**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**

**Notifications of Environmental Quality Limits Exceedances** Notification No.: 235 ver 0

**Date of Notification:** 14 March 2017

**Works Inspected:** Data collected from water sampling works on 3 March 2017 and the results were issued on 10 March 2017

**Monitoring Location:** Water Quality Monitoring Station

**Parameter:** ~~Dissolved Oxygen (DO)~~/ Suspended Solid (SS)/ ~~Turbidity (TURB)~~

**Action & Limit Level (AL & LL) / Measured Level:**

| PARAM | STATION | DEPTH | AL (mg/L) | LL (mg/L) | MEASURED AT MID-EBB TIDE (mg/L) | MEASURED AT MID-FLOOD TIDE (mg/L) |
|---|---|---|---|---|---|---|
| SS | SR5 | DA | **23.5** and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 11.5 x 120% = **13.8** for mid ebb AND CS(Mf)5: 6.08 x 120% = **7.3** for mid flood) | **34.4** and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 11.5 x 130% = **15.0** for mid ebb AND CS(Mf)5: 6.08 x 130% = **7.9** for mid flood) | 11.0 | ***24.5*** |

Notes:
DA means depth average.
***Bold Italic*** means AL exceedances.
***Bold Italic with underline*** means LL exceedances.

**Possible reason for Action and Limit Level Non-compliance:**

On 3 March 2017, an Action Level exceedance of suspended solid was recorded at station SR5 during mid-flood tide. The exceedance has been investigated and is considered unlikely to be related to the contract works due to the following reasons:

1. Removal of surcharge and box culvert construction at Zones 1 and 2, drilling of pipe pile at Zone 1, seawall construction at Zones 2 and 3A and transportation of fill material at Zone 3A were carried out within the properly deployed silt curtain as recommended in the EIA Report.
2. There was no marine transportation at Zones 1, 2, and 3A on 3 March 2017.
3. The ranges of suspended solid at station SR5 during the baseline monitoring are shown as below:

| Station | Range of Suspended Solid (mg/L) Mid-Ebb Tide | | | Range of Suspended Solid (mg/L) Mid-Flood Tide | | |
|---|---|---|---|---|---|---|
| SR5 | 6.7 | to | 16.5 | 6.5 | to | 31.2 |

   The measured value for mid-flood tide at station SR5 was within the range of suspended solid for mid-flood tide during baseline monitoring.

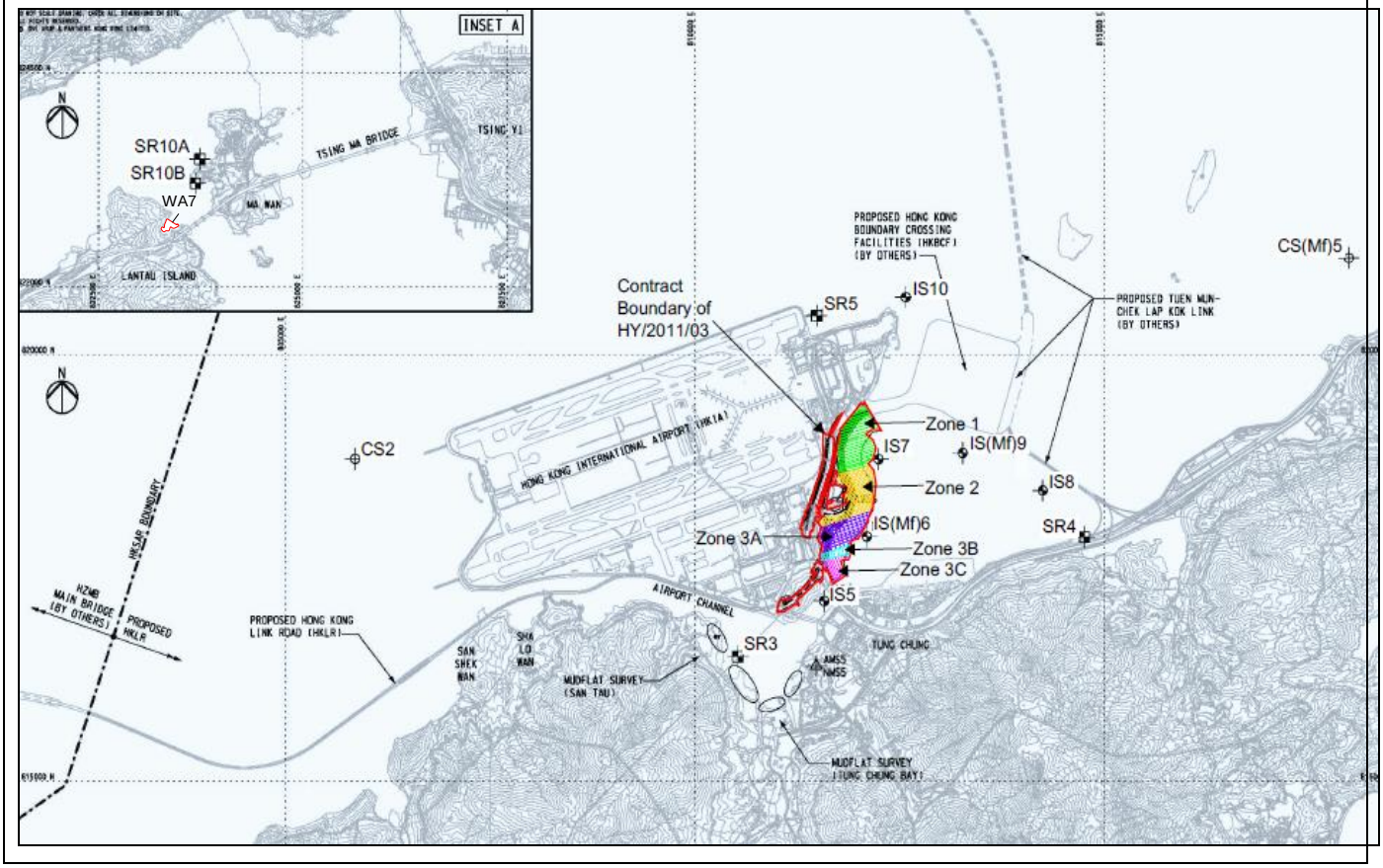
4. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. No marine works was conducted near monitoring station SR5 which is located outside the site boundary of HKLR03 Contract. Also, there was no muddy plume observed at station SR5 during sampling exercise.
5. No leakage of turbid water or any abnormity or malpractice for all contract works was observed during the sampling exercise.

