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Report No.: 0405/15/ED/1284B

FINAL EM&A REVIEW REPORT

February 2016 - March 2021

Client : Civil Engineering and Development
Department, HKSAR

Contract No. : KLN/2015/07

Contract Name : Environmental Monitoring Works for
Contract KL/2014/03 – Kai Tak Development
– Stage 3 Infrastructure Works for Developments
at the Southern Part of the Former Runway

Report No. : 0405/15/ED/1284B

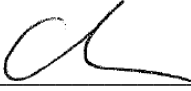
EP-337/2009 New Distributor Roads Serving the Planned Kai Tak
Development Area

EP-339/2009/A Decommissioning of the Remaining Parts (Ex-GFS
Building, Radar Station and Hong Kong Aviation Club)
of the former Kai Tak Airport

EP-451/2013 Trunk Road T2

Prepared by : Toby K. H. Wan

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Environmental Team Leader
Materialab Consultants Limited

Ref.: CEDKTDS3EM00_0_0562L.21

12 November 2021

Hyder-Meinhardt Joint Venture
17/F, Two Harbour Square,
180 Wai Yip Street, Kwun Tong
Kowloon, Hong Kong

By Post and Email

Attention: Mr. Pat Lam

Dear Mr. Lam,

**Re: Contract No. KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Final EM&A Report**

Reference is made to the Environmental Team's submission of the Final EM&A Report for the captioned Contract (Report No. 0405/15/ED/1284B) we received by e-mail on 12 November 2021.

Please be informed that we have no adverse comment on the captioned report.

Thank you for your attention. Please do not hesitate to contact the undersigned should you have any queries.

Yours sincerely,
For and on behalf of
Ramboll Hong Kong Limited



Y H Hui
Independent Environmental Checker

c.c. CEDD
Fugro
CRBC

Attn.: Mr. Simon Kwok
Attn.: Mr. Colin K. L. Yung
Attn.: Mr. Dickey Yau

Fax: 2739 0076
By email
Fax: 2283 1689

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EXECUTIVE SUMMARY

- i. This is the Final Environmental Monitoring Audit (EM&A) Review Report for Contract No. KL/2014/03 “Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway”.
- ii. The Civil Engineering and Development Department HKSAR has appointed Materialab Consultants Limited (MCL) to undertake the Environmental Team services for the Project and implement the EM&A works.
- iii. Contract No. KL/2014/03 is the works package to construct an approximately 420m long supporting underground structure (SUS) underneath Shing Cheong Road and Cheung Yip Street. The EM&A programme under this Contract is governed by three EPs (EP-337/2009, EP-339/2009/A and EP-451/2013) and two EM&A Manuals (AEIAR-130/2009 and AEIAR-174/2013).
The works commenced on 26 February 2016 and were substantially completed on 31 December 2019. The remaining outstanding construction works are those minor ancillary works that no Powered Mechanical Equipment (PME) will be involved. No significant adverse environmental impacts are anticipated in the remaining construction works.
- iv. The proposal for Termination of EM&A Programme under this Contract was certified by the ET Leader, verified by the IEC on 15 December 2020, approved by EPD on 18 March 2021.
- v. This Final EM&A Review Report summarizes the findings on the EM&A programme described above during the period between 26 February 2016 and 18 March 2021.

Breaches of the Action and Limit Levels

- vi. During the reporting period, the Environmental Team was responsible for the reporting of environmental exceedances under this contract. A summary of these environmental exceedances as recorded and reported by the Environmental Team are listed below:

Monitoring Station		Number of exceedance in the reporting period		
		24hr TSP $\mu\text{g}/\text{m}^3$	$L_{\text{eq}} (30\text{min}) \text{ dB(A)}$	Total
KTD1/ KTD1a	AL	1	0	1
	LL	0	1	1
KTD2a/ KTD2b/ KTD2c	AL	12	0	12
	LL	2	1	3
KER1/ KER1a/ KER1b	AL	4	0	4
	LL	0	1	1
Total	AL	17	0	17
	LL	2	3	5



Implementation of Mitigation Measures

- vii. Total 262 Weekly environmental site inspections were carried out in the reporting period. Recommendations on mitigation measures for air quality, noise, water quality, waste management, landscape and visual and permit / licenses were given to the Contractor for remediating the deficiencies identified during the site inspections. No non-compliance was found during the reporting period.

Complaint, Notification of Summons and Successful Prosecution

- viii. There were 5 complaints received in relation to the environmental impact for this Contract during the reporting period and all the complaints were closed.
- ix. There were no notifications of summons or prosecutions received under this Contract during the reporting period.

1. INTRODUCTION

1.1 Background

1.1.1 The Kai Tak Development is located in the south-eastern part of Kowloon Peninsula of the HKSAR, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling.

1.1.2 Contract No. KL/2014/03 is the works package to construct an approximately 420m long supporting underground structure (SUS) underneath Shing Cheong Road and Cheung Yip Street. The EM&A programme under this Contract is governed by three EPs (EP-337/2009, EP-339/2009/A and EP-451/2013) and two EM&A Manuals (AEIAR-130/2009 and AEIAR-174/2013). The Works to be executed under this Contract and corresponding EPs include but not be limited to the following main items:

EP-451/2013 – Trunk Road T2

(i) Construction of approximately 420m long supporting underground structure (SUS) including diaphragm walls, barrettes, piled foundation, top and bottom slabs, end wall and adits underneath Shing Cheong Road and Cheung Yip Street;

EP-337/2009 – New Distributor Roads Serving the Planned Kai Tak Development

- (ii) Widening and re-alignment of Cheung Yip Street of approximately 330m long and associated footpaths;
- (iii) Demolition, reconstruction and widening of Shing Cheong Road of approximately 410m long and associated footpaths;
- (iv) Construction of drainage outfall and modification of existing seawall;
- (v) Construction of ancillary works including surface drainage, sewerage, water, fire fighting, street lighting, street furniture, road marking, road signage, utilities and services, irrigation and landscape works.

EP-339/2009/A – Decommissioning of the Remaining Parts (Ex-GFS Building, Radar Station and Hong Kong Aviation Club) of the former Kai Tak Airport

(vi) Demolition of RADAR Tower and guard house;

Other works not covered by any EP

- (vii) Construction of two subways between Phase II of New Acute Hospital (Site A) and Hong Kong Children's Hospital (Site C), and between Phase I of New Acute Hospital (Site B) and Site C;
- (viii) Construction of District Cooling System (DCS) along Cheung Yip Street and Shing Cheong Road

1.1.3 The location and boundary of the site is shown in **Figure 1**.

1.1.4 This Final EM&A Review Report is to report the results and findings of the EM&A programme required under EM&A Manual "AEIAR-130/2009" Section 16.8 and EM&A Manual "AEIAR-174/2013" Section 11.3.4.

1.1.5 This Final EM&A Review Report which summarize the impact monitoring results and audit findings for the Project within the period between 26 February 2016 and 18 March 2021.

1.2 Project Organization

- 1.2.1 The project proponent was the Civil Engineering and Development Department, HKSAR (CEDD). Hyder Meinhardt Joint Venture (HMJV) was commissioned by CEDD as the Engineer for the Project. Ramboll Hong Kong Limited was commissioned as the Independent Environmental Checker (IEC). China Road and Bridge Corporation (Hong Kong) (CRBC) was appointed as the main contractor for the construction works under the contract KL/2014/03. MaterialLab Consultants Limited (MCL) was appointed as the Environmental Team (ET) by CEDD to implement the EM&A programme for the Project.
- 1.2.2 The organization structure is shown in **Appendix A**. The key personnel contact names and numbers for the Project are summarized in **Table 1.1**.

Table 1.1 Contact Information of Key Personnel

Party	Position	Name	Telephone	Fax
Project Proponent (CEDD)	Engineer	Mr. Simon Kwok	3842 7140	2739 0076
Engineer's Representative (HMJV)	Senior Resident Engineer	Mr. Pat Lam	3742 3803	3742 3899
IEC (Ramboll Hong Kong Limited)	Independent Environmental Checker	Mr. Y. H. Hui	3465 2888	3465 2899
Main Contractor (CRBC)	Site Agent	Mr. Yau Kwok Kiu, Dickey	5699 4503	2283 1689
	Environmental Officer	Miss. Lila Lui	9790 5433	2283 1689
ET (MCL)	Environmental Team Leader	Mr. Colin Yung	3565 4114	3565 4160

1.3 Construction Programme and Activities

- 1.3.1 The construction of the Project commenced on 26 February 2016 and substantially completed on 31 December 2019. The remaining outstanding construction works are those minor ancillary works that no Powered Mechanical Equipment (PME) will be involved. No significant adverse environmental impacts are anticipated in the remaining construction works.
- 1.3.2 The proposal for Termination of EM&A Programme under this Contract was certified by the ET Leader, verified by the IEC on 15 December 2020, approved by EPD on 18 March 2021.
- 1.3.3 The environmental mitigation measures implementation schedule is presented in **Appendix F**.

2. AIR QUALITY

2.1 Monitoring Requirement

2.1.1 In accordance with the approved EM&A Manuals, 24-hour Total Suspended Particulates (TSP) monitoring at the designated air quality monitoring station is required. Impact 24-hour TSP monitoring should be carried out at least once every 6 days. In case of complaints, 1-hour TSP monitoring should be carried out at least 3 times per 6 days when the highest dust impacts are likely to occur.

2.2 Monitoring Methodology

2.2.1 24-hour TSP air quality monitoring

HVS Installation

The following guidelines were adopted during the installation of HVS:

- Sufficient support is provided to secure the samplers against gusty wind.
- No two samplers are placed less than 2 meters apart.
- The distance between the sampler and an obstacle, such as buildings, is at least twice the height that the obstacle protrudes above the sampler.
- A minimum of 2 meters of separation from walls, parapets and penthouses is required for rooftop samples.
- A minimum of 2 meters separation from any supporting structure, measured horizontally is required.
- No furnaces or incineration flues are nearby.
- Airflow around the samplers is unrestricted.
- The samplers are more than 20 meters from the drip line.
- Any wire fence and gate, to protect the sampler, should not cause any obstruction during monitoring.

Filters Preparation

Fiberglass filters (provided by the HOKLAS accredited laboratory) shall be used (Note: these filters have a collection efficiency of larger than 99% for particles of 0.3 μm diameter). A HOKLAS accredited laboratory (ALS Technichem (HK) Pty Ltd.) is responsible for the preparation of 24-hr conditioned and pre-weighed filter papers for monitoring team.

All filters are equilibrated in the conditioning environment for 24 hours before weighing. The conditioning environment temperature is around 25°C and not variable by more than $\pm 3^\circ\text{C}$; the relative humidity (RH) is < 50% and not variable by more than $\pm 5\%$. A convenient working RH is 40%.

Operating / Analytical Procedures

Operating / analytical procedures for the air quality monitoring are highlighted as follows:

- Prior to the commencement of the dust sampling, the flow rate of the HVS are properly set (between 0.6 m^3/min and 1.7 m^3/min) in accordance with the EM&A manual. The flow rate shall be indicated on the flow rate chart.
- The power supply shall be checked to ensure the samplers worked properly.

- On sampling, the samplers shall be operated for 5 minutes to establish thermal equilibrium before placing any filter media at the designated air quality monitoring station.
- The filter holding frame is then removed by loosening the four nuts and carefully a weighted and conditioned filter is centered with the stamped number upwards, on a supporting screen.
- The filter shall be aligned on the screen so that the gasket formed an airtight seal on the outer edges of the filter. Then the filter holding frame is tightened to the filter holder with swing bolts. The applied pressure should be sufficient to avoid air leakage at the edges.
- The shelter lid shall be closed and secured with the aluminum strip.
- The timer is then programmed. Information shall be recorded on the record sheet, which included the starting time, the weather condition and the filter number (the initial weight of the filter paper can be found out by using the filter number).
- After sampling, the filter shall be removed and sent to laboratory for weighing. The elapsed time is also recorded.
- Before weighing, all filters are equilibrated in a conditioning environment for 24 hours. The conditioning environment temperature should be between 25°C and 30°C and not vary by more than $\pm 3^{\circ}\text{C}$; the relative humidity (RH) should be $< 50\%$ and not vary by more than $\pm 5\%$. A convenient working RH is 40%. Weighing results are returned to MCL for further analysis of TSP concentrations collected by each filter.

2.2.2 1-hour TSP air quality monitoring

Operating / Analytical Procedures

The measuring procedures of the 1-hr dust meter are in accordance with the Manufacturer's instruction Manual as follows:

- Pull up the air sampling inlet cover
- Change the Mode 0 to BG once
- Push Start/Stop switch once
- Turn the knob to SENSI.ADJ and press it
- Push Start/Stop switch once
- Return the knob to the position MEASURE slowly
- Push the timer set switch to set measuring time
- Remove the cap and make a measurement

2.3 Monitoring Locations

2.3.1 According to the EM&A Manual, three air quality monitoring locations, namely KTD1, KTD2 and KER1, are covered by this Contract within the South Apron Area of Former Kai Tak Airport. The other two air quality monitoring locations, which are identified in Cha Kwo Ling area, are farther than 500m away from the site boundary and thus not covered by this Contract. The monitoring works in Cha Kwo Ling area are covered by Contract No. ED/2018/04.

2.3.2 According to the approved alternative baseline air quality and noise monitoring locations (EPD reference: EP2/K19/A/21 pt.5), the original monitoring locations (KTD1, KTD2 and KER1) are proposed to be replaced by alternative monitoring locations (KTD1a, KTD2a and KER1a) for air quality monitoring.

- 2.3.3 According to the approved relocation of monitoring location KER1a (EPD reference: () in EP2/K19/A/21 pt.5), the monitoring location KER1a are proposed to be relocated by alternative monitoring location KER1b for air quality monitoring.
- 2.3.4 According to the approved relocation of monitoring location KTD2a (EPD reference: () in EP2/K19/A/21 pt.6), the monitoring location KTD2a are proposed to be relocated by alternative monitoring location KTD2b for air quality monitoring.
- 2.3.5 According to the approved relocation of monitoring location KTD2b (EPD reference: () in EP2/K19/A/21 pt.7), the monitoring location KTD2b are proposed to be relocated by alternative monitoring location KTD2c for air quality monitoring.
- 2.3.6 As informed by the ET of Contract No. ED/2018/04, the monitoring location KTD1a and KER1b have been relocated to KTD1 and KER1 for air monitoring on 3 August 2020.
- 2.3.7 The locations are summarized in **Table 2.1** and shown in **Figure 2**.

Table 2.1 Location of Air Quality Monitoring Station

Monitoring Station	Location
KTD1	Centre of Excellence in Paediatrics (Rooftop of Children’s Hospital)
KTD1a	Centre of Excellence in Paediatrics (Children’s Hospital)
KTD2a	G/IC Zone next to Kwun Tong Bypass(Future Hospital at Site 3C1)
KTD2b	G/IC Zone next to Kwun Tong Bypass (Next to the site of the New Acute Hospital)
KTD2c	G/IC Zone next to Kwun Tong Bypass (Next to the Kowloon Bay Sewage Interception Station)
KER1	Future Residential Development at Kerry Godown
KER1a	Site Boundary at Cheung Yip Street
KER1b	Site Boundary at Cheung Yip Street, close to the open space car park area

2.4 Results and Observations

Baseline Monitoring

- 2.4.1 The baseline air quality monitoring results established was used for the Project (from 20 January 2016 to 3 February 2016) and derive the Action and Limit Levels. The graphical presentations for baseline air quality monitoring over the project period are shown in **Appendix C**.

Impact Monitoring

- 2.4.2 The graphical presentations for impact air quality monitoring in the reporting period are shown in **Appendix D**.
- 2.4.3 Total 17 Action Level and 2 Limit Level exceedance were recorded in the reporting period. Base on the investigation, the occasional exceedances were non-project related. In general, the monitoring parameters were within the range of the baseline levels.

