

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

The logo for MaterialLab, featuring the word "MaterialLab" in a bold, sans-serif font. The text is white and is set against a black rectangular background that has horizontal bars above and below the text.

Report No.: 0165/15/ED/1159

Appendix D

Implementation Schedule for Environmental Mitigation Measures (EMIS)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

Appendix D – Implementation Schedule of Environmental Mitigation Measures (EMIS)

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
Air Quality				
S5.5.6.1	A1	1) The contractor shall follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation	All construction sites	V
S5.5.6.2	A2	2) Proper watering of exposed spoil should be undertaken throughout the construction phase: <ul style="list-style-type: none"> • Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading; • Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads; • A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones. • The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle; • Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores; 	All construction sites	V
S5.5.6.2	A2	<ul style="list-style-type: none"> • When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period; • The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials, • Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously; • Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet; • Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding; • Any skip hoist for material transport should be totally enclosed by impervious sheeting; • Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top 	All construction sites	V
S5.5.6.2	A2	<ul style="list-style-type: none"> • Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high 	All construction sites	N/A

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		level alarm which is interlocked with the material filling line and no overfilling is allowed; <ul style="list-style-type: none"> • Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and • Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site or part of the construction site where the exposed earth lies 		
S5.5.6.3	A3	3) The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.	All construction sites	V
S5.5.6.4	A4	4) Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.	All construction sites	V
S5.5.6.4	A5	5) Implement regular dust monitoring under EM&A programme during the construction stage.	Selected Representative dust monitoring station	V (Conducted by Contract No. HY/2013/04 and HY/2011/03)
S5.5.7.1	A6	The following mitigation measures should be adopted to prevent fugitive dust emissions for concrete batching plant; <ul style="list-style-type: none"> • Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system; • All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP; • Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system; • The materials which may generate airborne dusty emissions should be wetted by water spray system; • All receiving hoppers should be enclosed on three sides up to 3m above unloading point; • All conveyor transfer points should be totally enclosed; • All access and route roads within the premises should be paved and wetted; and • Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body 	Selected Representative dust monitoring station	N/A
S5.5.2.7	A7	The following mitigation measures should be adopted to prevent fugitive dust emissions at barging point: <ul style="list-style-type: none"> • All road surface within the barging facilities will be paved; • Dust enclosures will be provided for the loading ramp; • Vehicles will be required to pass through designated wheels wash facilities; and • Continuous water spray at the loading points 	All construction sites	V
Construction Noise (Air borne)				
S6.4.10	N1	1) Use of good site practices to limit noise emissions by considering the following: <ul style="list-style-type: none"> • only well-maintained plant should be operated on-site and plant should be serviced regularly during 	All construction sites	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		<p>the construction programme;</p> <ul style="list-style-type: none"> • machines and plant (such as trucks, cranes) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; • plant known to emit noise strongly in one direction, where possible, be orientated so that the noise is directed away from nearby NSRs; • silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works; • mobile plant should be sited as far away from NSRs as possible and practicable; • material stockpiles, mobile container site office and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities. 		
S6.4.11	N2	2) Install temporary hoarding located on the site boundaries between noisy construction activities and NSRs. The conditions of the hoardings shall be properly maintained throughout the construction period.	All construction sites	V
S6.4.12	N3	3) Install movable noise barriers (typically density@14kg/m acoustic mat or full enclosure close to noisy plants including compressor, generators, saw.	For plant items listed in Appendix 6D of the EIA report at all construction sites	N/A
S6.4.13	N4	4) Select "Quiet plants" which comply with the BS 5228 Part 1 or TM standards.	For plant items listed in Appendix 6D of the EIA report at all construction site	V
S6.4.14	N5	5) Sequencing operation of construction plants where practicable	All construction sites where practicable	V
S5.1	N6	6) Implement a noise monitoring under EM&A programme.	Selected representative noise monitoring station	V (Conducted by Contract No. HY/2013/04)
Sediment				
S7.3	S1	1) The requirements as recommended in ETWB TC 34/2002 Management of Dredged/Excavated Sediment shall be included in the Particular Specification as appropriate.	All construction sites	V
Waste Management (Construction Waste)				