As such, the exceedance of suspended solid levels is considered to be attributed to other external factors such as sea condition, rather than the contract works.

**Actions taken/ to be taken:**

As the suspended solid level recorded beyond the water quality criteria was not related to the contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain is fully maintained throughout the construction works and construction works are carried out under stringent supervision to prevent any water quality impacts to the seawater.

**Location Plan:**




Reviewed by : Claudine Lee Title : ET Leader

Date : 30 March 2017

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**

**Notifications of Environmental Quality Limits Exceedances** Notification No.: 236 ver 0

**Date of Notification:** 27 March 2017

**Works Inspected:** Data collected from water sampling works on 24 March 2017 and the results were issued on 27 March 2017

**Monitoring Location:** Water Quality Monitoring Station

**Parameter:** ~~Dissolved Oxygen (DO)/ Suspended Solid (SS)/~~ Turbidity (TURB)

**Action & Limit Level (AL & LL) / Measured Level:**

| PARAM | STATION | DEPTH | AL (NTU) | LL (NTU) | MEASURED AT MID-EBB TIDE (NTU) | MEASURED AT MID-FLOOD TIDE (NTU) |
|---|---|---|---|---|---|---|
| TURB | IS8 | DA | **27.5** and 120% of upstream control station's turbidity at the same tide of the same day (i.e. CS2: 6.02 x 120% = **7.2** for mid ebb AND CS(Mf)5: 2.75 x 120% = **3.3** for mid flood) | **47.0** and 130% of upstream control station's turbidity at the same tide of the same day (i.e. CS2: 6.02 x 130% = **7.8** for mid ebb AND CS(Mf)5: 2.75 x 130% = **3.6** for mid flood) | 21.4 | ***35.5*** |
| TURB | SR4 | DA | | | 23.2 | ***33.6*** |

Notes:
DA means depth average.
***Bold Italic*** means AL exceedances.
***Bold Italic with underline*** means LL exceedances.

**Possible reason for Action and Limit Level Non-compliance:**

On 24 March 2017, Action Level exceedances of turbidity were recorded at stations IS8 and SR4 during mid-flood tide. The exceedances have been investigated and are considered unlikely to be related to the contract works due to the following reasons:

1. Removal of surcharge and box culvert construction at Zones 1 and 2, seawall construction at Zones 2 and 3A and transportation of fill material at Zone 3A were carried out within the properly deployed silt curtain as recommended in the EIA Report.

2. Yellow-brown colour of water was observed at stations IS8 and SR4 during sampling exercise. However, there was no marine transportation at Zones 1, 2, and 3A and no marine works was conducted near monitoring stations SR4 and IS8 which are located outside the site boundary of HKLR03 Contract.

3. There were no water quality exceedances at monitoring stations IS7 and IS(Mf)6 which are located closer to active work of the HKLR03 Contract than monitoring stations IS8 and SR4.

