

**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.: 286a ver0

**Date of Notification:** 16 October 2018

**Works Inspected:** 1-hr TSP monitoring was undertaken on 16 October 2018

**Monitoring Location:** AMS5 – Ma Wan Chung Village

**Parameter:** 1-hour TSP monitoring

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

PARAMETER	STATION	AL ( $\mu\text{g}/\text{m}^3$ )	LL ( $\mu\text{g}/\text{m}^3$ )	MEASURED LEVEL, $\mu\text{g}/\text{m}^3$
1-hr TSP (14:47 – 15:47 hours)	Ma Wan Chung Village (AMS5)	352	500	<b>362</b>
1-hr TSP (15:47 – 16:47 hours)	Ma Wan Chung Village (AMS5)	352	500	<b>354</b>
1-hr TSP (16:47 – 17:47 hours)	Ma Wan Chung Village (AMS5)	352	500	<b>370</b>

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

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

Three Action Level exceedances of 1-hr TSP level were recorded for monitoring period from 14:47 – 17:47 hours at AMS5 – Ma Wan Chung Village, on 16 October 2018.

According to the information provided by the Contractor, the following construction activities were undertaken at LCSD Depot, S7 and S9 which are located near AMS5 during the sampling period on 16 October 2018:

- Construction of LCSD Depot
- Reinstatement works of Kwo Lo Wan Road near S7
- Landscaping work at S9

Figure 1 shows the location of construction sites and air monitoring station AMS5. During the site visit undertaken on 16 October 2018, no fugitive dust emission was observed by ET at the construction sites near AMS5. According to information provided by the Contractor, water spraying was provided for dusty materials to maintain the entire surface in a damp condition and haul roads were sprayed with water by water trucks regularly.

Except the exceedances recorded on 16 October 2018, no Action and Limit Level exceedances of 1-hr TSP were recorded at AMS5 on other monitoring days in October 2018 (i.e 2, 5, 11, 18, 22 and 26 October 2018).

The Air Quality Health Index (AQHI) recorded by EPD at the Tung Chung station ranged from 2 (low) to 5 (moderate) during the sampling period on 16 October 2018. The general weather condition during the monitoring period was hazy with low visibility. The hazy weather could cause higher readings of the portable dust meter. It is considered that the exceedances are not related to the construction activities of the Contract and may be caused by the weather condition.

**Actions taken/ to be taken:**

The Contractor has properly implemented dust control measures efficiently throughout the construction phase. Also, no fugitive dust emission was observed by ET on 16 October 2018 at construction sites near monitoring station AMS5. As such the exceedances recorded at monitoring station AMS5 are unlikely to be related to the Contract. In this case, no immediate actions are required. However, the Contractor is reminded to continuously implement the dust mitigation measures as specified in Environmental Mitigation Implementation Schedule (EMIS), Environmental Management Plan, Method Statements, General and Particular Specifications of this Contract throughout the construction phase.