S8.3.8	WM1	<p><u>Construction and Demolition Material</u></p> <p>The following mitigation measures should be implemented in handling the waste:</p> <ul style="list-style-type: none"> • Maintain temporary stockpiles and reuse excavated fill material for backfilling and reinstatement; • Carry out on-site sorting; • Make provisions in the Contract documents to allow and promote the use of recycled aggregates where appropriate; • Implement a trip-ticket system for each works contract to ensure that the disposal of C&D materials are properly documented and verified; and • Implement an enhanced Waste Management Plan similar to E7WBTC (Works) No. 19/2005 - "Environmental Management on Construction Sites" to encourage on-site sorting of C&D 	All construction sites	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		<p>materials and to minimize their generation during the course of construction.</p> <ul style="list-style-type: none"> In addition, disposal of the C&D materials onto any sensitive locations such as agricultural lands, etc. should be avoided. The Contractor shall propose the final disposal sites to the Project Proponent and get its approval before implementation 		
S8.3.9- S8.3.11	WM2	<p><u>C&D Waste</u></p> <ul style="list-style-type: none"> Standard formwork or pre-fabrication should be used as far as practicable in order to minimise the arising of C&D materials. The use of more durable formwork or plastic facing for the construction works should be considered. Use of wooden hoardings should not be used, as in other projects. Metal hoarding should be used to enhance the possibility of recycling. The purchasing of construction materials will be carefully planned in order to avoid over ordering and wastage. The Contractor should recycle as much of the C&D materials as possible on-site. Public fill and C&D waste should be segregated and stored in different containers or skips to enhance reuse or recycling of materials and their proper disposal. Where practicable, concrete and masonry can be crushed and used as fill. Steel reinforcement bar can be used by scrap steel mills. Different areas of the sites should be considered for such segregation and storage. 	All construction sites	V
S8.2.12- S8.3.15	WM3	<p><u>Chemical Waste</u></p> <ul style="list-style-type: none"> Chemical waste that is produced, as defined by Schedule 1 of the Waste Disposal (Chemical Waste) (General) Regulation, should be handled in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Containers used for the storage of chemical wastes should be suitable for the substance they are holding, resistant to corrosion, maintained in a good condition, and securely closed; have a capacity of less than 450 liters unless the specification has been approved by the EPD; and display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the regulation. The storage area for chemical wastes should be clearly labeled and used solely for the storage of chemical waste; enclosed on at least 3 sides; have an impermeable floor and bunding of sufficient capacity to accommodate 110% of the volume of the largest container or 20 % of the total volume of waste stored in that area, whichever is the greatest; have adequate ventilation; covered to prevent rainfall entering; and arranged so that incompatible materials are adequately separated. Disposal of chemical waste should be via a licensed waste collector; be to a facility licensed to receive chemical waste, such as the Chemical Waste Treatment Centre which also offers chemical waste collection service and can supply the necessary storage containers; or be to a reuser of the waste, under approval from the EPD. 	All construction sites	V
S8.3.16	WM4	<p><u>Sewage</u></p> <ul style="list-style-type: none"> Adequate numbers of portable toilets should be provided for the workers. The portable toilets should be maintained in a state which will not deter the workers from utilizing these portable 	All construction sites	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		toilets. Night soil should be collected by licensed collectors regularly.		
S8.3.17	WM5	<p>General Refuse</p> <ul style="list-style-type: none"> General refuse generated on-site should be stored in enclosed bins or compaction units separately from construction and chemical wastes. A reputable waste collector should be employed by the Contractor to remove general refuse from the site, separately from construction and chemical wastes, on a daily basis to minimize odour, pest and litter impacts. Burning of refuse on construction sites is prohibited by law. Aluminium cans are often recovered from the waste stream by individual collectors if they are segregated and made easily accessible. Separate labelled bins for their deposit should be provided if feasible. Office wastes can be reduced through the recycling of paper if volumes are large enough to warrant collection. Participation in a local collection scheme should be considered by the Contractor. Training should be provided to workers about the concepts of site cleanliness and appropriate waste management procedure, including reduction, reuse and recycling of wastes. 	All construction sites	V
Water Quality (Construction Phase)				
S9.11.1.1- S9.11.1.2	W1	<ul style="list-style-type: none"> Mitigation during the marine works to reduce impacts to within acceptable levels have been recommended and will comprise a series of measures that restrict the method and sequencing of dredging/backfilling, as well as protection measures. Details of the measures are provided below and summarised in the Environmental Mitigation Implementation Schedule in EM&A Manual Construction of seawalls to be advanced by at least 100-200m before the main reclamation dredging and filling can commence. It should be noted that the protection by advanced seawall is a dynamic process depending on the progress of the construction activities and the stage when such protection could be realised is illustrated in Figure 9.2 and detailed in Appendix 9D6 of the EIA Report. The part of the works where such measures can be undertaken for the majority of the time includes the following locations: <ul style="list-style-type: none"> TMCLKL northern reclamation; TMCLKL southern reclamation (after formation of the nips); Reclamation dredging and filling for Portion B of HKBCF; Reclamation filling for Portion C of HKBCF; Reclamation filling for Portion D of HKBCF; Reclamation filling for FSD berth of HKBCF; and Reclamation dredging and filling for Portion 1 of HKLR; Export for dredged spoils from NWWCZ avoiding exerting high demand on the disposal facilities in the NWWCZ and, hence, minimise potential cumulative impacts; For the marine viaducts of HKLR, the bored piling will be undertaken within a metal casing; A maximum of 30% public fill shall be used for all backfilling below -2.5mPD for the southern reclamation of TMCLKL, HKBCF and HKLR projects; where public fill is proposed for filling below -2.5mPD, the fine content in the public fill will be 	Marine-based works area	N/A