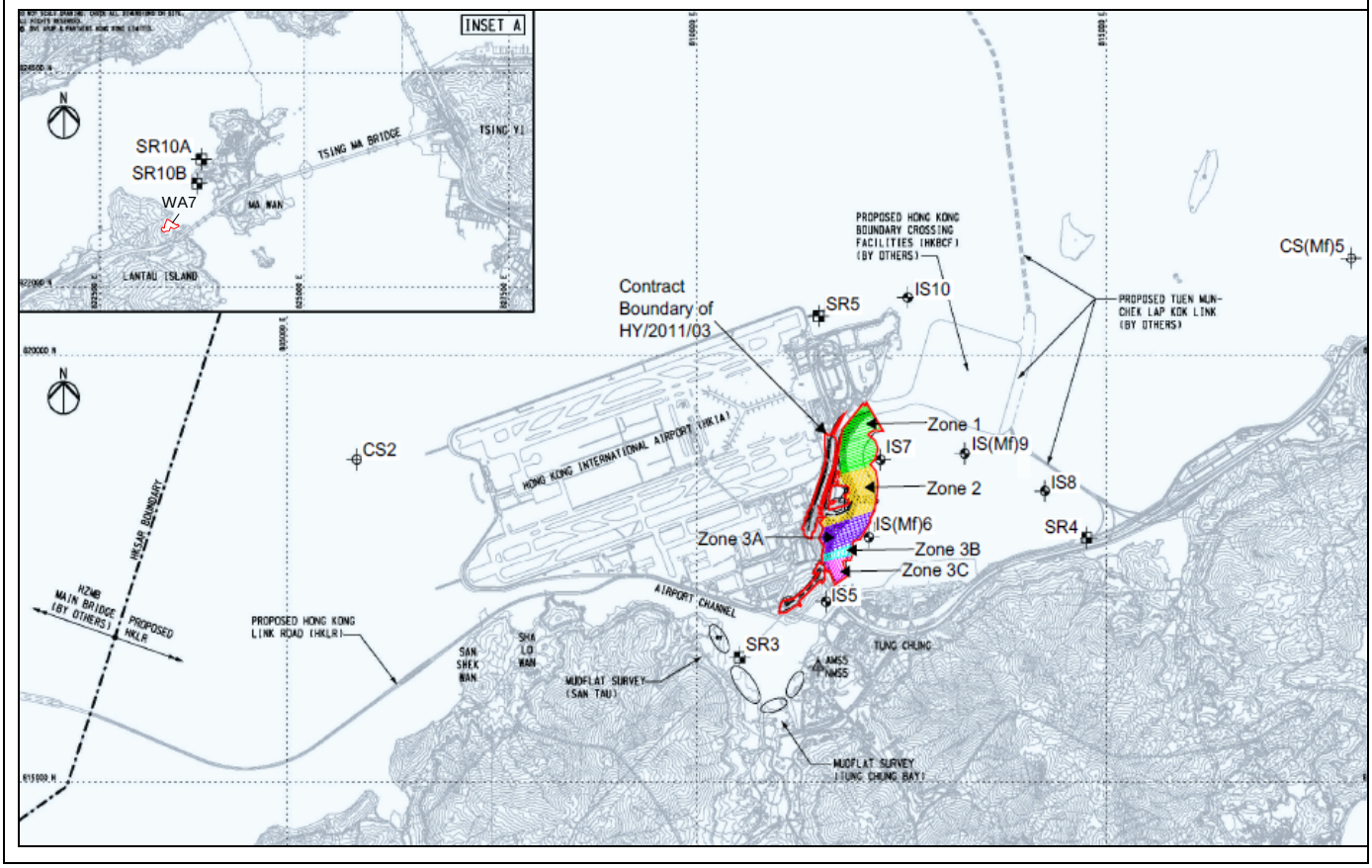
4. No leakage of turbid water or any abnormity or malpractice for the contract works was observed during the sampling exercise.

As such, the exceedances of turbidity are considered to be attributed to other external factors such as sea condition and local effect in the vicinity of stations IS8 and SR4, rather than the contract works.

**Actions taken/ to be taken:**

As the turbidity levels recorded beyond the water quality criteria were not related to the contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain is fully maintained throughout the construction works and construction works are carried out under stringent supervision to prevent any water quality impacts to the seawater.

**Location Plan:**




Reviewed by : Claudine Lee Title : ET Leader

Date : 6 April 2017

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**

**Notifications of Environmental Quality Limits Exceedances** Notification No.: 237 ver 0

**Date of Notification:** 3 April 2017

**Works Inspected:** Data collected from water sampling works on 24 March 2017 and the results were issued on 31 March 2017

**Monitoring Location:** Water Quality Monitoring Station

**Parameter:** ~~Dissolved Oxygen (DO)/~~ Suspended Solid (SS)/ ~~Turbidity (TURB)~~

**Action & Limit Level (AL & LL) / Measured Level:**

| PARAM | STATION | DEPTH | AL (mg/L) | LL (mg/L) | MEASURED AT MID-EBB TIDE (mg/L) | MEASURED AT MID-FLOOD TIDE (mg/L) |
|---|---|---|---|---|---|---|
| SS | IS8 | DA | **23.5** and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 5.85 x 120% = **7.0** for mid ebb AND CS(Mf)5: 7.50 x 120% = **9.0** for mid flood) | **34.4** and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 5.85 x 130% = **7.6** for mid ebb AND CS(Mf)5: 7.50 x 130% = **9.8** for mid flood) | ***33.8*** | ***54.6*** |
| SS | SR4 | DA | | | ***36.0*** | ***51.9*** |

Notes:
DA means depth average.
***Bold Italic*** means AL exceedances.
***Bold Italic with underline*** means LL exceedances.

**Possible reason for Action and Limit Level Non-compliance:**

On 24 March 2017, an Action Level exceedance of suspended solid was recorded at station IS8 during mid-ebb tide. Three Limit Level exceedances of suspended solid were record at station SR4 during mid-ebb tide and at stations IS8 and SR4 during mid-flood tide. The exceedances have been investigated and are considered unlikely to be related to the contract works due to the following reasons:

