

China Harbour Engineering Company Limited

Contract No. HY/2010/02

**Hong Kong – Zhuhai – Macao Bridge
Hong Kong Boundary Crossing
Facilities –
Reclamation Works**

Monthly EM&A Report for January 2017

[02/2017]

	Name	Signature
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This report is prepared for China Harbour Engineering Company Limited and is given for its sole benefit in relation to and pursuant to Contract No. HY/2010/02 Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities-Reclamation Works and may not be disclosed to, quoted to or relied upon by any person other than China Harbour Engineering Company Limited without our prior written consent. No person (other than China Harbour Engineering Company Limited) into whose possession a copy of this report comes may rely on this report without our express written consent and China Harbour Engineering Company Limited may not rely on it for any purpose other than as described above.

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14 February 2017

By Fax (3698 5999) and By Post

Ove Arup & Partners
Chief Resident Engineer's Office
5 Ying Hei Road, Tung Chung, Lantau
Hong Kong

Attention: Mr. Paul Appleton

Dear Sir,

**Re: Agreement No. CE 48/2011 (EP)
Environmental Project Office for the
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities, and
Tuen Mun-Chek Lap Kok Link – Investigation**

**Contract No. HY/2010/02 – HZMB HKBCF – Reclamation Works
Monthly Environmental Monitoring & Audit Report for January 2017**

Reference is made to the Environmental Team's submission of the Monthly Environmental Monitoring & Audit Report for January 2017 certified by the ET Leader (ET's ref.: "60249820/C/RMKY17021401" dated 14 February 2017) and provided to us via e-mail on 14 February 2017.

We are pleased to inform you that we have no adverse comment on the captioned submission. We write to verify the captioned submission in accordance with Condition 5.4 of EP-353/2009/K and Condition 4.4 of EP-354/2009/D (for TM-CLKL Southern Landfall Reclamation only).

As per Condition 1.7 of EPs, please be reminded to keep in view on the site condition, in particular on the integrity of the perimeter silt curtain with your on-going surveillance and monitoring, and to further update/notify ENPO and EPD from time to time and prior to each further removal of other section(s) of the perimeter silt curtains. Similarly, adequate site drainage facilities shall be provided to prevent discharge sediment laden/contaminated surface runoff into the marine waters.

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours faithfully,
For and on behalf of
Ramboll Environ Hong Kong Limited



Raymond Dai
Independent Environmental Checker

c.c.	HyD	Mr. Vico Cheung	(By Fax: 3188 6614)
	HyD	Mr. Wai-Ping Lee	(By Fax: 3188 6614)
	AECOM	Ms. Echo Leong	(By Fax: 2317 7609)
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EXECUTIVE SUMMARY

Contract No. HY/2010/02 – Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation Works (here below, known as “the Contract”) mainly comprises reclamation at the northeast of the Hong Kong International Airport of an area of about 130-hectare for the construction of an artificial island for the development of the Hong Kong Boundary Crossing Facilities (HKBCF), and about 19-hectare for the southern landfall of the Tuen Mun - Chek Lap Kok Link (TMCLKL). It is a designated Project and is governed by the current permits for the Project, i.e. the amended Environmental Permits (EPs) issued on 11 April 2016 (EP-353/2009/K) and 13 March 2015 (EP-354/2009/D) (for TMCLKL Southern Landfall Reclamation only).

Ove Arup & Partners Hong Kong Limited (Arup) was appointed by Highways Department (HyD) as the consultants for the design and construction assignment for the Project’s reclamation works (i.e. the Engineer for the Contract).

China Harbour Engineering Company Limited (CHEC) was awarded by HyD as the Contractor to undertake the construction work of the Contract.

Ramboll Environ Hong Kong Limited was employed by HyD as the Independent Environmental Checker (IEC) and Environmental Project Office (ENPO) for the Project.

AECOM Asia Co. Ltd. (AECOM) was appointed by CHEC to undertake the role of Environmental Team for the Contract for carrying out the environmental monitoring and audit (EM&A) works.

The construction phase of the Project under the EPs was commenced on 12 March 2012. The EM&A programme, including air quality, noise, water quality and dolphin monitoring and environmental site inspections, was commenced on 12 March 2012.

This report documents the findings of EM&A works conducted in the period between 1 and 31 January 2017. As informed by the Contractor, major activities in the reporting period were:-

Marine-base

- Sloping Seawalls
- Rubble Mound Seawall
- Maintenance of silt curtain

Land-base

- Surcharge removal & laying
- Construction of Permanent Seawall
- Maintenance works of Site Office at Works Area WA2
- Maintenance works of Public Works Regional Laboratory at Works Area WA3
- Maintenance of Temporary Marine Access at Works Area WA2

A summary of monitoring and audit activities conducted in the reporting period is listed below:

24-hour Total Suspended Particulates (TSP) monitoring	6 sessions
1-hour TSP monitoring	6 sessions
Noise monitoring	4 sessions
Impact water quality monitoring	13 sessions
Impact dolphin monitoring	2 surveys
Joint Environmental site inspection	4 sessions

Breaches of Action and Limit Levels for Air Quality

For impact air quality monitoring, no exceedance of 1-Hour TSP or 24-Hour TSP was recorded at all monitoring stations in the reporting month.

Breaches of Action and Limit Levels for Noise

For construction noise monitoring, no exceedance was recorded at all monitoring stations in the reporting month.

Breaches of Action and Limit Levels for Water Quality

For impact water quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.

Summary of Impact Dolphin Monitoring

A total of six sightings were made, four “on effort” and two “opportunistic”. Five sightings were recorded on 5 January 2017 and one on the 20 January 2017. One groups was travelling, one feeding, one unknown and three groups were travelling/feeding/surface active/milling (multiple behavior). Sighting details are summarised and plotted in Appendix K and Figure 5c, respectively. The locations of sighting with different behaviour are mapped in Figure 5d. No resighting in December 2016.

Complaint, Notification of Summons and Successful Prosecution

A complaint was received on 28 December 2016, and the complainant complained that construction site of artificial island of Hong Kong- Zhuhai-Macao Bridge has severer mosquito infestation and furthermore, the complainant complained the poor hygiene and insufficient washing facility on works are of CHEC, and requested follow-up actions. After investigation, there is no adequate information to conclude the complaint is related to this Contract.

With referred to the information provided by IEC/ENPO on 9 January 2017, EPD has received and referred a complaint received from a bus operator at the Hong Kong International Airport to the Project team. The complainant expressed their concerns on the public health and road cleanliness within Chek Lap Kok area resulting from the muds, dusts and slurry spills which is brought away from the construction sites of HK-Zhuhai-Macao Bridge (HZMB) Project by tippers and lorries. The complainant complained that the road cleanliness of East Coast Road & Tung Fai Road, Airport Road Interchange and Sky City Interchange becomes extreme worse since the beginning of this year. The external bodies of their buses & vehicles are seriously stained by the heavy dusts and muds produced from the construction sites onto the public road. Strong complaints from passengers and management have been increased rapidly as it is affecting the health of passengers and their company image every day. The complainant said that that had raised complaints to the Airport Authority Hong Kong (AAHK) since March 2016. Although the construction contractors had used water trucks to flush washing the road surface after pushing by AAHK, the improvement is minimal and the muddy water is splashed onto the body of each across vehicle making the situation much worst. The Complainant would like to request for assistance from the Authority on this matter to liaise with the China State Construction Ltd. and China Harbour Engineering Company Ltd. not to affect the pedestrians and road users as soon as possible. After investigation, there is no adequate information to conclude the complaint is related to this Contract.

A complaint forwarded to us by RSS on 17 January 2017; the complainant complained that sewage was pumped to the sea causing pollution at dusk (approximately 5pm to 8pm) at east side of Tung Chung Artificial Island at Dragages’s construction site. After investigation, there is no adequate information to conclude the complaint is related to this Contract.

No notification of summons or prosecution was received in the reporting period.

Reporting Change

No reporting change in the reporting month.

Future Key Issues

Key issues to be considered in the coming month included:

- Site runoff should be properly collected and treated prior to discharge;
- Regular review and maintenance of silt curtain systems, drainage systems and desilting facilities;
- Exposed surfaces/soil stockpiles should be properly treated to avoid generation of silty surface run-off during rainstorm;
- Regular review and maintenance of wheel washing facilities provided at all site entrances/exits;
- Conduct regular inspection of various working machineries and vessels within works areas to avoid any dark smoke emission;
- Suppress dust generated from work processes with use of bagged cements, earth movements, excavation activities, exposed surfaces/soil stockpiles and haul road traffic;
- Quieter powered mechanical equipment should be used;
- Provision of proper and effective noise control measures for operating equipment and machinery on-site, such as erection of movable noise barriers or enclosure for noisy plants;
- Closely check and replace the sound insulation materials regularly;
- Better scheduling of construction works to minimize noise nuisance;
- Properly store and label oil drums and chemical containers placed on site;
- Proper chemicals, chemical wastes and wastes management;
- Maintenance works should be carried out within roofed, paved and confined areas;
- Collection and segregation of construction waste and general refuse on land and in the sea should be carried out properly and regularly; and
- Proper protection and regular inspection of existing trees, transplanted/retained trees.
- Control night-time lighting and glare by hooding all lights.
- Regular review and provide maintenance to dust control measures such as sprinkler system.

