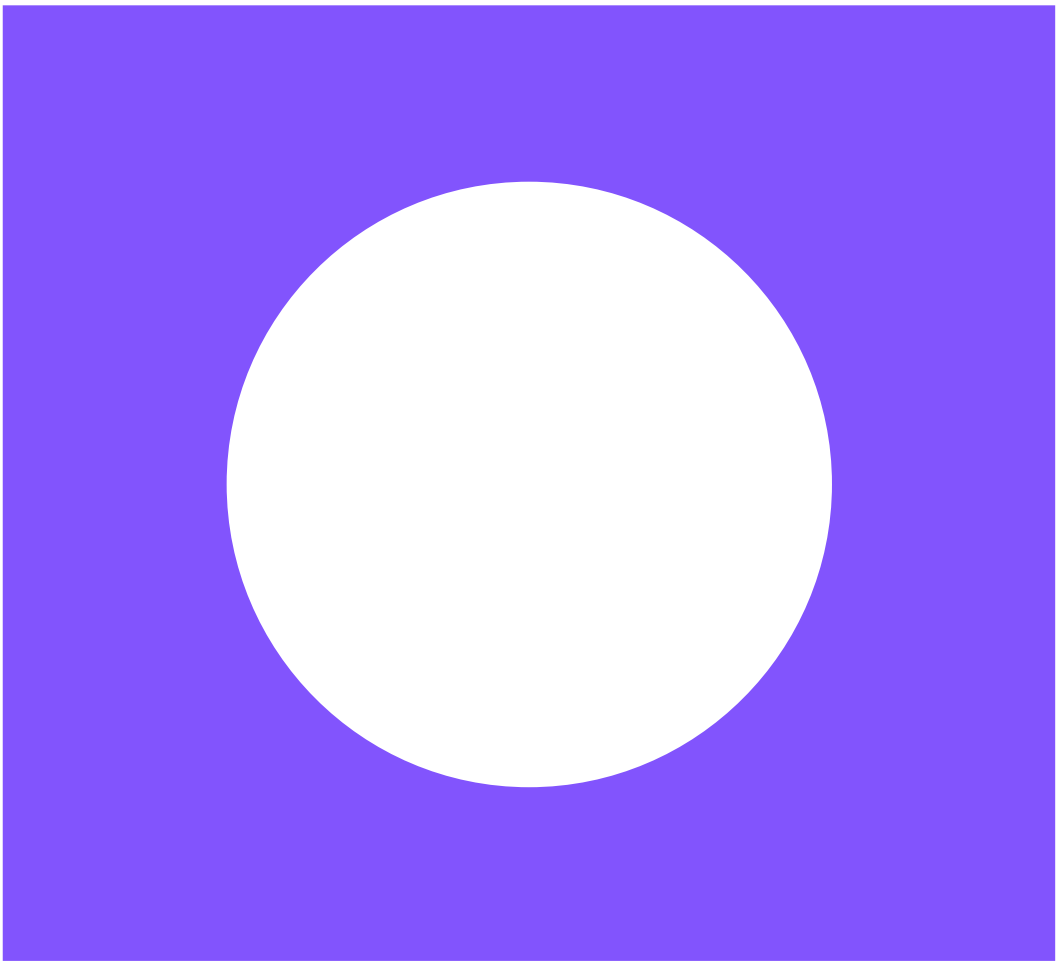
MOTT MACDONALD



# Service Contract No. HMW 5/2025 (EP) Post-construction Phase Dolphin Monitoring for Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project

Monthly EM&A Report - January 2026

February 2026

Highways Department

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# Service Contract No. HMW 5/2025 (EP) Post-construction Phase Dolphin Monitoring for Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project

## Monthly EM&A Report - January 2026

February 2026

Highways Department

MOTT MACDONALD

ANewR Consulting Limited
Unit 1818 Tower A Regent Centre
63 Wo Yi Hop Road
Kwai Chung
Hong Kong

**Attention: Mr. James Choi**

**Your Reference**

**Our Reference**
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**Service Contract No. HMW 5/2025 (EP)**
**Post-construction Phase Dolphin Monitoring for Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project**

**Monthly EM&A Report for January 2026**

10 February 2026
By Email

Dear Sir,

In accordance with Section 16.3 of the Contract Specific EM&A Manual (Rev. 6) under Environmental Permit No. EP-352/2009/D covering the captioned assignment, we are pleased to submit the certified Monthly EM&A Report for January 2026 for your verification.

Should you have any queries, please do not hesitate to contact the undersigned or our John Tsang at 2828 5892.

Yours faithfully,
For and on behalf of the
Mott MacDonald Hong Kong Limited

Gary Chow
Environmental Team Leader
T +852 2828 5874
Gary.Chow@mottmac.com

Encl.

cc.
Highways Department – Mr. Drake CHEUNG (By Email)

ANEWR

Highways Department
5th Floor, Ho Man Tin Government Offices
88 Chung Hau Street
Ho Man Tin
Kowloon

Your reference:

Our reference: HKHYD203/50/111054

Date: 12 February 2026

Attention: Mr Eric Wong

**BY EMAIL & POST**
**(email: se3tmis.mw@hyd.gov.hk)**

Dear Sirs

Agreement No. HMWSD 6/2022 (EP)
Environmental Project Office for the Hong Kong-Zhuhai-Macao Bridge
Hong Kong Link Road, Hong Kong-Zhuhai-Macao Bridge Hong Kong
Boundary Crossing Facilities, & Tuen Mun-Chek Lap Kok Link – Investigation

Service Contract No. HMW 6/2025 (EP)
Post-construction / operational phase water quality and mudflat ecological monitoring
for Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project
Verification of 1st Monthly Environmental Monitoring & Audit Report (Dolphin Monitoring)

We refer to the email of 10 February 2026, attaching the 1st Monthly Environmental Monitoring & Audit Report (Dolphin Monitoring) prepared by the Environmental Team (ET) of the captioned.

We have no comment and hereby verified the captioned report in accordance with Clause 4.4 of the Environmental Permit no. EP-352/2009/D.

Should you have any queries, please do not hesitate to contact the undersigned or our Mr Ricky Lau on 2618 2831.