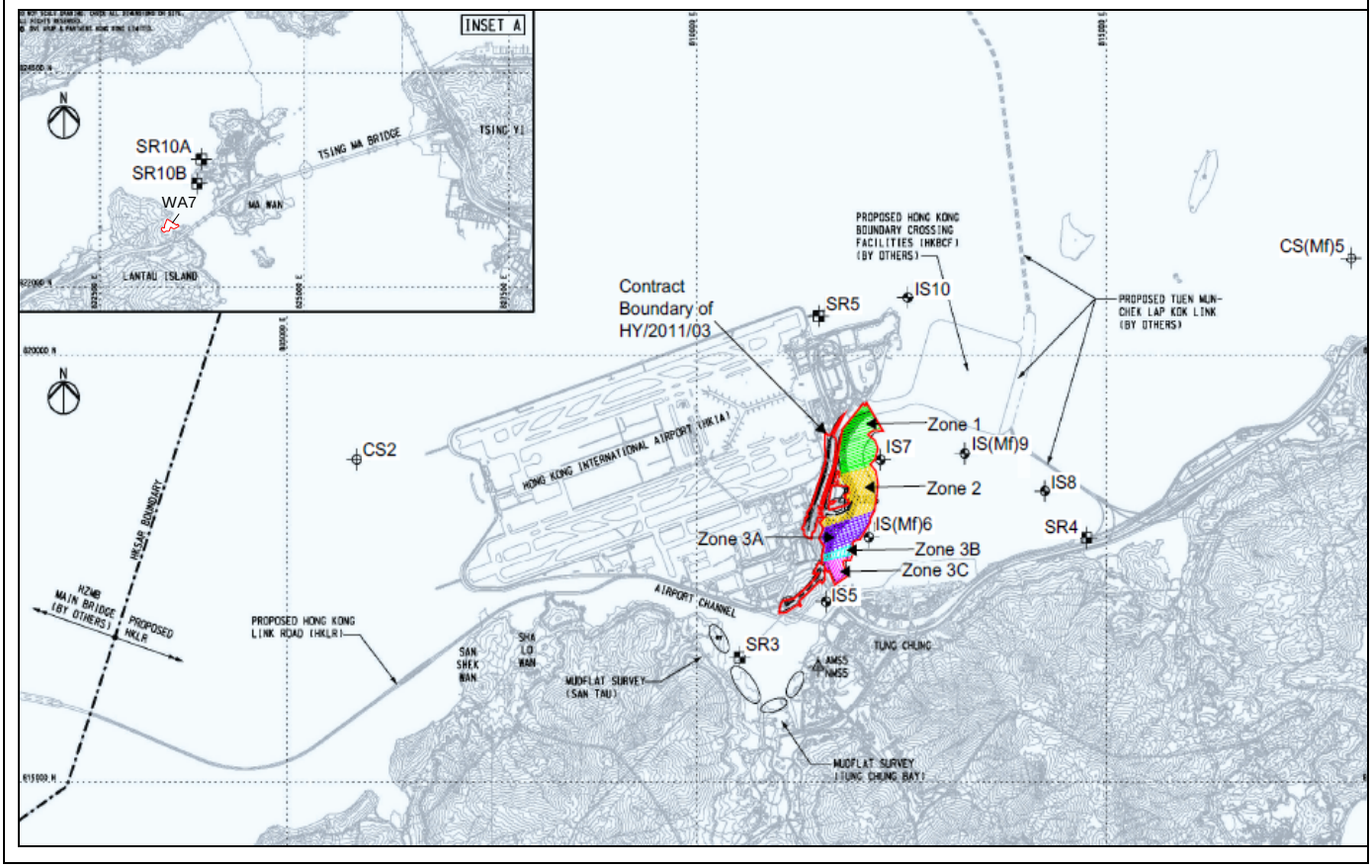
1. Removal of surcharge and box culvert construction at Zones 1 and 2, seawall construction at Zones 2 and 3A and transportation of fill material at Zone 3A were carried out within the properly deployed silt curtain as recommended in the EIA Report.
2. Yellow-brown colour of water was observed at stations IS8 and SR4 during sampling exercise. However, there was no marine transportation at Zones 1, 2, and 3A and no marine works was conducted near monitoring stations SR4 and IS8 which are located outside the site boundary of HKLR03 Contract.
3. There were no water quality exceedance at monitoring stations IS7 and IS(Mf)6 which are located closer to active work of the HKLR03 Contract than monitoring stations IS8 and SR4.
4. No leakage of turbid water or any abnormity or malpractice for the contract works was observed during the sampling exercise.

As such, the exceedance of suspended solid levels is considered to be attributed to other external factors such as sea condition and local effect in the vicinity of stations IS8 and SR4, rather than the contract works.

**Actions taken/ to be taken:**

As the suspended solid level recorded beyond the water quality criteria was not related to the contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain is fully maintained throughout the construction works and construction works are carried out under stringent supervision to prevent any water quality impacts to the seawater.

**Location Plan:**




Reviewed by : Claudine Lee Title : ET Leader

Date : 6 April 2017

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**

**Notifications of Environmental Quality Limits Exceedances** Notification No.: 238 ver 0

**Date of Notification:** 5 April 2017

**Works Inspected:** Data collected from water sampling works on 27 March 2017 and the results were issued on 3 April 2017

**Monitoring Location:** Water Quality Monitoring Station

**Parameter:** ~~Dissolved Oxygen (DO)/~~ Suspended Solid (SS)/ ~~Turbidity (TURB)~~

**Action & Limit Level (AL & LL) / Measured Level:**

| PARAM | STATION | DEPTH | AL (mg/L) | LL (mg/L) | MEASURED AT MID-EBB TIDE (mg/L) | MEASURED AT MID-FLOOD TIDE (mg/L) |
|---|---|---|---|---|---|---|
| SS | IS8 | DA | **23.5** and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 10.40 x 120% = **12.5** for mid ebb AND CS(Mf)5: 6.02 x 120% = **7.2** for mid flood) | **34.4** and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 10.40 x 130% = **13.5** for mid ebb AND CS(Mf)5: 6.02 x 130% = **7.8** for mid flood) | ***25.1*** | 8.5 |

Notes:
DA means depth average.
***Bold Italic*** means AL exceedances.
***Bold Italic with underline*** means LL exceedances.

**Possible reason for Action and Limit Level Non-compliance:**

On 27 March 2017, an Action Level exceedance of suspended solid was recorded at station IS8 during mid-ebb tide. The exceedance has been investigated and is considered unlikely to be related to the contract works due to the following reasons:

1. Removal of surcharge and box culvert construction at Zones 1 and 2, seawall construction at Zones 2 and 3A and transportation of fill material at Zone 3A were carried out within the properly deployed silt curtain as recommended in the EIA Report.