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		<p>controlled to 25%;</p> <ul style="list-style-type: none"> • silt curtains (cage type) will be applied round all grab dredgers during the HKBCF, HKLR and TMCLKL southern reclamation works; • single layer silt curtains will be applied around all works; • when constructing Portion D of the HKBCF, one side of the seawall crossing the channel should be constructed first and prior to the other works. This would reduce the maximum flow speed across the channel and enhance the effectiveness of other mitigation measures such as silt curtain system; • during the first two months of dredging work for HKBCF and HKLR, the silt-removal efficiency of the silt-curtains shall be verified by examining the results of water quality monitoring points. The water quality monitoring points to be selected for the above shall be those close to the locations of the initial period of dredging work. Details in this regard shall be determined by the ENPO to be established, taking account of the Contractor's proposed actual locations of his initial period of dredging work. • a sheet piled wall shall be constructed north of the HKBCF island ,in order to allow the use of silt curtains during Phase 2 works; and • silt curtain shall be fully maintained throughout the works. <p>In addition, dredging operations should be undertaken in such a manner as to minimise resuspension of sediments. Standard good dredging practice measures should, therefore, be implemented including the following requirements which should be written into the dredging contract.</p> <ul style="list-style-type: none"> • trailer suction hopper dredgers shall not allow mud to overflow; • use of Lean Material Overboard (LMOB) systems shall be prohibited; • mechanical grabs shall be designed and maintained to avoid spillage and should seal tightly while being lifted; • barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material; • any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes; • loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation; • excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved; • adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; • all vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; and • the works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site. 		
S9.11.1.3	W2	<p><u>Land Works</u> General construction activities on land should also be governed by standard good working practice.</p>	Land-based works area	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		<p>Specific measures to be written into the works contracts should include:</p> <ul style="list-style-type: none"> • wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters; • sewage effluent and discharges from on-site kitchen facilities shall be directed to Government sewer in accordance with the requirements of the WPCO or collected for disposal offsite. The use of soakaways shall be avoided; • storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks; • silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm; • temporary access roads should be surfaced with crushed stone or gravel; • rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities; • measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system; • open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms; • manholes (including any newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers; • discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system; 		
S9.11.1.7	W2	<ul style="list-style-type: none"> • all vehicles and plant should be cleaned before they leave the construction site to ensure that no earth, mud or debris is deposited by them on roads. A wheel washing bay should be provided at every site exit; • wheel wash overflow shall be directed to silt removal facilities before being discharged to the storm drain; • the section of construction road between the wheel washing bay and the public road should be surfaced with crushed stone or coarse gravel; • wastewater generated from concreting, plastering, Internal decoration, cleaning work and other similar activities, shall be screened to remove large objects; • vehicle and plant servicing areas, vehicle wash bays and lubrication facilities shall be located under roofed areas. The drainage in these covered areas shall be connected to foul sewers via a petrol interceptor in accordance with the requirements of the WPCO or collected for off site disposal; • the contractors shall prepare an oil / chemical cleanup plan and ensure that leakages or spillages are contained and cleaned up 	Land-based works area	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		immediately; • waste oil should be collected and stored for recycling or disposal, in accordance with the Waste Disposal Ordinance; • all fuel tanks and chemical storage areas should be provided with locks and be sited on sealed areas. The storage areas should be surrounded by bunds with a capacity equal to 110% of the storage capacity of the largest tank; and • surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.		
S9.14	W3	Implement a water quality monitoring programme	Selected representative WQM stations	V (Conducted by Contract No. HY/2013/04)
Ecology (Construction Phase)				
S10.7	E4	• Watering to reduce dust generation; prevention of siltation of freshwater habitats; Site runoff should be desilted, to reduce the potential for suspended sediments, organics and other contaminants to enter streams and standing freshwater	Land-based works areas	V
S10.7	E5	• Good site practices, including strictly following the permitted works hours, using quieter machines where practicable, and avoiding excessive lightings during night time	Land-based works areas	V
S10.7	E6	• Dolphin Exclusion Zone • Dolphin watching plan	Marine works	N/A
S10.7	E7	• Decouple compressors and other equipment on working vessels • Proposal on design and implementation of acoustic decoupling measures applied during dredging and reclamation works • Avoidance of percussive piling	Marine works	N/A
S10.7	E8	• Control vessel speed • Skipper training • Predefined and regular routes for working vessels; avoid Brother Islands.	Marine Traffic	N/A
S10.10	E9	Vessel based dolphin monitoring	Northeast and Northwest Lantau	V (Conducted by Contract No. HY/2013/04)
Fisheries				
S11.7	F4	• Maritime Oil Spill Response Plan (MOSRP); • Contingency plan.	HKBCF	V
Landscape & Visual (Detailed Design Phase)				
S14.3.3.1	LV1	General design measures include: • Roadside planting and planting along the edge of the HKBCF Island is proposed; • Transplanting of mature trees in good health and amenity value where appropriate and reinstatement of areas disturbed during construction by compensatory hydro-seeding and planting; • Protection measures for the trees to be retained during construction activities; • Optimizing the sizes and spacing of the bridge columns; • Fine-tuning the location of the bridge columns to avoid visually-sensitive locations; • Providing planting area around peripheral of HKBCF for tree planting screening effect; • Providing salt-tolerant native trees along the planter strip at affected seawall and newly reclaimed coastline; • For HKBCF, providing aesthetic architectural design on the related buildings (e.g. similar materials for PCB building facade to Airport	HKBCF	V