1 INTRODUCTION

1.1 Background

- 1.1.1 Contract No. HY/2010/02 – Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation Works (here below, known as “the Contract”) mainly comprises reclamation at the northeast of the Hong Kong International Airport of an area of about 130-hectare for the construction of an artificial island for the development of the Hong Kong Boundary Crossing Facilities (HKBCF), and about 19-hectare for the southern landfall of the Tuen Mun - Chek Lap Kok Link (TMCLKL).
- 1.1.2 The environmental impact assessment (EIA) reports (Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities – EIA Report (Register No. AEIAR-145/2009) (HKBCFEIA) and Tuen Mun – Chek Lap Kok Link – EIA Report (Register No. AEIAR-146/2009) (TMCLKLEIA), and their environmental monitoring and audit (EM&A) Manuals (original EM&A Manuals), for the Project were approved by Environmental Protection Department (EPD) in October 2009.
- 1.1.3 EPD subsequently issued the Environmental Permit (EP) for HKBCF in November 2009 (EP-353/2009) and the Variation of Environmental Permit (VEP) in June 2010 (EP-353/2009/A), November 2010 (EP-353/2009/B), November 2011 (EP-353/2009/C), March 2012 (EP-353/2009/D), October 2012 (EP-353/2009/E), April 2013 (EP-353/2009/F), August 2013 (EP-353/2009/G), January 2015 (EP-353/2009/H), July 2015 (EP-353/2009/I), February 2016 (EP-353/2009/J) and April 2016 (EP-353/2009/K). Similarly, EPD issued the Environmental Permit (EP) for TMCLKL in November 2009 (EP-354/2009) and the Variation of Environmental Permit (VEP) in December 2010 (EP-354/2009/A), January 2014 (EP-354/2009/B), December 2014 (EP-354/2009/C) and March 2015 (EP-354/2009/D).
- 1.1.4 The Project is a designated Project and is governed by the current permits for the Project, i.e. the amended EPs issued on 11 April 2016 (EP-353/2009/K) and 13 March 2015 (EP-354/2009/D) (for TMCLKL Southern Landfall Reclamation only).
- 1.1.5 A Contract Specific EM&A Manual, which included all Contract -relation contents from the original EM&A Manuals for the Contract, was issued in May 2012.
- 1.1.6 Ove Arup & Partners Hong Kong Limited (Arup) was appointed by Highways Department (HyD) as the consultants for the design and construction assignment for the Project’s reclamation works (i.e. the Engineer for the Contract).
- 1.1.7 China Harbour Engineering Company Limited (CHEC) was awarded by HyD as the Contractor to undertake the construction work of the Contract.
- 1.1.8 Ramboll Environ Hong Kong Limited was employed by HyD as the Independent Environmental Checker (IEC) and Environmental Project Office (ENPO) for the Project.
- 1.1.9 AECOM Asia Co. Ltd. (AECOM) was appointed by CHEC to undertake the role of Environmental Team for the Contract for carrying out the EM&A works.
- 1.1.10 The construction phase of the Project under the EPs was commenced on 12 March 2012.
- 1.1.11 According to the Contract Specific EM&A Manual, there is a need of an EM&A programme including air quality, noise, water quality and dolphin monitoring and environmental site inspections. The EM&A programme of the Contract commenced on 12 March 2012.

1.2 Scope of Report

- 1.2.1 This is the fifty ninth monthly EM&A Report under the Contract No.HY/2010/02 Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Reclamation Works. This report presents a summary of the environmental monitoring and audit works, list of activities and mitigation measures proposed by the ET for the Contract in January 2017.

1.3 Contract Organization

1.3.1 The Contract organization structure is shown in Appendix A. 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	Fax
Engineer's Representative (ER) (Ove Arup & Partners Hong Kong Limited)	Chief Resident Engineer	Paul Appleton	3698 5889	2698 5999
IEC / ENPO (Ramboll Environ Hong Kong Limited)	Independent Environmental Checker	Raymond Dai	3465 2888	3465 2899
	Environmental Project Office Leader	Y. H. Hui	3465 2850	3465 2899
Contractor (China Harbour Engineering Company Limited)	Environmental Officer	Louie Chan	3693 2254	2578 0413
	24-hour Hotline	Alan C.C. Yeung	9448 0325	--
ET (AECOM Asia Company Limited)	ET Leader	Echo Leong	3922 9280	2317 7609

1.4 Summary of Construction Works

1.4.1 The construction phase of the Project under the EP commenced on 12 March 2012.

1.4.2 As informed by the Contractor, details of the major works carried out in this reporting period are listed below:-

Marine-base

- Sloping Seawalls
- Rubble Mound Seawall
- Maintenance of silt curtain

Land-base

- Surcharge removal & laying
- Construction of Permanent Seawall
- Maintenance works of Site Office at Works Area WA2
- Maintenance works of Public Works Regional Laboratory at Works Area WA3
- Maintenance of Temporary Marine Access at Works Area WA2

1.4.3 The 3-month rolling construction programme of the Contract is shown in Appendix B.

1.4.4 The general layout plan of the Contract site showing the detailed works areas is shown in Figure 1.

1.4.5 The environmental mitigation measures implementation schedule are presented in Appendix C.

1.5 Summary of EM&A Programme Requirements

1.5.1 The EM&A programme required environmental monitoring for air quality, noise, water quality, marine ecology and environmental site inspections for air quality, noise, water quality, waste management, marine ecology, and landscape and visual impact. The EM&A requirements for each parameter described in the following sections include:-

- All monitoring parameters;
- Monitoring schedules for the reporting month and forthcoming month;
- Action and Limit levels for all environmental parameters;
- Event / Action Plan;
- Environmental mitigation measures, as recommended in the Project EIA reports; and
- Environmental requirement in contract documents.

2 AIR QUALITY MONITORING

2.1 Monitoring Requirements

2.1.1 In accordance with the Contract Specific EM&A Manual, baseline 1-hour and 24-hour Total Suspended Particulates (TSP) levels at 4 air quality monitoring stations were established. Impact 1-hour TSP monitoring was conducted for at least three times every 6 days, while impact 24-hour TSP monitoring was carried out for at least once every 6 days. The Action and Limit level of the air quality monitoring is provided in Appendix D.

2.2 Monitoring Equipment

2.2.1 24-hour TSP air quality monitoring was performed using High Volume Sampler (HVS) located at each designated monitoring station. The HVS meets all the requirements of the Contract Specific EM&A Manual. Portable direct reading dust meters were used to carry out the 1-hour TSP monitoring. Brand and model of the equipment is given in Table 2.1.

Table 2.1 Air Quality Monitoring Equipment

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

2.3 Monitoring Locations

2.3.1 Monitoring locations AMS2 and AMS7 were set up at the proposed locations in accordance with Contract Specific EM&A Manual. For AMS6 (Dragonair/CNAC (Group) Building), permission on setting up and carrying out impact monitoring works was sought, however, access to the premise has not been granted yet on this report issuing date. For monitoring location AMS3 (Ho Yu College), as proposed in the Contract Specific EM&A Manual, approval for carrying out impact monitoring could not be obtained from the principal of the school. Permission on setting up and carrying out impact monitoring works at nearby sensitive receivers, like Caribbean Coast and Coastal Skyline, was also sought. However, approvals for carrying out impact monitoring works within their premises were not obtained. Impact air quality monitoring was conducted at site boundary of the site office area in Works Area WA2 (AMS3B) respectively. Same baseline and Action Level for air quality, as derived from the baseline monitoring data recorded at Ho Yu College, was adopted for this alternative air quality location.

2.3.2 It was observed that a tree near AMS3B may affect the wind flow around the HVS located at AMS3B. With no further comment received from IEC, the HVS at AMS3B has been relocated on 8 September 2014 to slightly more than 2 meters separation from it, measured horizontally. Same baseline and Action Level for air quality, as derived from the baseline monitoring data recorded at Ho Yu College, was adopted for this alternative air quality location.

2.3.3 Reference is made to ET’s proposal of the omission of air monitoring station (AMS 6) dated on 1 November 2012 and EPD’s letter dated on 19 November 2012 regarding the conditional approval of the proposed omission of air monitoring station (AMS 6) for Contract No. HY/2010/02. The aforesaid omission of Monitoring Station AMS6 is effective since 19 November 2012.

2.3.4 The impact air quality monitoring station AMS7A (Chu Kong Air-Sea Union Transportation Company Limited) has been relocated to AMS7 (Hong Kong SkyCity Marriott Hotel) on 30 December 2015. The impact air quality monitoring was conducted at AMS7 (Hong Kong SkyCity Marriott Hotel) since January 2016, action Level for air quality, as derived from the baseline monitoring data recorded at Hong Kong SkyCity Marriott Hotel has been adopted for this air quality monitoring location.

2.3.5 Figure 2 shows the locations of monitoring stations. Table 2.2 describes the details of the monitoring stations.

Table 2.2 Locations of Impact Air Quality Monitoring Stations

Monitoring Station	Location	Description
AMS2	Tung Chung Development Pier	Rooftop of the premise
AMS3B	Site Boundary of Site Office Area at Works Area WA2	On ground at the area boundary
AMS6*	Dragonair/CNAC (Group) Building	On ground at boundary of the premise
AMS7	Hong Kong SkyCity Marriott Hotel	On ground at boundary of the premise

*Remarks: Reference is made to EPD conditional approval of the omission of air monitoring station (AMS 6) for the Contract. The omission will be effective on 19 November 2012.

2.4 Monitoring Parameters, Frequency and Duration

2.4.1 Table 2.3 summarizes the monitoring parameters, frequency and duration of impact TSP monitoring.

Table 2.3 Air Quality Monitoring Parameters, Frequency and Duration

Parameter	Frequency and Duration
1-hour TSP	Three times every 6 days while the highest dust impact was expected
24-hour TSP	Once every 6 days

2.5 Monitoring Methodology

2.5.1 24-hour TSP Monitoring

- (a) The HVS was installed in the vicinity of the air sensitive receivers. The following criteria were considered in the installation of the HVS.
 - (i) A horizontal platform with appropriate support to secure the sampler against gusty wind was provided.
 - (ii) No two samplers should be placed less than 2 meters apart.
 - (iii) The distance between the HVS and any obstacles, such as buildings, was at least twice the height that the obstacle protrudes above the HVS.
 - (iv) A minimum of 2 meters separation from walls, parapets and penthouse for rooftop sampler.
 - (v) A minimum of 2 meters separation from any supporting structure, measured horizontally is required.
 - (vi) No furnace or incinerator flues nearby.
 - (vii) Airflow around the sampler was unrestricted.
 - (viii) Permission was obtained to set up the samplers and access to the monitoring stations.
 - (ix) A secured supply of electricity was obtained to operate the samplers.
 - (x) The sampler was located more than 20 meters from any dripline.
 - (xi) Any wire fence and gate, required to protect the sampler, did not obstruct the monitoring process.
 - (xii) Flow control accuracy was kept within $\pm 2.5\%$ deviation over 24-hour sampling period.
- (b) Preparation of Filter Papers
 - (i) Glass fibre filters, G810 were labelled and sufficient filters that were clean and without pinholes were selected.
 - (ii) All filters were equilibrated in the conditioning environment for 24 hours before weighing. The conditioning environment temperature was around 25 °C and not variable by more than ± 3 °C; the relative humidity (RH) was < 50% and not variable by more than $\pm 5\%$. A convenient working RH was 40%.