3. NOISE

3.1 Monitoring Requirement

3.1.1 In accordance with the approved EM&A Manuals, Leq (30min) monitoring is conducted for at least once a week during the construction phase between 0700 and 1900 on normal weekdays at the designated monitoring locations.

3.2 Monitoring Methodology

3.2.1 The monitoring procedures are as follows:

- The monitoring station is set at a point 1m from the exterior of the sensitive receivers building façade and set at a position 1.2m above the ground.
- The battery condition is checked to ensure good functioning of the meter.
- Parameters such as frequency weighting, the time weighting and the measurement time are set as follows:
 - frequency weighting : A
 - time weighting : Fast
 - measurement time : Weekly 30 minutes between 0700-1900 on normal weekdays
- Prior to and after noise measurement, the meter shall be calibrated using the calibrator for 94.0 dB at 1000 Hz. If the difference in the calibration level before and after measurement is more than 1.0 dB, the measurement will be considered invalid and repeat of noise measurement is required after re-calibration or repair of the equipment.
- Noise monitoring should be cancelled in the presence of fog, rain, and wind with a steady speed exceeding 5 m/s, or wind with gusts exceeding 10 m/s.
- Noise measurement should be paused during periods of high intrusive noise if possible and observation shall be recorded when intrusive noise is not avoided.
- At the end of the monitoring period, the Leq, L10 and L90 are recorded. In addition, site conditions and noise sources are recorded on a standard record sheet.

3.3 Monitoring Locations

3.3.1 According to the EM&A Manual, three noise monitoring locations, namely KTD1, KTD2 and KER1, are covered by this Contract within the South Apron Area of Former Kai Tak Airport. The other two noise monitoring locations, which are identified in Cha Kwo Ling area, are farther than 300m away from the site boundary and thus not covered by this Contract. The monitoring works in Cha Kwo Ling area are covered by Contract No. ED/2018/04.

3.3.2 According to the approved alternative baseline air quality and noise monitoring locations (EPD reference: EP2/K19/A/21 Pt.5), the original monitoring locations (KTD1, KTD2 and KER1) are proposed to be replaced by alternative monitoring locations (KTD1a, KTD2a and KER1a) for noise monitoring.

3.3.3 According to the approved relocation of monitoring location KER1a (EPD reference: () in EP2/K19/A/21 Pt.5), the monitoring location KER1a are proposed to be relocated by alternative monitoring location KER1b for noise monitoring.

3.3.4 According to the approved relocation of monitoring location KTD2a (EPD reference: () in EP2/K19/A/21 Pt.6), the monitoring location KTD2a are proposed to be relocated by alternative monitoring location KTD2b for noise monitoring.

- 3.3.5 According to the approved relocation of monitoring location KTD2b (EPD reference: () in EP2/K19/A/21 pt.7), the monitoring location KTD2b are proposed to be relocated by alternative monitoring location KTD2c for noise monitoring.
- 3.3.6 As informed by the ET of Contract No. ED/2018/04, the monitoring location KTD1a and KER1b have been relocated to KTD1 and KER1 for noise monitoring on 3 August 2020.
- 3.3.7 The locations are summarized in **Table 3.1** and shown in **Figure 2**.

Table 3.1 Location of Noise Monitoring Station

Monitoring Station	Location
KTD1	Centre of Excellence in Paediatrics (Rooftop of Children’s Hospital)
KTD1a	Centre of Excellence in Paediatrics (Children’s Hospital)
KTD2a	G/IC Zone next to Kwun Tong Bypass(Future Hospital at Site 3C1)
KTD2b	G/IC Zone next to Kwun Tong Bypass (Next to the site of the New Acute Hospital)
KTD2c	G/IC Zone next to Kwun Tong Bypass (Next to the Kowloon Bay Sewage Interception Station)
KER1	Future Residential Development at Kerry Godown
KER1a	Site Boundary at Cheung Yip Street
KER1b	Site Boundary at Cheung Yip Street, close to the open space car park area

3.3 Results and Observations

Baseline Monitoring

- 3.3.1 The baseline noise monitoring results established was used for the Project (from 21 January 2016 to 6 February 2016) and derive the Action and Limit Levels. The graphical presentations for baseline noise monitoring over the project period are shown in **Appendix C**.

Impact Monitoring

- 3.3.2 The graphical presentations for impact noise monitoring in the reporting period are shown in **Appendix D**.
- 3.3.3 Total 3 Limit Level exceedance were recorded in the reporting period. Base on the investigation, the occasional exceedances were non-project related. In general, the monitoring parameters were within the range of the baseline levels.



4. LANDSCAPE AND VISUAL

4.3 Audit Requirements

4.3.1 As per the Trunk Road T2 EM&A Manual, the landscape and visual mitigation measures during the construction phase shall be audited by a Registered Landscape Architect, as a member of the Environmental Team, at least once every two weeks to ensure compliance with the intended aims of the measures.

4.3.2 According to the Kai Tak Development EM&A Manual, measures to mitigate landscape and visual impacts during construction should be checked to ensure compliance with the intended aims of the measures. The progress of the engineering works shall be regularly reviewed onsite to identify the earliest practical opportunities for the landscape works to be undertaken. The ET shall report on the Contractor's compliance on a weekly basis.

4.4 Results and Observations

4.4.1 Site audits were carried out on a weekly basis to monitor and audit the timely implementation of landscape and visual mitigation measures within the site boundaries of this project. No non-compliance was found during the reporting period.

4.4.2 Should non-compliance of the landscape and visual impact occur, action in accordance with the action plan presented in Appendix B would be performed.

5. ENVIRONMENTAL AUDIT

5.3 Site Inspection

- 5.3.1 Site inspections were carried out weekly to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. A summary of the mitigation measures implementation schedule is provided in **Appendix F**.
- 5.3.2 All the follow-up actions requested by Contractor's ET and IEC during the site inspections were undertaken as reported by the Contractor and confirmed in the following weekly site inspection conducted during each reporting month.

5.4 Review of Environmental Monitoring Procedures

- 5.4.1 The monitoring works conducted by the monitoring team were inspected regularly. The below observations have been recorded for the monitoring works:

Air Quality Monitoring

- Observations around the monitoring stations were recorded.
- Temperature and weather conditions on the monitoring days were recorded.

Noise Monitoring

- Observations around the monitoring stations were recorded.
- Major noise sources were identified and recorded. Other intrusive noise attributing to the results were trimmed off by pausing the monitoring temporarily.

5.5 Implementation Status of Environmental Mitigation Measures

- 5.5.1 The Contractor has implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and the EM&A Manuals.
- 5.5.2 The EM&A programme was found effective in monitoring the environmental impacts of this project. Data collection was useful in determining whether the project has caused unacceptable impacts on the sensitive receivers. The impact monitoring data indicated whether exceedances would occur and helped determine whether the works' exceedances were due.

5.6 Waste management

- 5.6.1 C&D materials and wastes sorting were carried out on site. Receptacles were available for C&D wastes and general refuse collection.
- 5.6.2 The amount of wastes generated by the site activities in the reporting period is shown in **Appendix E**.
- 5.6.3 The Contractor is advised to properly maintain on site C&D materials and wastes collection, sorting and recording system and maximize reuse / recycle of C&D materials and wastes. The Contractor is reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.

5.6.4 The Contractor is reminded that chemical waste containers should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

5.7 Environmental Exceedance

5.7.1 During the reporting period, the Environmental Team was responsible for the reporting of environmental exceedances under this contract. A summary of these environmental exceedances as recorded and reported by the Environmental Team are listed below:

Monitoring Station		Number of exceedance in the reporting period		
		24hr TSP $\mu\text{g}/\text{m}^3$	L_{eq} (30min) dB(A)	Total
KTD1/ KTD1a	AL	1	0	1
	LL	0	1	1
KTD2a/ KTD2b/ KTD2c	AL	12	0	12
	LL	2	1	3
KER1/ KER1a/ KER1b	AL	4	0	4
	LL	0	1	1
Total	AL	17	0	17
	LL	2	3	5

5.8 Complaints, Notification of Summons and Prosecution

5.8.1 Total five environmental complaints were recorded in December 2016, February 2017, May 2017, July 2017 and May 2018. The details of the complaints were recorded in the corresponding EM&A reports. No environmental prosecution against this Contract is involved and all complaints were closed.

5.8.2 Cumulative complaint log, summaries of complaints, notification of summons and successful prosecutions are presented in **Appendix G**.

5.9 Comparison with EIA predictions

5.9.1 The environmental impacts caused by this project during the construction phase were generally in line with the predictions in EIA report. Although a few cases of the 24-hr TSP and noise exceeded the EIA predictions in the reporting period, the inspections showed all exceedances are considered is not project related.

6. COMMENTS, CONCLUSIONS AND RECOMMENDATIONS

6.3 Comments on Overall EM&A Programme

- 6.3.1 The EM&A programme requires construction phase monitoring for air quality, construction noise and environmental site audit. Timely implementation of mitigation measures was carried out according to the environmental monitoring data obtained during this project.
- 6.3.2 According to the email and the completion certification provided by HMJV, the major works of Contract No. KL/2014/03 has been completed substantially on 31 December 2019. The remaining outstanding construction works are those minor ancillary works that no Powered Mechanical Equipment (PME) will be involved. No significant adverse environmental impacts are anticipated in the remaining construction works. The proposal for Termination of EM&A Programme under this Contract was certified by the ET Leader, verified by the IEC on 15 December 2020, approved by EPD on 18 March 2021.
- 6.3.3 The weekly site inspections were effective to ensure the implementation and efficiency of the mitigation measures. As a result, an environmental nuisance to the public could be reduced to a minimum.
- 6.3.4 Therefore, the overall performance of the monitoring methodology adopted and environmental management system in the project was effective.

6.4 Overall EM&A Data

- 6.4.1 Impact air quality and construction noise were conducted at the designated monitoring stations in accordance with the Manual.
- 6.4.2 The overall trends of the monitored parameters at the monitoring period were presented in Appendix D. Due to the construction activity was increasing from the construction site of Trunk Road T2, an increasing trends of 24hr-TSP concentration and construction noise level were observed since August 2020.
- 6.4.3 Total 17 Action Level and 2 Limit Level exceedances for 24-hr TSP were recorded in the reporting period. Total 3 Limit Level exceedance for construction noise were recorded in the reporting period. Base on the investigation, the occasional exceedances were non-project related. In general, the monitoring parameters were within the range of the baseline levels.
- 6.4.4 Weekly environmental site inspections were carried out in the reporting period. Recommendations on mitigation measures for air quality, noise, water quality, waste management, landscape and visual and permit / licenses were given to the Contractor for remediating the deficiencies identified during the site inspections. No non-compliance was found during the reporting period.

6.5 Conclusions and Recommendations

- 6.5.1 The recommended environmental mitigation measures, as proposed in the EIA reports and EM&A Manuals shall be effectively implemented to minimize the potential environmental impacts from the Project. The EM&A programme would effectively monitor the environmental impacts generated from the construction activities and ensure the proper implementation of mitigation measures.

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- 6.5.2 With the success of the overall EM&A programme, the deterioration of the environment caused by the Project was cost-effectively identified and necessary prompt effective mitigation measures were implemented to avoid any unacceptable impacts. In conclusion, the Project was environmentally acceptable.

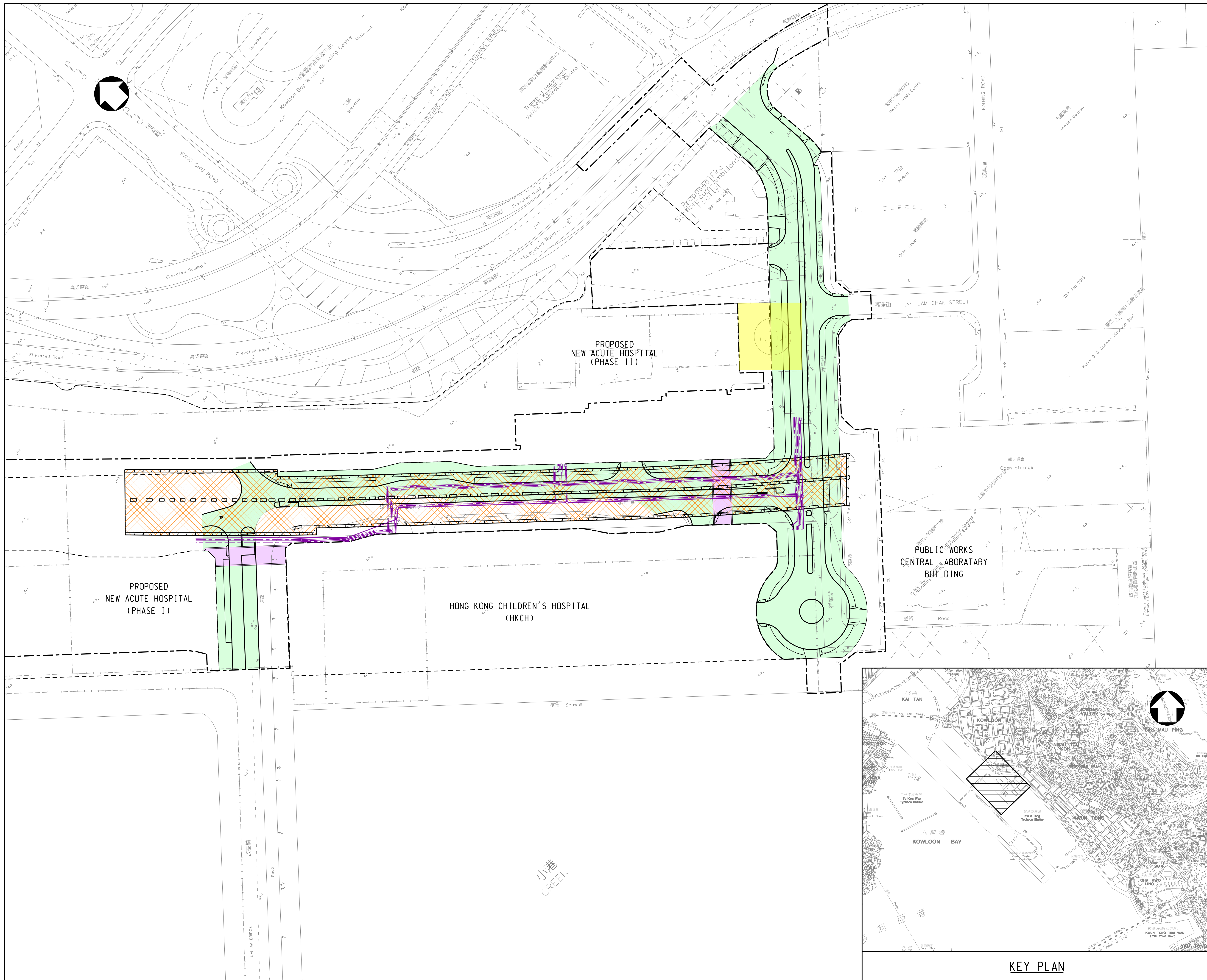
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Figure 1 **Project General Layout**



- LEGENDS:**
- SITE BOUNDARY
 - HOSPITAL SITE BOUNDARY
 - PROPOSED SUPPORTING UNDERGROUND STRUCTURE
 - PROPOSED SUBWAYS
 - PROPOSED ROADWORKS
 - PROPOSED DISTRICT COOLING SYSTEM
 - DEMOLITION OF RADAR TOWER

Rev.	Date	Drawn	Description	Checked	Approved



CLIENT



土木工程拓展署
Civil Engineering and
Development Department
九龍拓展處
Kowloon Development Office

PROJECT

CONTRACT NO. KL/2014/03
KAI TAK DEVELOPMENT - STAGE 3
INFRASTRUCTURE WORKS FOR
DEVELOPMENTS AT THE SOUTHERN PART OF
THE FORMER RUNWAY

