

Environmental Permit No.: EP-451/2013
Environmental Team for Trunk Road T2

Appendix M – Summary of Exceedance

Reporting Month: February 2021

(A) Exceedance Report for Air Quality

One (1) Action Level and no Limit Level exceedance of 24hr TSP monitoring was recorded in this reporting month.

Monitoring Station	Start Date	Conc. ($\mu\text{g}/\text{m}^3$)	Level exceeded
KTD 2c	01 Feb 2021	183.6	Action Level

The investigation results for the exceedance are attached as below.

(B) Exceedance Report for Construction Noise

Action Level for Construction Noise

No Action Level exceedance was recorded in this reporting month.

Limit Level for Construction Noise

No Limit Level exceedance for daytime construction noise monitoring was recorded in the reporting month.

(C) Summary of Landscape and Visual Non-Conformity
(NIL in the reporting month)

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NOE No. 210201_24hrTSP (KTD2c) **Exceedance Level:** Action

Date of Air Quality Monitoring: 01 February 2021

Part A – Exceedance Summary Tables

Table I: Parameter(s) – 24-hour TSP

Station	Location	Starting Time	Weather Condition	Conc. (µg/m ³)	Action Level (µg/m ³)	Limit Level (µg/m ³)	Level exceeded
KTD2c	G/IC Zone next to Kwun Tong Bypass (Next to the Kowloon Bay Sewage Interception Station)	09:00	Sunny	<i>183.6</i>	157.0	260.0	Action

Note: ***Bold Italic*** means Action Level exceedance
Bold Italic with underline means Limit Level exceedance

Part B – Major Source of Parameter Monitored

Field Observation(s) and Finding(s)

<p>(a) Statement of exceedance(s)</p> <p>24-hour TSP monitoring measured at KTD2c on 01 February 2021 exceeded the action level.</p>
<p>(b) Cause of exceedance(s)</p> <p>According to the observation of our field staff, the major dust source(s) and/or reason(s) for exceedance identified at KTD2c is/are as follow:</p> <ol style="list-style-type: none"> 1. Several spoil heaps were identified around the monitoring station.(See Photo 1, 2 and 3) 2. Road Traffic along the Kwun Tong Bypass 3. It was observed that paved roads were watered.(See Photo 5) 4. Piling work was carried out near the monitoring station KTD2c. (approximately 5m) (See Photo 4) 5. Handling of C&D material was carried out near the monitoring station. (approximately 5m) (See Photo 2 and 3)

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Photo Record (Photo Taken by ET)



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

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Part C – Conclusion

Based on the finding(s) and observation(s) above, we deduce the action Level exceedance of 24-hour TSP recorded at station KTD2c on 01 February 2021 is due to the insufficiency of dust reduction measure. Also, the construction activities were conducted very close to the HVS. Therefore, the exceedance is considered as project related

Part D – Recommendation

The following construction dust mitigation measures shall always to be implemented on site to reduce/ minimize the generation of dust due to the construction activities.

1. Watering of the construction areas 12 times per day to reduce dust emissions.
2. Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions.
3. Open stockpiles shall be avoided or covered.
4. Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
5. Establishment and use of vehicle wheel and body washing facilities at the exit points of the site.
6. Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit.
7. Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.

Part E – Follow-up Action Taken

According to the Event and Action Plan of the EM&A Manual of Trunk Road T2 project under EP-451/2013, the follow-up action of this exceedance is/are taken by ET as follow:

1. Informed the other parties (i.e. IEC and ER) once the action level exceedance was recorded.
2. As several exceedances of 24-hour TSP monitoring were recorded consecutively, ET was aware of this issue and carried out the further investigation. After the investigation, ET found that the present environmental monitoring at KTD2c cannot accurately represent how the sensitive receivers (SR) are being affected by the construction activities, as the SR (Future Hospital at Site 3C1) is still under construction. Hence, ET was proposed to IEC to have a relocation of monitoring station, and informed this matter to ER.
3. An additional air quality monitoring was carried out on 4 March 2021, and no action and limit level exceedance was recorded. The monitoring results is tabulated as below:

Location KTD2c - G/IC Zone next to Kwun Tong Bypass (Next to the Kowloon Bay Sewage Interception Station)				
Date	Time	Weather	Parameter	Particulate Concentration ($\mu\text{g}/\text{m}^3$)
04-Mar-21	09:23	Light drizzle	1hr TSP	158.4
	10:23	Light drizzle		182.6
	11:23	Light drizzle		204.6

4. The remedial measures proposed by the contractor was reviewed during site audit and ET has no adverse comments on the proposed remedial measures. The photo records provided by contractor are shown as below:

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Photo Record (Provided by Contractor)

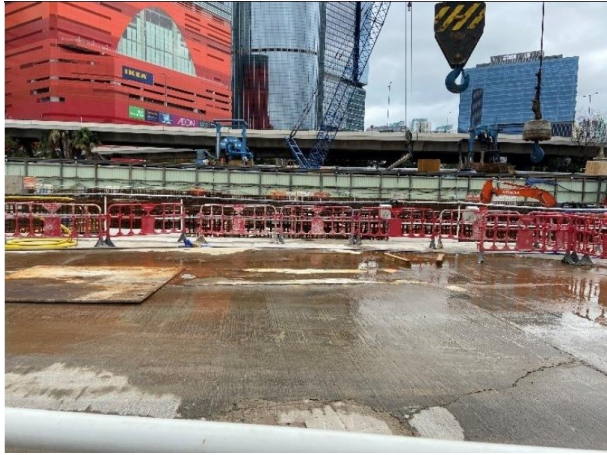


Photo 6 – Watering of main haul road



Photo 7 – Covering excavated area with tarpaulin sheet

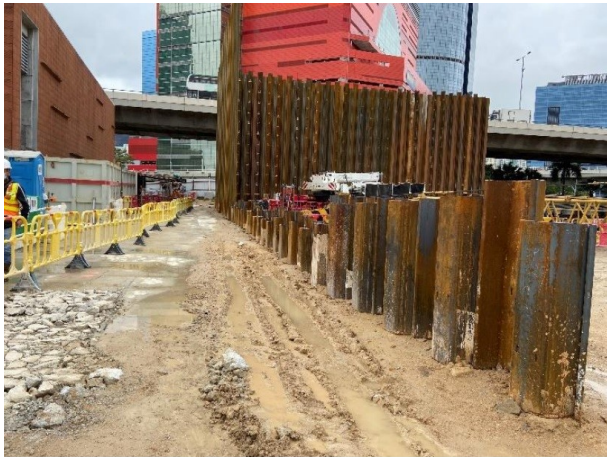


Photo 8 – Water spraying during dusty activities



Photo 9 – Watering of unpaved road