- (iii) All filter papers were prepared and analysed by ALS Technichem (HK) Pty Ltd., which is a HOKLAS accredited laboratory and has comprehensive quality assurance and quality control programmes.
- (c) Field Monitoring
- (i) The power supply was checked to ensure the HVS works properly.
 - (ii) The filter holder and the area surrounding the filter were cleaned.
 - (iii) The filter holder was removed by loosening the four bolts and a new filter, with stamped number upward, on a supporting screen was aligned carefully.
 - (iv) The filter was properly aligned on the screen so that the gasket formed an airtight seal on the outer edges of the filter.
 - (v) The swing bolts were fastened to hold the filter holder down to the frame. The pressure applied was sufficient to avoid air leakage at the edges.
 - (vi) Then the shelter lid was closed and was secured with the aluminum strip.
 - (vii) The HVS was warmed-up for about 5 minutes to establish run-temperature conditions.
 - (viii) A new flow rate record sheet was set into the flow recorder.
 - (ix) On site temperature and atmospheric pressure readings were taken and the flow rate of the HVS was checked and adjusted at around 1.1 m³/min, and complied with the range specified in the updated EM&A Manual (i.e. 0.6-1.7 m³/min).
 - (x) The programmable digital timer was set for a sampling period of 24 hrs, and the starting time, weather condition and the filter number were recorded.
 - (xi) The initial elapsed time was recorded.
 - (xii) At the end of sampling, on site temperature and atmospheric pressure readings were taken and the final flow rate of the HVS was checked and recorded.
 - (xiii) The final elapsed time was recorded.
 - (xiv) The sampled filter was removed carefully and folded in half length so that only surfaces with collected particulate matter were in contact.
 - (xv) It was then placed in a clean plastic envelope and sealed.
 - (xvi) All monitoring information was recorded on a standard data sheet.
 - (xvii) Filters were then sent to ALS Technichem (HK) Pty Ltd. for analysis.
- (d) Maintenance and Calibration
- (i) The HVS and its accessories were maintained in good working condition, such as replacing motor brushes routinely and checking electrical wiring to ensure a continuous power supply.
 - (ii) 5-point calibration of the HVS was conducted using TE-5025A Calibration Kit prior to the commencement of baseline monitoring. Bi-monthly 5-point calibration of the HVS will be carried out during impact monitoring.
 - (iii) Calibration certificate of the HVSs are provided in Appendix E.

2.5.2 1-hour TSP Monitoring

(a) Measuring Procedures

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

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

(b) Maintenance and Calibration

- (i) The 1-hour TSP meter was calibrated at 1-year intervals against a continuous particulate TEOM Monitor, Series 1400ab. Calibration certificates of the Laser Dust Monitors are provided in Appendix E.
- (ii) 1-hour validation checking of the TSP meter against HVS is carried out on half-year basis at the air quality monitoring locations.

2.6 Monitoring Schedule for the Reporting Month

2.6.1 The schedule for air quality monitoring in January 2017 is provided in Appendix F.

2.7 Results and Observations

2.7.1 The monitoring results for 1-hour TSP and 24-hour TSP are summarized in Table 2.4 and 2.5 respectively. Detailed impact air quality monitoring results are presented in Appendix G.

Table 2.4 Summary of 1-hour TSP Monitoring Results in the Reporting Period

	Average ($\mu\text{g}/\text{m}^3$)	Range ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
AMS2	73	69-82	374	500
AMS3B	72	69-76	368	500
AMS7	73	69-76	370	500

Table 2.5 Summary of 24-hour TSP Monitoring Results in the Reporting Period

	Average ($\mu\text{g}/\text{m}^3$)	Range ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
AMS2	58	38-82	176	260
AMS3B	49	36-67	167	260
AMS7	64	26-93	183	260

2.7.2 The event action plan is annexed in Appendix L.

2.7.3 Meteorological information collected from the wind station during the monitoring periods on the monitoring dates, as shown in Figure 2, including wind speed and wind direction, is annexed in Appendix H.

3 NOISE MONITORING

3.1 Monitoring Requirements

3.1.1 In accordance with the Contract Specific EM&A Manual, impact noise monitoring was conducted for at least once per week during the construction phase of the Contract. The Action and Limit level of the noise monitoring is provided in Appendix D.

3.2 Monitoring Equipment

3.2.1 Noise monitoring was performed using sound level meter at each designated monitoring station. The sound level meters deployed comply with the International Electrotechnical Commission Publications (IEC) 651:1979 (Type 1) and 804:1985 (Type 1) specifications. Acoustic calibrator was deployed to check the sound level meters at a known sound pressure level. Brand and model of the equipment is given in Table 3.1.

Table 3.1 Noise Monitoring Equipment

Equipment	Brand and Model
Integrated Sound Level Meter	Rion NL-31 & B&K2238
Acoustic Calibrator	Rion NC-73 & B&K 4231

3.3 Monitoring Locations

3.3.1 Monitoring locations NMS2 was set up at the proposed locations in accordance with Contract Specific EM&A Manual. However, for monitoring location NMS3 (Ho Yu College), as proposed in the Contract Specific EM&A Manual, approval for carrying out impact monitoring could not be obtained from the principal of the school. Permission on setting up and carrying out impact monitoring works at nearby sensitive receivers, like Caribbean Coast and Coastal Skyline, was also sought. However, approvals for carrying out impact monitoring works within their premises were not obtained. Impact noise monitoring was conducted at site boundary of the site office area in Works Area WA2 (NMS3B) respectively. Same baseline noise level (as derived from the baseline monitoring data recorded at Ho Yu College) and Limit Level were adopted for this alternative noise monitoring location.

3.3.2 Figure 2 shows the locations of the monitoring stations. Table 3.2 describes the details of the monitoring stations.

Table 3.2 Locations of Impact Noise Monitoring Stations

Monitoring Station	Location	Description
NMS2	Seaview Crescent Tower 1	Free-field on the rooftop of the premise
NMS3B	Site Boundary of Site Office Area at Works Area WA2	Free-field on ground at the area boundary.

3.4 Monitoring Parameters, Frequency and Duration

3.4.1 Table 3.3 summarizes the monitoring parameters, frequency and duration of impact noise monitoring.

Table 3.3 Noise Monitoring Parameters, Frequency and Duration

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

3.5 Monitoring Methodology

3.5.1 Monitoring Procedure

- (a) The sound level meter was set on a tripod at a height of 1.2 m above the ground for free-field measurements at NMS2. A correction of +3 dB(A) shall be made to the free field measurements.
- (b) All measurement at NMS3B were free field measurements in the reporting month at NMS3B. A correction of +3 dB(A) shall be made to the free field measurements.
- (c) The battery condition was checked to ensure the correct functioning of the meter.
- (d) Parameters such as frequency weighting, the time weighting and the measurement time were set as follows:-
 - (i) frequency weighting: A
 - (ii) time weighting: Fast
 - (iii) time measurement: $L_{eq(30-minutes)}$ during non-restricted hours i.e. 07:00 – 1900 on normal weekdays.
- (e) Prior to and after each noise measurement, the meter was calibrated using the acoustic calibrator for 94dB(A) at 1000 Hz. If the difference in the calibration level before and after measurement was more than 1 dB(A), the measurement would be considered invalid and repeat of noise measurement would be required after re-calibration or repair of the equipment.
- (f) During the monitoring period, the L_{eq} , L_{10} and L_{90} were recorded. In addition, site conditions and noise sources were recorded on a standard record sheet.
- (g) Noise measurement was paused during periods of high intrusive noise (e.g. dog barking, helicopter noise) if possible. Observations were recorded when intrusive noise was unavoidable.
- (h) Noise monitoring was cancelled in the presence of fog, rain, wind with a steady speed exceeding 5m/s, or wind with gusts exceeding 10m/s. The wind speed shall be checked with a portable wind speed meter capable of measuring the wind speed in m/s.

3.5.2 Maintenance and Calibration

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

3.6 Monitoring Schedule for the Reporting Month

3.6.1 The schedule for construction noise monitoring in January 2017 is provided in Appendix F.

3.7 Monitoring Results

3.7.1 The monitoring results for construction noise are summarized in Table 3.4 and the monitoring data is provided in Appendix I.

Table 3.4 Summary of Construction Noise Monitoring Results in the Reporting Period

	Average, dB(A), L_{eq} (30 mins)	Range, dB(A), L_{eq} (30 mins)	Limit Level, dB(A), L_{eq} (30 mins)
NMS2	67	66-69*	75
NMS3B	66	66-67*	70/65^

*+3dB(A) Façade correction included

^ Daytime noise Limit Level of 70 dB(A) applies to education institutions, while 65dB(A) applies during school examination period.

3.7.2 The measured noise level on 13 Jan 2017 at NMS3B exceeded the noise level of 65dB(A) during examination period but it is higher than the baseline level. Therefore, baseline correction was carried out and the corrected noise level which solely represent the noise level of Construction works is 58dB(A) which is lower than the exceedance level of 65dB(A) . As such the EAP was not triggered. The measured noise level on 19 Jan 2017 exceeded the noise level of 65dB(A) during examination period but it is below the baseline level. Therefore, it is not considered as an exceedance. As such the EAP was not triggered. Other major noise sources during the noise monitoring included construction activities of the Contract, construction activities by other contracts and nearby traffic noise. Nonetheless, the Contractor of Contract No.HY/2010/02 was reminded to continue to properly implement all noise mitigation measures.

3.7.3 The event action plan is annexed in Appendix L.

4 WATER QUALITY MONITORING

4.1 Monitoring Requirements

4.1.1 Impact water quality monitoring was carried out to ensure that any deterioration of water quality was detected, and that timely action was taken to rectify the situation. For impact water quality monitoring, measurements were taken in accordance with the Contract Specific EM&A Manual. Appendix D shows the established Action/Limit Levels for the environmental monitoring works.

4.2 Monitoring Equipment

4.2.1 Table 4.1 summarises the equipment used in the impact water quality monitoring programme.

Table 4.1 Water Quality Monitoring Equipment

Equipment	Brand and Model
Dissolved Oxygen (DO) and Temperature Meter, Salinity Meter and Turbidity Meter	YSI Model 6820
pH Meter	YSI Model 6820 or Thermo Orion 230A+
Positioning Equipment	JRC DGPS 224 Model JLR-4341 with J-NAV 500 Model NWZ4551
Water Depth Detector	Eagle Cuda-168 and Lowrance x-4
Water Sampler	Kahlsio Water Sampler (Vertical) 2.2 L with messenger

4.3 Monitoring Parameters, Frequency and Duration

4.3.1 Table 4.2 summarises the monitoring parameters, frequency and monitoring depths of impact water quality monitoring as required in the Contract Specific EM&A Manual.