Yours faithfully
ANEWR CONSULTING LIMITED

James Choi
Independent Environmental Checker

CPSJ/LCCR/thy

cc Highway Department – Mr Drake Cheung (email: drake.h.cheung@hyd.gov.hk)
Ove Arup & Partners Hong Kong Ltd – Mr Eddie Tsang (email: eddietsang@hklr.hy03.net)
Mott MacDonald Hong Kong Limited – Ms John Tsang (email: john.tsang@mottmac.com)

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ISO 9001 : 2015
Certificate No.: CC 3988

# Contents



## Tables



## Figures

# Executive Summary

The Hong Kong-Zhuhai-Macao Bridge (HKZMB) Hong Kong Link Road (HKLR) is a designated project under the Environmental Impact Assessment Ordinance (EIAO). The relevant EIA Report (Register No.: AEIAR-144/2009), updated EM&A Manual (Version 1.0), and Environmental Permit (EP-352/2009/D, issued on 22 December 2014) govern the project.

The HZMB-HKLR construction consists of two work contracts namely Contract No. HY/2011/03 the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary (hereinafter referred as Contract 03), and Contract No. HY/2011/09 the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Section between HKSAR Boundary and Scenic Hill (hereafter referred as Contract 09). The dolphin monitoring in post-construction phase for Contract 09 was completed, while the current dolphin monitoring in post-construction phase is under Contract 03.

Mott MacDonald Hong Kong Limited was appointed by the Highways Department of HKSAR as the Environmental Team (ET) responsible for Service Contract No. HMW 5/2025 (EP) Post-Construction Phase Chinese White Dolphin Monitoring for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project (hereafter referred to as “the Assignment”) under Contract 03 for a total monitoring period of 24 months.

This is the Monthly EM&A Report for the 1st month of the post-construction phase monitoring of the Assignment which summarises findings of the post-construction dolphin monitoring during the reporting period from 1 to 31 January 2026.

# 1 Introduction

The Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR) serves to connect the HZMB Main Bridge at the Hong Kong Special Administrative Region (HKSAR) Boundary and the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) located at the northeastern waters of the Hong Kong International Airport (HKIA).

The HKLR project has been separated into two contracts. They are Contract No. HY/2011/03 Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road-Section between Scenic Hill and Hong Kong Boundary Crossing Facilities and Contract No. HY/2011/09 Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road-Section between HKSAR Boundary and Scenic Hill.

In accordance with Section 10.7.1 of the Contract 03 EM&A Manual, the Environmental Team (ET) engaged by the contractor is required to undertake post-construction dolphin monitoring for a minimum duration of 24 months following the completion of construction. The contractor for Contract 03 has already completed both baseline and construction phase monitoring of Chinese White Dolphin (CWD) within the Northeast Lantau (NEL) and Northwest Lantau (NWL) waters (refer to **Figure 1**). As stipulated in the EM&A Manual and relevant contract specifications, the ET shall continue to carry out 24 months of CWD monitoring during the post-construction phase in these designated areas.

The main objective of the current Assignment commissioned by the Highways Department is to conduct Post-Construction Monitoring of CWD in NWL and NEL waters in compliance with the requirements stipulated in the EM&A Manual and the EP for the HZMB HKLR. The post-construction monitoring should be conducted twice a month for 24 months in both NEL and NWL survey areas upon the completion of construction phase EM&A in December 2025.

Mott MacDonald Hong Kong Limited (MMHK) has been appointed as the Consultant responsible for this Assignment (Service Contract No. HMW 5/2025 (EP) Post-construction Phase Dolphin Monitoring for Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project) for 24 months. This is the Monthly EM&A Report for the 1st month of the post-construction phase of the Project, summarising the findings of the post-construction CWD monitoring during the reporting period from 1 to 31 January 2026, and is submitted in accordance with Clause 5.3 of the Brief for this Assignment.

# 2 Monitoring Methodology

## 2.1 Vessel-based Line-transect Survey

According to the scope and EM&A Manual, the dolphin monitoring shall be conducted twice a month in each survey areas of NEL and NWL (see **Figure 1**), through the entire 24 months post-construction phase monitoring period. The co-ordinates of all transect lines are shown in **Table 2.1**. The coordinates of several starting and ending points have been revised due to the presence of a work zone to the north of the airport platform with intense construction activities in association with the construction of the third runway expansion for the Hong Kong International Airport. The EPD issued a memo and confirmed that they had no objection on the revised transect lines on 28 July 2017, and the revised coordinates are in red and marked with an asterisk in **Table 2.1.**

**Table 2.1: Co-ordinates of transects in the NEL and NWL survey areas.**

| Line No. | | Easting | Northing | | Line No. | | Easting | Northing |
|---|---|---|---|---|---|---|---|---|
| 1 | Start Point | 804671 | 815456 | | 13 | Start Point | 816506 | 819480 |
| 1 | End Point | 804671 | 831404 | | 13 | End Point | 816506 | 824859 |
| 2 | Start Point | 805476 | 820800* | | 14 | Start Point | 817537 | 820220 |
| 2 | End Point | 805476 | 826654 | | 14 | End Point | 817537 | 824613 |
| 3 | Start Point | 806464 | 821150* | | 15 | Start Point | 818568 | 820735 |
| 3 | End Point | 806464 | 822911 | | 15 | End Point | 818568 | 824433 |
| 4 | Start Point | 807518 | 821500* | | 16 | Start Point | 819532 | 821420 |
| 4 | End Point | 807518 | 829230 | | 16 | End Point | 819532 | 824209 |
| 5 | Start Point | 808504 | 821850* | | 17 | Start Point | 820451 | 822125 |
| 5 | End Point | 808504 | 828602 | | 17 | End Point | 820451 | 823671 |
| 6 | Start Point | 809490 | 822150* | | 18 | Start Point | 821504 | 822371 |
| 6 | End Point | 809490 | 825352 | | 18 | End Point | 821504 | 823761 |
| 7 | Start Point | 810499 | 822000* | | 19 | Start Point | 822513 | 823268 |
| 7 | End Point | 810499 | 824613 | | 19 | End Point | 822513 | 824321 |
| 8 | Start Point | 811508 | 821123 | | 20 | Start Point | 823477 | 823402 |
| 8 | End Point | 811508 | 824254 | | 20 | End Point | 823477 | 824613 |
| 9 | Start Point | 812516 | 821303 | | 21 | Start Point | 805476 | 827081 |
| 9 | End Point | 812516 | 824254 | | 21 | End Point | 805476 | 830562 |
| 10 | Start Point | 813425 | 821176 | | 22 | Start Point | 806464 | 824033 |
| 10 | End Point | 813425 | 824657 | | 22 | End Point | 806464 | 829598 |
| 11 | Start Point | 814556 | 818853 | | 23 | Start Point | 814559 | 821739 |
| 11 | End Point | 814556 | 820992 | | 23 | End Point | 814559 | 824768 |
| 12 | Start Point | 815542 | 818807 | | 24 | Start Point | 805476* | 815900* |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12 | End Point | 815542 | 824882 | | 24 | End Point | 805476* | 819100* |

Note: Co-ordinates in red and marked with asterisk are revised co-ordinates of transect line.

