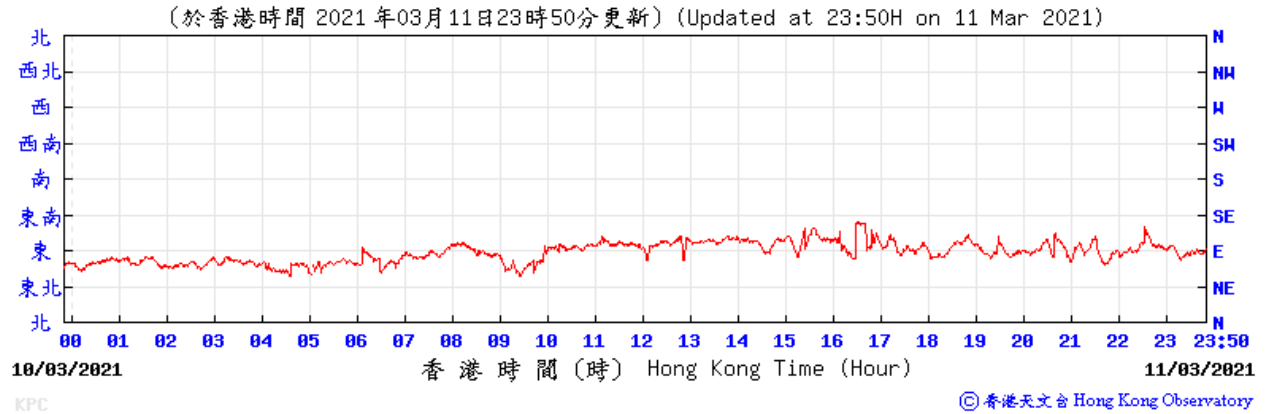
Wind Direction recorded at King's Park Meteorological Station on 2 March 2021



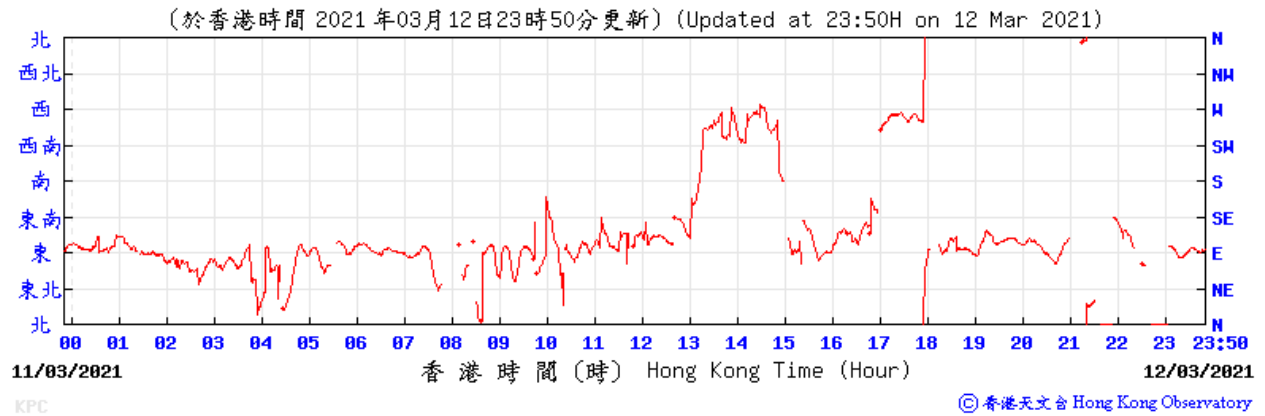
Wind Direction recorded at King's Park Meteorological Station on 6 March 2021



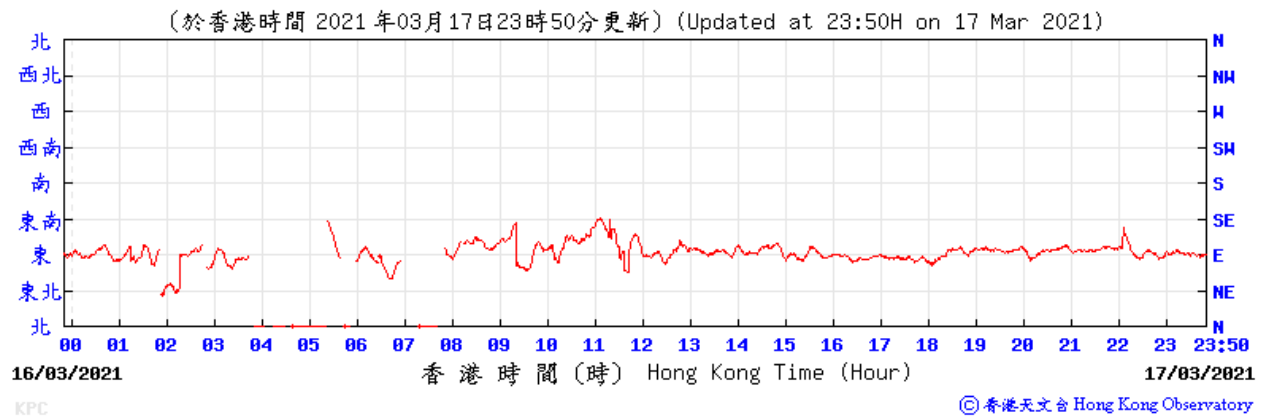
Wind Direction recorded at King's Park Meteorological Station on 11 March 2021



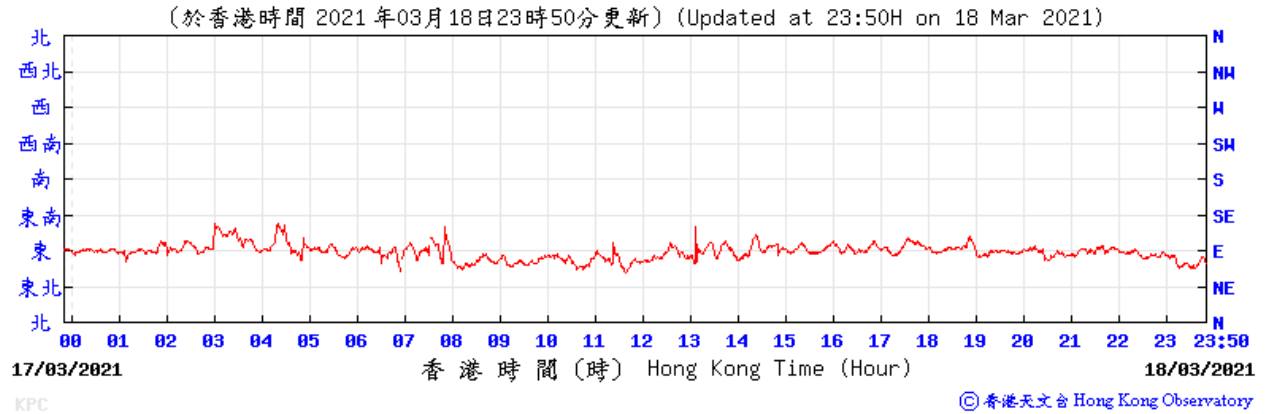
Wind Direction recorded at King's Park Meteorological Station on 12 March 2021