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Report No.: 0165/15/ED/1159

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		buildings, roof planting and subtle materials for other facilities buildings and so on), and the related infrastructure (e.g. parapet planting and transparent cover for elevated footbridges) to provide harmonious atmosphere of the HKBCF; and • Fine-tuning the sizes of the structural members to minimize the bulkiness of buildings and adjustment of building arrangement to minimise disturbance to surrounding vegetation in the HKBCF.		
Landscape & Visual (Construction Phase)				
S14.3.3.3	LV2	Mitigate both Landscape and Visual Impacts G1. Grass-hydroseed bare soil surface and stock pile areas. G2. Add planting strip and automatic irrigation system if appropriate at some portions of bridge footbridge to screen bridge and traffic. G3. Not applicable as this is for HKLR. G4. For HKBCF, providing aesthetic architectural design on the related buildings (e.g. similar materials for PCB building facade to Airport buildings, roof planting and subtle materials for other facilities buildings and so on), and the related infrastructure (e.g. parapet planting and transparent cover for elevated footbridges) to provide harmonious atmosphere of the HKBCF G5. Vegetation reinstatement and upgrading to disturbed areas G6. Maximizing new tree shrub and other vegetation planting to compensate tree felled and vegetation removed G7. Providing planting area around peripheral of HKBCF for tree planting screening effect; G8. Plant salt-tolerant native and shrubs etc along the planter strip at affected seawall. G9. Reserve of loose natural granite rocks for re-use, Provide new coastline to adopt "natural-look" by means of using armour rocks in the form of natural rock materials and planting strip area accommodating screen buffer to enhance "natural-look" of the new coastline.	Building 026, 031, 037, 039, 041, 043, 046 and all areas at ground level	N/A
S14.3.3.3	LV3	<u>Mitigate Visual Impacts</u> V1. Minimize time for construction activities during construction period. V2. Not applicable for HKBCF.	Building 026, 031, 037, 039, 041, 043, 046 and all areas at ground level	N/A
EM&A				
S15.2.2	EM1	An Independent Environmental Checker needs to be employed as per the EM&A Manual	All construction sites	V
S15.5 – S15.6	EM2	1) An Environmental Team needs to be employed as per the EM&A Manual. 2) Prepare a systematic Environmental Management Plan to ensure effective implementation of the mitigation measures. 3) An environmental impact monitoring needs to be implementing by the Environmental Team to ensure all the requirements given in the EM&A Manual are fully complied with.	All construction sites	V

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