2. The ranges of suspended solid at station SR5 during the baseline monitoring are shown as below:

| Station | Range of Suspended Solid (mg/L) Mid-Ebb Tide | | | Range of Suspended Solid (mg/L) Mid-Flood Tide | | |
|---|---|---|---|---|---|---|
| IS8 | 5.5 | to | 25.5 | 5.8 | to | 31.3 |

   The measured value for mid-ebb tide at station IS8 was within the range of suspended solid for mid-ebb tide during baseline monitoring.

3. There was no marine transportation at Zones 1, 2, and 3A and no marine work was conducted near monitoring station IS8 which is located outside the site boundary of HKLR03 Contract. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. Also, there was no muddy plume observed at station IS8 during sampling exercise.

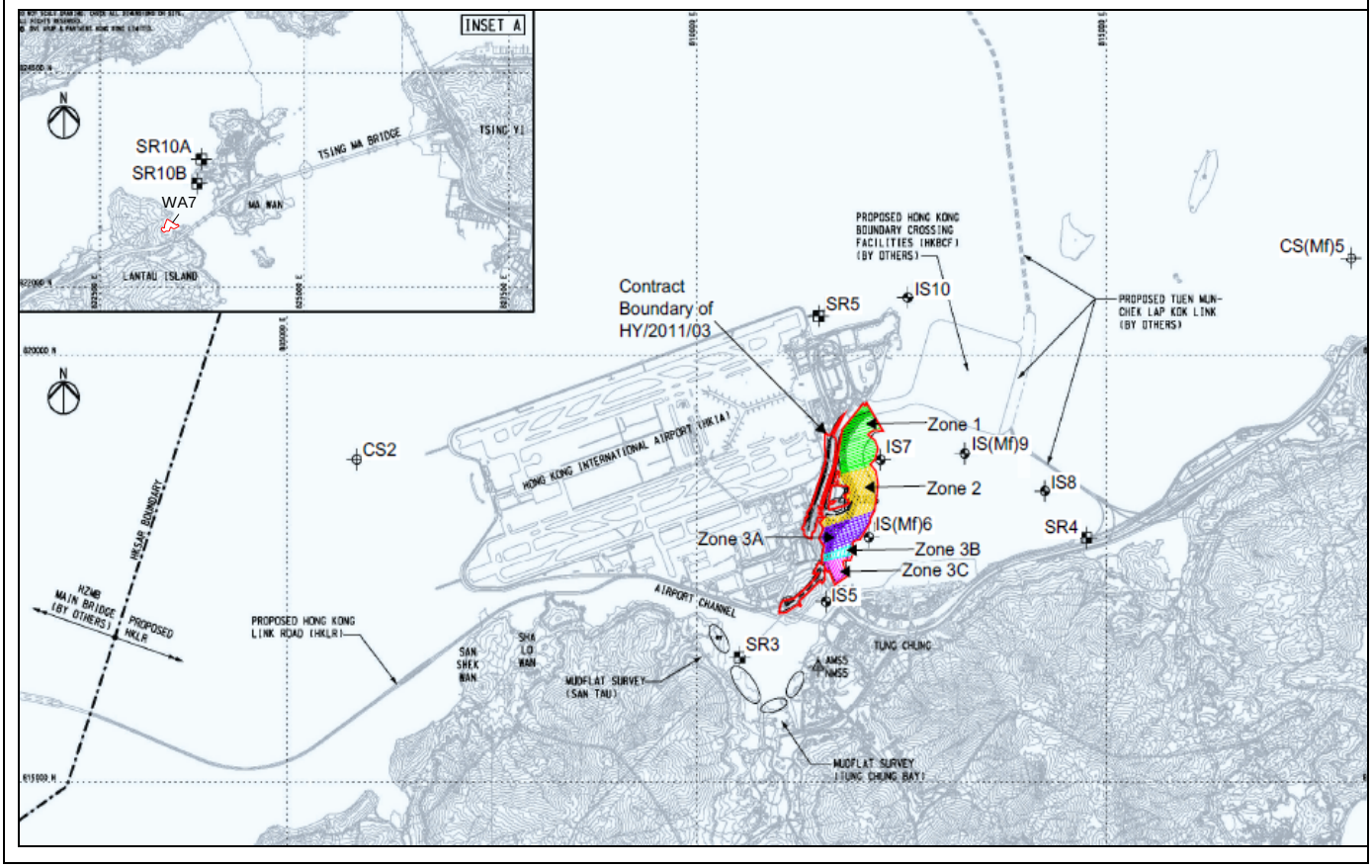
4. No leakage of turbid water or any abnormity or malpractice for all contract works was observed during the sampling exercise.

As such, the exceedance of suspended solid level is considered to be attributed to other external factors such as sea condition, rather than the contract works.

**Actions taken/ to be taken:**

As the suspended solid level recorded beyond the water quality criteria was not related to the contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain is fully maintained throughout the construction works and construction works are carried out under stringent supervision to prevent any water quality impacts to the seawater.