Reviewed by : Claudine Lee

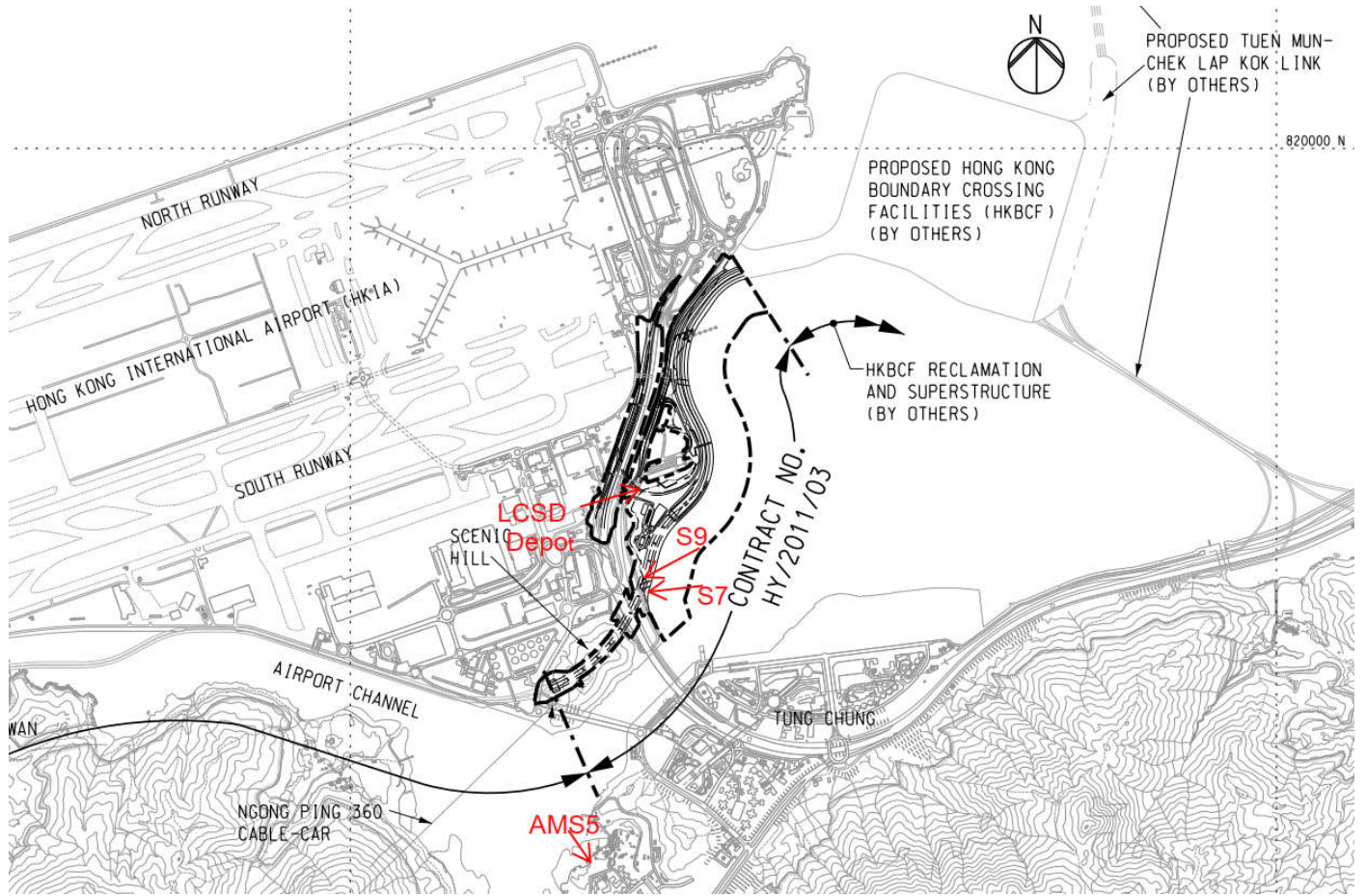
Title : ET Leader



Date : 5 November 2018

Copied to : Supervising Officer, IEC/ENPO and Contractor

Figure 1 - Location of Construction Site at LCSD Depot, S7 and S9 and Air Monitoring Station AMS5



**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.: 287s ver 0

**Date of Notification:** 22 October 2018

**Works Inspected:** Data collected from water sampling works on 10 October 2018 and the test report was issued on 19 October 2018.

**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	IS10(N)	DA	<p><b>23.5</b> and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2(A): 8.95 x 120% = <b>10.7</b> for mid ebb; CS(Mf)5: 8.40 x 120% = <b>10.1</b> for mid flood)</p>	<p><b>34.4</b> and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2(A): 8.95 x 130% = <b>11.6</b> for mid ebb; CS(Mf)5: 8.40 x 130% = <b>10.9</b> for mid flood)</p>	7.2	<b>25.1</b>

Notes:

- 1) DA means depth average.
- 2) ***Bold Italic*** means AL exceedances.
- 3) ***Bold Italic with underline*** means LL exceedances.