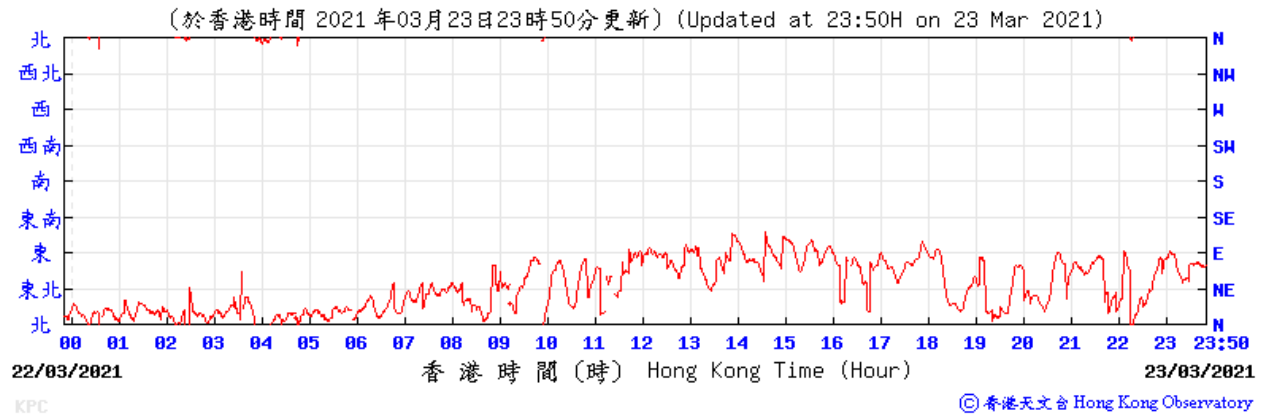
Wind Direction recorded at King's Park Meteorological Station on 17 March 2021



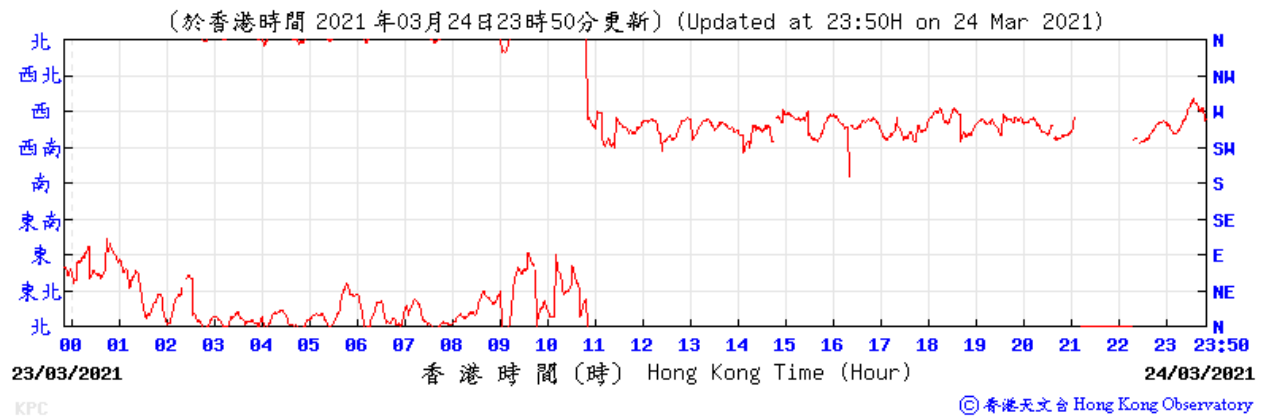
Wind Direction recorded at King's Park Meteorological Station on 18 March 2021



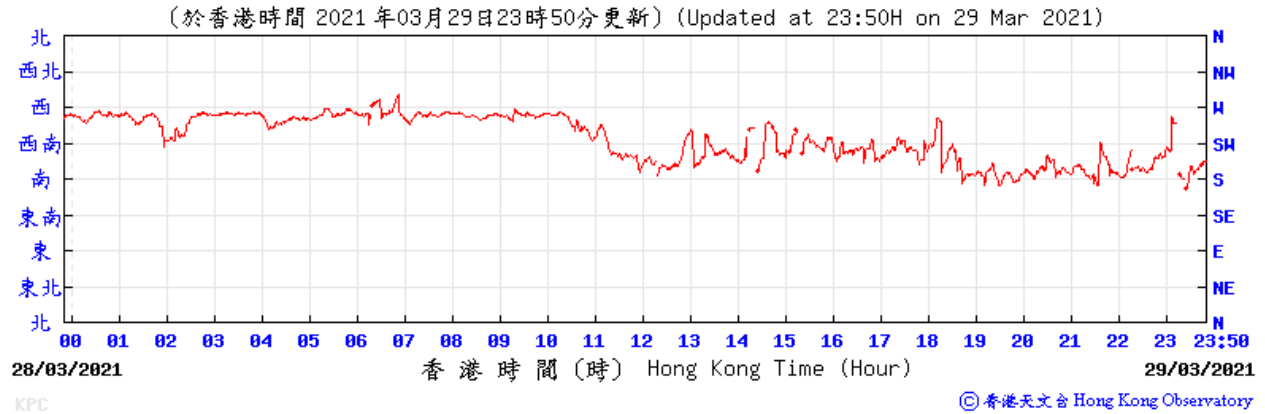
Wind Direction recorded at King's Park Meteorological Station on 23 March 2021



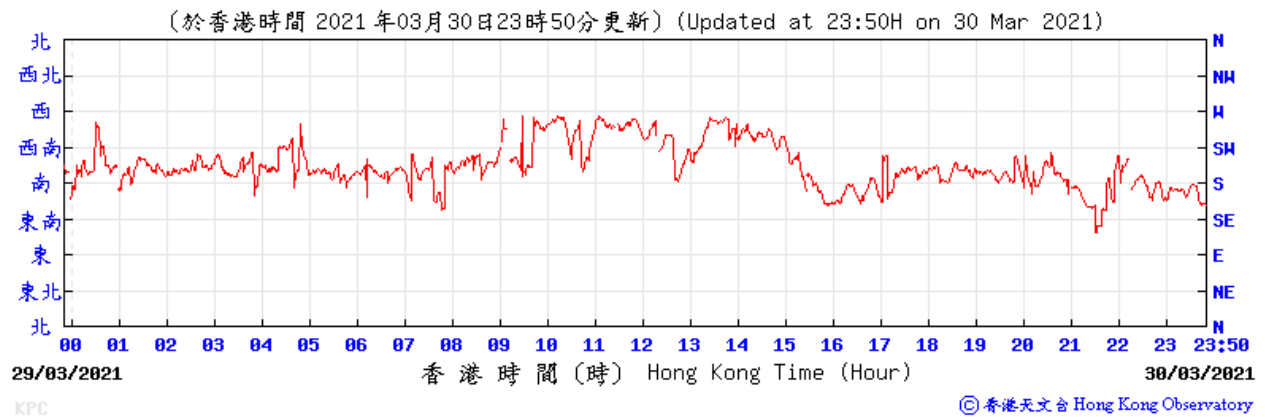
Wind Direction recorded at King's Park Meteorological Station on 24 March 2021



Wind Direction recorded at King's Park Meteorological Station on 29 March 2021



Wind Direction recorded at King's Park Meteorological Station on 30 March 2021



*Remark:

The wind speed and wind direction of 5 March 2021 was not available from the Hong Kong observatory website.