The following monitoring protocol is consistent and completely compatible with the baseline and construction phase dolphin monitoring methodology and include the use of monitoring methodology of line-transect vessel survey method which complies with the requirements stipulated in EM&A Manual.

The MMHK survey team will use the standard vessel line-transect methods (Buckland et al. 2001) to conduct the systematic vessel surveys and collect data on dolphin sightings, enabling the estimation of population density, abundance estimation and other assessments using distance-sampling techniques whenever necessary.

For both surveyed areas, there will be two types of transect lines:

- Primary transect lines: the parallel and zigzag transect lines; and
- Secondary transect lines: transect lines connecting between the primary transect lines and going around islands.

All data collected on both primary and secondary transect lines will be used for analysis of sighting distribution, group size, activities including association with fishing boat, and mother-calf pairs. Only on-effort data collected under favourable conditions of Beaufort 0-3 will be used for analysis of the CWD encounter rates.

A 15–20 metre vessel with a flying bridge observation platform positioned approximately 4 to 5 metres above water level and offering an unobstructed forward view will be deployed for the surveys. A team of three to four observers will undertake the survey. Two observers will be on search effort at all times whilst following the transect lines at a constant speed of 7 to 8 knots (i.e. 13 to 15 kilometres per hour), with one observer using 7 x 50 *Steiner* marine binoculars and the other using unaided eyes and recording data. Both observers will search the sea ahead of the vessel, between 270° and 90° (in relation to the bow, which is defined as 0°). A team of 3 experienced surveyors were available on each survey, in order to minimise fatigue of the survey team members. All observers were experienced in small cetacean survey techniques and could identify all cetacean species usually found in Hong Kong waters.

During on-effort survey periods, the survey team will record effort data including time, position (waypoints), weather conditions (Beaufort sea state and visibility) and distance travelled in each series with assistance of a handheld GPS device. The GPS device also continuously and automatically logs data including time, position (latitude and longitude) and vessel speed throughout the entire survey.

When dolphins are sighted, the survey team will end the survey effort and immediately record the initial sighting distance and angle of the dolphin group from the survey vessel, as well as the sighting time and position. Then the research vessel will be diverted from its course to approach the animals for species identification, group size estimation, assessment of group composition, and behavioural observations. The perpendicular distance (PSD) of the dolphin group to the transect line will later be calculated from the initial sighting distance and angle.

## 2.2 Photo Identification Work

When a group of Chinese White Dolphins are sighted during the line-transect survey, the survey team will then end effort and approach the group slowly from the side and behind to take photographs of them. Every attempt will be made to photograph every dolphin in the group, and even photograph both sides of the dolphins, since the colouration and markings on both sides may not be symmetrical.

One to two professional digital cameras (Sony and/or Canon), each equipped with long telephoto lenses (e.g 100-400 mm zoom), will be available on board for researchers to take sharp, close-up photographs of dolphins as they surface. The images will be shot at the highest available resolution and stored on Compact Flash memory cards for downloading onto a computer.

All digital images taken in the field will first be examined, and those containing potentially identifiable individuals will be sorted out. These photographs will then be examined in greater detail, and are carefully compared to the existing Chinese White Dolphin photo-identification catalogue maintained by MMHK since 2015.

Chinese White Dolphins can be identified by their natural markings, such as nicks, cuts, scars and deformities on their dorsal fin and body, and their unique spotting patterns can also be used as secondary identifying features (Jefferson 2000).

All photographs of each individual will then be compiled and arranged in chronological order, with data including the date and location first identified (initial sighting), re-sightings, associated dolphins, distinctive features, and age classes entered into a computer database.

# 3 Monitoring Results

## 3.1 Line-transect Vessel Survey

Four sets of systematic line-transect vessel surveys were conducted on 19, 21, 27 and 29 January 2026, to cover all transect lines in NWL and NEL survey area twice, respectively. The survey routes of every survey day are presented in Figures A1 to A4 of Appendix A.

A total of 240.6 km of survey effort was collected, with 100 % of total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility), as detailed in Table A1 of Appendix A. Out of the 240.6 km of survey effort under favourable weather conditions, the survey effort conducted on primary lines was 197.2 km, while the effort on secondary lines was 43.4 km.

During the two sets of monitoring surveys, one group of seven CWDs were sighted. The dolphin group was sighted during on-effort search, with the sighting being made on primary lines (refer to sighting data presented in Appendix A).

Distribution of the dolphin sightings made in the reporting period is shown in Figure A2 of Appendix A. The sighting was recorded in the NWL survey area, at the northern water of the HKLR alignment.

Encounter rates of CWD deduced from the survey effort and on-effort sighting data made under favourable conditions (Beaufort 3 or below) are shown in **Table 3.1** and **Table 3.2**.

**Table 3.1: Dolphin encounter rates per set in NWL and NEL survey area during the reporting period.**

| **Survey Area** | **Survey Date** | **Encounter rate (STG)** (no. of on-effort dolphin sightings per 100 km of survey effort) | **Encounter rate (ANI)** (no. of dolphins from all on-effort sightings per 100 km of survey effort) |
|---|---|---|---|
| | | **Primary Lines Only** | **Primary Lines Only** |
| **NWL** | 19 January 2026 | 1.67 | 11.71 |
| | 21 January 2026 | 0.00 | 0.00 |
| **NEL** | 27 January 2026 | 0.00 | 0.00 |
| | 29 January 2026 | 0.00 | 0.00 |

**Table 3.2: Overall dolphin encounter rates on primary lines only as well as both primary and secondary lines in NWL and NEL survey area during the reporting period.**

| **Survey Area** | **Encounter rate (STG)** (no. of on-effort dolphin sightings per 100 km of survey effort) | **Encounter rate (ANI)** (no. of dolphins from all on-effort sightings per 100 km of survey effort) |
|---|---|---|

| | Primary Lines Only | Both Primary and Secondary Lines | Primary Lines Only | Both Primary and Secondary Lines |
|---|---|---|---|---|
| **NWL** | 0.80 | 0.68 | 5.63 | 4.74 |
| **NEL** | 0.00 | 0.00 | 0.00 | 0.00 |

In the current reporting period, one group with seven dolphins in total were sighted, and the average group size of CWDs was 7.0 dolphins per group. The CWD sighting was having median group size (i.e., 3-9 dolphins). There was no CWD sighting with large group size (i.e. 10 or more dolphins) recorded during the current reporting period.