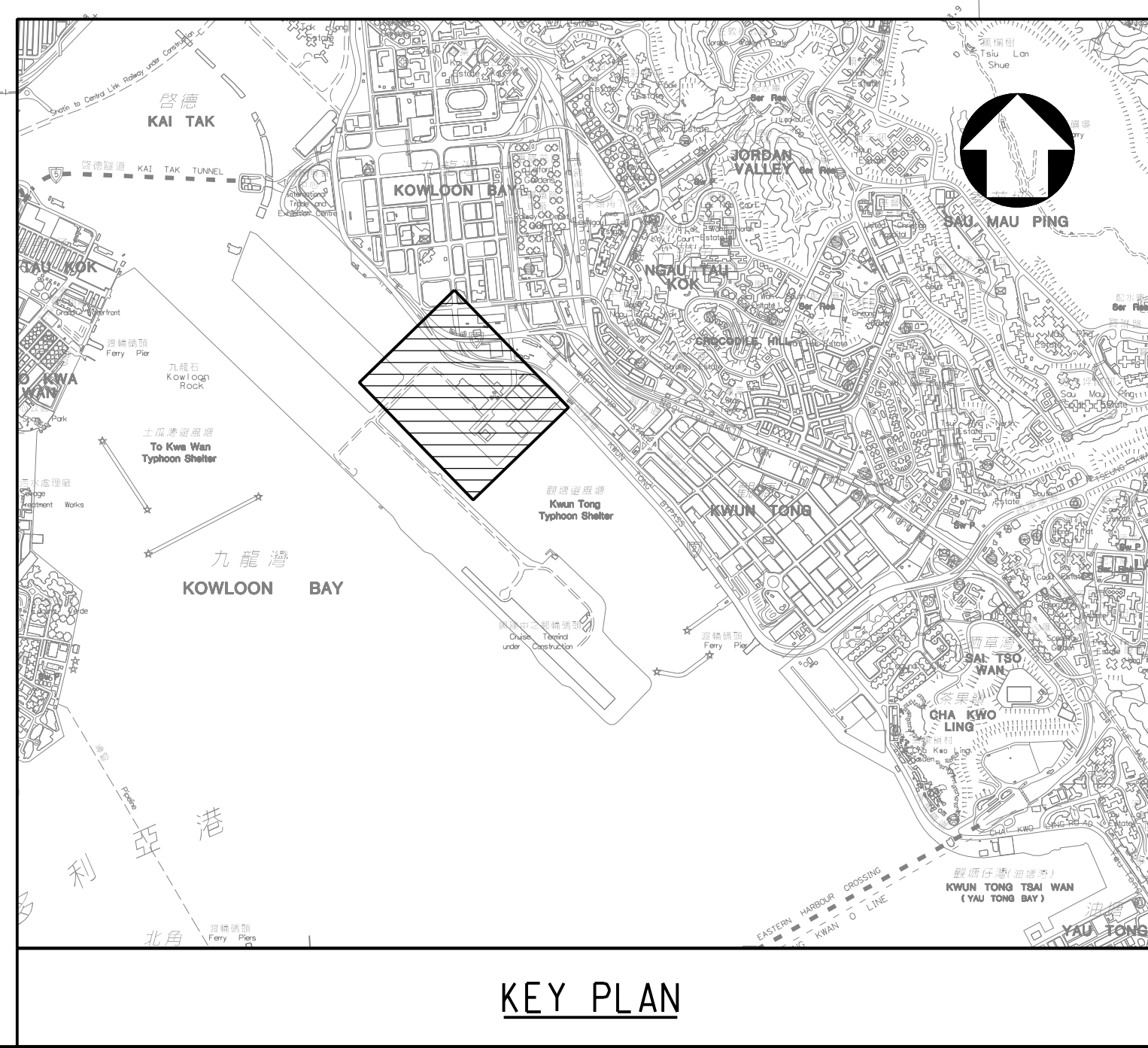
TITLE

GENERAL LAYOUT PLAN

DESIGNED		ENG. CHECK	
DRAWN		COORDINATION	
DWG. CHECK		APPROVED	
SCALE AT A1	STATUS	REV	
1 : 1000		A	

Drawing No. **FIGURE 1.0**

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KEY PLAN

PRINTED BY: kitchan 18/2/2015 13:00:43
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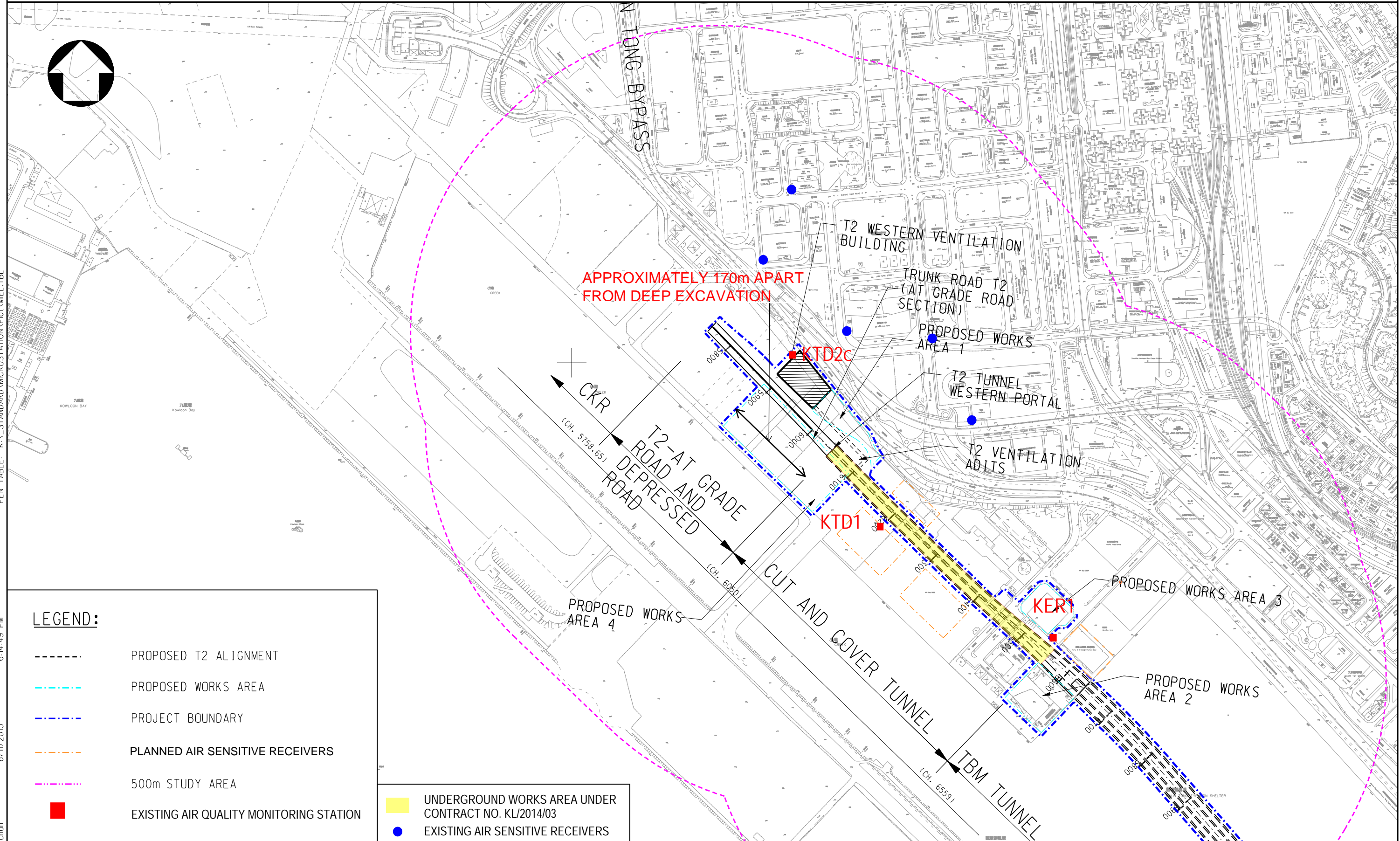
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Figure 2

Air and Noise Monitoring Locations

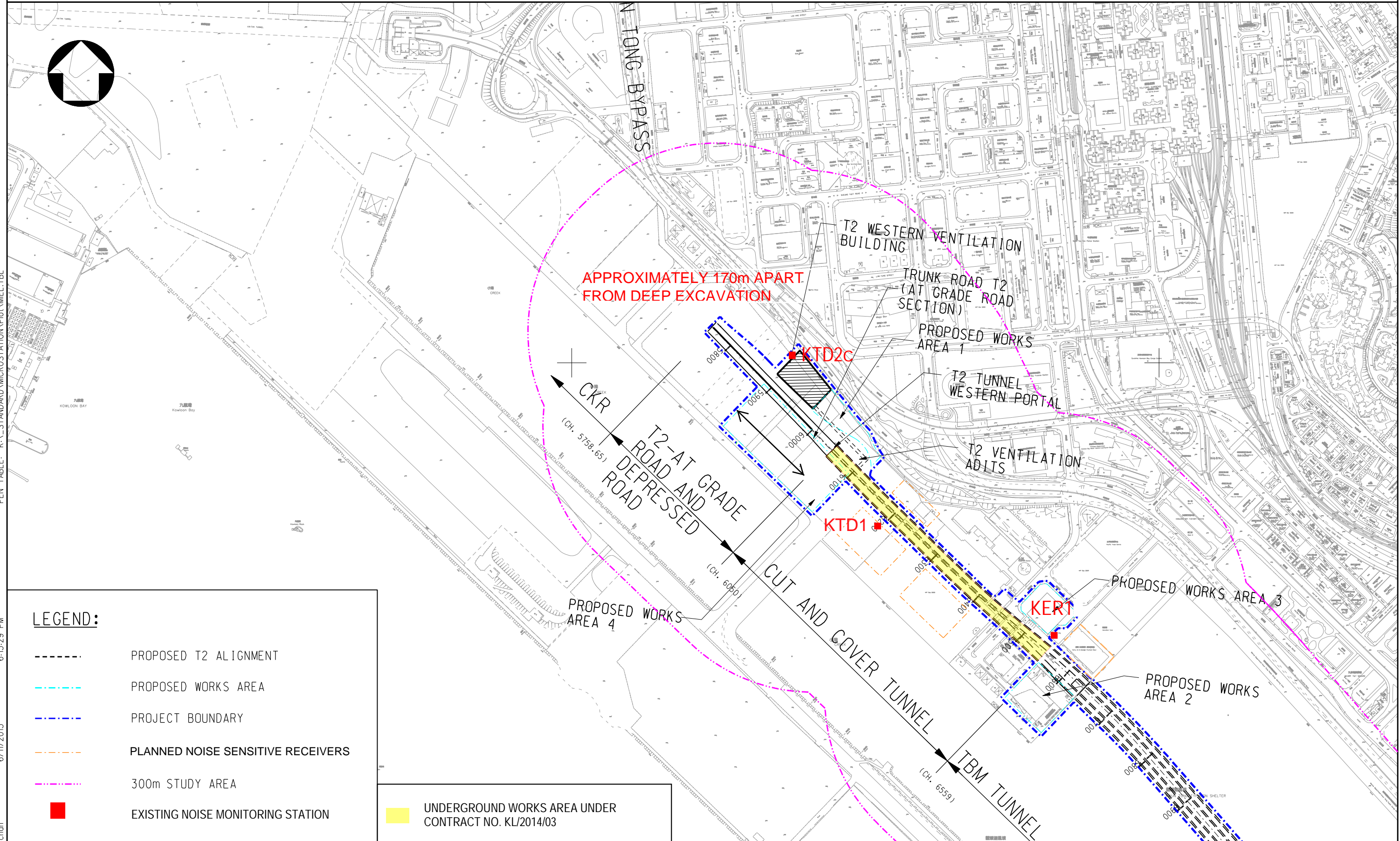


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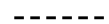





- - - - - PROPOSED T2 ALIGNMENT
- - - - - PROPOSED WORKS AREA
- - - - - PROJECT BOUNDARY
- - - - - PLANNED AIR SENSITIVE RECEIVERS
- - - - - 500m STUDY AREA
- EXISTING AIR QUALITY MONITORING STATION
- UNDERGROUND WORKS AREA UNDER CONTRACT NO. KL/2014/03
- EXISTING AIR SENSITIVE RECEIVERS


	Drawing title	Original Size	A3	Scale	Date
	IDENTIFIED DUST MONITORING STATIONS AT SOUTH APRON OF FORMER KAI TAK AIRPORT			1 : 6000	30/01/2012
Rev.	Description	© Copyright reserved		Drawing No.	Rev.
				FIGURE 2.1a(revised)	--

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LEGEND:

-  PROPOSED T2 ALIGNMENT
-  PROPOSED WORKS AREA
-  PROJECT BOUNDARY
-  PLANNED NOISE SENSITIVE RECEIVERS
-  300m STUDY AREA
-  EXISTING NOISE MONITORING STATION

 UNDERGROUND WORKS AREA UNDER CONTRACT NO. KL/2014/03

Drawing title

IDENTIFIED NOISE MONITORING STATIONS AT
 SOUTH APRON OF FORMER KAI TAK AIRPORT

Original Size

A3

Scale

1 : 6000

Date

30/01/2012

File name

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FIGURE 2.2 a (revised)

Rev.

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Rev.	Description	Date

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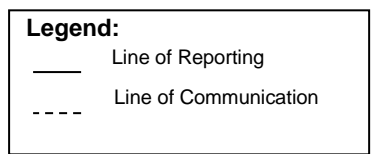
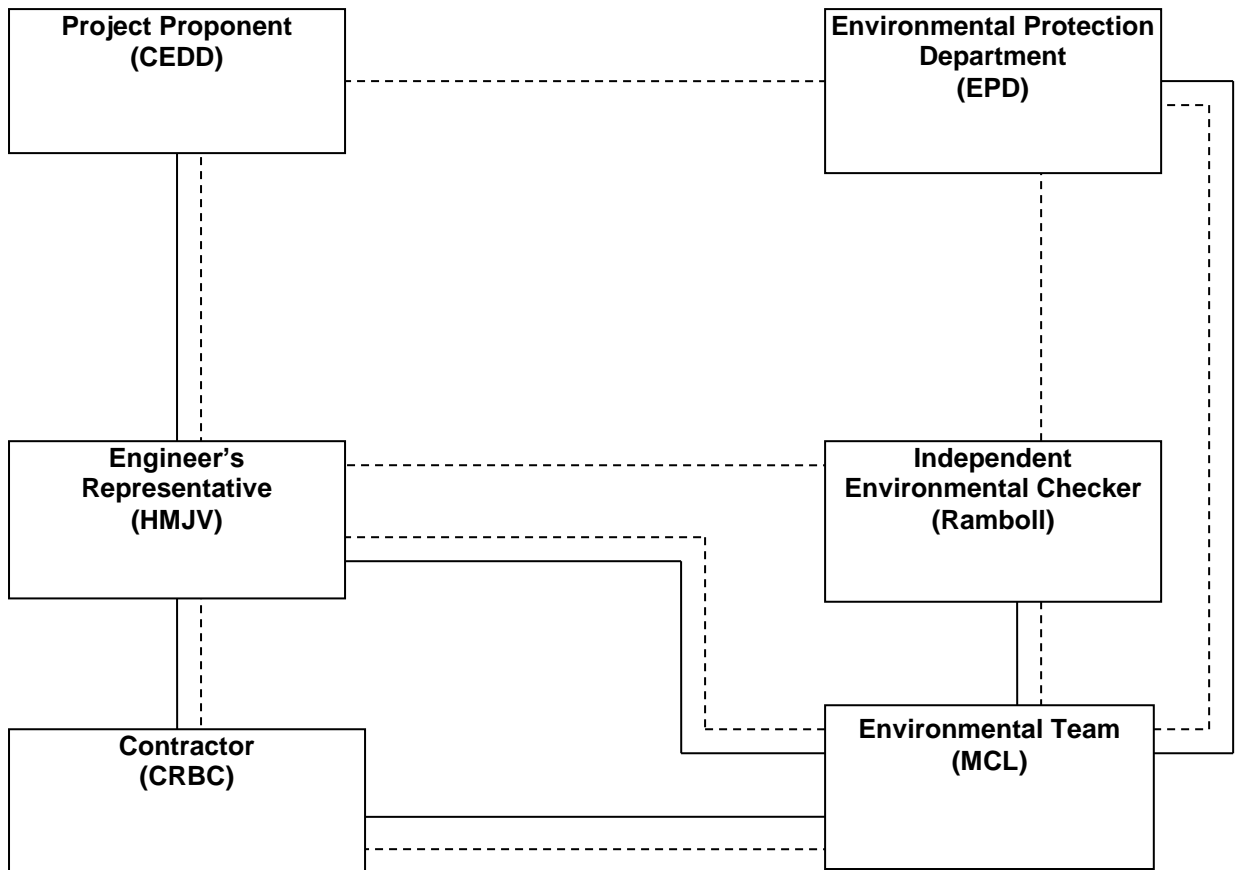
Appendix A