Table 4.2 Impact Water Quality Monitoring Parameters and Frequency

Monitoring Stations	Parameter, unit	Frequency	No. of depth
<p><i>Impact Stations:</i> IS5, IS(Mf)6, IS7, IS8, IS(Mf)9, IS10, IS(Mf)11, IS(Mf)16, IS17</p> <p><i>Control/Far Field Stations:</i> CS(Mf)3, CS(Mf)5, CS4, CS6, CSA</p> <p><i>Sensitive Receiver Stations:</i> SR3-SR7, SR10A&SR10B</p>	<ul style="list-style-type: none"> • Depth, m • Temperature, °C • Salinity, ppt • Dissolved Oxygen (DO), mg/L • DO Saturation, % • Turbidity, NTU • pH • Suspended Solids (SS), mg/L 	<p>Three times per week during mid-ebb and mid-flood tides (within ± 1.75 hour of the predicted time)</p>	<p>3 (1 m below water surface, mid-depth and 1 m above sea bed, except where the water depth is less than 6 m, in which case the mid-depth station may be omitted. Should the water depth be less than 3 m, only the mid-depth station will be monitored).</p>

4.4 Monitoring Locations

- 4.4.1 In accordance with the Contract Specific EM&A Manual, twenty-one stations (9 Impact Stations, 7 Sensitive Receiver Stations and 5 Control/Far Field Stations) were designated for impact water quality monitoring. The nine Impact Stations (IS) were chosen on the basis of their proximity to the reclamation and thus the greatest potential for water quality impacts, the seven Sensitive Receiver Stations (SR) were chosen as they are close to the key sensitive receives and the five Control/ Far Field Stations (CS) were chosen to facilitate comparison of the water quality of the IS stations with less influence by the Project/ ambient water quality conditions.
- 4.4.2 Due to safety concern and topographical condition of the original locations of SR4 and SR10B, alternative impact water quality monitoring stations, naming as SR4 (N) and SR10B (N), were adopted, which are situated in vicinity of the original impact water quality monitoring stations (SR4 and SR10B) and could be reachable.
- 4.4.3 Same baseline and Action Level for water quality, as derived from the baseline monitoring data recorded, were adopted for these alternative impact water quality monitoring stations.
- 4.4.4 With respect to the latest available information about the temporary works boundary associated with the Expansion of Hong Kong International Airport into a Three-Runway System project (3RS project), it is noted that impact water quality monitoring stations SR5, IS10 & CS(Mf)3 will be enclosed by temporary works boundary of 3RS project. For details of proposed changes, please refer to section 6.4.9.
- 4.4.5 The locations of these monitoring stations are summarized in Table 4.3 and depicted in Figure 3.

Table 4.3 Impact Water Quality Monitoring Stations

Station	Description	East	North
IS5	Impact Station (Close to HKBCF construction site)	811579	817106
IS(Mf)6	Impact Station (Close to HKBCF construction site)	812101	817873
IS7	Impact Station (Close to HKBCF construction site)	812244	818777
IS8	Impact Station (Close to HKBCF construction site)	814251	818412
IS(Mf)9	Impact Station (Close to HKBCF construction site)	813273	818850
IS10*	Impact Station (Close to HKBCF construction site)	812577	820670
IS(Mf)11	Impact Station (Close to HKBCF construction site)	813562	820716
IS(Mf)16	Impact Station (Close to HKBCF construction site)	814328	819497
IS17	Impact Station (Close to HKBCF construction site)	814539	820391
SR3	Sensitive receivers (San Tau SSSI)	810525	816456
SR4(N)	Sensitive receivers (Tai Ho)	814705	817859
SR5*	Sensitive receivers (Artificial Reef in NE Airport)	811489	820455
SR6	Sensitive receivers (Sha Chau and Lung Kwu Chau Marine Park)	805837	821818
SR7	Sensitive receivers (Tai Mo Do)	814293	821431
SR10A	Sensitive receivers (Ma Wan FCZ)1	823741	823495
SR10B(N)	Sensitive receivers (Ma Wan FCZ)2	823683	823187
CS(Mf)3	Control Station	809989	821117
CS(Mf)5	Control Station	817990	821129
CS4	Control Station	810025	824004
CS6	Control Station	817028	823992

Station	Description	East	North
CSA	Control Station	818103	823064

* Due to the application of the Vessel's Entry Permit into the Hong Kong International Airport Approach Restricted Areas was under Civil Aviation Department (CAD)'s review in the 1st week of January 2017, water quality monitoring for monitoring station SR5 and IS10 were conducted outside the Hong Kong International Airport Approach Restricted Areas and temporarily be taken at alternative locations as close to the monitoring location of SR5 and IS10 as possible on 2, 4 and 6 January. The coordinate of such alternative location of SR5 and IS10 were 811430, 820978 and 813060, 820540 respectively. For details, refer to section 6.4.10.

4.5 Monitoring Methodology

4.5.1 Instrumentation

- (a) The in-situ water quality parameters, viz. dissolved oxygen, temperature, salinity, turbidity and pH, were measured by multi-parameter meters (i.e. Model YSI 6820 CE-C-M-Y) and pH meter (i.e. Thermo Orion 230A+) respectively.

4.5.2 Operating/Analytical Procedures

- (a) Digital Differential Global Positioning Systems (DGPS) were used to ensure that the correct location was selected prior to sample collection.
- (b) Portable, battery-operated echo sounders were used for the determination of water depth at each designated monitoring station.
- (c) All in-situ measurements were taken at 3 water depths, 1 m below water surface, mid-depth and 1 m above sea bed, except where the water depth was less than 6 m, in which case the mid-depth station was omitted. Should the water depth be less than 3 m, only the mid-depth station was monitored.
- (d) At each measurement/sampling depth, two consecutive in-situ monitoring (DO concentration and saturation, temperature, turbidity, pH, salinity) and water sample for SS. The probes were retrieved out of the water after the first measurement and then re-deployed for the second measurement. Where the difference in the value between the first and second readings of DO or turbidity parameters was more than 25% of the value of the first reading, the reading was discarded and further readings were taken.
- (e) Duplicate samples from each independent sampling event were collected for SS measurement. Water samples were collected using the water samplers and the samples were stored in high-density polythene bottles. Water samples collected were well-mixed in the water sampler prior to pre-rinsing and transferring to sample bottles. Sample bottles were pre-rinsed with the same water samples. The sample bottles were then be packed in cool-boxes (cooled at 4°C without being frozen), and delivered to ALS Technichem (HK) Pty Ltd. for the analysis of suspended solids concentrations. The laboratory determination work would be started within 24 hours after collection of the water samples. ALS Technichem (HK) Pty Ltd. is a HOKLAS accredited laboratory and has comprehensive quality assurance and quality control programmes. For QA/QC procedures, one duplicate samples of every batch of 20 samples was analyzed.
- (f) The analysis method and reporting and detection limit for SS is shown in Table 4.4.

Table 4.4 Laboratory Analysis for Suspended Solids

Parameters	Instrumentation	Analytical Method	Reporting Limit	Detection Limit
Suspended Solid (SS)	Weighting	APHA 2540-D	0.5mg/L	0.5mg/L

- (g) Other relevant data were recorded, including monitoring location / position, time, water depth, tidal stages, weather conditions and any special phenomena or work underway at the construction site in the field log sheet for information.

4.5.3 Maintenance and Calibration

- (a) All in situ monitoring instruments would be calibrated and calibrated by ALS Technichem (HK) Pty Ltd. before use and at 3-monthly intervals throughout all stages of the water quality monitoring programme. Calibration details are provided in Appendix E.
- (b) The dissolved oxygen probe of YSI 6820 was calibrated by wet bulb method. Before the calibration routine, the sensor for dissolved oxygen was thermally equilibrated in water-saturated air. Calibration cup is served as a calibration chamber and it was loosened from airtight condition before it is used for the calibration. Calibration at ALS Technichem (HK) Pty Ltd. was carried out once every three months in a water sample with a known concentration of dissolved oxygen. The sensor was immersed in the water and after thermal equilibration, the known mg/L value was keyed in and the calibration was carried out automatically.
- (c) The turbidity probe of YSI 6820 is calibrated two times a month. A zero check in distilled water was performed with the turbidity probe of YSI 6820 once per monitoring day. The probe will be calibrated with a solution of known NTU at ALS Technichem (HK) Pty Ltd. once every three months.

4.6 Monitoring Schedule for the Reporting Month

4.6.1 The schedule for impact water quality monitoring in January 2017 is provided in Appendix F.

4.7 Results and Observations

4.7.1 Impact water quality monitoring results and graphical presentations are provided in Appendix J.

Table 4.5 Summary of Water Quality Exceedances

Station	Exceedance Level	DO (S&M)		DO (Bottom)		Turbidity		SS		Total	
		Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood
IS5	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS(Mf)6	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS7	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS8	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS(Mf)9	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS10*	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS(Mf)11	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS(Mf)16	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
IS17	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR3	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR4(N)	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR5*	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR6	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR7	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
SR10A	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0

Station	Exceedance Level	DO (S&M)		DO (Bottom)		Turbidity		SS		Total	
		Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood
SR10B (N)	Action	0	0	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0	0	0
Total	Action	0	0	0	0	0	0	0	0	0	
	Limit	0	0	0	0	0	0	0	0	0	

Note: S: Surface; and
M: Mid-depth.

* Due to the application of for the Vessel's Entry Permit into the Hong Kong International Airport Approach Restricted Area was under Civil Aviation Department (CAD)'s review in the 1st week of January 2017, water quality monitoring for monitoring station SR5 and IS10 was conducted outside the Hong Kong International Airport Approach Restricted Area and temporarily be taken at alternative locations as close to the monitoring location of SR5 and IS10 as possible on 2, 4 and 6 January. The coordinate of such alternative location of SR5 and IS10 were 811430, 820978 and 813060, 820540 respectively. For details, refer to section 6.4.10.

4.7.2 For impact water quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.

4.7.3 The event action plan is annexed in Appendix L.

5 DOLPHIN MONITORING

5.1 Monitoring Requirements

- 5.1.1 Vessel based surveys for the Chinese White Dolphin (CWD), *Sousa chinensis*, are to be conducted by a dedicated team comprising a qualified marine mammal ecologist and experienced marine mammal observers (MMOs). The purpose of the surveys are to evaluate the impact of the HKCBF reclamation and, if deemed detrimental, to take appropriate action as per the EM&A manual.
- 5.1.2 This 'Impact Monitoring' follows several months of 'Baseline Monitoring' so similar survey methodologies have been adopted to facilitate comparisons between datasets. Further, the data collected are compatible with, and are available for, incorporation into the data set managed by the Agriculture, Fisheries and Conservation Department (AFCD) as part of Hong Kong's long term Marine Mammal Monitoring Programme.

5.2 Monitoring Equipment

Table 5.1 summarises the equipment used for the impact dolphin monitoring.