One CWD sighting recorded engaging in foraging activities during the current reporting period. None of the sighting were observed in association with operating fishing boat.

In this reporting period, there was one CWD sighting recorded with the presence of mother-and-unspotted juvenile pair(s) in NWL.

## 3.2 Photo-Identification Work

In the current reporting period, a total number of six CWD individuals were identified. They were NLMM095, NLMM096, NLMM097, WLMM068, WLMM071 and WLMM162. Representative photos of these individuals are given in Table A3 of Appendix A.

# 4 Conclusion

Post-construction phase monitoring of CWD was conducted in accordance with the EM&A Manual during the reporting period.

In this month of post-construction monitoring of CWD in NWL and NEL waters, vessel surveys were conducted on 19, 21, 27 and 29 January 2026 covering all transect lines in NWL and NEL survey area twice respectively. A total of 240.6 km of survey effort was collected, with one group of seven CWDs was sighted. During this month of post-construction dolphin monitoring, no adverse impact from the activities of this construction project on Chinese White Dolphins was noticeable from general observations.

In the following monitoring period in February, there will be four vessel surveys conducted to cover each of the transects (NEL and NWL) twice. The survey schedule is illustrated in **Appendix B**.

# 5 References

Buckland, S. T., Anderson, D. R., Burnham, K. P., Laake, J. L., Borchers, D. L., and Thomas, L. 2001. Introduction to distance sampling: estimating abundance of biological populations. Oxford University Press, London.

Jefferson, T. A. 2000. Population biology of the Indo-Pacific hump-backed dolphin in Hong Kong waters. Wildlife Monographs 144: 1-65.