Appendix H

Construction Noise Monitoring Results

Noise Impact Monitoring Result for Contract No. HY/2018/08 Central Kowloon Route – Central Tunnel

M-N3 - SKH Tsoi Kung Po Secondary School

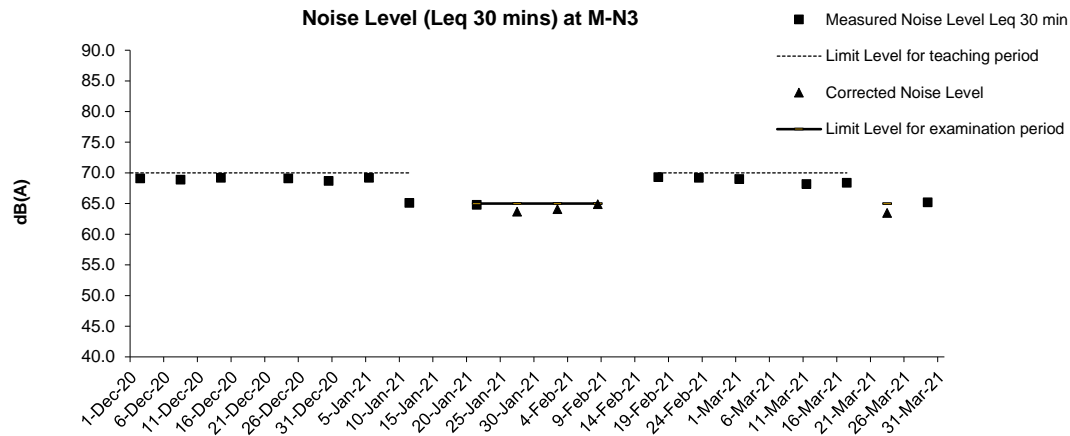
Date	Start Time	Measured Noise Level Leq 30min dB(A)	Corrected Noise Level* dB(A)	Limit Level^	L10 dB(A)	L90 dB(A)	Wind Speed (m/s)	Weather
1-Mar-21	09:00	69.0	NA	70	71.5	61.5	1.7	Fine
11-Mar-21	09:00	68.2	NA	70	71.5	63.0	3.6	Fine
17-Mar-21	13:30	68.4	NA	70	71.5	65.5	2.5	Fine
23-Mar-21	13:02	69.1	63.5	65	71.0	62.0	2.2	Fine
29-Mar-21	13:16	65.2	NA	70	68.0	60.0	2.5	Fine
Max		69.1	63.5					
Min		65.2	63.5					

Note:

Free field noise levels were adjusted with a correlation of +3 dB(A).

* Corrected Noise Level = $10 * \log(10^{(Measured\ Noise\ Level/10)} - 10^{(Baseline\ Noise\ Level/10)})$; NA refers to Not Applied as the Measured Noise Level < Limit Level.

^ 3. The Limit Level was 70 dB(A) for teaching period (from 1 to 21 and 26 to 31 March 2021) and 65 dB(A) for examination period (from 22 to 25 March 2021)



Remark: Corrected Noise Level was applied on 27 January 2021, 2 and 8 February 2021, 23 March 2021; Corrected Noise Level = Measured Noise Level - Baseline Noise Level (i.e. 67.7 dB(A))

Appendix I

Event and Action Plan

Table I-1 Event and 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. Identify source, investigate the causes of exceedance and propose remedial measures; 2. Inform IEC and ER; 3. Repeat measurement to confirm finding; 4. Increase monitoring frequency to daily. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by ET; 2. Check Contractor's working method. 	<ol style="list-style-type: none"> 1. Notify Contractor. 	<ol style="list-style-type: none"> 1. Rectify any unacceptable practice; 2. Amend working methods if appropriate.
Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> 1. Identify source; 2. Inform IEC and ER; 3. Advise the ER on the effectiveness of the proposed remedial measures; 4. Repeat measurements to confirm findings; 5. Increase monitoring frequency to daily; 6. Discuss with IEC and Contractor on remedial actions required; 7. If exceedance continues, arrange meeting with IEC and ER; 8. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by ET; 2. Check Contractor's working method; 3. Discuss with ET and Contractor on possible remedial measures; 4. Advise the ET on the effectiveness of the proposed remedial measures; 5. Supervise Implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Ensure remedial measures properly implemented. 	<ol style="list-style-type: none"> 1. Submit proposals for remedial to ER within 3 working days of notification; 2. Implement the agreed proposals; 3. Amend proposal if appropriate.

Table I-1 Event and Action Plan for Construction Dust Monitoring (Continued)

EVENT	Action			
	ET	IEC	ER	Contractor
Limit Level				
Exceedance for one sample	<ol style="list-style-type: none"> 1. Identify source, investigate the causes of exceedance and propose remedial measures; 2. Inform ER, Contractor and EPD; 3. Repeat measurement to confirm finding; 4. Increase monitoring frequency to daily; 5. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by ET; 2. Check Contractor's working method; 3. Discuss with ET and Contractor on possible remedial measures; 4. Advise the ER on the effectiveness of the proposed remedial measures; 5. Supervise implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Ensure remedial measures properly implemented. 	<ol style="list-style-type: none"> 1. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Amend proposal if appropriate.
Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> 1. Notify IEC, ER, Contractor and EPD; 2. Identify source; 3. Repeat measurement to confirm findings; 4. Increase monitoring frequency to daily; 5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented; 6. Arrange meeting with IEC and ER to discuss the remedial actions to be taken; 7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results; 8. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Discuss amongst ER, ET, and Contractor on the potential remedial actions; 2. Review Contractor's remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly; 3. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. In consultation with the IEC, agree with the Contractor on the remedial measures to be implemented; 4. Ensure remedial measures properly implemented; 5. 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. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Resubmit proposals if problem still not under control; 5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

Table I-2 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. Identify source, investigate the causes of exceedance and propose remedial measures; 2. Notify IEC and Contractor; 3. Report the results of investigation to the IEC, ER and Contractor; 4. Discuss with the Contractor and formulate remedial measures; 5. Increase monitoring frequency to check mitigation effectiveness. 	<ol style="list-style-type: none"> 1. Review the analysed results submitted by the ET; 2. Review the proposed remedial measures by the Contractor and advise the ER accordingly; 3. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Require Contractor to propose remedial measures for the analysed noise problem; 4. Ensure remedial measures are properly implemented. 	<ol style="list-style-type: none"> 1. Submit noise mitigation proposals to IEC; 2. Implement noise mitigation proposals.
Exceedance of Limit Level	<ol style="list-style-type: none"> 1. Identify source; 2. Inform IEC, ER, EPD and Contractor; 3. Repeat measurements to confirm findings; 4. Increase monitoring frequency; 5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented; 6. Inform IEC, ER and EPD the causes and actions taken for the exceedances; 7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results; 8. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Discuss amongst ER, ET, and Contractor on the potential remedial actions; 2. Review Contractors remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly; 3. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Require Contractor to propose remedial measures for the analysed noise problem; 4. Ensure remedial measures properly implemented; 5. 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. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Resubmit proposals if problem still not under control; 5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

Table I-3 Event and Action Plan for Landscape and Visual during construction phase