Table 5.1 Dolphin Monitoring Equipment

Equipment	Model
Commercially licensed motor vessel	15m in length with a 4.5m viewing platform
Global Positioning System (GPS) x2	Integrated into T7000 Garmin GPS Map 76C
Computers (T7000 Tablet, Intel Atom)	Windows 7/MSO 13 Logger
Camera	Nikon D7100 300m 2.8D fixed focus Nikon D90 80-400mm zoom lens
Laser Rangefinder	Range Finder Bushnell 1000m
Marine Binocular x3	Nexus 7 x 50 marine binocular with compass and reticules Fujinon 7 x 50 marine binocular with compass and reticules

5.3 Monitoring Frequency and Conditions

- 5.3.1 Dolphin monitoring is conducted twice per month in each survey area.
- 5.3.2 Dolphin monitoring is conducted only when visibility is good (e.g., over 1km) and the sea condition is at a Beaufort Sea State of 4 or better.
- 5.3.3 When thunder storm, black rain or typhoon warnings are in force, all survey effort is stopped.

5.4 Monitoring Methodology and Location

- 5.4.1 The impact dolphin monitoring is vessel-based and combines line-transect and photo-ID methodology. The survey follows pre-set and fixed transect lines in the two areas defined by AFCD as:
- 5.4.2 Northeast Lantau survey area; and
- 5.4.3 Northwest Lantau survey area.
- 5.4.4 With respect to the latest available information about the temporary works boundary associated with the Expansion of Hong Kong International Airport into a Three-Runway System project (3RS project), it is noted that the transect lines of dolphin monitoring 2, 3, 4, 5, 6 and 7 of this Contract will be enclosed by temporary works boundary of 3RS project. For details of proposed changes, please refer to section 6.4.9.
- 5.4.5 The co-ordinates for the transect lines and layout map have been provided by AFCD and are shown in Table 5.2 and Figure 4.

Table 5.2 Impact Dolphin Monitoring Line Transect Co-ordinates (Provided by AFCD)

ID	HK Grid System		Long Lat in WGS84	
	X	Y	Long	Lat
1	804671	815456	113.870287	22.277678
1	804671	831404	113.869975	22.421696
2	805475	815913	113.878079	22.281820
2	805477	826654	113.877896	22.378814
3	806464	819435	113.887615	22.313643
3	806464	822911	113.887550	22.345030
4	807518	819771	113.897833	22.316697
4	807518	829230	113.897663	22.402113
5	808504	820220	113.907397	22.320761
5	808504	828602	113.907252	22.396462
6	809490	820466	113.916965	22.323003
6	809490	825352	113.916884	22.367128
7	810499	820880	113.926749	22.326757
7	810499	824613	113.926688	22.360464
8	811508	821123	113.936539	22.328966
8	811508	824254	113.936486	22.357241
9	812516	821303	113.946320	22.330606
9	812516	824254	113.946279	22.357255
10*	813525	820827	113.956112	22.326321
10*	813525	824657	113.956066	22.360908
11	814556	818853	113.966155	22.304858
11	814556	820992	113.966125	22.327820
12	815542	818807	113.975726	22.308109
12	815542	824882	113.975647	22.362962
13	816506	819480	113.985072	22.314192
13	816506	824859	113.985005	22.362771
14	817537	820220	113.995070	22.320883
14	817537	824613	113.995018	22.360556
15	818568	820735	114.005071	22.325550
15	818568	824433	114.005030	22.358947
16	819532	821420	114.014420	22.331747
16	819532	824209	114.014390	22.356933
17	820451	822125	114.023333	22.338117
17	820451	823671	114.023317	22.352084
18	821504	822371	114.033556	22.340353
18	821504	823761	114.033544	22.352903
19	822513	823268	114.043340	22.348458
19	822513	824321	114.043331	22.357971
20	823477	823402	114.052695	22.349680
20	823477	824613	114.052686	22.360610
21	805476	827081	113.877878	22.382668
21	805476	830562	113.877811	22.414103
22	806464	824033	113.887520	22.355164
22	806464	829598	113.887416	22.405423
23	814559	821739	113.966142	22.334574
23	814559	824768	113.966101	22.361920

Remarks:

(a) *Due to the presence of deployed silt curtain systems at the site boundaries of the Contract, some of the transect lines shown in Figure 5 could not be fully surveyed during the regular survey. Transect 10 is reduced from 6.4km to approximately 3.6km in length due to the HKBCF construction site. Therefore the total transect length for both NEL and NWL combined is reduced to approximately 108km.

(b) Coordinates for transect lines 1, 2, 7, 8, 9 and 11 have been updated in respect to the Proposal for Alteration of Transect Line for Dolphin Monitoring approved by EPD on 19 August 2015.

5.5 Monitoring Procedures

- 5.5.1 The study area incorporates 23 transects which are to be surveyed twice per month. Each survey day lasts approximately 9 hours.
- 5.5.2 The survey vessel departs from Tung Chung Development Pier, Tsing Yi Public Pier or the nearest safe and convenient pier.
- 5.5.3 When the vessel reaches the start of a transect line, “on effort” survey begins. Areas between transect lines and traveling to and from the study area are defined as “off effort”.
- 5.5.4 The transect line is surveyed at a speed of 6-8 knots (11-14 km/hr). For the sake of safety, the speed was sometimes a bit slower to avoid collision with other vessels. During some periods, tide and current flow in the survey areas exceeds 7 knots which can affect survey speed. There are a minimum of four marine mammal observers (MMOs) present on each survey, rotating through four positions, observers (2), data recorder (1) and ‘rest’ (1). Rotations occur every 30 minutes or at the end of dolphin encounters. The data recorder records effort, weather and sightings data directly onto the programme Logger and is not part of the observer team. The observers search with naked eye and binoculars between 90° and 270° abeam (bow being 0°).
- 5.5.5 When a group of dolphins is sighted, position, bearing and distance data are recorded immediately onto the computer and, after a short observation, an estimate made of group size. These parameters are linked to the time-GPS-ships data which are automatically stored in the programme Logger throughout the survey period. In this manner, information on heading, position, speed, weather, effort and sightings are stored in a format suitable for use with DISTANCE software for subsequent line transect analyses.
- 5.5.6 Once the vessel leaves the transect line, it is deemed to be “off effort”. The dolphins are approached with the purpose of taking high resolution pictures for proper photo-identification of individual CWD. Attempts to photograph all dolphins in the group are made. Both the left and right hand sides of the dorsal fin area of each dolphin in the group are photographed, if possible. On finishing photographing, the vessel will return to the transect line at the point of departure and “on effort” survey is resumed.
- 5.5.7 Sightings which are made while on the transect line are referred to as “on effort sightings”, while not on the actual transect line are referred to as an “opportunistic sightings” (e.g. another group of dolphins is sighted while travelling back to the transect line). Only “on effort sightings” can be used in analyses which require effort or rate quantification, e.g., encounter rate per 100km searched. This is also how “on effort sightings” are treated in the baseline report. “Opportunistic sightings” provide additional information on individual habitat use and population distribution and they are noted accordingly.
- 5.5.8 As time and GPS data are automatically logged throughout the survey and are linked to sightings data input, start and end times of encounters and deviation from the transect lines are recorded and can be subsequently reviewed.

5.6 Monitoring Schedule for the Reporting Month

- 5.6.1 The schedule for dolphin monitoring in January 2017 is provided in Appendix F.
- 5.6.2 Two surveys covering both study areas were completed.

5.7 Results and Observations

- 5.7.1 Dolphin surveys were conducted on 5, 6, 19 and 20 January 2017. A total of 216.5 km of transect line was conducted; 210.6km of transect line was travelled during Beaufort Sea State 3 or better (favourable water conditions).

The effort summary and sightings data are shown in Tables 5.3 and 5.4, respectively. The survey efforts conducted in January 2017 are plotted in Figure 5a-b. For Table 5.3, only on-effort information is included. Transects conducted in all Beaufort Sea State are included. Compared to previous monthly reports, the whole number Beaufort Sea State scale is used so as to ease comparison with other dolphin monitoring reports.

Table 5.3 Impact Dolphin Monitoring Survey Effort Summary, Effort by Area and Beaufort Sea State

Survey	Date	Area	Beaufort	Effort (km)	Total Distance Travelled (km)
1	05/01/2017	NWL	1	63.2	109
	05/01/2017	NWL	2	2.6	
	06/01/2017	NWL	2	6.3	
	06/01/2017	NEL	1	36.9	
2	19/01/2017	NWL	2	16.8	107.5
	19/01/2017	NWL	3	6.6	
	19/01/2017	NEL	1	21.1	
	19/01/2017	NEL	2	10	
	19/01/2017	NEL	3	3	
	20/01/2017	NWL	1	1.1	
	20/01/2017	NWL	2	24	
	20/01/2017	NWL	3	19	
	20/01/2017	NWL	4	5.9	
TOTAL in January 2017					216.5

*Remark: Surveys conduct under Beaufort Sea State 3 or below are considered as under favourable condition.

Table 5.4 Impact Dolphin Monitoring Survey Detail January 2017

Date	Location	No. Sightings “on effort”	No. Sightings “opportunistic”
05/01/2017	NWL	4	1
	NEL	0	0
06/01/2017	NWL	0	0
	NEL	0	0
19/01/2017	NWL	0	0
	NEL	0	0
20/01/2017	WL*	0	1
	NEL	0	0
TOTAL in January 2017		4	2

* Group of dolphin was sighted at WL area while vessel based dolphin monitoring was conducted in NWL

Table 5.5 The Encounter Rate of Number of Dolphin Sightings & Total Number of Dolphins per Area[^]

Encounter Rate of Number of Dolphin Sightings (STG)[*]						
Date	NEL Track (km)	NWL Track (km)	NEL Sightings	NWL Sightings	NEL Encounter Rate	NWL Encounter Rate
5&6 January 17	36.9	72.1	0	4	0	5.5
19&20 January 17	34.1	67.5	0	0	0	0
Encounter Rate of Total Number of Dolphins (ANI)^{**}						
Date	NEL Track (km)	NWL Track (km)	NEL Dolphins	NWL Dolphins	NEL Encounter Rate	NWL Encounter Rate
5&6 January 17	36.9	72.1	0	20	0	27.7
19&20 January 17	34.1	67.5	0	0	0	0

* Encounter Rate of Number of Dolphin Sightings (STG) presents encounter rates in terms of groups per 100km.

** Encounter Rate of Total Number of Dolphins (ANI) presents encounter rates in terms of individuals per 100km. And the encounter rate is not corrected for individuals, calculation may represent double counting.