# Figures

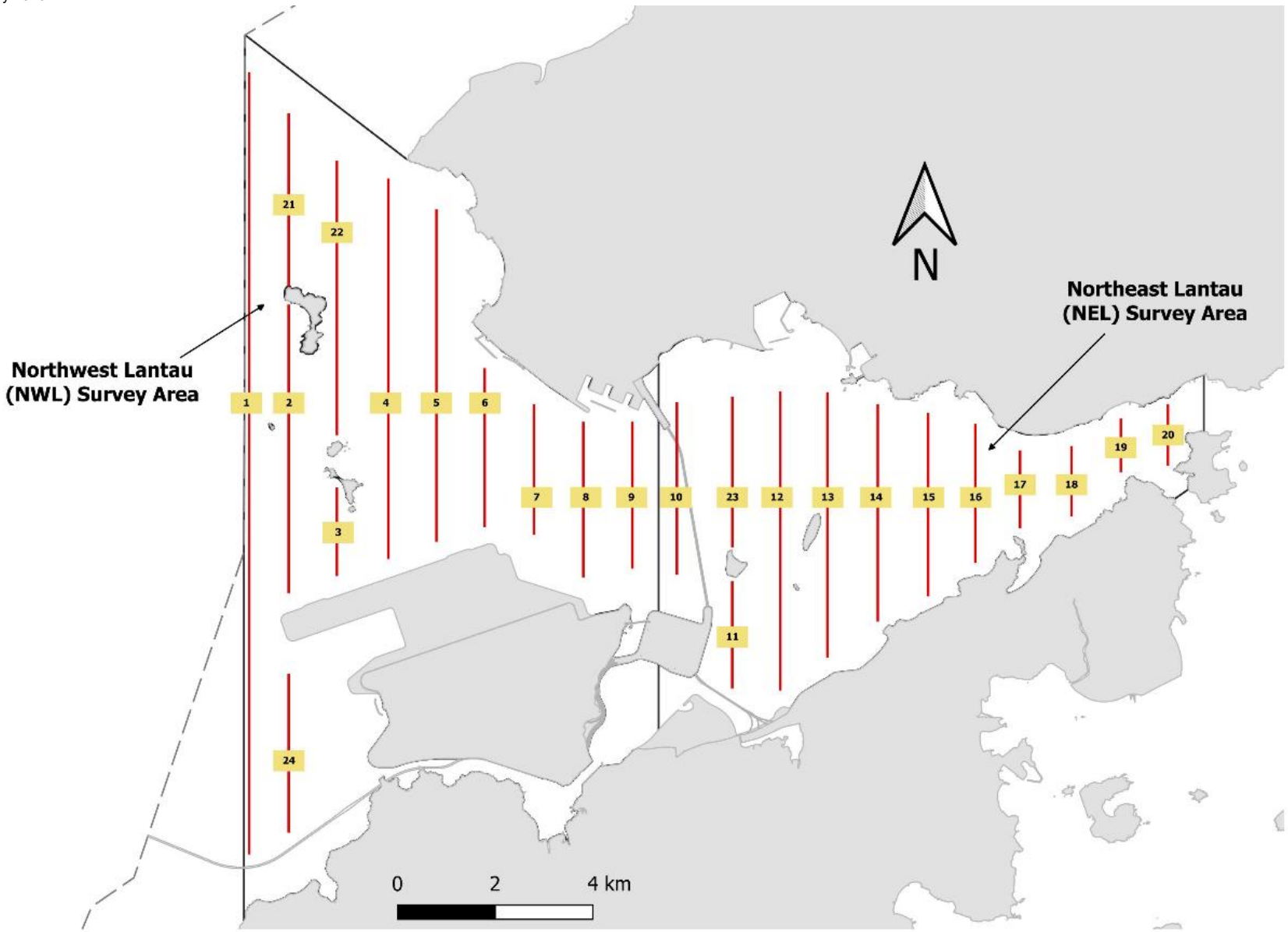



**Figure 1: Map of Transects in the Survey Areas of Northwest Lantau (NWL) and Northeast Lantau (NEL)**

# Appendix A. Chinese White Dolphin Monitoring Results

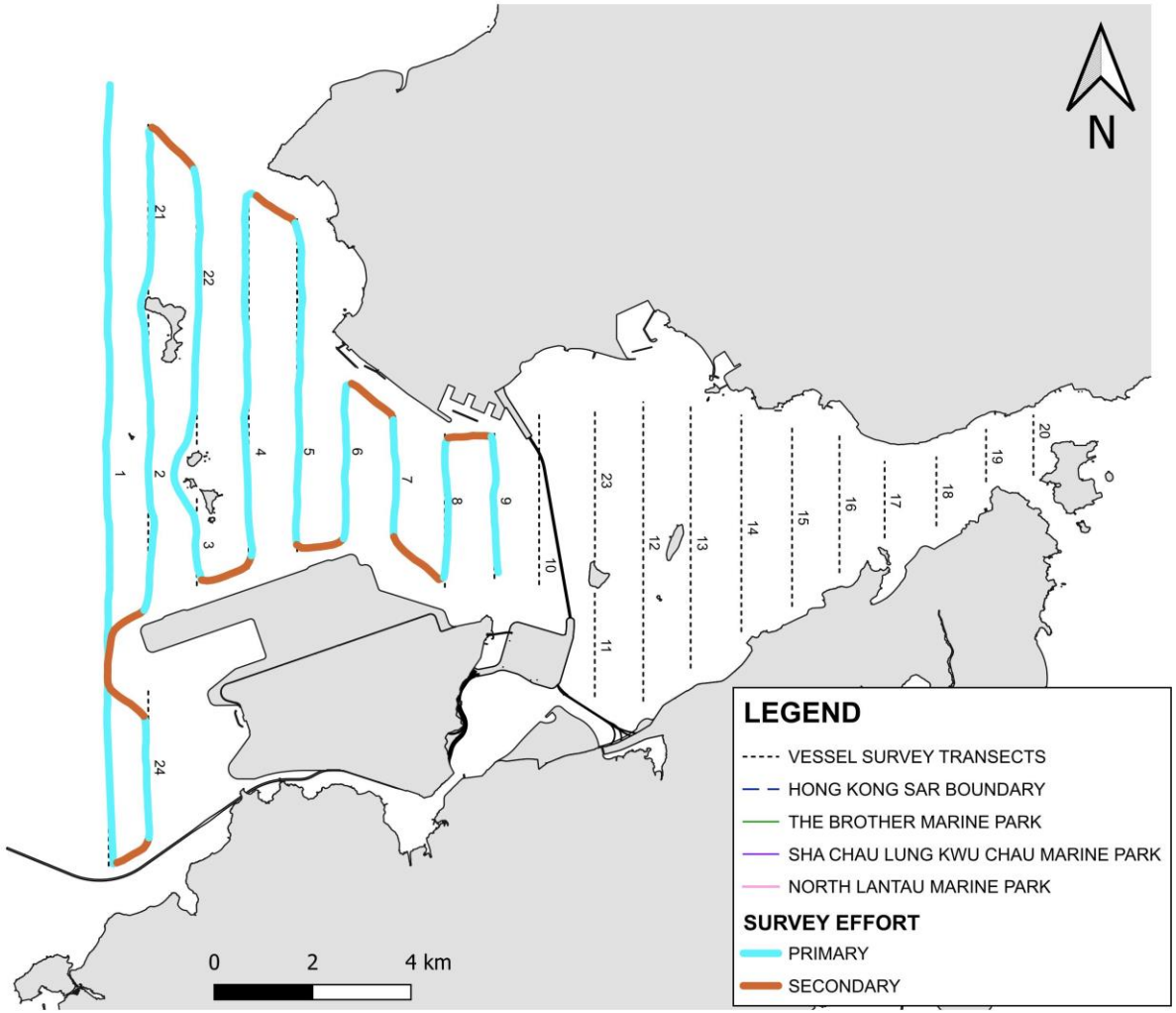



**Figure A1 Survey Route on 19 January 2026 (NWL)**

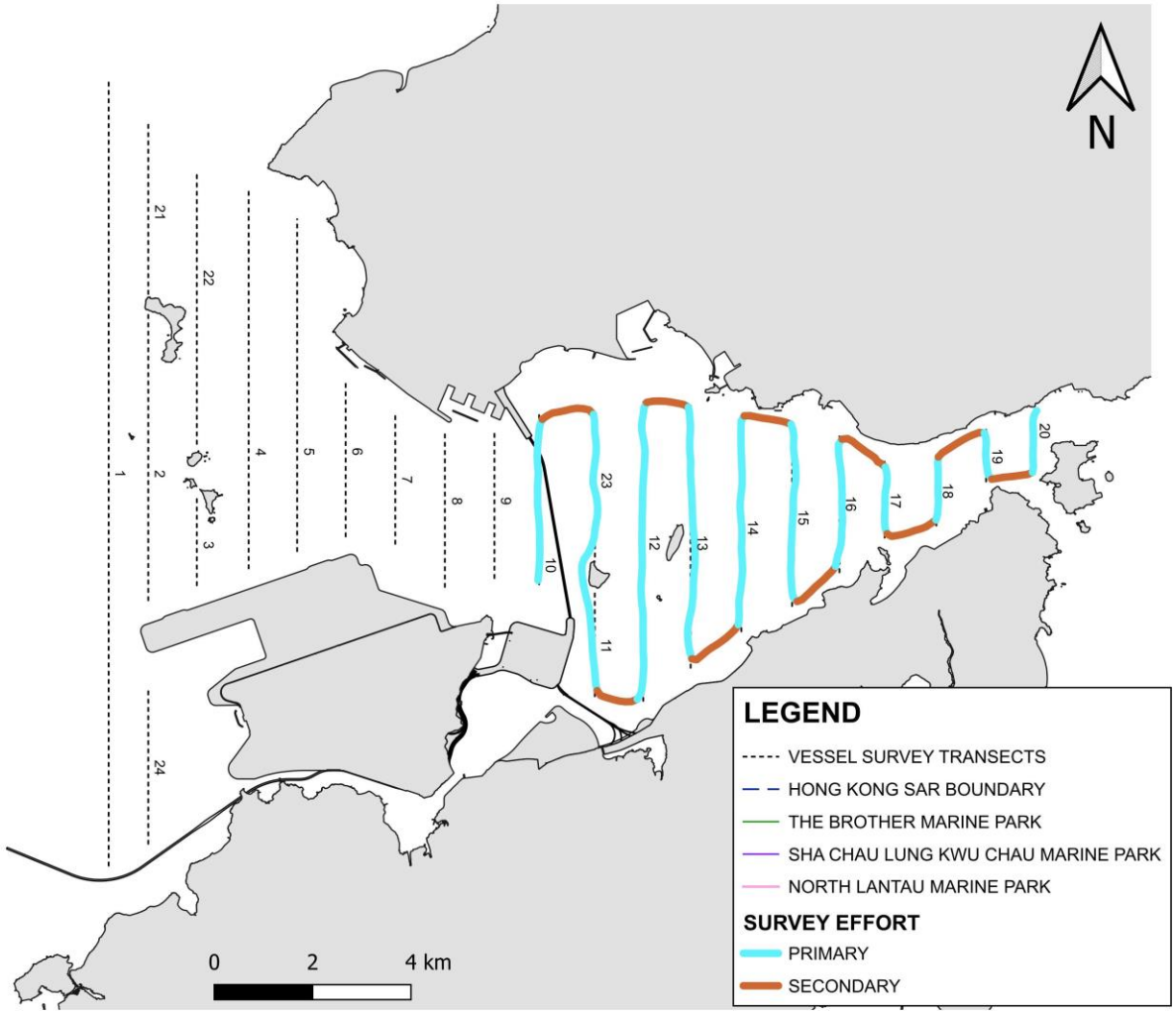



**Figure A2 Survey Route on 21 January 2026 (NEL)**

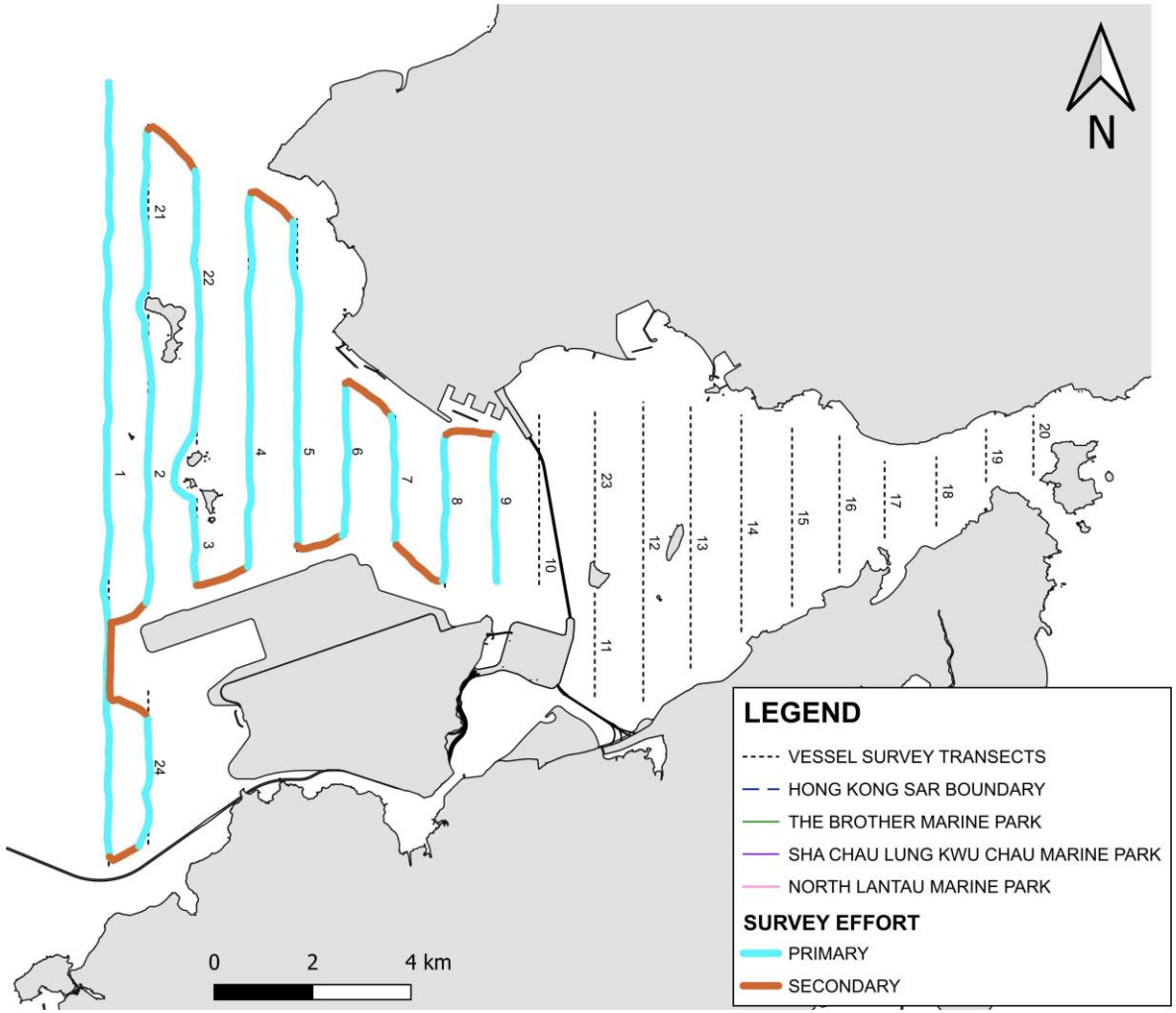



**Figure A3 Survey Route on 27 January 2026 (NWL)**

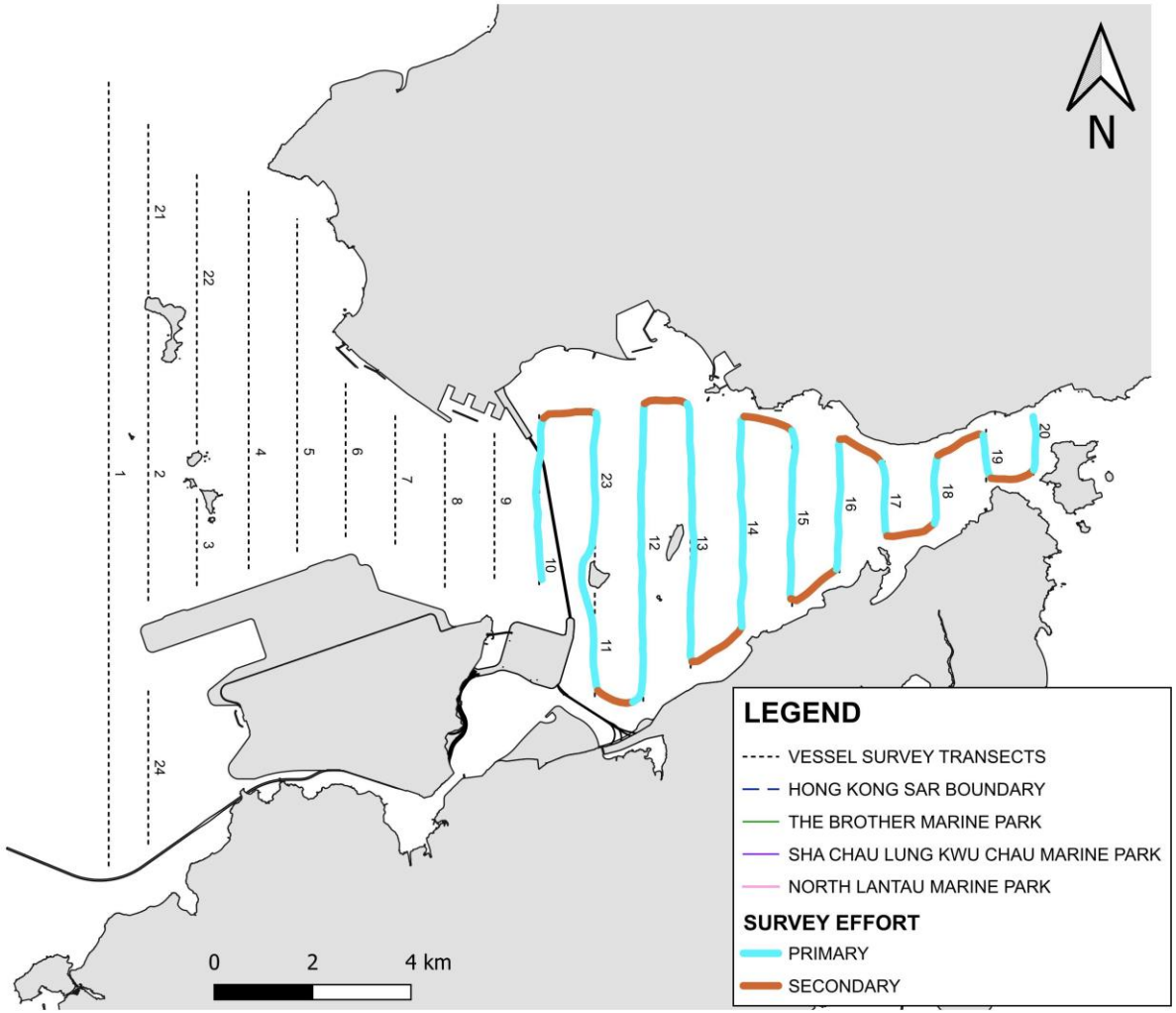



**Figure A4 Survey Route on 29 January 2026 (NEL)**

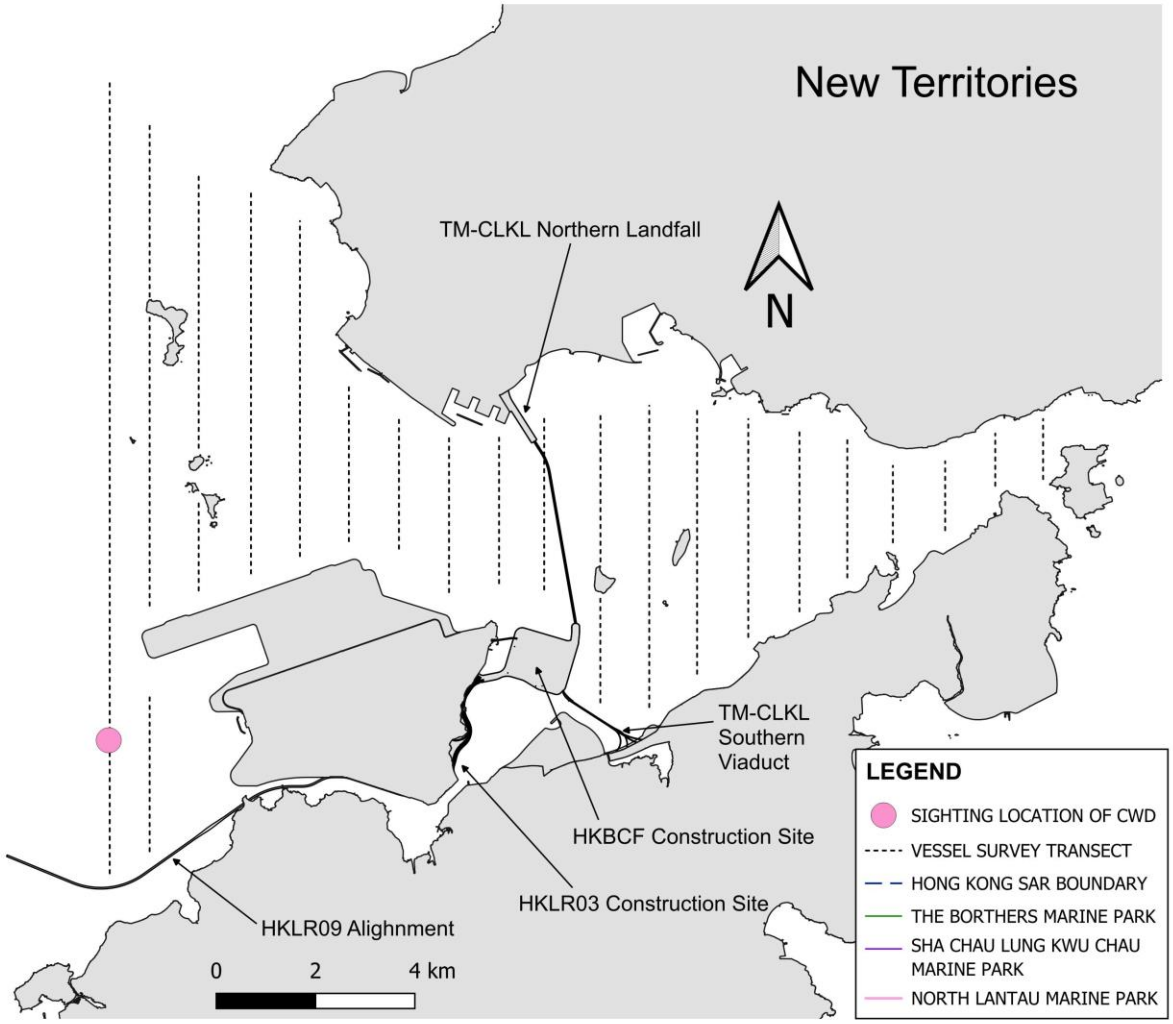



**Figure A5 The Sighting Location of Chinese White Dolphin during the Reporting Period**

## Table A1. Survey Effort Database for HZMB Post-construction Monitoring in Northeast and Northwest Lantau Waters

| DATE | AREA | BEAU | EFFORT | SEASON | VESSEL | TYPE | P/S |
|---|---|---|---|---|---|---|---|
| 19-Jan-26 | NWL | 1 | 3.50 | WINTER | 32166 | HKLR - POST | P |
| 19-Jan-26 | NWL | 2 | 44.17 | WINTER | 32166 | HKLR - POST | P |