**Possible reasons for Action Level Non-compliance:**

On 10 October 2018, an Action Level exceedance of suspended solid was recorded at station IS10(N) 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. The ranges of suspended solid at station IS10 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	
IS10	6.1	to 20.2	7.2	to 16

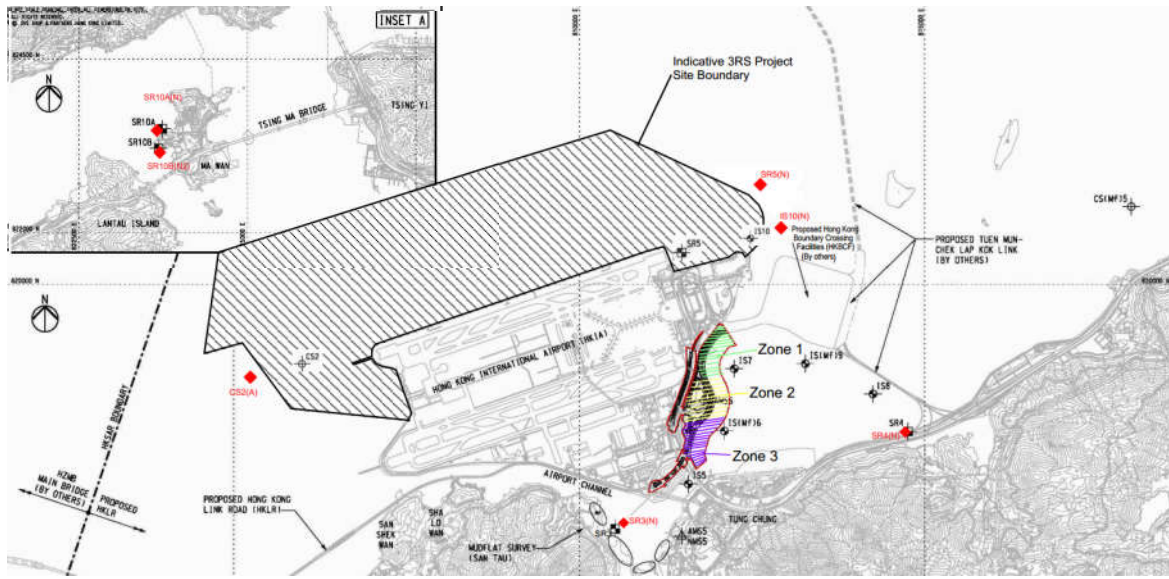
The measured value for mid-flood tide at station IS10(N) was above the range of suspended solid for mid-flood tide during baseline monitoring.

2. According to the information provided by the Contractor, land based transportation of rock material at Zone 3 were carried out on 10 October 2018. There was no marine transportation near station IS10(N) during sampling period and no marine works were conducted near station IS10(N) which is located outside the site boundary of HKLR03 Contract.
3. Water appearance was observed clear at station IS10(N) and no abnormality or malpractice for the contract works was observed during the sampling exercise.
4. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. 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 : 5 November 2018

Copied to: Supervising Officer, IEC/ENPO and Contractor

**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.: 288s ver 2

**Date of Notification:** 26 November 2018

**Works Inspected:** Data collected from water sampling works on 16 November 2018 and the test report was issued on 23 November 2018.

**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	IS7	DA	<p><b>23.5</b> and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2(A): 10.88 x 120% = <b>13.1</b> for mid ebb; CS(Mf)5: 7.88 x 120% = <b>9.5</b> for mid flood)</p>	<p><b>34.4</b> and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2(A): 10.88 x 130% = <b>14.1</b> for mid ebb; CS(Mf)5: 7.88 x 130% = <b>10.2</b> for mid flood)</p>	8.3	<b>25.3</b>

Notes:

- 1) DA means depth average.
- 2) ***Bold Italic*** means AL exceedances.
- 3) ***Bold Italic with underline*** means LL exceedances.

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**Possible reasons for Action Level Non-compliance:**

On 16 November 2018, an Action Level exceedance of suspended solid was recorded at station IS7 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. According to the information provided by the Contractor, re-instatement of Kwo Lo Wan Road, landscaping works and land based transportation of fill material at Zone 3 were carried out on 16 November 2018. No effluent was discharged from work areas of the Contract to the west of station IS7 on 16 November 2018. The silt curtains for this Contract were under maintenance on 16 November 2018. However, there was no marine construction works were conducted near station IS7 which is located outside the site boundary of HKLR03 Contract.
2. The ranges of suspended solid at station IS7 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	
	to		to	
IS7	6.1	21	7.8	34