Project Organization Chart

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Appendix B

Events and Action Plan



Event and Action Plan for Construction Dust Monitoring

EVENT	ACTION			
	ET	IEC	ER	Contractor
Action Level				
Exceedance for one sample.	<ol style="list-style-type: none"> 1. Identify sources, investigate the causes of complaint and propose remedial measures. 2. Inform IEC and ER. 3. Repeat measurement to confirm finding;. 4. Increase monitoring frequency 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET. 2. Check the Contractor's working methods. 	<ol style="list-style-type: none"> 1. Notify the Contractor. 	<ol style="list-style-type: none"> 1. Rectify any unacceptable practices. 2. Amend working methods agreed with the ER as appropriate.
Exceedance for two or more consecutive samples.	<ol style="list-style-type: none"> 1. Identify sources. 2. Inform the IEC and ER. 3. Advise the ER on the effectiveness of the proposed remedial measures; 4. Repeat measurements to confirm findings. 5. Increase monitoring frequency to daily. 6. Discuss with the IEC, ER and Contractor on remedial action required. 7. If exceedance continues, arrange meeting with the IEC, Contractor and ER. 8. If exceedance stops, cease additional monitoring. 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET. 2. Check the Contractor's working methods. 3. Discuss with the ET, ER and Contractor on possible remedial measures if required. 4. Advise the ER on the effectiveness of proposed remedial measures if required. 	<ol style="list-style-type: none"> 1. Notify the Contractor. 2. Ensure remedial measures properly implemented. 	<ol style="list-style-type: none"> 1. Submit proposals for remedial action to the ER within 3 working days of notification. 2. Implement the agreed proposals. 3. Amend proposal as appropriate
Limit Level				
Exceedance for one sample.	<ol style="list-style-type: none"> 1. Identify sources, investigate causes of exceedance and proposed remedial measures. 2. Inform the IEC, ER, and Contractor. 3. Repeat measurement to confirm finding. 4. Increase monitoring frequency to daily. 5. Assess effectiveness of the Contractor's remedial action and keep the IEC and ER informed of the results 	<ol style="list-style-type: none"> 1. Check monitoring data submitted by the ET. 2. Check the Contractor's working methods. 3. Discuss with the ET, ER and Contractor on possible remedial measures. 4. Advise the ER and ET on the effectiveness of the proposed remedial measures. 5. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of the notification of exceedance in writing. 2. Notify the Contractor. 3. Ensure remedial measures are properly implemented. 	<ol style="list-style-type: none"> 1. Take immediate action to avoid further exceedance. 2. Submit proposals for remedial action to the ER and copy to the ET and IEC within 3 working days of notification. 3. Implement the agreed proposals. 4. Amend proposal as appropriate.
Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> 1. Notify the IEC, ER and Contractor. 2. Identify sources. 3. Repeat measurements to confirm findings. 4. Increase monitoring frequency to daily. 5. Carry out analysis of the Contractor's working procedures with the ER to determine the possible mitigation to be implemented. 6. Arrange meeting with the IEC and ER to discuss the remedial 	<ol style="list-style-type: none"> 1. Discuss amongst the ER, ET and Contractor on the potential remedial action. 2. Review the Contractor's remedial action whenever necessary to assure their effectiveness and advise the ER and ET accordingly. 3. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of the notification of exceedance in writing. 2. Notify the Contractor. 3. In consultation with the IEC and ET, agree with the Contractor on the remedial measures to be implemented. 4. Ensure remedial measures are properly implemented. 5. If exceedance continues, consider 	<ol style="list-style-type: none"> 1. Take immediate action to avoid further exceedance. 2. Submit proposals for remedial action to the ER and copy to the IEC and ET within 3 working days of notification. 3. Implement the agreed proposals. 4. Resubmit proposals if problems still not under control. 5. Stop the relevant portion of works as determined by the ER

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EVENT	ACTION			
	ET	IEC	ER	Contractor
	action to be taken. 7. Assess the effectiveness of the Contractor's remedial action and keep the IEC, EPD and ER informed of the results. 8. If exceedance stops, cease additional monitoring		what portion of works is responsible and instruct the Contractor to stop that portion of works until the exceedance is abated.	until the exceedance is abated.

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Event and Action Plan for Noise Impact

EVENT	ACTION			
	ET	IEC	ER	Contractor
Action Level	<ol style="list-style-type: none"> 1. Notify the IEC, ER and Contractor. 2. Carry out investigation. 3. Report the results of investigation to the IEC and Contractor. 4. Discuss jointly with the ER and Contractor and formulate remedial measures. 5. Increase the monitoring frequency to check the mitigation effectiveness 	<ol style="list-style-type: none"> 1. Review the monitoring data submitted by the ET. 2. Review the construction methods and proposed remedial measures by the Contractor, and advise the ET and ER if the proposed remedial measures would be sufficient 	<ol style="list-style-type: none"> 1. Notify the Contractor. 2. Require the Contractor to propose remedial measures for implementation if required. 	<ol style="list-style-type: none"> 1. Submit noise mitigation proposals to the ER and copy to the IEC and ET. 2. Implement noise mitigation proposals.
Limit Level	<ol style="list-style-type: none"> 1. Notify the IEC, ER and Contractor. 2. Identify sources. 3. Repeat measurements to confirm findings. 4. Carry out analysis of the Contractor's working procedures with the ER and Contractor to determine possible mitigations to be implemented. 5. Record the causes and action taken for the exceedances. 6. Increase the monitoring frequency. 7. Assess the effectiveness of the Contractor's remedial action with the ER and keep the IEC informed of the results. 8. If exceedance stops, cease additional monitoring 	<ol style="list-style-type: none"> 1. Discuss amongst the ER, ET and Contractor on the potential remedial action. 2. Review the Contractor's remedial action whenever necessary to assure their effectiveness and advise the ER accordingly. 3. Supervise the implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Confirm receipt of notification of exceedance in writing. 2. Notify the Contractor. 3. Require the Contractor to propose remedial measures for the analysed noise problems. 4. Ensure remedial measures are properly implemented. 5. If exceedance continues, consider what portion of work is responsible and instruct the Contractor to stop that portion of works until the exceedance is abated. 	<ol style="list-style-type: none"> 1. Take immediate action to avoid further exceedance. 2. Submit proposals for remedial action to the ER and copy to the ET and IEC within 3 working days of notification. 3. Implement the agreed proposals. 4. Resubmit proposals if problems still not under control. 5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

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Event and Action Plan for Landscape and Visual Impact

EVENT	ACTION			
	ET	IEC	ER	Contractor
Non-conformity on one occasion	<ol style="list-style-type: none"> 1. Identify Source 2. Inform the IEC and the ER 3. Discuss remedial actions with the IEC, the ER and the Contractor 4. Monitor remedial actions until rectification has been completed 	<ol style="list-style-type: none"> 1. Check report 2. Check the Contractor's working method 3. Discuss with the ET and the Contractor on possible remedial measures 4. Advise the ER on effectiveness of proposed remedial measures. 5. Check implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Notify Contractor 2. Ensure remedial measures are properly implemented 	<ol style="list-style-type: none"> 1. Amend working methods 2. Rectify damage and undertake any necessary replacement
Repeated Non-conformity	<ol style="list-style-type: none"> 1. Identify Source 2. Inform the IEC and the ER 3. Increase monitoring frequency 4. Discuss remedial actions with the IEC, the ER and the Contractor 5. Monitor remedial actions until rectification has been completed 6. If exceedance stops, cease additional monitoring 	<ol style="list-style-type: none"> 1. Check monitoring report 2. Check the Contractor's working method 3. Discuss with the ET and the Contractor on possible remedial measures 4. Advise the ER on effectiveness of proposed remedial measures 5. Supervise implementation of remedial measures. 	<ol style="list-style-type: none"> 1. Notify the Contractor 2. Ensure remedial measures are properly implemented 	<ol style="list-style-type: none"> 1. Amend working methods 2. Rectify damage and undertake any necessary replacement

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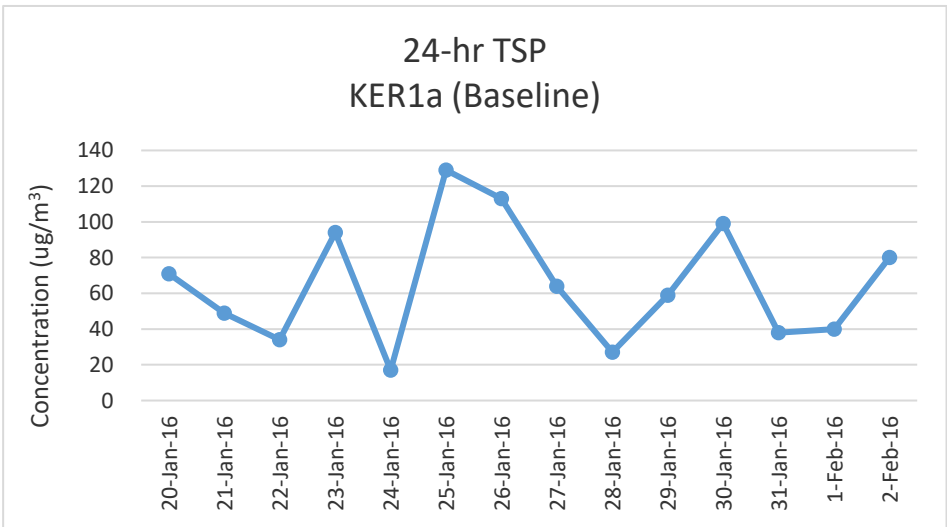
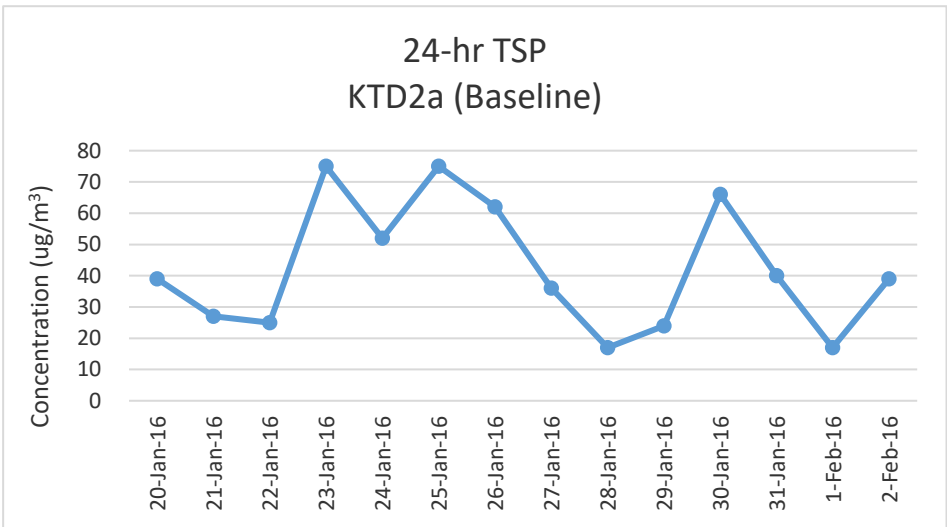
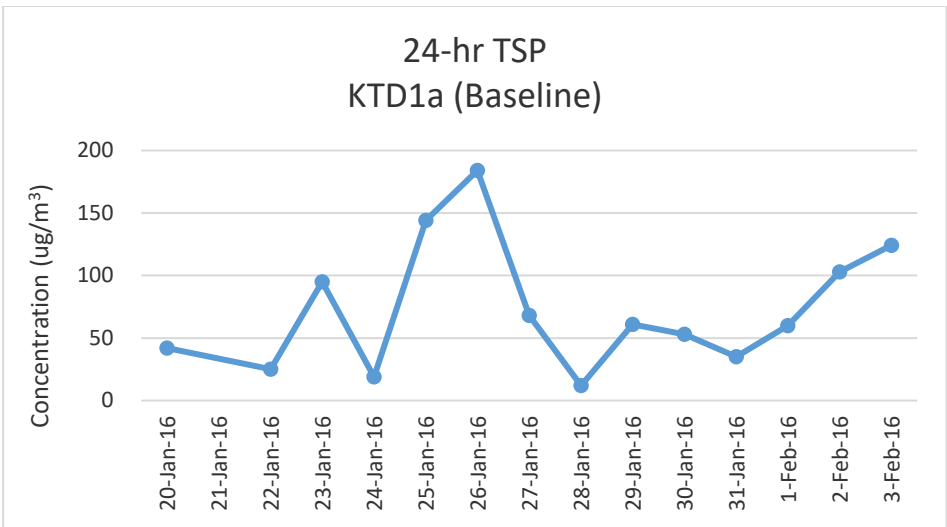
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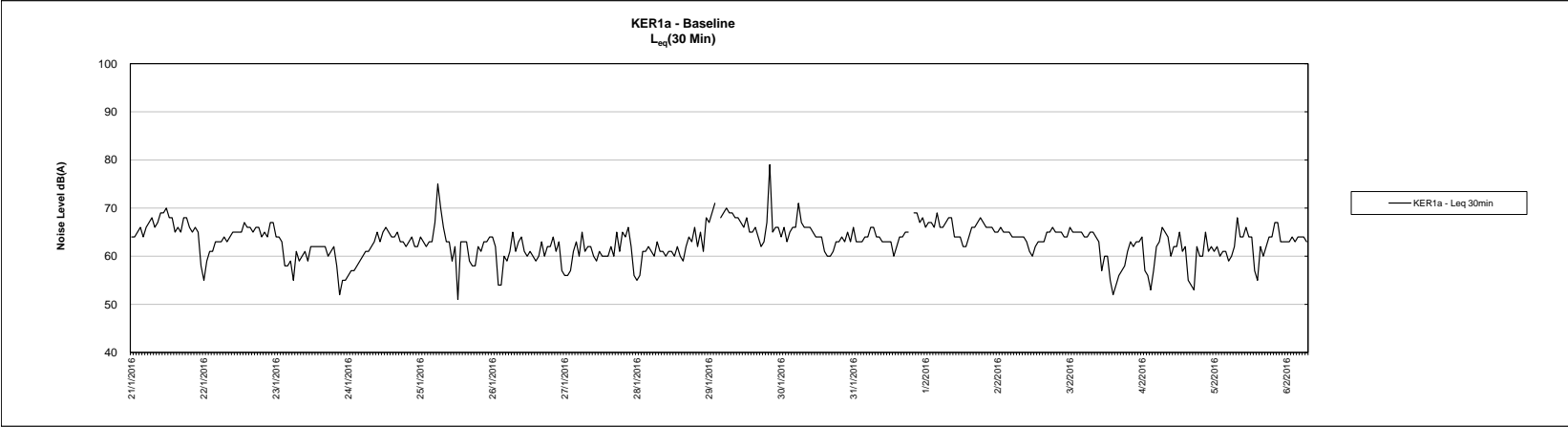
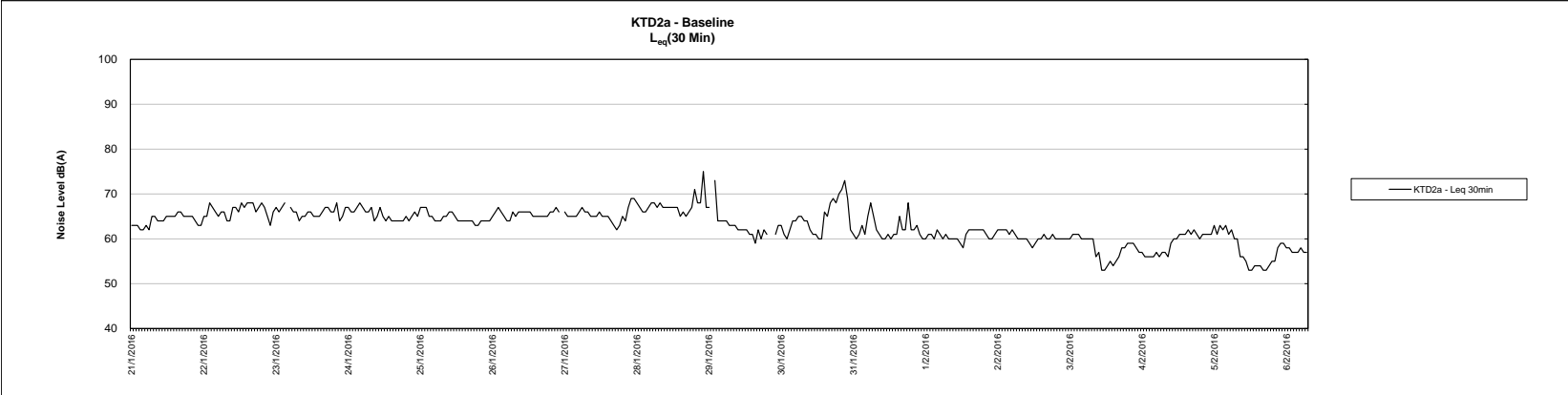
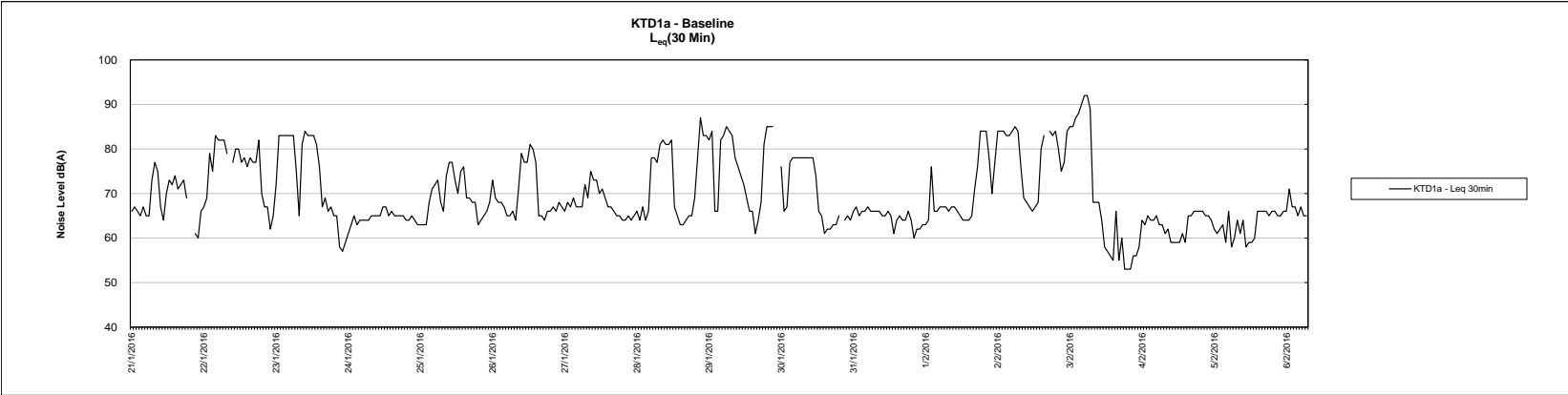
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Appendix C