| 19-Jan-26 | NWL | 3 | 12.12 | WINTER | 32166 | HKLR - POST | P |
| 19-Jan-26 | NWL | 1 | 1.20 | WINTER | 32166 | HKLR - POST | S |
| 19-Jan-26 | NWL | 2 | 7.93 | WINTER | 32166 | HKLR - POST | S |
| 19-Jan-26 | NWL | 3 | 2.88 | WINTER | 32166 | HKLR - POST | S |
| 21-Jan-26 | NEL | 1 | 2.70 | WINTER | 32166 | HKLR - POST | P |
| 21-Jan-26 | NEL | 2 | 26.38 | WINTER | 32166 | HKLR - POST | P |
| 21-Jan-26 | NEL | 3 | 7.44 | WINTER | 32166 | HKLR - POST | P |
| 21-Jan-26 | NEL | 1 | 2.00 | WINTER | 32166 | HKLR - POST | S |
| 21-Jan-26 | NEL | 2 | 6.17 | WINTER | 32166 | HKLR - POST | S |
| 21-Jan-26 | NEL | 3 | 1.71 | WINTER | 32166 | HKLR - POST | S |
| 27-Jan-26 | NWL | 1 | 7.30 | WINTER | 32166 | HKLR - POST | P |
| 27-Jan-26 | NWL | 2 | 27.38 | WINTER | 32166 | HKLR - POST | P |
| 27-Jan-26 | NWL | 3 | 29.90 | WINTER | 32166 | HKLR - POST | P |
| 27-Jan-26 | NWL | 1 | 0.90 | WINTER | 32166 | HKLR - POST | S |
| 27-Jan-26 | NWL | 2 | 6.12 | WINTER | 32166 | HKLR - POST | S |
| 27-Jan-26 | NWL | 3 | 4.30 | WINTER | 32166 | HKLR - POST | S |
| 29-Jan-26 | NEL | 2 | 15.07 | WINTER | 32166 | HKLR - POST | P |