**Location Plan:**




Reviewed by : Claudine Lee Title : ET Leader

Date : 7 April 2017

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**
**Notifications of Environmental Quality Limits Exceedances** Notification No.: 239 ver 2

**Date of Notification:** 10 May 2017

**Works Inspected:** 1-hr TSP monitoring was undertaken on 10 May 2017

**Monitoring Location:** AMS5 – Ma Wan Chung Village & AMS6 – Dragonair Building

**Parameter:** 1-hour TSP monitoring

**Action & Limit Level (AL & LL) / Measured Level:**

| PARAMETER | STATION | AL (μg/m$^3$) | LL (μg/m$^3$) | MEASURED LEVEL, μg/m$^3$ |
|---|---|---|---|---|
| 1-hr TSP (08:15 – 09:15 hours) | Ma Wan Chung Village (AMS5) | 352 | 500 | 321 |
| 1-hr TSP (09:15 – 10:15 hours) | Ma Wan Chung Village (AMS5) | 352 | 500 | ***704*** |
| 1-hr TSP (10:15 – 11:15 hours) | Ma Wan Chung Village (AMS5) | 352 | 500 | ***719*** |
| 1-hr TSP (13:05 – 14:05 hours) | Dragonair Building (AMS6) | 360 | 500 | ***569*** |
| 1-hr TSP (14:05 – 15:05 hours) | Dragonair Building (AMS6) | 360 | 500 | ***499*** |
| 1-hr TSP (15:05 – 16:05 hours) | Dragonair Building (AMS6) | 360 | 500 | ***477*** |

Notes: ***Bold Italic*** means AL exceedance
***Bold Italic with underline*** means LL exceedance

**Possible reason for Action or Limit Level Non-compliance:**

On 10 May 2017, two Limit Level exceedances of 1-hr TSP level were recorded at AMS5 (Ma Wan Chung Village) while two Action Level and one Limit Level exceedances of 1-hr TSP level were recorded at AMS6 (Dragonair Building).

According to the information provided by the Contractor, the following construction activities were undertaken during the sampling period:

Zone 1
- Removal of Surcharge
- Road and Drainage Construction

Zone 2
- Seawall Construction
- Box Culvert Construction
- Removal of Surcharge
- Road and Drainage Construction

Zones 3A, 3B and 3C
- Seawall Construction
- Transportation of fill material

The Contractor confirmed that water spraying had been provided for fill materials to maintain the entire surface in a damp condition before loading and unloading and haul roads were sprayed with water by water trucks regularly. The fill material in dump trucks were covered to avoid generating dust. During the site visit undertaken on 10 May 2017, no fugitive dust emission was observed by ET at the construction site near the monitoring stations.

The Air Quality Health Index recorded by EPD at the Tung Chung station during the sampling period (8:00 to 16:00 hrs) ranged from 3 (low) to 10+ (serious). The general weather conditions in Tung Chung were sunny and haze with a low visibility during the sampling periods. The haze weather could cause higher readings of the portable dust meter. The measured 1-hr TSP levels recorded at AMS5 and AMS6 on next monitoring date (11 May 2017) were 42 μg/m$^3$ and 43 μg/m$^3$ respectively, which were below the Action and Limit Levels. It is considered that the exceedances are not related to the construction activities of the Contract and were caused by the weather condition.

**Actions taken/ to be taken:**

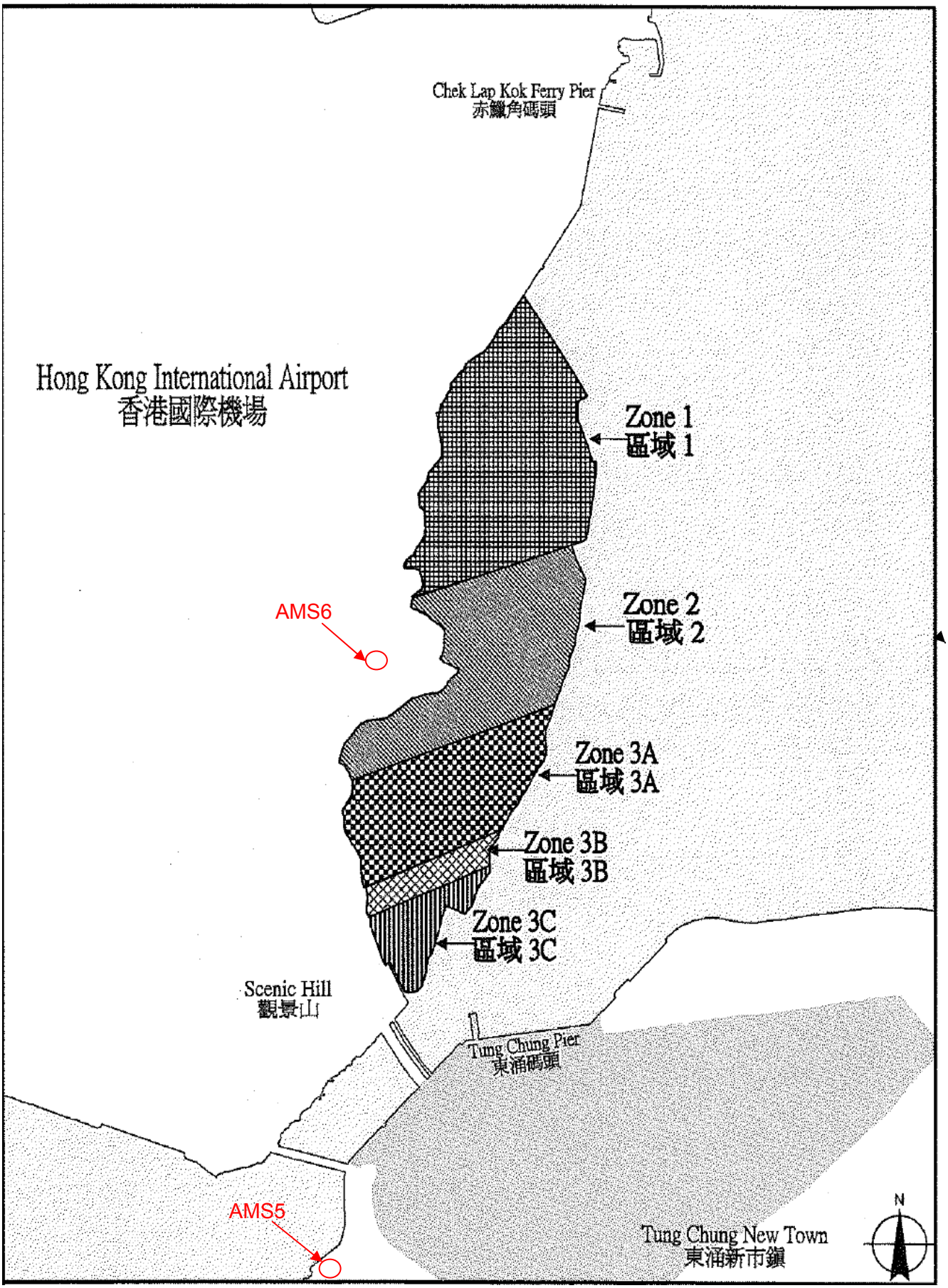
It was noted that the Contractor had implemented dust control measures throughout the construction phase. No fugitive dust emission was observed by ET on 10 May 2017 at construction site near the monitoring stations. It was noted that no