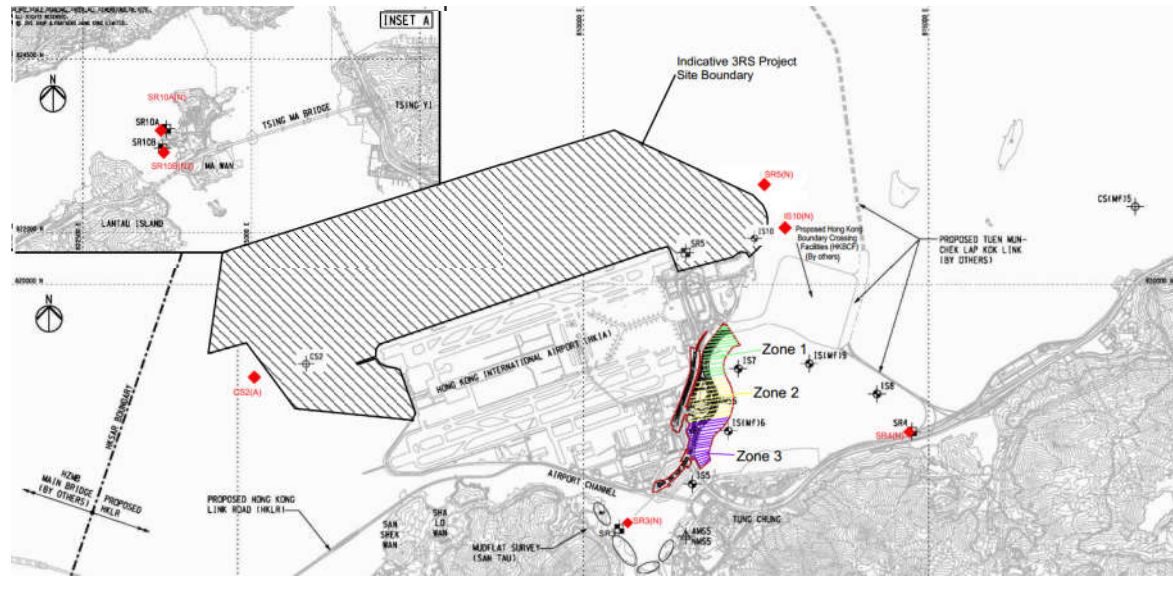
The measured value for mid-flood tide at station IS7 was below the range of suspended solid for mid-flood tide during baseline monitoring.

3. Water appearance was observed moderate (water appearance was observed neither clear nor turbid) at station IS7 and no abnormality or malpractice for the contract works was observed during the sampling exercise.
4. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. 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 : 13 December 2018

Copied to: Supervising Officer, IEC/ENPO and Contractor

**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.: 289s ver 0

**Date of Notification:** 4 December 2018

**Works Inspected:** Data collected from water sampling works on 26 November 2018 and the test report was issued on 3 December 2018.

**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	SR10A(N)	DA	<b>23.5</b> and 120% of upstream control station's suspended solids at the same tide of the same day (i.e.	<b>34.4</b> and 130% of upstream control station's suspended solids at the same tide of the same day (i.e.	6.8	<b>25.2</b>
SS	SR10B(N2)	DA	CS2(A): 11.28 x 120% = <b>13.5</b> for mid ebb; CS(Mf)5: 7.97 x 120% = <b>9.6</b> for mid flood)	CS2(A): 11.28 x 130% = <b>14.7</b> for mid ebb; CS(Mf)5: 7.97 x 130% = <b>10.4</b> for mid flood)	6.7	<b>27.3</b>

Notes:

- 1) DA means depth average.
- 2) ***Bold Italic*** means AL exceedances.
- 3) ***Bold Italic with underline*** means LL exceedances.

**Possible reasons for Action Level Non-compliance:**

On 26 November 2018, two Action Level exceedances of suspended solid were recorded at stations SR10A(N) and SR10B(N2) 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. According to the information provided by the Contractor, land based transportation of rock materials were carried out on 26 November 2018. There was no marine transportation near stations SR10A(N) and SR10B(N2) during sampling period and no marine works were conducted near stations SR10A(N) and SR10B(N2) which are located outside the site boundary of HKLR03 Contract.
2. The ranges of suspended solid at stations SR10A and SR10B 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	
SR10A	3.6	to 17	4.8	to 19.2
SR10B	3.1	to 30.8	5.7	to 26.7