[^]The table is made only for reference to the quarterly STG & ANI, which were adopted for the Event & Action Plan.

5.7.2 A total of six sightings were made, four “on effort” and two “opportunistic”. Five sightings were recorded on 5 January 2017 and one on the 20 January 2017. One groups was travelling, one feeding, one unknown and three groups were travelling/feeding/surface active/milling (multiple behavior). Sighting details are summarised and plotted in Appendix K and Figure 5c, respectively. The locations of sighting with different behaviour are mapped in Figure 5d. No resighting in December 2016.

5.7.3 Noteworthy Observation¹:

5.7.3.1 When impact monitoring was conducted at the southern parts of transect line 1, the view of the area was partially blocked by the working vessels and fixed structures which do not belong to HKBCF Reclamation Works. The number of fixed structures has increased however the number of working vessels appears to have decreased, thus making it possible to travel between some of the structures. It is considered that the working barges will temporarily affect survey protocol, survey data collection, dolphin movement, dolphin habitat use and dolphin behaviour, whereas the fixed structures will continuously affect survey protocol, survey data collection, dolphin movement, dolphin habitat use and dolphin behaviour.

5.7.3.2 The HKBCF and adjoining “Southern Landfall” Projects effected lines 11 and 12. The view of the area was partially blocked by the working vessels and in water structures. As the working vessels will move as construction progresses, they will cause temporary effects to survey protocol and survey data collection. In time, the fixed structures will affect all survey protocols and dolphin ecology in the long term. As construction is ongoing, it is not yet known if these fixed structures will affect the transect lines passage. It is noted that fewer vessels occupy this area compared to previous months

5.7.3.3 Fishing Vessels were noted anchored on several occasions at lines 1 and 2. Previously, dolphins have been known to be attracted to fishing vessels, both active and anchored, and as such the anchored vessels may have temporarily affected the dolphins distribution.

¹ A noteworthy observation is to show that either the conduct of the surveys themselves is affected, i.e., the noted vessel or works impedes the progress or view of the survey platform. In addition, the vessel or construction works may be different or additional to that observed previously and further, are of such a nature that they are a likely to create an impact on the movement or behaviour of the subject of the impact survey, in this case, the dolphins.

- 5.7.3.4 Travel to the northern end of line 10 was slightly impeded by an anchorage. After checking with the Contractor, there are no trans-boundary vessels that are required to anchor at northern ends of line 10 during this reporting period, as such they are unlikely to be related to this Contract. As there are variable numbers of ships in this anchorage through time, it is considered that this could temporarily affect survey protocol, survey data collection and dolphin habitat use. Other areas where many boats were anchored (covering large areas) were noted at lines 1, 2, 8, 9, 10, 12, 17 and 23.
- 5.7.3.5 Anchored vessels (usually single) were noted on lines 1, 2, 8, 9, 12, 17 and 23 which caused the monitoring vessel to divert slightly from the trackline or blocked the transect area view. It is unknown who these vessels belong to or even if they were Project related. After checking with the Contractor, there are no transboundary vessels that are required to anchor on lines 1, 2, 8, 9, 12, 17 and 23 during this reporting period, as such they are unlikely to be related to this Contract. As there are variable numbers of ships in anchor on these lines through time, it is considered that this could temporarily affect survey protocol, survey data collection and dolphin habitat use.
- 5.7.3.6 New projects, associated with the Third Runway System (3RS) works, were noted on lines 3, 4, 5, 6, 7 and 12 which blocked the transect area view. These projects have increased dramatically in extent. It is considered that these new projects will affect survey protocol, survey data collection and dolphin habitat use.
- 5.7.3.7 The survey effort log notes the areas in which the visibility is limited or the survey is affected so that these can be accounted for in any subsequent analyses. Some of these obstructions will become permanent and some will be temporary as the HZMB is built and other projects progress. It is advised that the impact monitoring surveys should be completed as close to the predefined lines as possible (as per Figure 4 of this report) until such a time as the new projects at the 3RS designated site prevent passage into that area..
- 5.7.3.8 The above noteworthy observations are largely a result of multiple and on-going infrastructure projects within the Lantau area. No amendment to EM&A protocols can negate the effects of these projects, e.g., it is a highly dynamic environment and viewing conditions may alter every survey (sometimes within surveys) and most of the survey area is affected, to some degree, by marine construction works. Instead, survey data analyses should incorporate any noteworthy observations which may affect either data collection or dolphin distribution and behavioural changes. The above mentioned activities recorded during boat survey will not affect implementation of the EM&A Programme provided appropriate data analyses are conducted.
- 5.7.4 The event action plan is annexed in Appendix L.

6 ENVIRONMENTAL SITE INSPECTION AND AUDIT

6.1 Site Inspection

6.1.1 Site Inspections were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Contract. In the reporting month, 4 site inspections were carried out on 5, 12, 19 and 26 January 2017.

6.1.2 Particular observations during the site inspections are described below:

Air Quality

6.1.3 Dust was observed during handling of rock material, the contractor was reminded to provide dust suppression measure. (Pending for Contractor's rectification)

6.1.4 Dark smoke emission from plant/equipment was observed, the Contractor was reminded that dark smoke emission from plant/equipment shall be avoided. (Pending for Contractor's rectification)

Noise

6.1.5 No relevant adverse impact was observed in the reporting month.

Water Quality

6.1.6 The Contractor was reminded to clear spilled oil on ground to prevent mixing with general site runoff. (Reminder)

Chemical and Waste Management

6.1.7 The Contractor was reminded to provide spill kit in the vicinity of drilling rig machine on scaffolding platform. (Reminder)

6.1.8 Chemical containers were placed on bare ground, the Contractor was reminded to provide drip tray to retain leakage, if any. (Pending for Contractor's rectification)

6.1.9 The Contractor was reminded to provide chemical label to chemical containers. (Reminder)

Landscape and Visual Impact

6.1.10 No relevant adverse impact was observed in the reporting month.

Others

6.1.11 No relevant adverse impact was observed in the reporting month.

6.2 Advice on the Solid and Liquid Waste Management Status

- 6.2.1 The Contractor had registered as a chemical waste producer for this Project. Receptacles were available for general refuse collection and sorting.
- 6.2.2 As advised by the Contractor, 20,000m³ of inert C&D material was reused in other projects. 18,892.7m³ of fill material were imported for the Contract use in the reporting period. 364kg of paper and cardboard packaging, 45.5m³ of general refuse were generated and disposed of in the reporting period. Monthly summary of waste flow table is detailed in Appendix M.
- 6.2.3 The Contractor is advised to properly maintain on site C&D materials and wastes storage, collection, sorting and recording system, dispose of C&D materials and wastes at designated ground and maximize reuse / recycle of C&D materials and wastes. The Contractor is reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.
- 6.2.4 The Contractor is reminded that chemical waste should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practice on the Packaging, Labeling and Storage of Chemical Wastes.
- 6.2.5 After checking with the Contractor, surcharge material was removed off site to Macau from 27 April 2016 and it is continued in the reporting month. Surplus surcharge was exported to Macau during the reporting month. The Contractor was reminded to ensure consistency in quantities in case of any C&D material disposed off-site and/or no surcharge material removed off site.
- 6.2.6 As advised by the Contractor, approximately 150,000m³ of surplus surcharge was exported to Macau during the reporting month.

6.3 Environmental Licenses and Permits

6.3.1 The environmental licenses and permits for the Contract and valid in the reporting month is summarized in Table 6.1.

Table 6.1 Summary of Environmental Licensing and Permit Status

Statutory Reference	License/ Permit	License or Permit No.	Valid Period		License/ Permit Holder	Remarks
			From	To		
EIAO	Environmental Permit	EP-353/2009/K	11/04/2016	N/A	HyD	Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities
		EP-354/2009/D	13/03/2015	N/A		Tuen Mun – Chek Lap Kok Link (TMCLKL Southern Landfall Reclamation only)
APCO	NA notification	--	30/12/2011	--	CHEC	Works Area WA2 and WA3
APCO	NA notification	--	25/07/2014	--	CHEC	Works Area WA1
WDO	Chemical Waste Producer Registration	5213-951-C1186-30	28/10/2015	N/A	CHEC	Chemical waste produced in Contract HY/2010/02 (WA1)
WDO	Chemical Waste Producer Registration	5213-951-C1186-21	30/3/2012	N/A	CHEC	Chemical waste produced in Contract HY/2010/02 (WA2)
WDO	Chemical Waste Producer Registration	5213-839-C3750-02	13/09/2012	--	CHEC	Registration as Chemical Waste Producer at TKO 137(FB)
WDO	Billing Account for Disposal of Construction Waste	7014181	05/12/2011	N/A	CHEC	Waste disposal in Contract HY/2010/02
NCO	Construction Noise Permit	GW-RS1231-16	13/12/2016	10/4/2017	CHEC	Reclamation Works in Contract HY/2010/02