exceedances were recorded in subsequent 1-hr TSP monitoring on 11 May 2017. Therefore, no immediate actions are required. However, the Contractor is reminded to continuously implement the dust control measures throughout the construction phase.

Reviewed by : Claudine Lee Title : ET Leader

Date : 9 June 2017

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO


Chek Lap Kok Ferry Pier
赤鱲角碼頭
Hong Kong International Airport
香港國際機場
Zone 1
區域 1
Zone 2
區域 2
AMS6
Zone 3A
區域 3A
Zone 3B
區域 3B
Zone 3C
區域 3C
Scenic Hill
觀景山
Tung Chung Pier
東涌碼頭
AMS5
Tung Chung New Town
東涌新市鎮
N

**Contract No. HY/2011/03 -**
**Hong Kong- Zhuhai- Macao Bridge**
**Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**
**Notifications of Environmental Quality Limits Exceedances** Notification No.: 240 ver 0

**Date of Notification:** 12 June 2017

**Works Inspected:** Not Applicable

**Monitoring Location:** NEL & NWL

**Parameter:** Ecology (Chinese White Dolphin Monitoring)

| **Action & Limit Levels** | | | **Monitoring Results** |
|---|---|---|---|
| | North Lantau Social Cluster | | The quarter of March 2017 – May 2017 |
| | Action Level (AL) | Limit Level (LL) | |
| Northeast Lantau (NEL) | STG < 4.2 & ANI < 15.4 | NEL: (STG < 2.4 & ANI <8.9) and NWL: (STG < 3.9 & ANI <17.9) | ***STG = 0; ANI = 0*** |
| Northwest Lantau (NWL) | STG < 6.9 & ANI < 31.3 | | ***STG = 0.93; ANI = 5.25*** |

Notes:
1. STG means quarterly encounter rate of number of dolphin sightings.
2. ANI means quarterly encounter rate of total number of dolphins.
3. For North Lantau Social Cluster, AL will be triggered if either NEL or NWL falls below the criteria; LL will be triggered if both NEL and NWL fall below the criteria.
4. ***Bold Italic*** means AL exceedances.
5. ***Bold Italic with underline*** means LL exceedances

## Possible reason for Limit Level Non-compliance:

There was one Limit Level exceedance of dolphin monitoring for the quarterly monitoring data (between March 2017 – May 2017). According to the contractor's information, the marine activities undertaken for HKLR03 during the quarter of March 2017 – May 2017 included removal of surcharge, road and drainage construction, seawall construction, box culvert construction, and transportation of fill material.

There is no evidence showing the current LL non-compliance directly related to the construction works of HKLR03 (where the amounts of working vessels for HKLR03 have been decreasing), although the generally increased amount of vessel traffic in NEL during the impact phase has been partly contributed by HKLR03 works since October 2012. It should also be noted that reclamation work under HKLR03 (adjoining the Airport Island) situates in waters which has rarely been used by dolphins in the past, and the working vessels under HKLR03 have been travelling from source to destination in accordance with the Marine Travel Route to minimize impacts on Chinese White Dolphin (CWD). In addition, the contractor will implement proactive mitigation measures such as avoiding anchoring at Marine Department's designated anchorage site – Sham Shui Kok Anchorage (near Brothers Island) as far as practicable.

According to Monitoring of Chinese White Dolphins in Southwest Lantau Waters – Fourth Quarterly Report (December 2015 to February 2016) which is available on ENPO's website, with their primary ranges centered in North and West Lantau waters, some individuals showed apparent range shifts or extensions to Southwest Lantau waters in 2015-16. For example, three individual dolphins (NL120, WL46 and WL221) indicated obvious shifts in their range use from NWL to West Lantau (WL) and Southwest Lantau (SWL) waters. Moreover, many individuals (e.g. NL212, NL260, WL200, SL55, WL232, WL237 and WL265) have extended their ranges from WL waters to SWL waters. It remains to be seen whether some of these individuals have permanently shifted their ranges away from their primary ranges in North Lantau, or begin to spend more times in SWL waters as part of their ranges.

ENPO updated that the Hong Kong-Zhuhai-Macao Bridge Authority (HZMBA) for the Mainland section of Hong Kong-Zhuhai-Macao Bridge (HZMB) has commenced an interim survey on fisheries resources and CWD in the Mainland waters. ENPO presented the preliminary findings of the HZMBA interim survey on CWD sighting and photo-identification works which provide solid evidence that some CWD that were previously more often sighted in HK waters have expanded their ranges into the Mainland waters, and some with reduced usage in HK waters. These preliminary data were mentioned in Monitoring of Chinese White Dolphins in Southwest Lantau Waters – Fourth Quarterly Report (December 2015 to February 2016) which is available on ENPO's website.