Graphical Presentations for Baseline Monitoring





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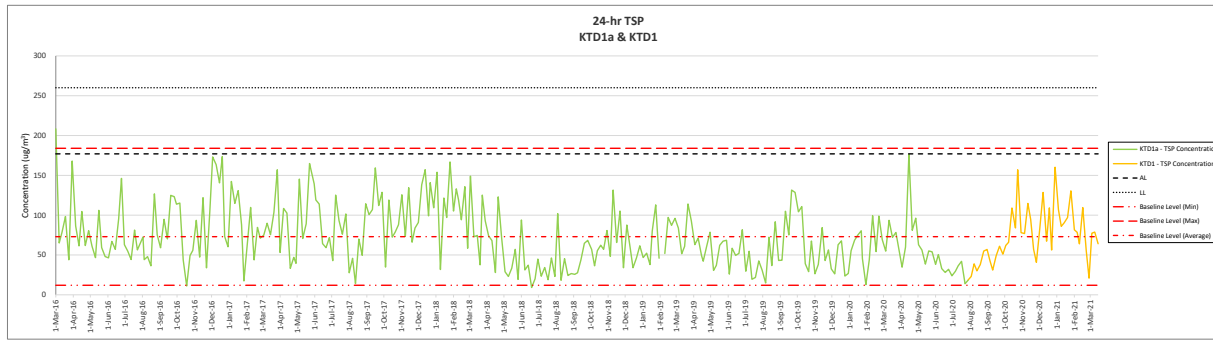
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Appendix D

Graphical Presentations for Impact Monitoring

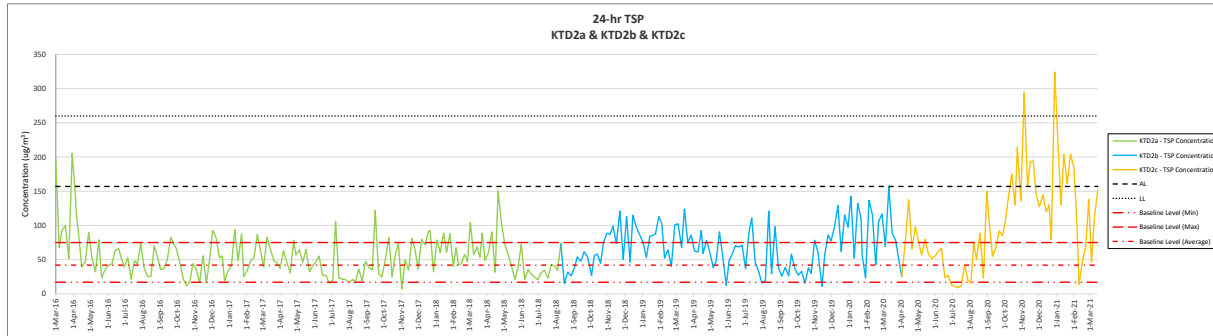


Major dust sources for KTD1a & KTD1

- Project related:**
1. Unloading of C&D wastes in the site
 2. Vehicles movement in the site

Non-project related:

1. Construction activities at the nearby construction site
2. Road traffic along Shing Cheong Road & Shing Fung Road

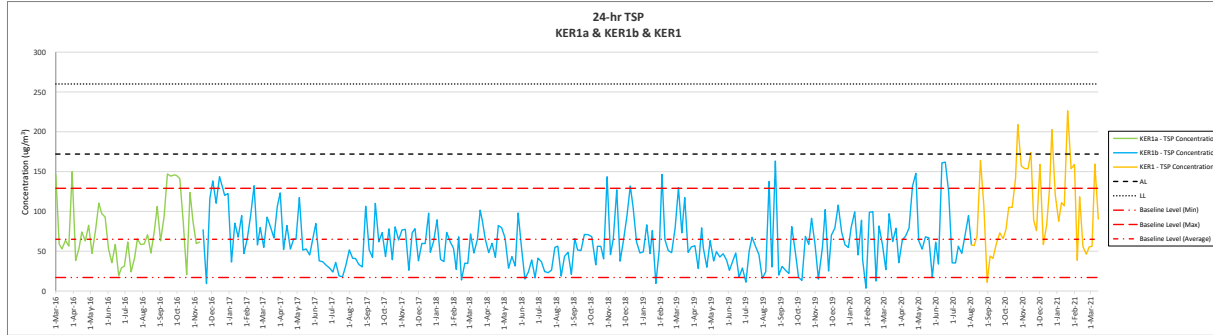


Major dust sources for KTD2a & KTD2b & KTD2c

- Project related:**
1. Unloading of C&D wastes in the site
 2. Vehicles movement in the site

Non-project related:

1. Construction activities at the nearby construction site
2. Road traffic along Kwun Tong By-pass



Major dust sources for KER1a & KER1b & KER1

- Project related:**
1. Unloading of C&D wastes in the site
 2. Vehicles movement in the site

Non-project related:

1. Construction activities at the nearby construction site
2. Road traffic along Cheung Yip Street

Notes:

Weather Range:

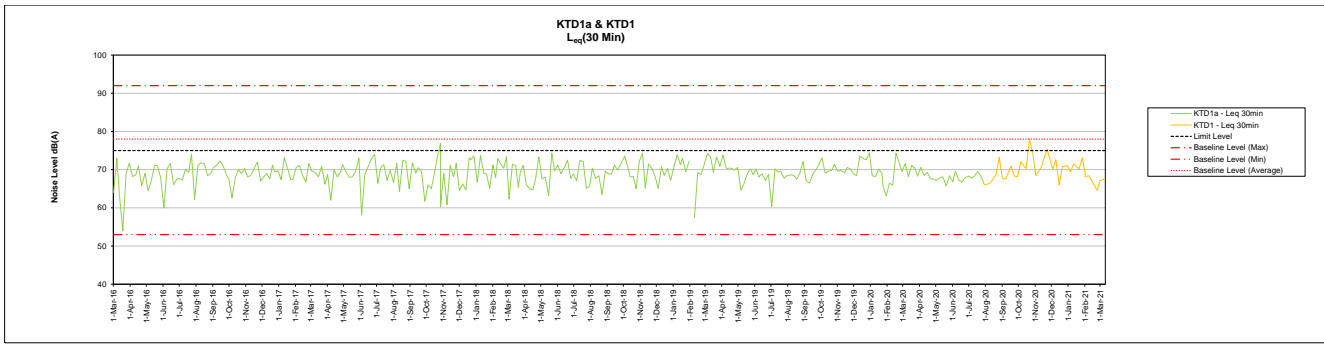
From rainy to sunny

Major activities in the reporting period:

- Carrying out pre-drilling;
- Construction of guide walls and D-walls;
- Construction of Socketted H piles;
- Temporary utility diversion;
- Excavation and Earth Lateral Support (ELS) construction for Supporting Underground Structure (SUS) and Subway B;
- Construction of Subway B;
- Demolition of Radar Tower;
- Construction of temporary road diversion of Shing Cheong Road;
- Construction of District Cooling System Works;
- Implementation of Temporary Traffic Arrangement (TTA);
- Construction of Socket H piles;
- Excavation and Earth Lateral Support (ELS) construction for Supporting Underground Structure (SUS);
- Construction of Tunnel structure;
- Construction of drainage works;

- Installation of temporary cut-off wall;
- Temporary diversion for drainage works;
- Temporary diversion for CLP cable at CH6+560;
- Temporary diversion for sewage rising main;
- Setup of temporary barging point;
- Excavation of drainage pipe and manhole;
- Seawall Modification Works;
- D-wall construction works;
- Guide wall construction works;
- Construction of socket H pile;
- Pumping test for Zone 3;
- Excavation and ELS construction;
- Installation of dewatering, observation and recharging wells;
- Pumping test

- Construction of SUS structure
- Construction of road base and road pavement
- Utility laying
- Demolition of the barging point.
- Landscape works – Irrigation system, tree and shrub planting
- Laying Cable and Construction for Road Lighting



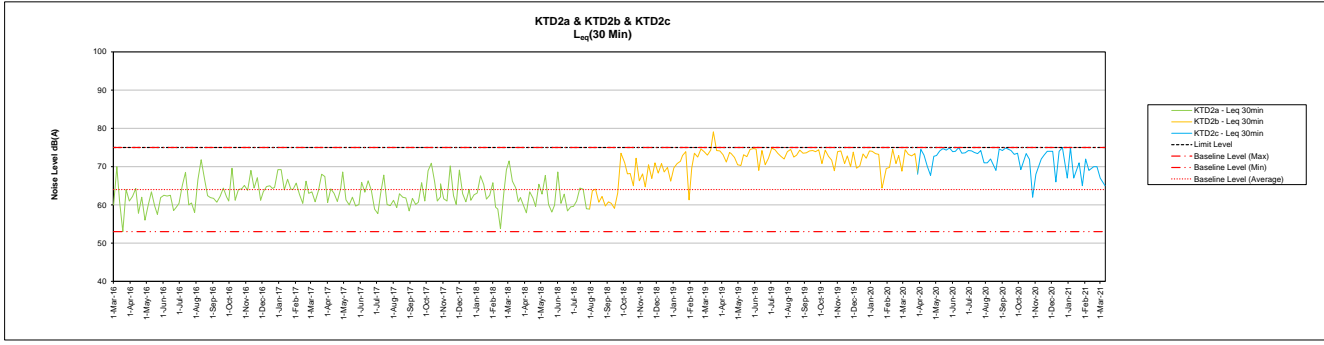
Major noise sources for KTD1a & KTD1

Project related:

1. Unloading of C&D wastes in the site
2. Vehicles movement in the site
3. Noise emission from plant & PME

Non-project related:

1. Construction activities at the
2. Road traffic along Shine Cheone Road & Shine Fune Road



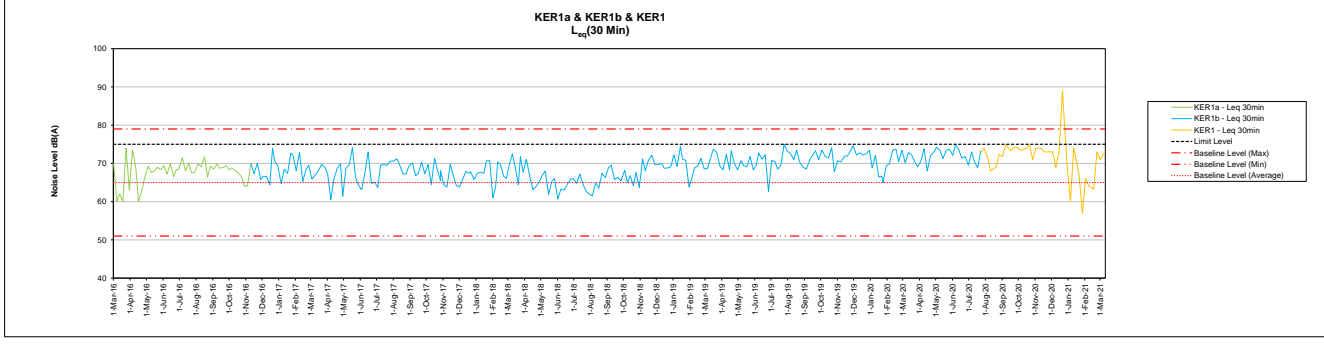
Major noise sources for KTD2a & KTD2b & KTD2c

Project related:

1. Unloading of C&D wastes in the site
2. Vehicles movement in the site
3. Noise emission from plant & PME

Non-project related:

1. Construction activities at the
2. Road traffic along Kwun Tong By-pass



Major noise sources for KER1a & KER1b & KER1

Project related:

1. Unloading of C&D wastes in the site
2. Vehicles movement in the site
3. Noise emission from plant & PME

Non-project related:

1. Construction activities at the
2. Road traffic along Cheung Yip Street

Notes:

Weather Range:

From rainy to sunny

Major activities in the reporting period:

- Carrying out pre-drilling
- Construction of guide walls and D-walls;
- Construction of Socketed H piles;
- Temporary utility diversion;
- Excavation and Earth Lateral Support (ELS) construction for Supporting Underground Structure (SUS) and Subway B;
- Construction of Subway B;
- Demolition of Radar Tower;
- Construction of temporary road diversion of Shing Cheong Road;
- Construction of District Cooling System Works;
- Implementation of Temporary Traffic Arrangement (TTA);
- Construction of Socket H piles;
- Excavation and Earth Lateral Support (ELS) construction for Supporting Underground Structure (SUS);
- Construction of Tunnel structure;
- Construction of drainage works;