6.4 Implementation Status of Environmental Mitigation Measures

- 6.4.1 In response to the site audit findings, the Contractors carried out corrective actions.
- 6.4.2 A summary of the Implementation Schedule of Environmental Mitigation Measures (EMIS) is presented in Appendix C. Most of the necessary mitigation measures were implemented properly.
- 6.4.3 Training of marine travel route for marine vessels operator was given to relevant staff and relevant records were kept properly.
- 6.4.4 Regarding the implementation of dolphin monitoring and protection measures (i.e. implementation of Dolphin Watching Plan, Dolphin Exclusion Zone and Silt Curtain integrity Check), regular checking were conducted by the experienced MMOs within the works area to ensure no dolphin was trapped by the enclosed silt curtain systems. Any dolphin spotted within the enclosed silt curtain systems was reported and recorded. Relevant procedures were followed and measures were well implemented. Silt curtain systems were also inspected timely in accordance to the submitted plan. All inspection records were kept properly.
- 6.4.5 Acoustic decoupling measures on noisy plants on construction vessels were checked regularly and the Contractor was reminded to ensure provision of ongoing maintenance to noisy plants and to carry out improvement work once insufficient acoustic decoupling measures were found.
- 6.4.6 Frequency of watering per day on exposed soil was checked; with reference to the record provided by the Contract, watering was conducted at least 8 times per day on reclaimed land. The frequency of watering is the mainly refer to water truck. Sprinklers are only served to strengthen dust control measure for busy traffic at the entrance of Portion D. As informed by the Contractor, during the malfunction period of sprinkler, water truck will enhance watering at such area. The Contractor was reminded to ensure provision of watering of at least 8 times per day on all exposed soil within the Contract site and associated works areas throughout the construction phase.
- 6.4.7 After review, no floating grout production was in operation at any time in January 2017 for Contract No.HY/2010/02. Condition 3.26A of EP-353/2009/K for Contract No.HY/2010/02 is complied with during the reporting month.
- 6.4.8 Further to our letter (ET's letter's ref.: 60249820/rmky16033001) dated 30/3/2016 regarding the notification of silt curtain removal programme and arrangement, as informed by RSS on 18 May 2016, the Contractor provided an updated programme on 31 October 2016 to indicate the current site situation. According to CHEC's latest removal programme during the reporting month, stage 2 (east side of the perimeter silt curtain removal work has been completed and dates for the subsequent stages have also been updated in the reporting month, while the overall phasing arrangement has not changed. A notification email has been sent to IEC/ENPO to inform them that the completion of removal of perimeter silt curtain of Stages 2 and the tentative date for silt curtain removal work of stage 3, 4 and 5. With referred to previous IEC/ENPO comment received on 7 June 2016 if update of proposal was mainly on time schedule and they have no objection in principle. However prior to IEC/ENPO's reply to confirm ET's updated proposal, ET was requested to provide site photos to show ET's checking of the current site condition with respect to the reminders given in their previous letter (Our Ref.: HYDHZMBEEM00_0_4102L.16 dated 22 April 2016).
- 6.4.9 Due to the commencement of marine work of the Expansion of Hong Kong International Airport into a Three-Runway System (3RS Project), a large portion of works site boundary will be established at the northern part of the existing airport Island. A joint meeting on 22 July 2016 among the various environmental teams of the HZMB contracts [Contract no.HY/2011/03, Contract no.HY/2010/02, Contract no.HY/2012/07, Contract no.HY/2012/08], Highways Department (HyD) and the Environmental Project Office (ENPO) of HZMB project noted the recent arrangement of works boundary of 3RS Project which delineates the boundary of the designated 3RS Project (for the indicative 3RS boundary, please refer to Figure 5). The boundary, as detailed on the information provided to us by ENPO via email by 4 August 2016, will affect several water quality monitoring stations and the dolphin monitoring transect lines which are being used for conducting monitoring under Contract No. HY/2010/02. The EM&A Programme for the HZMB HKBCF Project will therefore be affected. As a result, ET proposed to IEC/ENPO via email on 20 September 2016 the following changes - relocation of water quality stations from SR5, IS10, CS(Mf)3 and Alteration of

the transect lines of dolphin monitoring 2, 3, 4, 5, 6 and 7. IEC/ENPO commented the proposal on 30 September 2016. In addition, the details of proposal were further discussed on 14 October 2016 among ET of various contracts (HY/2010/02, HY/2011/03, HY/2012/07 and HY/2012/08) and ENPO. It was agreed that a revised proposal should be submitted again for IEC/ENPO's review. The required changes of impact water quality monitoring station and alternation of dolphin monitoring transect lines is under ET's review in January 2017 and revised proposal will be submitted to ENPO/IEC for review within the first week of February 2017.

6.4.10 As access to water quality monitoring station IS10 and SR5 may be prevented after a Vessel's Entry Permit into the Hong Kong International Airport Approach Restricted Area become expired after 31 December 2016. An application for Vessel's Entry Permit into the Hong Kong International Airport Approach Restricted Area was sent to the Civil Aviation Department (CAD) and Marine Department on 20 December 2016, but such application was under Civil Aviation Department (CAD)'s review as on 30 December 2016 and ET was informed that time is required to find out whether vessel traffic route proposed by ET would affect the navigation system. Foreseeing this may take longer than normal application process, ET proposed to IEC on 30 December 2016, to conduct impact water quality monitoring for monitoring station IS10 and SR5 temporarily outside the Hong Kong International Airport Approach Restricted Area but close to the original monitoring location, until reply from the Authority is obtained. IEC responded on 31 December 2016 and advised ET to update IEC on every of ET's upcoming WQM day(s) about ET's follow-up progress with HKAA until this matter is resolved. The Vessel's Entry Permit into the Hong Kong International Airport Approach Restricted Area has been subsequently granted by Marine Department on 6 January 2017. Impact water quality monitoring has been resumed at original location of IS10 and SR5 on 9 January 2017.

6.4.11 As informed by project team of this Contract HY/2010/02 on 13 January 2017 at the Brothers Marine Park was designated on 30 Dec 2016 and AFCD carried out daily inspections in the area to ensure compliance to the Marine Parks and Marine Reserves Regulation on 4 and 5 Jan 2017. It was noted in their inspection on 4 and 5 Jan 2017 that the Northeaster section of HKBCF perimeter silt curtain was within the BMP while twenty two construction vessels were anchored within the BMP. AFCD is highly concerned of the observed vessels inside the BMP area and issued warnings.

6.4.11.1 Observations and Results

- After review of the information provided by the Contractor, seven out of twenty two vessels observed on 4 and 5 Jan 2017 worked for HY/2010/02.
- Photo below shows that no more vessel observed in the concerned area on 13 Jan 2017 at 14:38



- After investigation, it is noted that the observed vessel were removed by the Contractor on 13 January 2017 from the concerned area, and with referred to the photo record shown below, vessel under Contract no. HY/2010/02 no longer anchored at within the area of the Brothers Marine Park (BMP).

- The Contractor was informed and reminded that their vessel should no longer be anchored in the BMP after Brothers Marine Park was designated on 30 Dec 2016.
- In addition, as informed by the Contractor, the silt curtain had been deployed there since the commencement of the project. The silt curtain need to cater the movement of the water current and tidal movement and therefore may be shifted to area inside the concerned area.
- According to the available information the Contractor had already arranged the silt curtain realignment works after receiving notification of the incident by the authority, and photo record above shows that the silt curtain do not encroach the boundary of BMP on 13 January 2017.

6.4.11.2 Reminder and recommendation

- The Contractor was informed and reminded that their vessel should no longer be anchored in the BMP after Brothers Marine Park was designated on 30 Dec 2016.
- The Contractor was reminded that the perimeter silt curtain under Contract HY/2010/02 should be aligned to avoid encroaching the boundary of BMP at all time.
- The Contractor was recommended to carry out alignment check during regular silt curtain visual inspection, if silt curtain encroachment of the BMP was observed, the Contractor shall immediately review the situation and carry out silt curtain realignment to rectify the encroachment.

6.5 Summary of Exceedances of the Environmental Quality Performance Limit

- 6.5.1 For impact air quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.
- 6.5.2 For construction noise, no exceedance was recorded at all monitoring stations in the reporting month.
- 6.5.3 For water quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.
- 6.5.4 A total of six sightings were made, four “on effort” and two “opportunistic”. Five sightings were recorded on 5 January 2017 and one on the 20 January 2017. One groups was travelling, one feeding, one unknown and three groups were travelling/feeding/surface active/milling (multiple behavior). Sighting details are summarised and plotted in Appendix K and Figure 5c, respectively. The locations of sighting with different behaviour are mapped in Figure 5d. No resighting in December 2016.
- 6.5.5 Environmental site inspection was carried out 4 times in January 2017. Recommendations on remedial actions were given to the Contractors for the deficiencies identified during the site audits.
- 6.5.6 Cumulative statistics on exceedance is provided in Appendix N.

6.6 Summary of Complaints, Notification of Summons and Successful Prosecutions

- 6.6.1 The Environmental Complaint Handling Procedure is annexed in Figure 6.
- 6.6.2 A complaint was received on 28 December 2016, and the complainant complained that construction site of artificial island of Hong Kong- Zhuhai-Macao Bridge has severer mosquito infestation and furthermore, the complainant complained the poor hygiene and insufficient washing facility on works are of CHEC, and requested follow-up actions.
 - 6.6.2.1 Investigation actions:
 - Review of the information provided by the complainant
 - Review site inspection observations of 5 January 2016.

- 6.6.2.2 Investigation result:

- 6.6.2.3 After checking the cleanliness and tidiness record provided by CHEC, the Contractor regularly clear the stagnant water on site. And The Contractor regularly clean the chemical toilet provided on site. In addition, with referred to site inspection jointly conducted with RSS and the Contractor, chemical toilet was observed provided on-site but adverse cleanliness and tidiness were not observed.
- 6.6.2.4 As such, after investigation, there is no adequate information to conclude the complaint is related to this Contract.
- 6.6.3 With referred to the information provided by IEC/ENPO on 9 January 2017, EPD has received and referred a complaint received from a bus operator at the Hong Kong International Airport to the Project team. The complainant expressed their concerns on the public health and road cleanliness within Chek Lap Kok area resulting from the muds, dusts and slurry spills which is brought away from the construction sites of HK-Zhuhai-Macao Bridge (HZMB) Project by tippers and lorries. The complainant complained that the road cleanliness of East Coast Road & Tung Fai Road, Airport Road Interchange and Sky City Interchange becomes extreme worse since the beginning of this year. The external bodies of their buses & vehicles are seriously stained by the heavy dusts and muds produced from the construction sites onto the public road. Strong complaints from passengers and management have been increased rapidly as it is affecting the health of passengers and their company image every day. The complainant said that that had raised complaints to the Airport Authority Hong Kong (AAHK) since March 2016. Although the construction contractors had used water trucks to flush washing the road surface after pushing by AAHK, the improvement is minimal and the muddy water is splashed onto the body of each across vehicle making the situation much worst. The Complainant would like to request for assistance from the Authority on this matter to liaise with the China State Construction Ltd. and China Harbour Engineering Company Ltd. not to affect the pedestrians and road users as soon as possible.
- 6.6.3.1 Investigation actions:
- Review of the information provided by the complainant.
 - Checking whether there were any construction activities under Contract HY/2010/02 which would cause muds, dusts and slurry spills.
 - Review of the observations made during site inspection jointly conducted with Contractor and RSS on 12 January 2017.
- 6.6.3.2 Investigation results:
- East Coast Road (東岸道) is located near the only land-based site access of HKBCF Reclamation Works which utilised by Contract HY/2010/02. With referred to the information provided by the Contractor and base on our observation during site inspection jointly conducted by ET, RSS and the Contractor on 12 January 2017 at such site access near East Coast Road, it was observed that wheel washing facilities and wheel washing were provided by responsible Contractor which do not belongs to contract no. HY/2010/02. Vehicle under contract no. HY/2010/02 passing this site access would be cleaned before they leave the construction site to ensure that no earth, mud or debris is deposited by them on roads.
 - In addition mud, dusts and slurry spills were not observed to be brought away from the construction sites by tippers and lorries under Contract HY/2010/02 during the site inspection on 12 January 2017. Also refer to the photo record below
 - East Coast Road (東岸道) is located near the only land-based site access of HKBCF Reclamation Works which utilised by Contract HY/2010/02, wheel washing facilities and wheel washing were provided by responsible Contractor which do not belongs to contract no. HY/2010/02:



- Mud, dusts and slurry spills were not observed to be brought away from the construction sites by tippers and lorries under Contract HY/2010/02 during the site inspection on 12 January 2017



- Mud, dusts and slurry spills were not observed to be brought away from the construction sites by tippers and lorries under Contract HY/2010/02 during the site inspection on 12 January 2017.