EVENT	Action			
	ET	IEC	ER	Contractor
Non-conformity on one occasion	<ol style="list-style-type: none"> 1. Identify source(s); 2. Inform the Contractor, IEC and ER; 3. Discuss remedial actions and preventive measures with IEC, ER and Contractor; 4. Monitor remedial action(s) and preventive measures until rectification has been completed. 	<ol style="list-style-type: none"> 1. Check inspection report; 2. Check Contractor's working method; 3. Discuss with ET, ER and Contractor on possible remedial measure(s) and preventive measure(s); 4. Advise ER on effectiveness of proposed remedial measure(s) and preventive measure(s); 5. Check implementation of proposed remedial measure(s) and preventive measure(s). 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of non-conformity in writing; 2. Notify the Contractor; 3. Review and agree on the remedial measure(s) and preventive measures proposed by the Contractor; 4. Check implementation of remedial measure(s) and preventive measures. 	<ol style="list-style-type: none"> 1. Identify source and investigate the non-conformity; 2. Implement remedial measure(s) and preventive measure(s); 3. Amend working methods agreed with ER as appropriate; 4. Rectify damage and undertake any necessary replacement.
Repeat Non-conformity	<ol style="list-style-type: none"> 1. Identify source(s); 2. Inform Contractor, IEC and ER; 3. Discuss inspection frequency; 4. Discuss remedial action(s) and preventive measures with IEC, ER and Contractor; 5. Monitor remedial action(s) and preventive measure(s) until rectification has been completed; 6. If non-conformity stops, cease any additional monitoring. 	<ol style="list-style-type: none"> 1. Check inspection report; 2. Check Contractor's working method; 3. Discuss with ET, ER and Contractor on possible remedial measure(s) and preventive measure(s) 4. Advise ER on effectiveness of proposed remedial measure(s) and preventive measures; 5. Supervise implementation of proposed remedial measure(s) and preventive measure(s). 	<ol style="list-style-type: none"> 1. Notify the Contractor; 2. In consultation with the ET and IEC, agree with the Contractor on the remedial measure(s) and preventive; measure(s) to be implemented; 3. Supervise implementation of remedial measure(s) and preventive measure(s). 	<ol style="list-style-type: none"> 1. Identify source and investigate the non-conformity; 2. Implement remedial measure(s) and preventive measure(s); 3. Amend working methods agreed with ER as appropriate; 4. Rectify damage and undertake any necessary replacement. Stop relevant portion of works as determined by ER until the non-conformity is abated.

Appendix J

Implementation Status of
Environment Mitigation
Measures (Construction Phase)

Implement Status of Environment Mitigation Measures (Construction Phase)

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
Air Quality			
S4.3.10	D1	- The contractor shall follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation	Implemented
S4.3.10	D2	- 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/m ² to achieve the dust removal efficiency.	Implemented
S4.3.10	D3	- 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;	Implemented
		- Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;	Implemented
		- A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones;	Implemented
		- 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;	Implemented
		- 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;	Implemented
		- 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;	Implemented
		- 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;	Implemented
		- 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;	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		- 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	Implemented
S4.3.10	D3	- 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;	N.O.
		- Any skip hoist for material transport should be totally enclosed by impervious sheeting;	Implemented
		- 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;	Implemented
		- 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;	N.O.
		- 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	N.O.
		- 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.	N.O.
Noise (Airborne)			
S5.4.1	N1	- Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction programme;	Implemented
		- 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;	Implemented
		- Plant known to emit noise strongly in one direction, where possible, be orientated so that the noise is directed away from nearby NSRs;	Implemented
		- Silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works;	N.O.
		- Mobile plant should be sited as far away from NSRs as possible and practicable;	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		- Material stockpiles, mobile container site office and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities.	N.O.
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.	Implemented
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.	Implemented
S5.4.1	N4	- Use "Quiet plants".	Implemented
S5.4.1	N5	- Loading/unloading activities should be carried out inside the full enclosure of mucking out points.	N.O.
S5.4.1	N6	- Sequencing operation of construction plants where practicable.	Implemented
Water Quality			
S6.9.1.1	W1	<p><u>Construction Runoff</u></p> <p>- At the start of site establishment, 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;</p>	Implemented
		<p>- 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;</p>	Implemented
		<p>- 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;</p>	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		- 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;	N.O.
		- 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;	N.O.
		- 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;	Implemented
		- Measures should be taken to minimise 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;	Implemented
		- Open stockpiles of construction materials (for example, aggregates, sand and fill material) of more than 50m ³ 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;	Implemented
		- 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;	Implemented
S6.9.1.1	W1	- 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 summarised 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.	Implemented
S6.9.1.1	W1	- 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;	Partially Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		<ul style="list-style-type: none"> - Oil interceptors should be provided in the drainage system downstream of any 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; 	N.O.
		<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; 	Implemented
		<ul style="list-style-type: none"> - 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; 	Implemented
		<ul style="list-style-type: none"> - 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. 	Implemented
S6.9.1.2	W2	<p><u>Tunnelling Works and Underground Works</u></p> <ul style="list-style-type: none"> - Cut-&-cover tunnelling 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; 	N.O.
		<ul style="list-style-type: none"> - Uncontaminated discharge should pass through sedimentation tanks prior to off-site discharge; 	Implemented
		<ul style="list-style-type: none"> - 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; 	Implemented
S6.9.1.2	W2	<ul style="list-style-type: none"> - Direct discharge of the bentonite slurry (as a result of D-wall and bored tunnelling 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. 	Implemented
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 be employed to provide appropriate and adequate portable toilets and be responsible for appropriate disposal and maintenance. 	Implemented
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; 	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		<ul style="list-style-type: none"> - A discharge license under the WPCO through the Regional Office of EPD for groundwater 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 results indicated that the groundwater to be generated from the excavation 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. 	<p style="text-align: center;">N.O.</p> <p style="text-align: center;">N.O.</p> <p style="text-align: center;">N.O.</p>
S6.9.1.6	W6	<p><u>Accidental Spillage</u></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; 	Implemented
		<ul style="list-style-type: none"> - 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. 	Implemented
Waste Management			
S7.4.1	WM1	<p><u>On-site sorting of C&D materials</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 	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		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.	
S7.5.1	WM2	<u>Construction and Demolition Materials</u>	Implemented
		- Maintain temporary stockpiles and reuse excavated fill material for backfilling and reinstatement;	Implemented
		- Carry out on-site sorting;	Implemented
		- Make provisions in the Contract documents to allow and promote the use of recycled aggregates where appropriate;	Implemented
		- Adopt 'Selective Demolition' technique to demolish the existing structures and facilities with a view to recovering broken concrete effectively for recycling purpose, where possible;	N.O.
		- Implement a trip-ticket system for each works contract to ensure that the disposal of C&D materials are properly documented and verified; and	Implemented
- 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.	Implemented		
S7.5.1	WM3	<u>C&D Waste</u> - Standard formwork or pre-fabrication should be used as far as practicable in order to 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;	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		<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. 	Implemented
S7.5.1	WM5	<p><u>Land-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; 	Implemented
		<ul style="list-style-type: none"> - Requirement in the ETWB TCW No. 34/2002 shall be followed; 	N.O.
		<ul style="list-style-type: none"> - 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. 	N.A.
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; 	Implemented
		<ul style="list-style-type: none"> - 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; 	Implemented
S7.5.1	WM6	<ul style="list-style-type: none"> - 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 	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		- 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.	
S7.5.1	WM6	<u>General Refuse</u> - General refuse generated on-site should be stored in enclosed bins or compaction units separately from construction and chemical wastes;	Partially Implemented
		- 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;	Implemented
		- 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;	Implemented
		- 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.	N.O.
Land Contamination			
S8.10, S8.12 & Appendix 8.4	LC1	<u>Remaining SI Works</u> - The potential for land contamination issues at EBH1 and EBH2 will be confirmed by site investigation after site possession and utility diversion by the construction contractor. Following the completion of the remaining SI works, the Project Proponent would prepare and submit a Second Supplementary CAR/RAP to EPD to present the findings of the SI works and to recommend specific remediation measures, if required. Upon completion of the remediation works, if any, a Remediation Report (RR) would be prepared and submitted to EPD for agreement prior to commencement of the construction works.	N.O.
Hazard to Life			
S9.18	H1	- Blasting activities regarding transport and use of explosives should be supervised and audited by competent site staff to ensure full compliance with the blasting permit conditions.	N.O.
S9.6, para 4	H2	- Detonators shall not be transported in the same vehicle with other Category 1 Dangerous Goods.	N.O.
S9.6, para 8	H3	- The explosives delivery trucks should be approved by Mines Division and should meet the regulatory requirements for transport of explosives.	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
S9.10, para 7 and S9.18	H4	- Blast doors should be provided for tunnels and blast cover should be provided for shaft at HMT, and kept closed during blasting. Provision of blast doors or heavy duty blast curtains should be implemented at the shafts, adits and other suitable locations to prevent flyrock and control the air overpressure.	N.O.
S9.18	H5	- Only the required quantity of explosives for a particular blast should be transported to avoid the return.	N.O.
S9.18	H6	- Maximum instantaneous charge (MIC) should be within the MIC as specified for the given section.	N.O.
S9.18	H7	- The approved truck dedicated for transport of explosives should comply with the "Guidance Note on Requirements for Approval of an Explosives Delivery Vehicle" issued by CEDD Mines Division. The truck should be periodically inspected and properly maintained in good operation conditions. The fuel carried in the fuel tank should be minimized to reduce the duration of fire. Adequate fire-fighting equipment shall be provided, inspected and replaced periodically (e.g. fire extinguishers).	N.O.
S9.18	H8	- The driver and his assistant should be physically healthy, experienced and have good safe driving records. The driver should hold a proper driving license for the approved transport truck. Dedicated training programme and regular road safety briefing sessions / workshops should be provided to enhance their safe driving attitude and practice. Smoking should be strictly prohibited.	N.O.
S9.18	H9	- Emergency response plans in case of road accident should be prepared and implemented. The driver and his assistant should be familiar with the emergency procedures including evacuation, and proper communication / fire-fighting equipment should be provided to the driver and his assistant.	Implemented
S9.18	H10	- Close liaison and communication among Mines Division, contractors for transport of explosives, and working staff of the tunnel blasting should be established. In case of any change of work schedule leading to cancellation or variation of explosives required, relevant parties should be informed in time to avoid unused explosives at the work sites.	Implemented
S9.18	H11	- Close liaison and communication with Fire Services Department should be established to reduce the accidental detonation escalated from a fire. The contractors for transport of explosives should use the preferred transport routes as far as practicable.	Implemented
S9.18	H12	- Contingency plan should be prepared for transport of explosives under severe weather conditions such as rainstorms and thunderstorms.	Implemented
S9.18	H13	- For explosive transport, all packages of explosives on the truck should be properly stored in the truck compartment as required. Packaging of the explosives should remain intact (i.e. damage free) until they are transferred to the blasting site.	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
S9.18	H14	- Availability of a parking space should be ensured before commencement of transport of explosives. Location for loading and unloading of explosives should be as close as possible to the shaft or the adit. No hot work should be performed in the vicinity during the time of loading and unloading.	N.O.
S9.18	H15	- Good communication and coordination should be performed for safe blasting of different chainage locations on the same day.	N.O.
S9.18	H16	- Evacuation and secure refugee areas should be implemented / provided to the working staff.	N.O.
S9.18	H17	- Healthy competent licensed shotfirers and blasting engineers should be employed to conduct the blasting work.	N.O.
S9.18	H18	- Proper control measures should be enforced during explosive transport within the tunnel and charging the blast holes, such as speed limit for the truck, no hot work in the vicinity, etc.	N.O.
S9.18	H19	- Ground vibrations of the blasting operation should be monitored and MICs should be adjusted according to the actual geotechnical features to ensure blasting vibrations within the specified PPV limit.	N.O.
S9.18	H20	- For tunnel blasting near gas facilities, requirement of the "Gas Production and Supply Code of Practice - Avoiding Danger from Gas Pipes" should be respected. Close liaison and coordination with HKCG should be established to provide sufficient notice of the planned blasting activities in an appropriate format within a reasonable time period prior to blasting. Emergency response procedures should be prepared and implemented in case of gas leaks.	N.O.
S9.18	H21	- For tunnel blasting near MTRC railway tunnels, close liaison and coordination with MTRC should be established to provide sufficient notice of the planned blasting activities in an appropriate format within a reasonable time period prior to blasting. Emergency response procedures should be prepared and implemented in case of any damage to the railway facilities.	N.O.
S9.18	H22	- It is recommended to explore to minimize the use of the cartridge emulsion explosives and maximize the use of bulk emulsion explosive as far as practicable.	N.O.
S9.18	H23	- The use of bulk emulsion where the maximum instant charge (MIC) envisaged for a particular blast is above 0.5kg. This prevents the occurrence of excessive vibrations due to potential bulk emulsion dosing inaccuracy in the case of low MIC. It is recommended to explore the bulk emulsion dosing technology so as to maximize the use of bulk emulsion explosive as far as practicable.	N.O.
S9.18	H24	- It is recommended to explore to use smaller explosive charges such as 'cast boosters' or 'mini-cast booster' instead of cartridge emulsion as primers for bulk emulsion. This is option reduces the quantity of explosives required for transportation for the sections where bulk emulsion will be used.	Implemented