## Actions taken/ to be taken:

Inform the IEC, ENPO, ER/SOR and Contractor
The ETL informed IEC, ENPO, SOR and Contractor via email on 12 June 2017.

Repeat statistical data analysis to confirm findings and check monitoring data:

A two-way ANOVA with repeated measures and unequal sample size was conducted to examine whether there were any significant differences in the average encounter rates between the baseline and impact monitoring periods. The two variables that were examined included the two periods (baseline and impact phases) and two locations (NEL and NWL).

For the comparison between the baseline period and the present quarter (18$^{th}$ quarter of the impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were 0.0019 and 0.0186 respectively. If the alpha value is set at 0.05, significant differences were detected between the baseline and present quarters in both the average dolphin encounter rates of STG and ANI.

For comparison between the baseline period and the cumulative quarters in impact phase (i.e. first eighteen quarters of the impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were 0.000001 and 0.000000 respectively. Even if the alpha value is set at 0.00001, significant differences were still detected in both the average dolphin encounter rates of STG and ANI (i.e. between the two periods and the locations).

Review all available and relevant data, including raw data and statistical analysis results of other parameters covered in the EM&A, to ascertain if differences are as a result of natural variation or previously observed seasonal differences:

The AFCD monitoring data during March 2017 to May 2017 has been reviewed by the dolphin specialist. During the same quarter, no dolphin was sighted from 54.18 km of survey effort on primary lines in NEL, while four groups of 11 dolphins were sighted from 94.66 km of survey effort on primary lines in NWL. This review has confirmed that the low occurrence of dolphins reported by the HKLR03 monitoring surveys in spring 2017 in NEL and NWL survey area is accurate.

**Recommendations/ mitigation measures/ actions if necessary:**

Review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary:

All dolphin protective measures are fully and properly implemented in accordance with the EM&A Manual. According to the Regular Marine Travel Route Plan, the travelling speed of vessels must not exceed 5 knots when crossing the edge of the marine park. The Contractor will continue to provide training for skippers to ensure that their working vessels travel from source to destination to minimize impacts on Chinese White Dolphin and avoid anchoring at Marine Department's designated anchorage site - Sham Shui Kok Anchorage (near Brothers Island) as far as practicable. Also, it is recommended to complete the marine works of the Contract as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

A meeting was held on 17 July 2017 with attendance of representative of ENPO, Resident Site Staff (RSS), Environmental Team (ET) and dolphin specialist for Contract Nos. HY/2010/02, HY/2011/03, HY/2012/07, HY/2012/08, and HY/2011/09. The discussion/ recommendation as recorded in the minutes of the meeting, which might be relevant to HKLR03 Contract are summarized below.

It was concluded that the HZMB works is one of the contributing factors affecting the dolphins. It was also concluded the contribution of impacts due to the HZMB works as a whole (or individual marine contracts) cannot be quantified nor separate from the other stress factors.

It was reminded that the ETs shall keep reviewing the implementation status of the dolphin related mitigation measures and remind the contractor to ensure the relevant measures were fully implemented.

It was recommended that the marine works of HZMB projects should be completed as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

It was also recommended that the marine works footprint (e.g., reduce the size of peripheral silt curtain) and vessels for the marine works should be reduced as much as possible, and vessels idling / mooring in other part of the North Lantau shall be avoided whenever possible.

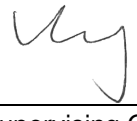
HyD updated that the draft map of the proposed BMP was gazetted in February 2016. HyD updated that the draft map of the proposed Brothers Marine Park (BMP) was gazetted in February 2016. ENPO updated that the BMP was approved by the Chief Executive in the Executive Council in August 2016. The ETs were reminded to update the BMP boundary in the Regular Marine Travel Route (RMTR) Plan. The BMP was designated on 30 December 2016. It was suggested that the protection measures (e.g. speed limit control) for the approved BMP shall be brought forward so as to provide a better habitat for dolphin recovery. It was noted that under the latest RMTR Plan, the contractors have committed to reduce the vessel speed in BMP.

The marine travel route will shift along the edge of Brother Marine Park as much as practical under the RMTR Plan. It was noted that even though marine vessels may moor within the mooring site of BMP, commercial activities including loading / unloading / transshipment are not allowed except a permit is obtained. The HZMB works vessels were recommended to avoid the BMP.

It was remined that starting from January 2016, HSF from the SkyPier will be re-routed north to the northern edged of the Sha Chau and Lung Kwu Chau Marine Park which currently has the highest density of CWD in the NWL. While the HSF will reduce speed to 15 knots, the associated disturbance may still affect CWD in the area. It was implied that the CWDs in the area shall be closely followed.

There was a discussion on exploring possible further mitigation measures, for example, controlling the underwater noise. It was noted that the EIA reports for the projects suggested several mitigation measures, all of which have been implemented.

Reviewed by : Willie Wong Title : Deputy ET Leader



Date : 23 October 2017

Copied to : Supervising Officer, ENPO, IEC, EPD, Contractor

**Summary of Notifications of Summons and Prosecutions**

| Total No. of Notifications of Summons / Prosecutions Received | No. of Notifications of Summons / Prosecutions Received during Reporting Period | Status of Notifications of Summons / Prosecutions |
|---|---|---|
| 0 | 0 | N/A |