- Also, Contract HY/2010/02 has no construction site entrance or exit at Tung Fai Road.

6.6.3.3 After investigation, there is no adequate information to conclude the complaint is related to this Contract.

6.6.3.4 Nevertheless, the Contractor was reminded to remind and ensure their drivers/operators that all vehicles and plant should stay at the wheel washing facility for a period so that all vehicles and plant can be cleaned thoroughly before they leave the construction site to ensure that no earth, mud or debris is deposited by them on roads.

6.6.4 A complaint forwarded to us by RSS on 17 January 2017; the complainant complained that sewage was pumped to the sea causing pollution at dusk (approximately 5pm to 8pm) at east side of Tung Chung Artificial Island at Dragages's construction site.

6.6.4.1 Investigation action:

1: Review of the information provided by the complainant.

2: Checking whether there were any construction activities under Contract HY/2010/02 which would cause release of muddy water to the sea.

3. Review whether wastewater from temporary site facilities, if any, is controlled to prevent direct discharge to surface or marine waters

4. Review if sewage, if any, is collected by licensed collectors regularly

5. Inspection was conducted by ET on 17 January 2017.

6.6.4.2 Investigation results:

- With referred to the information provided by the Contractor, the Contractor has no activities which involve handling of sewage. Photo record taken by ET on 17 January 2017 shows that no discharge of muddy water was observed at east side of Tung Chung Artificial Island near Dragages’s construction site.



6.6.4.3 After investigation, there is no adequate information to conclude the complaint is related to this Contract.

6.6.4.4 Nevertheless, the Contractor was reminded to continue to fully and properly implement all water quality mitigation measures i.e. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters.

6.6.5 No notification of summons or prosecution was received in the reporting period.

6.6.6 Statistics on complaints, notifications of summons and successful prosecutions are summarized in Appendix N.

7 FUTURE KEY ISSUES

7.1 Construction Programme for the Coming Months

7.1.1 As informed by the Contractor, the major works for the Contract in February 2017 and March 2017 will be *:-

Marine-base

- Sloping Seawalls
- Rubble Mound Seawall
- Maintenance of silt curtain

Land-base

- Surcharge removal & laying
- Construction of Permanent Seawall
- Maintenance works of Site Office at Works Area WA2
- Maintenance works of Public Works Regional Laboratory at Works Area WA3
- Maintenance of Temporary Marine Access at Works Area WA2

*Construction activities in February 2017 and March 2017 will be changed subject to works progress.

7.2 Key Issues for the Coming Month

7.2.1 Key issues to be considered in the coming months:-

- Site runoff should be properly collected and treated prior to discharge;
- Regular review and maintenance of silt curtain systems, drainage systems and desilting facilities;
- Exposed surfaces/soil stockpiles should be properly treated to avoid generation of silty surface runoff during rainstorm;
- Regular review and maintenance of wheel washing facilities provided at all site entrances/exits;
- Conduct regular inspection of various working machineries and vessels within works areas to avoid any dark smoke emission;
- Suppress dust generated from work processes with use of bagged cements, earth movements, excavation activities, exposed surfaces/soil stockpiles and haul road traffic;
- Quieter powered mechanical equipment should be used;
- Provision of proper and effective noise control measures for operating equipment and machinery on-site, such as erection of movable noise barriers or enclosure for noisy plants;
- Closely check and replace the sound insulation materials regularly;
- Better scheduling of construction works to minimize noise nuisance;
- Properly store and label oil drums and chemical containers placed on site;
- Proper chemicals, chemical wastes and wastes management;
- Maintenance works should be carried out within roofed, paved and confined areas;
- Collection and segregation of construction waste and general refuse on land and in the sea should be carried out properly and regularly; and
- Proper protection and regular inspection of existing trees, transplanted/retained trees.
- Control night-time lighting and glare by hooding all lights.
- Regular review and provide maintenance to dust control measures such as sprinkler system.

7.3 Monitoring Schedule for the Coming Month

- 7.3.1 The tentative schedule for environmental monitoring of February 2017 is provided in Appendix F.

8 CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

- 8.1.1 For impact air quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.
- 8.1.2 For construction noise, no exceedance was recorded at all monitoring stations in the reporting month.
- 8.1.3 For water quality monitoring, no exceedance was recorded at all monitoring stations in the reporting month.
- 8.1.4 For dolphin monitoring, a total of six sightings were made, four “on effort” and two “opportunistic”. Five sightings were recorded on 5 January 2017 and one on the 20 January 2017. One groups was travelling, one feeding, one unknown and three groups were travelling/feeding/surface active/milling (multiple behavior). Sighting details are summarised and plotted in Appendix K and Figure 5c, respectively. The locations of sighting with different behaviour are mapped in Figure 5d. No resighting in December 2016.
- 8.1.5 A complaint was received on 28 December 2016, and the complainant complained that construction site of artificial island of Hong Kong- Zhuhai-Macao Bridge has severer mosquito infestation and furthermore, the complainant complained the poor hygiene and insufficient washing facility on works are of CHEC, and requested follow-up actions. After investigation, there is no adequate information to conclude the complaint is related to this Contract.
- 8.1.6 With referred to the information provided by IEC/ENPO on 9 January 2017, EPD has received and referred a complaint received from a bus operator at the Hong Kong International Airport to the Project team. The complainant expressed their concerns on the public health and road cleanliness within Chek Lap Kok area resulting from the muds, dusts and slurry spills which is brought away from the construction sites of HK-Zhuhai-Macao Bridge (HZMB) Project by tippers and lorries. The complainant complained that the road cleanliness of East Coast Road & Tung Fai Road, Airport Road Interchange and Sky City Interchange becomes extreme worse since the beginning of this year. The external bodies of their buses & vehicles are seriously stained by the heavy dusts and muds produced from the construction sites onto the public road. Strong complaints from passengers and management have been increased rapidly as it is affecting the health of passengers and their company image every day. The complainant said that that had raised complaints to the Airport Authority Hong Kong (AAHK) since March 2016. Although the construction contractors had used water trucks to flush washing the road surface after pushing by AAHK, the improvement is minimal and the muddy water is splashed onto the body of each across vehicle making the situation much worst. The Complainant would like to request for assistance from the Authority on this matter to liaise with the China State Construction Ltd. and China Harbour Engineering Company Ltd. not to affect the pedestrians and road users as soon as possible. After investigation, there is no adequate information to conclude the complaint is related to this Contract.
- 8.1.7 A complaint forwarded to us by RSS on 17 January 2017; the complainant complained that sewage was pumped to the sea causing pollution at dusk (approximately 5pm to 8pm) at east side of Tung Chung Artificial Island at Dragages’s construction site. After investigation, there is no adequate information to conclude the complaint is related to this Contract.
- 8.1.8 No notification of summons or prosecution was received in the reporting period.
- 8.1.9 Environmental site inspection was carried out 4 times in January 2017. Recommendations on remedial actions were given to the Contractors for the deficiencies identified during the site audits.

8.2 Recommendations

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

Air Quality Impact

- All working plants and vessels on site should be regularly inspected and properly maintained to avoid dark smoke emission.
- All vehicles should be washed to remove any dusty materials before leaving the site.
- Haul roads should be sufficiently dampened to minimize fugitive dust generation.
- Wheel washing facilities should be properly maintained and reviewed to ensure properly functioning.
- Temporary exposed slopes and open stockpiles should be properly covered.
- Enclosure should be erected for cement debagging, batching and mixing operations.
- Water spraying should be provided to suppress fugitive dust for any dusty construction activity.
- Regular review and provide maintenance to dust control measures such as sprinkler system.

Construction Noise Impact

- Quieter powered mechanical equipment should be used as far as possible.
- Noisy operations should be oriented to a direction away from sensitive receivers as far as possible.
- Proper and effective noise control measures for operating equipment and machinery on-site should be provided, such as erection of movable noise barriers, enclosure for noisy plants or enhancement works to provide sufficient acoustic decoupling measure(s). Closely check and replace the sound insulation materials regularly
- Vessels and equipment operating should be checked regularly and properly maintained.
- Noise Emission Label (NEL) shall be affixed to the air compressor and hand-held breaker operating within works area.
- Acoustic decoupling measures should be properly implemented for all existing and incoming construction vessels with continuous and regularly checking to ensure effective implementation of acoustic decoupling measures.

Water Quality Impact

- Regular review and maintenance of silt curtain systems, drainage systems and desilting facilities in order to make sure they are functioning effectively.
- Construction of seawall should be completed as early as possible.
- Regular inspect and review the loading process from barges to avoid splashing of material.
- Silt, debris and leaves accumulated at public drains, wheel washing bays and perimeter u-channels and desilting facilities should be cleaned up regularly.
- Silty effluent should be treated/ desilted before discharged. Untreated effluent should be prevented from entering public drain channel.
- Proper drainage channels/bunds should be provided at the site boundaries to collect/intercept the surface run-off from works areas.
- Exposed slopes and stockpiles should be covered up properly during rainstorm.

Chemical and Waste Management

- All types of wastes, both on land and floating in the sea, should be collected and sorted properly and disposed of timely and properly. They should be properly stored in designated areas within works areas temporarily.
- All chemical containers, batteries and oil drums should be properly stored and labelled.
- All plants and vehicles on site should be properly maintained to prevent oil leakage. Proper measures, like drip trays and/or bundings, should be provided for retaining leaked oil/chemical from plants.
- All kinds of maintenance works should be carried out within roofed, paved and confined areas.
- All drain holes of the drip trays utilized within works areas should be properly plugged to avoid any oil and chemical waste leakage.
- Oil stains on soil surface, accumulated oil mixture and empty chemical containers should be cleared and disposed of as chemical waste.
- Regular review should be conducted for working barges and patrol boats to ensure sufficient measures and spill control kits were provided on working barges and patrol boats to avoid any spreading of leaked oil/chemicals.

Landscape and Visual Impact

- All existing, retained/transplanted trees at the works areas should be properly fenced off and regularly inspected.
- Control night-time lighting and glare by hooding all lights.