| 29-Jan-26 | NEL | 3 | 21.20 | WINTER | 32166 | HKLR - POST | P |
| 29-Jan-26 | NEL | 2 | 7.03 | WINTER | 32166 | HKLR - POST | S |
| 29-Jan-26 | NEL | 3 | 3.20 | WINTER | 32166 | HKLR - POST | S |

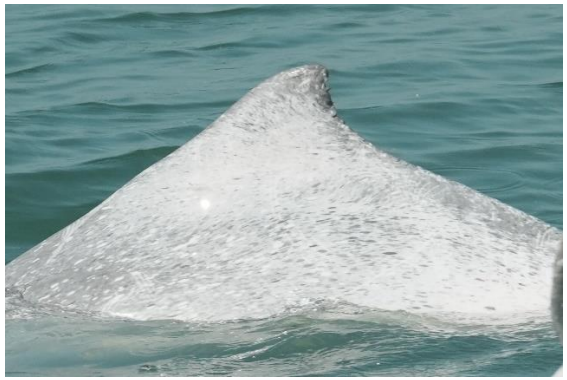
(Abbreviations: BEAU = Beaufort Sea State; P = Primary Line Effort; S = Secondary Line Effort)

## Table A2. Chinese White Dolphin Sighting Database for HZMB Post-construction Monitoring in NWL and NEL Waters

| DATE | STG# | TIME | HRD SZ | AREA | BEAU | PSD | EFFORT | TYPE | NORTHING | EASTING | SEASON | BOAT ASSOC. | P/S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19-Jan-26 | 1 | 1017 | 7 | NWL | 3 | 576 | ON | HKLR - POST | 22.3019 | 113.870044 | WINTER | NONE | P |

Abbreviations: STG# = Sighting Number; HRD SZ = Dolphin Herd Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance; ND = Not Determined; BOAT ASSOC. = Fishing Boat Association; P/S = Sighting Made on Primary/Secondary Lines

## Table A3. Photographs of Identified Individual Dolphins in January 2026

| | | |
|---|---|---|
|  |  |  |
| NLMM095_20260119_1_2 | NLMM096_20260119_1_8 | NLMM097_20260119_1_13 |