- Installation of temporary cut-off wall;
- Temporary diversion for drainage works;
- Temporary diversion for CLP cable at CH6+560;
- Temporary diversion for sewage rising main;
- Setup of temporary barging point;
- Excavation of drainage pipe and manhole;
- Seawall Modification Works;
- D-wall construction works;
- Guide wall construction works;
- Construction of socket H pile;
- Pumping test for Zone 3;
- Excavation and ELS construction;
- Installation of dewatering, observation and recharging wells;
- Pumping test

- Construction of SUS structure
- Construction of road base and road pavement
- Utility laying
- Demolition of the barging point.
- Landscape works – irrigation system, tree and shrub planting
- Laying Cable and Construction for Road Lighting

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Appendix E

Waste Flow Table

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Waste Flow Table for Year 2016

Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2016 Jan	0.159	0.101	0.058	Nil	Nil	Nil	Nil	0.023	0.00002	0.0158	0.0335
2016 Feb	0.291	0.050	0.241	Nil	Nil	Nil	1.34	0.023	0.00002	0.0158	0.0335
2016 Mar	2.7389	0.0407	0.0662	Nil	2.632	Nil	5.92	0.023	0.00002	0.0158	0.0571
2016 Apr	4.1718	0.0578	0.462	Nil	3.652	Nil	12.5	0.023	0.00002	0.0158	0.0426
2016 May	3.592	Nil	0.299	Nil	3.293	Nil	5.23	0.023	0.00002	0.0158	0.0621
2016 Jun	4.6035	Nil	0.8555	Nil	3.748	Nil	Nil	0.023	0.00002	0.0158	0.0619
2016 Jul	6.155	0.153	0.015	Nil	5.987	Nil	7.84	0.023	0.00002	0.0158	0.0433
2016 Aug	5.1155	Nil	Nil	Nil	5.1155	Nil	19.93	0.023	Nil	Nil	0.0147
2016 Sept	7.2267	Nil	Nil	Nil	7.2267	Nil	33.65	0.023	Nil	Nil	0.0103
2016 Oct	4.6448	Nil	Nil	Nil	4.6448	Nil	13.30	0.023	Nil	Nil	0.0385
2016 Nov	6.1626	Nil	Nil	Nil	6.1626	Nil	27.06	0.023	Nil	Nil	0.0192
2016 Dec	6.3522	Nil	Nil	Nil	6.3522	Nil	13.30	0.023	Nil	Nil	0.0121
Total	51.213	0.4025	1.9967	Nil	48.8138	Nil	140.07	0.276	0.00014	0.1106	0.4288

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

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Waste Flow Table for Year 2017											
Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2017 Jan	4.2300	Nil	Nil	Nil	4.2300	Nil	0.015	0.023	Nil	Nil	0.0109
2017 Feb	3.2128	Nil	Nil	Nil	3.2128	Nil	0.015	0.023	Nil	Nil	0.0096
2017 Mar	9.4759	Nil	Nil	Nil	9.4759	Nil	0.034	0.023	Nil	Nil	0.0162
2017 Apr	4.8827	Nil	Nil	Nil	4.8827	Nil	0.016	0.023	Nil	Nil	0.0062
2017 May	3.0366	Nil	Nil	Nil	3.0366	Nil	0.022	0.023	Nil	Nil	0.0282
2017 Jun	2.5656	Nil	Nil	Nil	2.5656	Nil	41.25	Nil	Nil	Nil	0.0357
2017 Jul	5.5267	Nil	0.7851	Nil	4.7416	Nil	4.01	0.4515	Nil	0.25	0.0364
2017 Aug	11.4734	Nil	0.0276	Nil	11.4458	Nil	7.4	Nil	Nil	Nil	0.0196
2017 Sep	23.9373	Nil	2.6167	Nil	21.3206	Nil	3.52	Nil	Nil	Nil	0.0333
2017 Oct	17.8261	Nil	0.4069	Nil	17.4192	Nil	Nil	Nil	Nil	Nil	0.0156
2017 Nov	5.8834	Nil	0.6664	Nil	5.217	Nil	Nil	Nil	Nil	Nil	0.023
2017 Dec	21.3554	Nil	0.4763	Nil	20.8791	Nil	29.13	Nil	Nil	Nil	0.022
Total	113.4059	Nil	4.9790	Nil	108.4269	Nil	85.412	0.5665	Nil	0.25	0.2567

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

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Waste Flow Table for Year 2018

Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2018 Jan	10.2340	Nil	Nil	Nil	10.2340	Nil	32.39	Nil	Nil	Nil	0.0161
2018 Feb	6.5256	Nil	Nil	Nil	6.5256	Nil	Nil	Nil	Nil	Nil	0.0235
2018 Mar	28.1995	Nil	Nil	Nil	28.1995	Nil	54.54	Nil	Nil	Nil	0.0190
2018 Apr	11.2165	Nil	Nil	Nil	11.2165	Nil	Nil	Nil	Nil	Nil	0.0270
2018 May	5.6011	Nil	Nil	Nil	5.6011	Nil	Nil	Nil	Nil	Nil	0.0140
2018 Jun	5.8072	Nil	Nil	Nil	5.8072	Nil	93.3	Nil	Nil	Nil	0.0235
2018 Jul	7.4206	Nil	Nil	Nil	7.4206	Nil	Nil	Nil	Nil	Nil	0.0383
2018 Aug	2.0815	Nil	Nil	Nil	2.0815	Nil	Nil	Nil	Nil	Nil	0.0665
2018 Sep	0.3710	Nil	Nil	Nil	0.3710	Nil	Nil	Nil	Nil	Nil	0.0436
2018 Oct	0.9087	Nil	Nil	Nil	0.9620	0.0533	Nil	Nil	Nil	Nil	0.0444
2018 Nov	0.7291	Nil	Nil	Nil	0.7733	0.0589	Nil	Nil	Nil	Nil	0.0225
2018 Dec	-0.0931	Nil	Nil	Nil	0.3860	0.4791	Nil	Nil	Nil	Nil	0.0228
Total	79.0017	Nil	Nil	Nil	79.5783	0.5913	180.23	Nil	Nil	Nil	0.3614

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

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Waste Flow Table for Year 2019

Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2019 Jan	0.2485	Nil	Nil	Nil	0.7063	0.45774	Nil	Nil	Nil	Nil	0.0100
2019 Feb	0.2790	Nil	Nil	Nil	0.2790	Nil	Nil	Nil	Nil	Nil	0.0076
2019 Mar	0.7376	Nil	Nil	Nil	0.7376	Nil	Nil	Nil	Nil	Nil	0.0929
2019 Apr	0.3694	Nil	Nil	Nil	0.3694	Nil	Nil	Nil	Nil	Nil	0.0365
2019 May	0.4683	Nil	Nil	Nil	0.4683	Nil	Nil	Nil	Nil	Nil	0.0383
2019 Jun	0.8571	Nil	Nil	Nil	0.8571	Nil	Nil	Nil	Nil	Nil	0.0160
2019 Jul	15.2091	Nil	Nil	Nil	15.2091	Nil	Nil	Nil	Nil	Nil	0.0331
2019 Aug	5.7307	Nil	Nil	Nil	5.7307	Nil	Nil	Nil	Nil	Nil	0.0249
2019 Sep	9.0074	Nil	Nil	Nil	9.0074	Nil	Nil	Nil	Nil	Nil	0.0541
2019 Oct	0.6616	Nil	Nil	Nil	0.6616	Nil	Nil	Nil	Nil	Nil	0.0269
2019 Nov	0.8783	Nil	Nil	Nil	0.8783	Nil	Nil	0.17	Nil	Nil	0.0453
2019 Dec	0.6110	Nil	Nil	Nil	0.6110	Nil	Nil	Nil	Nil	Nil	0.0519
Total	35.058	0	0	0	35.5158	0.4577	0	0.17	0	0	0.4375

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
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- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

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Waste Flow Table for Year 2020											
Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2020 Jan	0.3807	Nil	Nil	Nil	0.3807	Nil	Nil	Nil	Nil	Nil	0.0276
2020 Feb	0.2862	Nil	Nil	Nil	0.2862	Nil	Nil	Nil	Nil	Nil	0.0365
2020 Mar	0.4291	Nil	Nil	Nil	0.4291	Nil	Nil	Nil	Nil	Nil	0.0270
2020 Apr	0.1812	Nil	Nil	Nil	0.1812	Nil	Nil	Nil	Nil	Nil	0.0201
2020 May	0.2966	Nil	Nil	Nil	0.2966	Nil	Nil	Nil	Nil	Nil	0.0168
2020 Jun	0.1691	Nil	Nil	Nil	0.1691	Nil	Nil	Nil	Nil	Nil	0.0079
2020 Jul	0.0630	Nil	Nil	Nil	0.0630	Nil	Nil	Nil	Nil	Nil	0.0273
2020 Aug	0.1189	Nil	Nil	Nil	0.1189	Nil	Nil	Nil	Nil	Nil	0.0116
2020 Sep	0.1151	Nil	Nil	Nil	0.1151	Nil	Nil	Nil	Nil	Nil	0.0090
2020 Oct	0.0400	Nil	Nil	Nil	0.0400	Nil	Nil	Nil	Nil	Nil	0.0083
2020 Nov	0.0123	Nil	Nil	Nil	0.0123	Nil	Nil	Nil	Nil	Nil	0.0154
2020 Dec	0.1070	Nil	Nil	Nil	0.1070	Nil	Nil	Nil	Nil	Nil	0.1070
Total	2.1992	0	0	0	2.1992	0	0	0	0	0	0.3145

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
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Waste Flow Table for Year 2021											
Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000m ³)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m ³)
2021 Jan	0.0318	-	-	-	0.0318	-	-	-	-	-	0.0786
2021 Feb	0.1662	-	-	-	0.1662	-	-	-	-	-	-
2021 Mar	-	-	-	-	-	-	-	-	-	-	-
2021 Apr											
2021 May											
2021 Jun											
2021 Jul											
2021 Aug											
2021 Sep											
2021 Oct											
2021 Nov											
2021 Dec											
Total	0.1980	0	0	0	0.1980	0	0	0	0	0	0.0786

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

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Appendix F

Environmental Mitigation Implementation Schedule (EMIS)

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
<u>Air Quality Measures</u>					
New Distributor Roads Serving the Planned KTD					
AEIAR-130/2009 S3.2	AEIAR 130/2009 EM&A Manual S2.2	8 times daily watering of the work site with active dust emitting activities.	Contractor	All relevant worksites	Implemented
Decommissioning of the Radar Station of the former Kai Tak Airport					
AEIAR-130/2009 S5.2.19	AEIAR 130/2009 EM&A Manual S4.2.4	The excavation area should be limited to as small in size as possible and backfilled with clean and/or treated soil shortly after excavation work. The exposed excavated area should be covered by the tarpaulin during night time. The top layer soils should be sprayed with fine misting of water immediately before the excavation.	Contractor	All relevant worksites	Implemented
Trunk Road T2					
AEIAR-174/2013 S4.9.2.1	AEIAR-174/2013 EM&A Manual S2.3.1.1	Watering of the construction areas 12 times per day to reduce dust emissions by 91.7%, with reference to the "Control of Open Fugitive Dust Sources" (USEPA AP-42). The amount of water to be applied would be 0.91L/m ² for the respective watering frequency.	Contractor	All relevant worksites	Implemented
		Dust enclosures with watering would be provided along the loading ramps and conveyor belts for unloading the C&D materials to the barge for dust suppression.	Contractor	All relevant worksites	Not Applicable
		8 km per hour is the recommended limit of the speed for vehicles on unpaved site roads.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		<u>Good Site Practices</u>			
AEIAR-130/2009 S3.2, S5.2.19, AEIAR-174/2013 S4.9.2.2	AEIAR 130/2009 EM&A Manual S2.2, S4.2, AEIAR 174/2013 EM&A Manual S2.3.1.2	Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.	Contractor	All relevant worksites	Implemented
		Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather. Use of frequent watering for particularly dusty construction areas and areas close to ASRs.	Contractor	All relevant worksites	Implemented
		Misting for the dusty material should be carried out before being loaded into the vehicle. Any vehicle with an open load carrying area should have properly fitted side and tail boards.	Contractor	All relevant worksites	Implemented
		Material having the potential to create dust should not be loaded from a level higher than the side and tail boards and should be dampened and covered by a clean tarpaulin.	Contractor	All relevant worksites	Implemented
		Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations; The tarpaulin should be properly secured and should extent at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.	Contractor	All relevant worksites	Implemented
		The vehicles should be restricted to maximum speed of 10 km per hour. Confined haulage and delivery vehicle to designated roadways insider the site. Onsite unpaved roads should be compacted and kept free of lose materials.	Contractor	All relevant worksites	Implemented
		Vehicle washing facilities should be provided at every vehicle exit point. Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	Contractor	All relevant worksites	Implemented
		Every main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		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 and the 3 sides.	Contractor	All relevant worksites	Implemented
		Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed.	Contractor	All relevant worksites	Implemented
		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.	Contractor	All relevant worksites	Implemented
		Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines.	Contractor	All relevant worksites	Implemented
		Open stockpiles shall be avoided or covered. Prevent placing dusty material storage piles near ASRs.	Contractor	All relevant worksites	Implemented
		Routing of vehicles and position of construction plant should be at the maximum possible distance from ASRs.	Contractor	All relevant worksites	Implemented
		<u>Dark smoke</u>			
		Dark smoke emission shall be control in accordance with the Air Pollution Control (Smoke) Regulation and ETWB TCW 19/2005.	Contractor	All relevant worksites	Implemented
		Plant and equipment should be well maintained to prevent dark smoke emission.	Contractor	All relevant worksites	Implemented
<u>Noise Measures</u>					
Trunk Road T2					

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
AEIAR-174/2013 S5.9.2.1	AEIAR-174/2013 EM&A Manual S3.4.1.1	The use of quieter plant, including Quality Powered Mechanical Equipment (QPME) is specified for the list of equipment: <ul style="list-style-type: none"> • Concrete lorry mixer • Dump Truck, 5.5 tonne < gross vehicle weight <= 38 tonne • Generator, Super Silenced, 70 dB(A) at 7m • Poker, vibratory, Hand-held (electric) • Water Pump, Submersible (Electric) • Mobile Crane - KOBELCO CKS900 • Excavator, wheeled/tracked - HYUNDAI R80CR-9 	Contractor	All relevant worksites	Implemented
		Use of temporary or fixed noise barriers with a surface density of at least 10kg/m ² to screen noise from movable and stationary plant.	Contractor	All relevant worksites	Implemented
		Use of enclosures with covers at top and three sides and a surface density of at least 10kg/m ² to screen noise from generally static noisy plant such as air compressors.	Contractor	All relevant worksites	Not Applicable
		Use of acoustic fabric for the silent piling system, drill rigs, rock drills etc.	Contractor	All relevant worksites	Implemented
		<u>Good Site Practices</u>			
AEIAR-130/2009 S3.3, S5.3.10, AEIAR-174/2013 S5.9.2.1	AEIAR 130/2009 EM&A Manual S2.3, S4.3.2, AEIAR-174/2013 EM&A Manual S3.4.1.1	Only well-maintained plant should be operated on-site and plant shall be serviced regularly during the construction/ decommissioning program.	Contractor	All relevant worksites	Implemented
		Silencers or mufflers on construction equipment should be utilized and shall be properly maintained during the construction/ decommissioning program.	Contractor	All relevant worksites	Not Applicable
		Mobile plant, if any, should be sited as far away from NSRs as possible.	Contractor	All relevant worksites	Implemented
		Machines and plant (such as trucks) that may be in intermittent use shall be shut down between works periods or should be throttled down to a minimum.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Plant known to emit noise strongly in one direction shall, wherever possible, be orientated so that the noise is directed away from the nearby NSRs.	Contractor	All relevant worksites	Implemented
		Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction/ decommissioning activities.	Contractor	All relevant worksites	Implemented
		Use of site hoarding as a noise barrier to screen noise at low level NSRs.	Contractor	All relevant worksites	Implemented
		For the use of hand held percussive breakers (with mass of above 10kg) and portable air compressors (supply air at 500 kPa or above), the noise level of such PME shall comply with a stringent noise emission standard and a noise emission label shall be obtained from the DEP before use at any time in construction site.	Contractor	All relevant worksites	Implemented
		Quiet powered mechanical equipment (PME) shall be used for the construction of the Project.	Contractor	All relevant worksites	Implemented
		Full enclosures shall be used to screen noise from relatively static PMEs (including air compressor, bar bender, concrete pump, generator and water pump) from sensitive receiver(s).	Contractor	All relevant worksites	Implemented
		Movable cantilevered noise barriers shall be used to screen noise from mobile PMEs (including asphalt paver, breaker, excavator and hand-held breaker) from sensitive receiver(s). These movable cantilevered noise barriers shall be located close to the mobile PMEs and shall be moved/adjusted iteratively in step with each movement of the corresponding mobile PMEs in order to maximize their noise reduction effects.	Contractor	All relevant worksites	Implemented
		Only approved or exempted Non-road Mobile Machineries (NRMMS) including regulated machines and non-road vehicles with proper labels are allowed to be used in specified activities on-site.	Contractor	All relevant worksites	Implemented
<u>Water Quality Measures</u>					
Trunk Road T2					