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
S9.18	H25	- Instrumentation and monitoring plan should be submitted to all relevant stakeholders for agreement prior to the commencement of the tunnel blasting works. Such plan should be implemented during construction of CKR tunnels.	Implemented
S9.18	H26	- Contingency plan should be submitted to all relevant stakeholders for agreement prior to the commencement of the tunnel blasting works.	Implemented
Landscape and Visual			
S10.10.1, Table 10.11	LV3	<p><u>Good Site Management</u></p> <p>- 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.</p>	N.O.
S10.10.1, Table 10.11	LV4	<p><u>Screen Hoarding</u></p> <p>- 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.</p>	N.O.
S10.10.1, Table 10.11	LV5	<p><u>Lighting Control during Construction</u></p> <p>- 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.</p>	Implemented
S10.10.1, Table 10.11	LV6	<p><u>Erosion Control</u></p> <p>- 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.</p>	N.O.
S10.10.1, Table 10.11	LV7	<p><u>Tree Protection & Preservation</u></p> <p>- 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.</p>	Implemented
S10.10.1, Table 10.11	LV8	<p><u>Tree Transplantation</u></p> <p>- 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. If this is not possible or practical compensatory planting will be provided for trees unavoidably felled (See LV10). For trees unavoidably affected by the</p>	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		Project works that are transplanted, transplantation must be carried out in accordance with ETWBTC 2/2004 and 3/2006.	
S10.10.1, Table 10.11	LV9	<p><u>Compensatory Planting</u></p> <p>- 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, additional receptor sites outside the Works Area shall be agreed separately with Government during the Tree Felling Application process.</p>	N.O.
S10.10.1, Table 10.11	LV10	<p><u>Screen Planting</u></p> <p>- 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.</p>	N.O.
S10.10.1, Table 10.11	LV11	<p><u>Green Roof</u></p> <p>- Roof greening is recommended be established on ventilation and administration buildings to reduce exposure to untreated concrete surfaces and particularly mitigate visual impact to VSRs at high levels.</p>	N.O.
S10.10.1, Table 10.11	LV12	<p><u>Reinstatement</u></p> <p>- 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).</p>	N.O.
S10.10.1, Table 10.11	LV13	<p><u>Reprovisioning of Public Open Space</u></p> <p>- All areas of public open space affected by the Project will be re-provisioned either at the same location following the completion of temporary works, or at a separate site, as agreed with relevant Government departments. Open space should be re-provisioned in an enhanced manner.</p>	N.O.
S10.10.1, Table 10.11	LV14	<p><u>Landscape enhancement</u></p> <p>- 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:</p>	N.O.