|  |  |  |
| WLMM068_20260119_1_4 | WLMM071_20260119_1_4 | WLMM162_20260119_1_11 |

# Appendix B. Tentative Monitoring Schedule of Next Month

| | | **Post-construction Phase Dolphin Monitoring for HZMB HKLR Project in February 2026** | | | | | |
|---|---|---|---|---|---|---|---|
| | **Monday** | **Tuesday** | **Wednesday** | **Thursday** | **Friday** | **Saturday** | **Sunday** |
| **Date** | | | | | | | **1-Feb** |
| | | | | | | | |
| **Date** | **2-Feb** | **3-Feb** | **4-Feb** | **5-Feb** | **6-Feb** | **7-Feb** | **8-Feb** |
| | | Dolphin Monitoring | | | | | |
| **Date** | **9-Feb** | **10-Feb** | **11-Feb** | **12-Feb** | **13-Feb** | **14-Feb** | **15-Feb** |
| | Dolphin Monitoring | | Dolphin Monitoring | Dolphin Monitoring | | | |
| **Date** | **16-Feb** | **17-Feb** | **18-Feb** | **19-Feb** | **20-Feb** | **21-Feb** | **22-Feb** |
| | | | | | | | |
| **Date** | **23-Feb** | **24-Feb** | **25-Feb** | **26-Feb** | **27-Feb** | **28-Feb** | |
| | | | | | | | |
| *The schedule is subject to change due to unforesseable circumstances (e.g. adverse weather condition, etc.) | | | | | | | |