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		<u>Accidental Spillage</u>			
AEIAR-174/2013 S6.4.8.5	AEIAR-174/2013 EM&A Manual S4.2.1.1	All bentonite slurry should be stored in a container that resistant to corrosion, maintained in good conditions and securely closed; The container should be labelled in English and Chinese and note that the container is for storage of bentonite slurry only.	Contractor	All relevant worksites	Implemented
		The storage container should be placed on an area of impermeable flooring and bunded with capacity to accommodate 110% of the volume of the container size or 20% by volume stored in the area and enclosed with at least 3 sides.	Contractor	All relevant worksites	Implemented
		The storage container should be sufficiently covered to prevent rainfall entering the container or bunded area (water collected within the bund must be tested and disposed of as chemical waste, if necessary). An emergency clean up kit shall be readily available where bentonite fluid will be stored or used.	Contractor	All relevant worksites	Implemented
		The handling and disposal of bentonite slurries should be undertaken in accordance within ProPECC PN 1/94. Surplus bentonite slurries used in construction works shall be reconditioned and reused wherever practicable. Residual bentonite slurry shall be disposed of from the site as soon as possible as stipulated in Clause 8.56 of the General Specification for Civil Engineering Works. The Contractor should explore alternative disposal outlets for the residual bentonite slurry (dewatered bentonite slurry to be disposed to a public filling area and liquid bentonite slurry, if mixed with inert fill material, to be disposed to a public filling area) and disposal at landfill should be the last resort.	Contractor	All relevant worksites	Implemented
AEIAR-174/2013 S6.4.8.8	AEIAR-174/2013 EM&A Manual S4.2.1.1	In order to protect against impacts to the surrounding marine waters of the KTTS and Victoria Harbour in the event of an accidental spillage of fuel or oil, the Contractor will be required to prepare a spill response plan to the satisfaction of AFCD, EPD, FSD, Police, TD and WSD to define procedures for the control, containment and clean-up of any spillage that could occur on the construction site.	Contractor	All relevant worksites	Implemented
		<u>Dredging, Reclamation and Filling</u>			
		No dredging, reclamation or filling in the marine environment shall be carried out.	Contractor	All relevant	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
				worksites	
Decommissioning of the Radar Station of the former Kai Tak Airport					
		<u>Building Demolition</u>			
AEIAR-130/2009 S5.4	AEIAR 130/2009 EM&A Manual S4.4	The site practices outlined in ProPECC PN 1/94 "Construction Site Drainage" should be followed as far as practicable in order to minimise surface runoff and the chance of erosion.	Contractor	All relevant worksites	Implemented
		There is a need to apply to EPD for a discharge licence under the WPCO for discharging effluent from the construction site. The discharge quality is required to meet the requirements specified in the discharge licence. All the runoff, wastewater or extracted groundwater generated from the works areas should be treated so that it satisfies all the standards listed in the TM-DSS. It is anticipated that the wastewater generated from the works areas would be of small quantity. Monitoring of the treated effluent quality from the works areas should be carried out in accordance with the WPCO license which is under the ambit of regional office (RO) of EPD.	Contractor	All relevant worksites	Implemented
		<u>General Construction Works</u>			
		<u>Construction Runoff</u>			
AEIAR-130/2009 S3.4, S5.4/ AEIAR-174/2013 S6.4.8.1	AEIAR 130/2009 EM&A Manual S2.4, S4.4/ AEIAR-174/2013 EM&A Manual S4.2.1.1	Exposed soil areas should be minimised to reduce the potential for increased siltation, contamination of runoff, and erosion. Construction runoff related impacts associated with the above ground construction activities can be readily controlled through the use of appropriate mitigation measures which include the use of sediment traps and adequate maintenance of drainage systems to prevent flooding and overflow.	Contractor	All relevant worksites	Implemented
		Construction site should be provided with adequately designed perimeter channel and pre-treatment facilities and proper maintenance. The boundaries of critical areas of earthworks should be marked and surrounded by dykes or embankments for flood protection. Temporary ditches should be provided to facilitate runoff discharge into the appropriate watercourses, via a silt retention pond. Permanent drainage channels should incorporate sediment basins or traps and baffles to enhance deposition rates. The design of efficient silt removal facilities should be	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		based on the guidelines in Appendix A1 of ProPECC PN 1/94.			
		Ideally, construction works should be programmed to minimise surface excavation works during the rainy season (April to September). All exposed earth areas should be completed as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. If excavation of soil cannot be avoided during the rainy season, or at any time of year when rainstorms are likely, exposed slope surfaces should be covered by tarpaulin or other means.	Contractor	All relevant worksites	Implemented
		Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m ³ capacity, are recommended as a general mitigation measure which can be used for settling surface runoff prior to disposal. The system capacity is flexible and able to handle multiple inputs from a variety of sources and particularly suited to applications where the influent is pumped.	Contractor	All relevant worksites	Implemented
		Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m ³ should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.	Contractor	All relevant worksites	Implemented
		Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers.	Contractor	All relevant worksites	Implemented
		Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast, and actions to be taken during or after rainstorms are summarised in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty surface runoff during storm events.	Contractor	All relevant worksites	Implemented
		Oil interceptors should be provided in the drainage system and regularly cleaned to prevent the release of oils and grease into the storm water drainage system after accidental spillages. The interceptor should have a bypass to prevent flushing during periods of heavy rain.	Contractor	All relevant worksites	Implemented
		An adequately designed and located wheel washing bay should be provided at every site exit,	Contractor	All relevant	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		and wash-water should have sand and silt settled out and removed at least on a weekly basis to ensure the continued efficiency of the process. The section of access road leading to, and exiting from, the wheel-wash bay to the public road should be paved with sufficient backfall toward the wheel-wash bay to prevent vehicle tracking of soil and silty water to public roads and drains.		worksites	
		<u>Drainage</u>			
		It is recommended that on-site drainage system should be installed prior to the commencement of other construction activities. Sediment traps should be installed in order to minimise the sediment loading of the effluent prior to discharge into foul sewers. There should be no direct discharge of effluent from the site into the sea.	Contractor	All relevant worksites	Implemented
		All temporary and permanent drainage pipes and culverts provided to facilitate runoff discharge should be adequately designed for the controlled release of storm flows. All sediment control measures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rain storms. The temporarily diverted drainage should be reinstated to its original condition when the construction work has finished or the temporary diversion is no longer required.	Contractor	All relevant worksites	Implemented
		<u>Stormwater Discharges</u>			
		Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes.	Contractor	All relevant worksites	Implemented
		<u>Sewage Effluent</u>			
		Construction work force sewage discharges on site are expected to be connected to the existing trunk sewer or sewage treatment facilities. The construction sewage may need to be handled by portable chemical toilets prior to the commission of the on-site sewer system. Appropriate numbers of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. The Contractor should also be responsible for waste disposal and maintenance practices.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		<u>Debris and Litter</u>			
		In order to maintain water quality in acceptable conditions with regard to aesthetic quality, contractors should be required, under conditions of contract, to ensure that site management is optimised and that disposal of any solid materials, litter or wastes to marine waters does not occur. Debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering into the adjacent harbour waters. Stockpiles of cement and other construction materials should be kept covered when not being used.	Contractor	All relevant worksites	Implemented
		<u>Accidental Spillage</u>			
		Oils and fuels should only be used and stored in designated areas which have pollution prevention facilities. To prevent spillage of fuels and solvents to the nearby harbour waters, all fuel tanks and storage areas should be provided with locks and be sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled fuel oils from reaching the coastal waters of the Victoria Harbour WCZ. The bund should be drained of rainwater after a rain event.	Contractor	All relevant worksites	Implemented
<u>Waste Management Measures</u>					
		<u>Waste Management Plan</u>			
AEIAR-174/2013 S11.4.8.1	AEIAR-174/2013 EM&A Manual S9.2.1.2	Contractor should be requested to submit an outline Waste Management Plan (WMP) prior to the commencement of construction work, in accordance with the ETWB TC(W) No.19/2005 so as to provide an overall framework of waste management and reduction.	Contractor	All relevant worksites	Implemented
		<u>Good Site Practices</u>			
AEIAR-130/2009 S3.5, S5.5	AEIAR 130/2009 EM&A Manual S2.5, S4.5	Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site.	Contractor	All relevant worksites	Implemented
		Training of site personnel in proper waste management and chemical waste handling	Contractor	All relevant	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		procedures.		worksites	
		Provision of sufficient waste disposal points and regular collection for disposal.	Contractor	All relevant worksites	Implemented
		Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers.	Contractor	All relevant worksites	Implemented
		A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites).	Contractor	All relevant worksites	Implemented
		<u>Waste Reduction Measures</u>			
		Sort C&D waste from demolition of the remaining structures to recover recyclable portions such as metals.	Contractor	All relevant worksites	Implemented
		Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal.	Contractor	All relevant worksites	Implemented
		Encourage collection of aluminum cans, PET bottles and paper by providing separate labelled bins to enable these wastes to be segregated from other general refuse generated by the work force.	Contractor	All relevant worksites	Implemented
		Any unused chemicals or those with remaining functional capacity should be recycled.	Contractor	All relevant worksites	Implemented
		Proper storage and site practices to minimize the potential for damage or contamination of construction materials.	Contractor	All relevant worksites	Implemented
		<u>Construction and Demolition Materials</u>			
		Where it is unavoidable to have transient stockpiles of C&D material within the work site pending collection for disposal, the transient stockpiles shall be located away from waterfront or storm drains as far as possible.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric.	Contractor	All relevant worksites	Implemented
		Skip hoist for material transport should be totally enclosed by impervious sheeting.	Contractor	All relevant worksites	Implemented
		Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site.	Contractor	All relevant worksites	Implemented
		The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	Contractor	All relevant worksites	Implemented
		The load of dusty materials carried by vehicle leaving a construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle.	Contractor	All relevant worksites	Implemented
		All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.	Contractor	All relevant worksites	Implemented
		The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading.	Contractor	All relevant worksites	Implemented
		When delivering inert C&D material to public fill reception facilities, the material should consist entirely of inert construction waste and of size less than 250mm or other sizes as agreed with the Secretary of the Public Fill Committee. In order to monitor the disposal of the surplus C&D material at the designed public fill reception facility and to control fly tipping, a trip-ticket system as stipulated in the ETWB TCW No. 31/2004 "Trip Ticket System for Disposal of Construction and Demolition Materials" should be included as one of the contractual requirements and implemented by an Environmental Team undertaking the Environmental Monitoring and Audit work. An Independent Environmental Checker should be responsible for auditing the results of the system.	Contractor	All relevant worksites	Implemented
		<u>Chemical Waste</u>			

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		After use, chemical wastes (for example, cleaning fluids, solvents, lubrication oil and fuel) should be handled according to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Spent chemicals should be collected by a licensed collector for disposal at the CWTF or other licensed facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.	Contractor	All relevant worksites	Implemented
		<u>General Refuse</u>			
		General refuse should be stored in enclosed bins or compaction units separate from C&D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. Effective collection and storage methods (including enclosed and covered area) of site wastes would be required to prevent waste materials from being blown around by wind, wastewater discharge by flushing or leaching into the marine environment, or creating odour nuisance or pest and vermin problem.	Contractor	All relevant worksites	Implemented
<u>Land Contamination Measures</u>					
		<u>For any excavation works conducted at Radar Station</u>			
		As the risk due to dermal contact with groundwater by site workers is uncertain, it is recommended that personnel protective equipment (PPE) be used by site workers as a mitigation measure.	Contractor	All relevant worksites	Implemented
<u>Landscape and Visual Impact</u>					
		<u>New Distributor Roads Serving the Planned KTD</u>			
		<u>Construction Phase</u>			
		All existing trees should be carefully protected during construction.	Contractor	All relevant worksites	Not Applicable
		Trees unavoidably affected by the works should be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in	Contractor	All relevant	Not Applicable

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees should be agreed prior to commencement of the work.		worksites	
		Control of night-time lighting.	Contractor	All relevant worksites	Implemented
		Erection of decorative screen hoarding.	Contractor	All relevant worksites	Implemented
		<u>Trunk Road T2</u>			
		<u>Construction Phase</u>			
AEIAR-174/2013 S9.9.1.1	AEIAR-174/2013 EM&A Manual S7.2.1.2	All works shall be carefully designed to minimize impacts on existing landscape resources and visually sensitive receivers. Existing trees within works area shall be retained and protected.	Contractor	All relevant worksites	Implemented
		Existing trees of good quality and condition that are unavoidably affected by the works should be transplanted.	Contractor	All relevant worksites	Implemented
		Large temporary stockpiles of excavated material shall be covered with unobtrusive sheeting to prevent dust and dirt spreading to adjacent landscape areas and vegetation, and to create a neat and tidy visual appearance.	Contractor	All relevant worksites	Implemented
		Construction plant and building material shall be orderly and carefully stored in order to create a neat and tidy visual appearance.	Contractor	All relevant worksites	Implemented
		Erection of decorative screen hoarding should be designed to be compatible with the existing urban context.	Contractor	All relevant worksites	Implemented
		All lighting in construction site shall be carefully controlled to minimize light pollution and night-time glare to nearby residences and GIC user. The contractor shall consider other security measures, which shall minimize the visual impacts.	Contractor	All relevant worksites	Implemented
<u>General Condition</u>					

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		The Permit Holder shall display conspicuously a copy of this Permit on the Project site(s) at all vehicular site entrances/exits or at a convenient location for public's information at all times. The Permit Holder shall ensure that the most updated information about the Permit, including any amended Permit, is displayed at such locations. If the Permit Holder surrenders a part or the whole of the Permit, the notice he sends to the Director shall also be displayed at the same locations as the original Permit. The suspended, varied or cancelled Permit shall be removed from display at the Project site(s).	Contractor	All relevant worksites	Implemented

Implementation status: Implemented / Partially Implemented / Not Implemented / Not Applicable

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Appendix G

Cumulative statistics on Environmental Complaints, Notifications of Summons and Successful Prosecution

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**Environmental Complaints Log**

Reference No.	Date of Complaint Received	Received From	Received By	Nature of Complaint	Date of Investigation	Outcome	Date of Reply
20161207_complaint_c	7 Dec 2016	EPD	Andy Choy (CRBC)	Air	13 Feb 2017	Project-related	13 Feb 2017
20170209_complaint_c	9 Feb 2017	EPD	Andy Choy (CRBC)	Air	22 Feb 2017	Not Project-related	7 Mar 2017
20170502_complaint_c	2 May 2017	CEDD	Andy Choy (CRBC)	Noise	4 May 2017	Not Valid	22 May 2017
20170716_complaint_a	16 July 2017	CEDD	HMJV	Water Quality	4 Aug 2017	Not Project-related	4 Aug 2017
20180530_complaint	30 May 2018	EPD	CRBC	Air	9 June 2018	Not Valid	20 June 2018