EIA Ref	EM&A Log Ref	Recommended Environmental Protection Measures/ Mitigation Measures	Implementation Status
		<ul style="list-style-type: none"> - landscape enhancement of re-provisioned Public Transport Interchange; - landscape deck on tunnel portals; - viaduct planters for trailer planting. 	
Cultural Heritage			
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. 	N.A.
S12.6.1, Table 12.2	CH5	<p><u><i>Tin Hau Temple (CKR-02)</i></u></p> <ul style="list-style-type: none"> - The Alert, Alarm and Action (AAA) vibration limit is recommended to be set at 3/4/5 mm/s and a condition survey shall be carried out by the project proponent prior to the construction phase to confirm this assessment; - Vibration monitoring of the structure shall be employed during the construction phase to ensure that the level is not exceeded. . The monitoring proposal should be sent to AMO for comment. 	N.A.
S12.6.1, Table 12.2	CH6	<p><u><i>Kowloon Methodist Church (CKR-10)</i></u></p> <ul style="list-style-type: none"> - The Alert, Alarm and Action (AAA) vibration limit is recommended to be set at 5/6/7.5 mm/s; - Vibration monitoring of the structure shall be employed during the construction phase to ensure that the level is not exceeded, and as such appropriate vibration monitoring on the building should be complied with as appropriate. The monitoring proposal should be sent to AMO for comment. 	N.A.
S12.6.1, Table 12.2	CH7	<p><u><i>Ma Tau Kok Animal Quarantine Depot (CKR-12)</i></u></p> <ul style="list-style-type: none"> - The Alert, Alarm and Action (AAA) vibration limit is recommended to be set at 5/6/7.5 mm/s; - Vibration monitoring of the structure shall be employed during the construction phase to ensure that the level is not exceeded, and as such appropriate vibration monitoring on the building should be complied with as appropriate. The monitoring proposal should be sent to AMO for comment. 	N.A.
S12.6.1, Table 12.2	CH11	<p><u><i>Air raid precaution tunnels of the K1 Network (CKR-14)</i></u></p> <ul style="list-style-type: none"> - A condition survey for the tunnel network should be undertaken by the project proponent to determine the present condition of the air raid tunnels and to recommend protective measures to ensure that the tunnels are not damaged by the construction works. and as such appropriate vibration monitoring on the building should be complied with as appropriate. The monitoring proposal should be sent to AMO for comment. 	N.A.

Remarks:

N.A. Not Applicable at this stage as no such site activities were conducted in the reporting period

N.O. Not Observed during site inspection in the reporting period.

Appendix K

Cumulative Statistics on
Exceedances, Complaints,
Notifications of Summons and
Successful Prosecutions

Table K-1 Environmental Complaints Log

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
EC045_CK RCT20210 218_170	18 February 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	<p>A resident of Chun Man Court complained of the odour generated from Ho Man Tin construction site. The complainant described that the odour smelt like gasoline and showed his/ her concern about health conditions. He/she requested the Contractor to carry out investigation and to provide appropriate responses for follow-up actions.</p> <p>Based on the information provided by the Contractor, blasting was carried out on 18 February 2021 afternoon. All ventilation system had equipped with air filter and sprinkler system to prevent odour impact. The Contractor had washed the air filter after receiving the complaint.</p> <p>Regarding to the information from the Contractor, an investigation was carried out by the Contractor after receiving the complaint case, no odour sources were found.</p> <p>ET conducted weekly site inspection on 16 February 2021 and 23 February 2021, no particular observation and recommendation was</p>	Investigation report was finalized on 30 March 2021.

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>made regarding the odour impact from the inspection team.</p> <p>The following mitigation measures and site arrangement were taken to reduce noise nuisance:</p> <ul style="list-style-type: none"> • Supervision by Resident Site Staff (RSS) of the Project to monitor the site work activities and auditing the dust mitigation measures implemented on site by ET and RSS, such as all ventilation system had equipped with air filter and sprinkler system to prevent odour impact from construction site; • The Contractor was agreed to improve the sprinkler system. • The Contractor was agreed to increase the frequency of washing the air filter (i.e. once per week). <p>Apart from the above mitigation measures and site arrangement taken or to be taken by the Contractor, the Contractor was reminded that all loading, unloading, transfer, handling or storage of bulk cement or dry pulverized fuel ash should be carried out in a totally enclosed system or</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system.</p> <p>The Contractor was suggested to regularly monitor and maintain all vent or exhausts to ensure proper and efficient operations at all times.</p> <p>The Contractor was suggested to carry out odour monitoring to prevent the impact.</p> <p>The Contractor was suggested to maintain good relationship with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detail information of the work nature and inform in advance of the works to the nearby residents.</p>	
EC047_CK RCT20210 225_177	25 February 2021	1823	The Contractor & Engineer	Noise	A resident of Mantin Heights complained about the ground-borne noise generated from the works of Central Kowloon Route around mid-night of 24th February 2021. This situation had continued for two weeks and seriously affected	Investigation report was finalized on 8 April 2021.

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>the complainant. The complainant strongly requested the Contractor to improve the mitigation measure, otherwise he/ she will take legal actions to seek compensation for the complainant family's health issues from lack of sleep.</p> <p>According to the information provided by the Contractor, only one water pump and one wastewater treatment plant were operated at the ground level, no construction works were conducted at the ground level. Only mucking out, scaling were carried out inside the closed shaft enclosure and tunnel during the restricted hours (19:00 – 07:00) on 24th February 2021. Other Powered Mechanical Equipment (PME), including backhoe, loader, hydraulic breaker, dump truck were operated inside the closed shaft enclosure in accordance with the conditions in the valid Construction Noise Permit (CNP No.: GW-RE1128-20), and were used within the restricted hours (19:00 – 07:00 hours).</p> <p>The following mitigation measures and site arrangement were taken to reduce noise</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>nuisance:</p> <ul style="list-style-type: none"> • The Contractor was agreed to complete the scaling activities as soon as possible after each blast. • The Contractor was agreed to change the orientation for scaling the tunnel face. • The Contractor was agreed to review the design of blasting. • The Contractor was agreed to re-sequence the night-time works to minimize the noise impact. • The Contractor had closed acoustic door to minimize the noise impact. <p>The Contractor was suggested to maintain good relationship with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detailed information of the work nature and inform in advance of the noisy works to the nearby residents.</p> <p>The Contractor was suggested to carry out noise</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>monitoring at the sensitive receiver while conducting tunneling works if necessary.</p> <p>The Contractor was reminded to take remedial actions to ensure the adverse noise impact transmitted through the structural elements of a building does not continue under the CNP (GW-RE1128-20) condition 3.d.6.</p>	
EC048_CKRCT 20210226_180	26 February 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	<p>The Management Office (MO) of the Ultima referred a complaint case of their resident regarding the noise nuisance on Ho Man Tin Construction site. The resident mentioned the noise nuisance were generated from the dump truck from 20:30 to 21:25 on 25th February 2021. The complainant strongly requested the Contractor to follow up the case and improve the mitigation measure. Meanwhile, The Management Office (MO) of the Ultima had lodged an official complaint letter to Environmental Protection Department (EPD) and Highways Department (HyD).</p> <p>According to the information provided by the Contractor, one vehicle had broken down at the</p>	Investigation report was finalized on 30 March 2021.