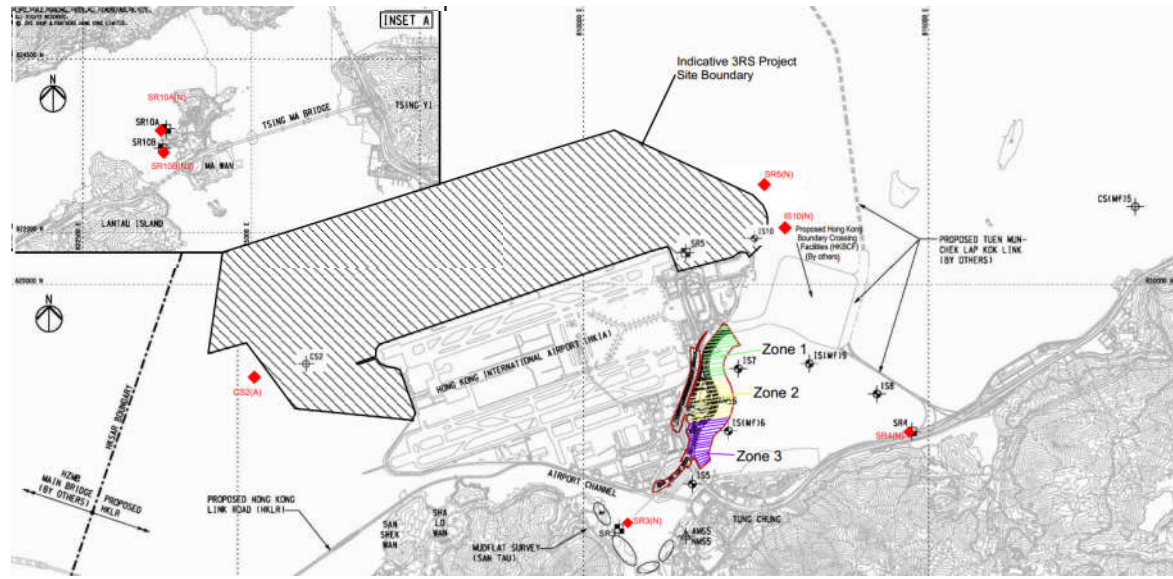
The measured value for mid-flood tide at stations SR10A(N) and SR10B(N2) were above the range of suspended solid for mid-flood tide during baseline monitoring.

3. However, water appearance was observed clear at stations SR10A(N) and SR10B(N2) and no abnormality or malpractice for the contract works was observed during the sampling exercise.
4. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. As such, the exceedances of suspended solid level are 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 December 2018

Copied to: Supervising Officer, IEC/ENPO and Contractor



**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.: 290 ver 1

**Date of Notification:** 28 November 2018

**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 September 2018 – November 2018
	Action Level (AL)	Limit Level (LL)	
Northeast Lantau (NEL)	STG < 4.2 & ANI < 15.5	NEL: (STG < 2.4 & ANI < 8.9) and NWL: (STG < 3.9 & ANI < 17.9)	<b><u>STG = 0; ANI = 0</u></b>
Northwest Lantau (NWL)	STG < 6.9 & ANI < 31.3		<b><u>STG = 1.51; ANI = 2.70</u></b>

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 a Limit Level exceedance of dolphin monitoring for the quarterly monitoring data (between September 2018 – November 2018). According to the contractor's information, the marine activities undertaken for HKLR03 during the quarter of September 2018 – November 2018 included seawall construction and box culvert construction.

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 28 November 2018.

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 (24<sup>th</sup> quarter of the impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were 0.0029 and 0.0143 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 24 quarters of the impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were 0.000000 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 September to November 2018 has been reviewed by the dolphin specialist. During the same quarter, no dolphin was sighted from 172.60 km of survey effort on primary lines in NEL, while nine groups of 22 dolphins were sighted from 216.88 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 autumn 2018 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 Brothers 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.

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.

The dolphin specialists of the projects confirmed that the CWD sighting around the North of Sha Chau and Lung Kwu Chau Marine Park (SCLKCMP) has significantly decreased, and it was likely related to the re-routing of high speed ferry (HSF) from SkyPier.

ET will keep reviewing the implementation status of the dolphin related mitigation measures and remind the contractor to implement the relevant measures.

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 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 the Brothers 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 noted 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 : Claudine Lee

Title : ET Leader



Date : 14 March 2019

Copied to : Supervising Officer, ENPO/ IEC, 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