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p data-bbox="1066 289 1701 992">middle of haul road within the Ho Man Tin Construction site. As the only access to both worksite and the Water Supplies Department East Service Reservoir were blocked by the vehicle, the general site manager duly considered if there was any emergency circumstance, such as fire, injury of people or break down of lifeline pumps in the WSD reservoir, emergency vehicles, such as fire engine, ambulance or emergency maintenance vehicles have to access to the site to prevent property in danger or to save of the life of any person. Therefore, the emergency removal of the broken-down vehicle using crane lorry was considered unavoidable and necessary based on the safety and emergency reasons.</p> <p data-bbox="1066 1049 1688 1393">According to the Contractor, all acoustic doors were closed and no construction activities were carrying out outside the noise enclosure (Annex B). One crane lorry was operated on the surface ground level to remove the vehicle which comply with the conditions in the valid Construction Noise Permit (CNP No.: GW-RE1128-20). The crane lorry was used only</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>during the restricted hours (19:00 – 07:00 hours).</p> <p>The following mitigation measures and site arrangement were taken to reduce noise nuisance:</p> <ul style="list-style-type: none"> • The Contractor was agreed to keep close liaison with the Management Offices of Ultima for regular updating the construction programme and nature of works involved. • The Contractor was agreed to communicate with the nearby stakeholder. <p>The Contractor was suggested to maintain good relationship with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detail information of the work nature and inform in advance of the noisy works to the nearby residents.</p> <p>The Contractor was reminded to strictly follow and fully comply with the CNP (GW-RE1128-20)</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					conditions and the mitigation measures stipulated in the EM&A Manual when construction activities are operating during the restricted hours.	
EC049_ CKRCT 20210226 _180	8 March 2021	Letter	The Contractor & Engineer	Noise	<p>The Management Office (MO) of the Ultima referred a complaint case of their resident regarding the noise nuisance on Ho Man Tin Construction site. The resident mentioned the noise nuisance were generated from the dump truck from 20:30 to 21:25 on 25 February 2021. The complainant strongly requested the Contractor to follow up the case and improve the mitigation measure.</p> <p>According to the information provided by the Contractor, one vehicle had broken down at the middle of haul road within the Ho Man Tin Construction site. As the only access to both worksite and the Water Supplies Department East Service Reservoir were blocked by the vehicle, the general site manager duly considered if there was any emergency circumstance, such as fire, injury of people or break down of lifeline pumps in the WSD</p>	Investigation report was finalized on 8 April 2021.

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>reservoir, emergency vehicles, such as fire engine, ambulance or emergency maintenance vehicles have to access to the site to prevent property in danger or to save of the life of any person. Therefore, the emergency removal of the broken-down vehicle using crane lorry was considered unavoidable and necessary based on the safety and emergency reasons.</p> <p>According to the Contractor, all acoustic doors were closed and no construction activities were carrying out outside the noise enclosure (Annex B). One crane lorry was operated on the surface ground level to remove the vehicle which comply with the conditions in the valid Construction Noise Permit (CNP No.: GW-RE1128-20). The crane lorry was used only during the restricted hours (19:00 – 07:00 hours).</p> <p>The following mitigation measures and site arrangement were taken to reduce noise nuisance:</p> <ul style="list-style-type: none"> • The Contractor was agreed to keep close liaison with the Management Offices of Ultima for 	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>regular updating the construction programme and nature of works involved.</p> <ul style="list-style-type: none"> The Contractor was agreed to communicate with the nearby stakeholder. <p>The Contractor was suggested to maintain good relationship with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detail information of the work nature and inform in advance of the noisy works to the nearby residents.</p> <p>The Contractor was reminded to strictly follow and fully comply with the CNP (GW-RE1128-20) conditions and the mitigation measures stipulated in the EM&A Manual when construction activities are operating during the restricted hours.</p>	
EC050CKR CT202103 17_191	17 March 2021	Contract Complaint Hotline	The Contractor & Engineer	Air & Noise	A resident of Grand Waterfront complained about the odour and noise nuisance generated from Ma Tau Kok Site on the morning of 1 March 2021. The odour nuisance repeated again	Investigation report was finalized on 9 April 2021.

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>on the morning of 17 March 2021 and affected their children's online lessons at home. The complainant requested the Contractor to carry out investigation and to provide appropriate responses for follow-up actions.</p> <p>Based on the information from the Contractor, the daytime activities from 07:00 –19:00 on 1st and 17 March 2021, mainly included site and shaft installation, strengthening for the access shaft and loading activities in accordance with the requirement set out in Technical Memorandum of Environmental Impact Assessment Ordinance (EIAO-TM).</p> <p>According to the information provided by the Contractor, an immediate investigation was carried out by the construction team after receiving the complaint, and there was no particular observation on the odour nuisance.</p> <p>ET conducted weekly site inspection on 7 April 2021, no particular observation and recommendation was made regarding the odour and noise impact from the inspection team.</p>	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>According to the information provided by the ET, under the Contract No. HY/2014/07 Central Kowloon Route – Kai Tak West, construction noise monitoring (Leq (30 min)) was conducted at the monitoring locations, Block B of Merit Industrial Centre (E-N21a) and 19 Hing Yan Street (E-N12a) in March 2021 in accordance with the requirement set out in the EM&A Manual.</p> <p>The following mitigation measures and site arrangement were taken to reduce noise and odour nuisance:</p> <ul style="list-style-type: none"> • The Contractor had erected the noise screen facing to Grant Waterfront. • The Contractor had fulfilled the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, and all non-road mobile machinery (NRMM) are provided with proper label. • The Contractor was agreed to provide workers training to increase worker awareness of the odour nuisance. • The Contractor was agreed to maintain the machineries regularly to prevent odour nuisance. 	

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
					<p>5 Apart from the above mitigation measures and site arrangement taken or to be taken by the Contractor, the Contractor was reminded that the machines and plant should be well-maintained. The machineries should be shut down while not in used to minimize the noise and odour nuisance.</p> <p>The Contractor was suggested to carry out odour monitoring to prevent the impact.</p> <p>The Contractor was suggested to maintain good relationship with the nearby sensitive receivers/ stakeholders which may be affected by the construction works such as providing better/ more detailed information of the work nature and inform in advance of the works to the nearby residents.</p>	
EC051CKR CT202103 24_197	24 March 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	Investigation results will be reported in the subsequent Monthly EM&A Report.	Under investigation

Complaint Log No.	Date of Complaint	Received From	Received By	Nature of Complaint	Investigation/Mitigation Action	Status
EC052CKR CT202103 27_199	27 March 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	Investigation results will be reported in the subsequent Monthly EM&A Report.	Under investigation
EC053CKR CT202103 29_201	29 March 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	Investigation results will be reported in the subsequent Monthly EM&A Report.	Under investigation
EC054CKR CT202103 30_202	30 March 2021	Contract Complaint Hotline	The Contractor & Engineer	Noise	Investigation results will be reported in the subsequent Monthly EM&A Report.	Under investigation

Table K-2 Cumulative Statistics on Complaints, Notifications of Summons and Successful Prosecutions and Public Engagement Activities

Reporting Period	Complaints	Notifications of Summons and Prosecutions	Public Engagement Activities
This Month	6	0	0
Cumulative Project-to-Date	54	0	0

Table K-3 Cumulative Statistics on Monitoring Exceedance

Monitoring Parameter	Month/Year	No. of Exceedance	
		Action	Limit
1-hour TSP	No. of Exceedance This Month	0	0
	Cumulative Project-to-Date	0	0
24-hour TSP	No. of Exceedance This Month	0	0
	Cumulative Project-to-Date	0	0
Noise (LAeq (30min))	No. of Exceedance This Month	6	0
	Cumulative Project-to-Date	43	0

Appendix L

Waste Flow Table

Monthly Summary Waste Flow Table (2021)

Month	Actual Quantities of Inert C&D Materials Generated Monthly				Actual Quantities of C&D Wastes Generated Monthly				
	Total Quantity of Inert C&D Materials Generated ^{2 3} (A)	Reused in the Contract ³ (B)	Reused in other Projects ³ (C)	Disposed as Public Fill ³ (D)	Metals	Paper/ cardboard packaging	Plastics	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)
Total (2019)	2.284	0.0000	0.0000	2.284	0.0000	0.0000	0.0000	0.0000	0.0358
Total (2020)	130.0518	0.0000	75.3533	54.6985	49.1912	3.1500	0.0219	4.2240	0.2613
Jan	14.4522	0.0000	7.0543	7.3979	0.0020	0.0000	0.0027	0.0000	0.0210
Feb	30.0391	0.0000	6.0723	23.8545	0.0000	0.3000	0.0021	0.0000	0.0223
Mar	48.8381	0.0000	28.7195	20.1186	0.0000	0.2000	0.0020	0.0000	0.0294
Apr									
May									
Jun									
Jan									
Sub-Total (2021)	93.3294	0.0000	41.8461	51.3710	0.0020	0.5000	0.0068	0.0000	0.0727
Jul									
Aug									
Sep									
Oct									
Nov									
Dec									
Total (2021)	93.3294	0.0000	41.8461	51.3710	0.0020	0.5000	0.0068	0.0000	0.0727
Total accumulated waste quantity	225.6652	0.0000	117.1994	108.3535	49.1932	3.6500	0.0287	4.2240	0.3698

Notes:

1. Following assumption is made for calculation:

- i) 1m³ of inert material weight 2.2 tonne;
- ii) 1m³ of non-inert material weight 1.6 tonne;
- iii) 1m³ of chemical waste weight 0.88 tonne;

2. Total Quantity of Inert C&D Materials (A) should reflect total quantities of C&D materials (including rock, broken concrete, soil, asphalt, slurry and bentonite) generated from site;

3. Disposed as Public Fill (D) = Total Quantity of Inert C&D Materials Generated (A) – Reused in the Contract (B) – Reused in other Projects (C)

Appendix M

Proactive Environmental
Protection Proforma

Proactive Environmental Protection Proforma

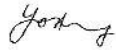
Ref.: HMTS_202104

Ref ⁽¹⁾	Proposed Construction Method ⁽²⁾	Location / Working Period	Anticipated Impacts	Recommended Mitigation Measures
EIA Ref: Sec 9.7	To extend the blasting time from 18:00 to 19:00	Location: Central tunnel Anticipated working period for blasting: February 2024	No additional impact is anticipated. Details should refer to the Proactive Environmental Protection Proforma for Alternative Construction Method – To Extend the Blasting Time from 18:00 to 19:00.	Details should refer to the Proactive Environmental Protection Proforma for Alternative Construction Method – To Extend the Blasting Time from 18:00 to 19:00.

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:  (David HUNG)

Date: 12 April 2021

Approved by Independent Checker (Environment):  (Mandy TO)

Date: 12 April 2021



Proactive Environmental Protection Proforma for Alternative Construction Method – *To Extend the Blasting Time from 18:00 to 19:00*

Introduction

Bouygues Travaux Publics (BTP) was commissioned by the Highway Department as the Main Contractor of the Contract HY/2018/08. Fugro Technical Services Ltd is appointed by BTP as the Environmental Team (ET) to undertake the Environmental Monitoring and Audit (EM&A) programme during the construction phase of the Project.

The Environmental Impact Assessment (EIA) Report for Central Kowloon Route (CKR) (Register No.: AEIAR-171/2013) was approved on 11 July 2013. An Environmental Permit (EP) for the CKR was granted on 9 Aug 2013 (EP No.: EP-457/2013) and the latest Variation of EP (VEP) (EP No.: EP-457/2013/C) was subsequently issued by the EPD on 16 January 2017.

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 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 Scheme for Construction of Central Tunnels

Excavations of Central Tunnel will be started from the Ho Man Tin (HMT) shaft by Drill and Blast method. Initially, there are four tube tunnels (Eastbound and Westbound), two will be excavated toward West to Yau Ma Tei (YMT) and the same will be excavated toward East to Ma Tau Kok (MTK).

The drill and blast excavation will be performed by repeating the same sequence of works for consecutive profiles until the breakthrough of the Westbound and Eastbound tunnels. One drill and blast cycle mainly involves the following steps:

1. Drilling
2. Charging
3. Blasting
4. Mucking Out
5. Scaling and mucking out the scaled spoils
6. Profile survey
7. Shotcreting & grouting (if necessary)
8. Mapping & Probing



Propose to extend the blasting time from 18:00 to 19:00

In a working day (Monday to Saturday), explosives are delivered overland by Mines Division to the designated unloading point at Ho Man Tin worksite within the normal delivery hours from 11:00 to 14:00 as specified in Mines Division Practices Note No. 1. Mines Division Delivery Section shall provide one delivery per blast day only. According to Section 9.5 of the EIA report, BTP shall carry out only one blast per blast face per day. No blast will be carried out on Sunday and public holiday.

The unloading, receipt, convey and installing the explosives to the blast face shall be conducted according to the procedures described in the approved method statement for blasting excavation. The procedures are strict and necessary to ensure the explosives are handled and installed properly before the detonation.

Chapter 9 of the CKR EIA reviewed the hazard assessment for the use of shock tube detonator. According to Section 9.7 of the EIA, the anticipated blasting time is from 14:00 to 18:00. BTP follows this blast window on each working day and understood that early delivery of explosive by Mines Division is not feasible.

To enable the programme improvement, electronic detonators (accepted by EPD in December 2020) are adopted at blasting is restricted by low maximum instantaneous charge weights. Since the blast face is large (180m²) and additional time is required to install the electronic detonators, it is proposed to extend the anticipating blasting time from 18:00 to 19:00 on working day (Monday to Saturday).

The Central Tunnel will be blasted according to other requirements described in the EIA report and within the assessment zone of the blasting permit governed by Mines Division.

Environmental Impact Associated with the Proposed Scheme and Recommended Mitigation Measures

1. Hazard Assessment

According to Section 9.8 of the EIA report, the population data are split into the categories representing different times of Weekday day and Weekend day – for the hazard assessment in the EIA:

Weekday day (Monday – Friday 07:00 – 19:00)

Weekend day (Saturday – Sunday 07:00 – 19:00)

Provided that the proposed blasting time is within the above time period, same population data would be adopted for the hazard assessment, i.e. no additional risk in connection with hazard to life is anticipated.

2. Airborne Construction Noise Impact

PME arrangements for blasting before 19:00 are the same for non-restricted hours. With the noise enclosure covering the access shaft, no additional noise impact arising from the proposed blasting time is anticipated.

3. Groundborne Construction Noise Impact

All blasting activities will be carried out according to the time table agreed among AMMJV, Mines Division and BTP before the blasting operation.

Since the duration of each blast is short and the proposed blasting time is still outside sensitive hours, no adverse groundborne construction noise impact is anticipated.

4. Waste Management

There is no increase in explosive charge weights for the proposed blasting time, the achieved pull length will remain unchanged, i.e. no additional excavated material will be generated.

Provided that the excavated material is handled, transported and disposed of using the methods and good site practices recommended in the EIA report, no adverse environmental impact associated with the excavated material is anticipated.

5. Water Quality

With the implementation of the mitigation measures recommended in the EIA report, no additional water quality impact is anticipated.

6. Air Quality Impact

All construction dust, fumes and smoke arising from the blasting will be mitigated by the dust filters and nozzle spray system.

Provided that the ventilation with dust filters and nozzle spray system are provided to mitigate fumes and dust, no additional air quality impact arising from the proposed blasting time is anticipated. According to the EM&A programme, Environmental Team will conduct regular TSP monitoring at the identified NSR (M-A3). The monitored results will be reported in the monthly EM&A report.

Conclusion

A review has been conducted to assess the potential environmental impacts associated with the extension of blasting time to 19:00 with adoption of the same construction methodology in the EIA, i.e. Drill and Blast method, for the construction of central tunnel. The review concluded that no additional environmental impacts is anticipated when comparing the proposed scheme with the original scheme in the EIA report.

[END]