Cumulative Statistics on Complaints

Environmental Parameters	Cumulative Project-to-Date
Air	3
Noise	1
Water	1
Waste	0
Total	0

Cumulative Statistics on Notification of Summons and Successful Prosecutions

Environmental Parameters	Cumulative Project-to-Date
Air	0
Noise	0
Water	0
Waste	0
Total	0

Investigation Report for the Complaint Received on 7th December 2016

Reference No.:	20161207_complaint_c
Project:	Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Date of Complaint:	7 th December 2016
Background:	A compliant received on 7 th December 2016 was referred from EPD on 15 th December 2016 regarding the sand and mud dropped from the vehicle that caused Cheung Yip Street and Shing Cheong dusty. The notification of complaint was received by ET on 27 th January 2017.
Investigation Results:	<ul style="list-style-type: none"> On 7th December 2016 (the date of the complaint), some wet soil and mud resulted from diaphragm wall construction were removed from the site of KL/2014/03 to disposal grounds. All site vehicles, including dump trucks were thoroughly washed at site entrances before leaving the site to ensure no silt and mud stuck on wheels and vehicle body be delivered to the public road in their journey to the destination. All dump trucks were covered with mechanical cover to ensure no mud and soil be dropped from the skip to the public road in their journey to the destination. Cleaning of Shing Cheong Road and Cheung Yip Street were carried out by general workers of China Road and Bridge Corporation (CRBC) on 7th December 2016. A thorough cleaning of Shing Cheong Road and Cheung Yip Street by street sweep vehicles was carried out by the Contractor in the afternoon of 7th December 2016. Further thorough cleanings of Shing Cheong Road and Cheung Yip Street were also carried out on 7th and 20th January 2017. The contractor of Hong Kong Children's Hospital (HKCH) shares the use of Cheung Yip Street with CRBC as the site access, which will have contribution to the complaint.
Conclusion	The complaint received on 7 th December 2016 is project related.
Advice from ET:	<ul style="list-style-type: none"> Each main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet. Every vehicle should be washed at the site exit to remove any dusty materials from its body and wheels before leaving the construction site. Water used for vehicle cleaning should be collected for sedimentation before re-use or disposal at a designated discharge location. No runoff or surface water is allowed to be drained out of the site boundary. The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle. Dusty materials should not be loaded up to a height over the edges of the sides and tailboards of the vehicle. All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet. The Contractor is reminded that street cleaning or washing to remove sand and silt deposited on the road surface near the construction site would generate muddy water that should be not drained into the stormwater sewers. Manual collection and cleaning of sand and silt are preferred.

Prepared by: Alfred Lam

Certified by: Colin Yung

Designation: Environmental Team Leader

Signature:



Date: 16/02/2017

Site Photo Record:

Watering and sweeping was provided for diversion road and Cheung Yip Street on 7 December 2016.



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Watering and sweeping was provided for diversion road and Cheung Yip Street on 7 December 2016.



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Wheel washing at the site entrance was provided on 7 December 2016.



Stockpile of dusty materials were covered properly on 7 December 2016.



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Cleanings of Shing Cheong Road and Cheung Yip Street were provided on 7 and 20 January 2016.



Investigation Report for the Complaint Received on 9th February 2017

Reference No.:	20170209_complaint_c
Project:	Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Date of Complaint:	9 th February 2017
Background:	<p>A complaint received on 9th February 2017 was referred from EPD on 21st February 2017 and summarized as below:</p> <ul style="list-style-type: none"> No car washing machine was found in the construction site near the gate of former Radar Tower (hereinafter referred to as “the Site”). Dust was observed when the vehicle leaving and entering the Site. <p>The notification of complaint was received by ET on 22nd February 2017.</p>
Action taken during the investigation:	<ul style="list-style-type: none"> Site meeting between HMJV and CRBC was arranged at the Site at 1:30pm on 22nd February 2017 to investigate the complaint. Joint site audit was carried out by ET, HMJV and CRBC at the Site at 2:00pm on 23rd February 2017 to investigate the complaint. Joint site audit was carried out by ET, IEC, HMJV and CRBC at the Site at 2:00pm on 2nd March 2017 to investigate the complaint. ET asked CRBC and HMJV to provide photo records for the date of complaint for further investigation on 24th February 2017 and the photos were received by ET on 28th February 2017 and 3rd March 2017 respectively.
Investigation Results:	<ul style="list-style-type: none"> Vehicle washing facilities were observed at the Site on 9th February 2017. The area where vehicle washing takes place and the section of road between the washing facilities and the exit point were paved with hardcores. Vehicles were washed before leaving the Site on 9th February 2017. No dust or mud was observed at the entrance of the Site and Cheung Yip Street on 9th February 2017. Daily cleaning at the Site was carried out by general workers of CRBC on 9th February 2017. Cleaning of Cheung Yip Street by street sweep vehicles was carried out by CRBC on 20th January 2017 and 14th February 2017. Vehicle washing facilities were observed by ET at the Site during the site audit on 23rd February 2017 and 2nd March 2017. Thorough washing of vehicles before leaving the Site was observed by ET on 2nd March 2017. No dust or mud was observed by ET at the entrance of the Site and Cheung Yip Street on 23rd February 2017 and 2nd March 2017. The mitigation measures provided by the CRBC were sufficient.
Conclusion	The complaint received on 9 th February 2017 is not project-related.

Prepared by: Alfred Lam
Certified by: Colin Yung
Designation: Environmental Team Leader

Signature: 

Date: 07/03/2017

Site Photo Record:

Vehicle washing facilities were observed at the Site on 9th February 2017. The area where vehicle washing takes place and the section of road between the washing facilities and the exit point were paved with hardcores. Vehicles were washed at site exit before leaving the Site.



Source: HMJV

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No dust or mud was observed at the entrance of the Site and Cheung Yip Street on 9th February 2017.



Source: HMJV

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Cleaning of Cheung Yip Street by street sweep vehicles was carried out by the Contractor on 20th January 2017 and 14th February 2017.



Source: HMJV

Vehicle washing facilities were observed by ET at the Site during the site audit on 23rd February 2017 and 2nd March 2017.



Source: ET

Thorough washing of vehicles before leaving the Site was observed by ET on 2nd March 2017.



Source: ET

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No dust or mud was observed by ET at the entrance of the Site and Cheung Yip Street on 23rd February 2017 and 2nd March 2017.



Source: ET

Notification of Environmental Complaints

To : China Road and Bridge Corporation
Construction Site of Kai Tak Development Phase III, near the Kai Tak Former
Runway, Shing Fung Road and Cheung Yip Street, Kowloon City, Kowloon (CEDD
Contract No.: KL/2014/03)

Attn.: Mr. Andy CHOY Phone: 6278 2693
Email: andy.choy@crbc.com.hk Fax : 2283 1689

cc : CEDD

Attn: Ms. Inness CHAN Phone: 35792454
Email: fpchan@cedd.gov.hk Fax : 35794516

EPD ref.: 17-03912

Dear Sirs and madam,

We have received the following environmental complaint. Please take necessary actions to avoid causing environmental nuisance. If you need further information, please contact me at 2117 7580.

Date of Complaint : 09 February 2017

Details of Complaint :

- Complainant said no car washing machine was found in the construction site near the gate. Dust was observed when the vehicle leaving and entering the site.
- Please ensure your work are properly fulfill the requirement of related legislations.

Date of Notification : 21 February 2017


Environmental Protection Department
Regional Office (East)
Herman WONG

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 Profit Industrial Building,
 1-15 Kwai Fung Crescent, Kwai Fong,
 Hong Kong.

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



Investigation Report for the Complaint Received on 2nd May 2017


Reference No.:	20170502_complaint_b
Project:	Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Date of Complaint:	2 nd May 2017
Background:	<p>A complaint received on 2nd May 2017 was referred from CEDD and summarized as below:</p> <ul style="list-style-type: none"> • The complainant complained that severe noise was generated from a construction site at Shing Cheong Road during piling. • The complainant would like to know whether a Construction Noise Permit (CNP) was granted for the piling works and the duration of piling works specified in the CNP. <p>The notification of complaint was received by ET on 4th May 2017.</p>
Action taken during the investigation:	<ul style="list-style-type: none"> • ET asked CRBC to provide the information of piling works of 2nd May 2017 (including the valid CNP, operation time of piling works, number and type of piling machine) on 9th May 2017 and all the information was received on 17th May 2017. • Site inspections were carried out on 4th and 11th May 2017 to check the Contractor's compliance of CNP of the piling works.
Investigation Results:	<ul style="list-style-type: none"> • A valid CNP (PP-RE0032-16) for the carrying out of percussive piling was issued by EPD on 22nd November 2016 and was expired on 15th May 2017. The piling works on complaint date was covered by the CNP. • The permitted hours of piling works were 0700-1900 hours on all days except general holidays (including Sundays). The operation hours of piling works on the complaint date were 0930-1500 hours which were within the permitted hours. • The permitted pile type was hydraulic hammer (double acting) driving steel pile and the permitted number of units was two. Only one unit of the specified piling machine was operating on the complaint date. • The piling works on the complaint date complied with all conditions of the CNP. • From the site inspection record of 4th and 11th May 2017, only one unit of specified piling machine was operating within the permitted hours. The piling works on the inspection dates complied with all conditions of the CNP.
Conclusion	The complaint received on 2 nd May 2017 is not valid.

Prepared by: Alfred Lam

Certified by: Colin Yung

Designation: Environmental Team Leader

Signature:



Date: 22/05/2017

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Site inspection photo of 4th May 2017



Site inspection photo of 11th May 2017



1823 CASE: 2-3875888738
DEPT REF:
Request Type : Complaint
Channel : Phone
Case Creation Date : 2017-05-02 17:18:10

=====
=====
I. DUE DATE:

Acknowledgement : 2017-05-08 16:01:06
Interim Reply : 2017-05-09 17:31:06
Final Reply : 2017-05-16 17:31:06

=====
=====
II. ASSIGNMENT HISTORY:

[Date/Time] [Status] [Dept] [Assigned To]
2017-05-02 17:18:33 Open CEDD E/5(KIn)

=====
=====
III. CONTACT HISTORY:

[No.] [Id] [Date/Time] [Type]
1 2-1S3LQVV 2017-05-02 17:16:43 Call - Inbound

[Detail]
投訴人投訴在九龍灣承昌道土木工程拓展署的一個工程地盤打樁發出嚴重噪音，想了解是否有建築噪音許可證，如有，有關許可證的內容有否規定打樁多久需要暫停一下，因投訴人見有關工程已連續打樁超過半小時，要求部門跟進回覆。

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IV. CASE DETAILS:

Direct Reply By Department: N

Subject Matter : 陸上工程

Description :

投訴人投訴在九龍灣承昌道土木工程拓展署的一個工程地盤打樁發出嚴重噪音，想了解是否有建築噪音許可證，如有，有關許可證的內容有否規定打樁多久需要暫停一下，因投訴人見有關工程已連續打樁超過半小時，要求部門跟進回覆。

Specific Questions and Answers :

1) 請問是有關哪一方面?

Ans: 基礎設施工程(除單車徑)(如車路，行人路，天橋，排水系統工程，地盤平整等)

Remark:

1.1) 請問在那裡發生?

Ans: 九龍

Remark:

1.3) 請問是哪個工程範圍 / 項目?

Ans: 其他啟德工程/大窩坪龍坪道

Remark:

2) 請問該項目有什 問題?

Ans: 其他問題 (如要求提供傷殘設施, 清走單車等)

Remark:

4) 請問可否提供該項目的工程編號?

Ans: 不知道

Remark:

5) 如果有需要將你的投訴轉介給負責有關工程的工程顧問或承建商跟進, 你是否願意將你的姓氏、聯絡方法等個人資料轉介給工程顧問或承建商, 讓他們可以直接回覆您?

Ans: 不願意

Remark:

<ENDS of Specific Question>

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V. EVENT DETAILS:

Event Date & Time : null

EVENT LOCATION:

Room :
Floor :
Block No. :
Building Name :
Estate :
Street No. :
Street Name : 承昌道
District :
Region : KL
Slope No :
Lamp Post No :
Landmark :
Lot No. :

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=====

VI. CONTACT INFORMATION:

The citizen refused to leave contact information. Departmental officer is requested to provide a substantive reply (with details) to 1823 for follow-up actions.

Last Name :
First Name :
Alt Name :
Personal ID :
Contact Address :
Daytime No. :
Nighttime No. :
Mobile :
Alt Tel No. :
Fax :
Email Address :
Preferred Reply Channel:

Special Instructions:
Case Source : General Public
Best Call Time : 00:00:00 To 23:59:59

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VII. WRITTEN CONTACT INBOUND DETAILS:

FORM 4
NOISE CONTROL ORDINANCE
(Chapter 400)
SECTION 8(9)

[reg.5(b)]

**CONSTRUCTION NOISE PERMIT FOR THE
CARRYING OUT OF PERCUSSIVE PILING**

CONSTRUCTION NOISE PERMIT NO. PP-RE0032-16

To: China Road and Bridge Corporation

This construction noise permit is issued in accordance with section 8 of the Noise Control Ordinance. Permission is granted for the carrying out of percussive piling, subject to the conditions set out below. The carrying out of percussive piling otherwise than in accordance with the conditions may result in the permit being cancelled and in a prosecution for an offence.

CONDITIONS

1. Construction site where percussive piling may be carried out:

Full street address: Construction site of the southern part of the Former Runway, Shing Cheong Road and Cheung Yip Street, Kai Tak, Kowloon (CEDD Contract No. KL/2014/03). Lot No.: ---

The piling zone, that is, the area within which percussive piling may take place is delineated on the attached plan which forms part of this construction noise permit.

2. Percussive piling method and pile type which may be used in the piling zone:

<i>Piling method and pile type</i>	<i>No. of units</i>
Hydraulic hammer (double acting) driving steel pile	Two

3. Validity of the construction noise permit:

Date of commencement: 23 November 2016

Days and hours: 0700-1900 hours on all days except general holidays (including Sundays).


This permit expires on: 15 May 2017

4. This construction noise permit or a copy thereof must be displayed on the construction site at all vehicular site entrances for public information at all times when percussive piling covered by this permit is being carried out.

Other Conditions

Dated this 22nd day of November 20 16

Signed: _____


(L W CHIU)
for Authority

表格 4
噪音管制條例
(第 400 章)
本條例第 8(9)條
建築噪音許可證
撞擊式打樁工程

[第 5(b)條]

建築噪音許可證編號： PP- RE0032-16

致： 中國路橋工程有限責任公司

本建築噪音許可證是按照《噪音管制條例》第 8 條的規定而發出的。現准予進行撞擊式打樁工程，但須受以下條件規限。若不按照該等條件進行撞擊式打樁工程，可致使許可證被撤銷，而且會受到檢控。

條件

1. 可進行撞擊式打樁工程的建築地盤：

詳細街道地址：九龍啟德前跑道南面，承昌道及祥業街的建築地盤(土木工程拓展署合約編號 KL/2014/03)。

地段編號： ---

打樁區(即可進行撞擊式打樁工程的地方)已描劃於夾附的圖則上，而該圖則是本建築噪音許可證的一部分。

2. 在打樁區內可採用的撞擊式打樁方法及樁類：

打樁方法及樁類	打樁機數目
油壓錘 (雙動) 打鋼樁	貳

3. 建築噪音許可證的有效期：

生效日期：二零一六年十一月二十三日

日期及時間：公眾假日(包括星期日)以外的任何一日上午七時至下午七時。

本許可證屆滿日期：二零一七年五月十五日

4. 本建築噪音許可證或其副本須展示於建築地盤的所有車輛入口處，以便在進行此證內所載列的打樁工程的任何時候，給予公眾人士參閱。

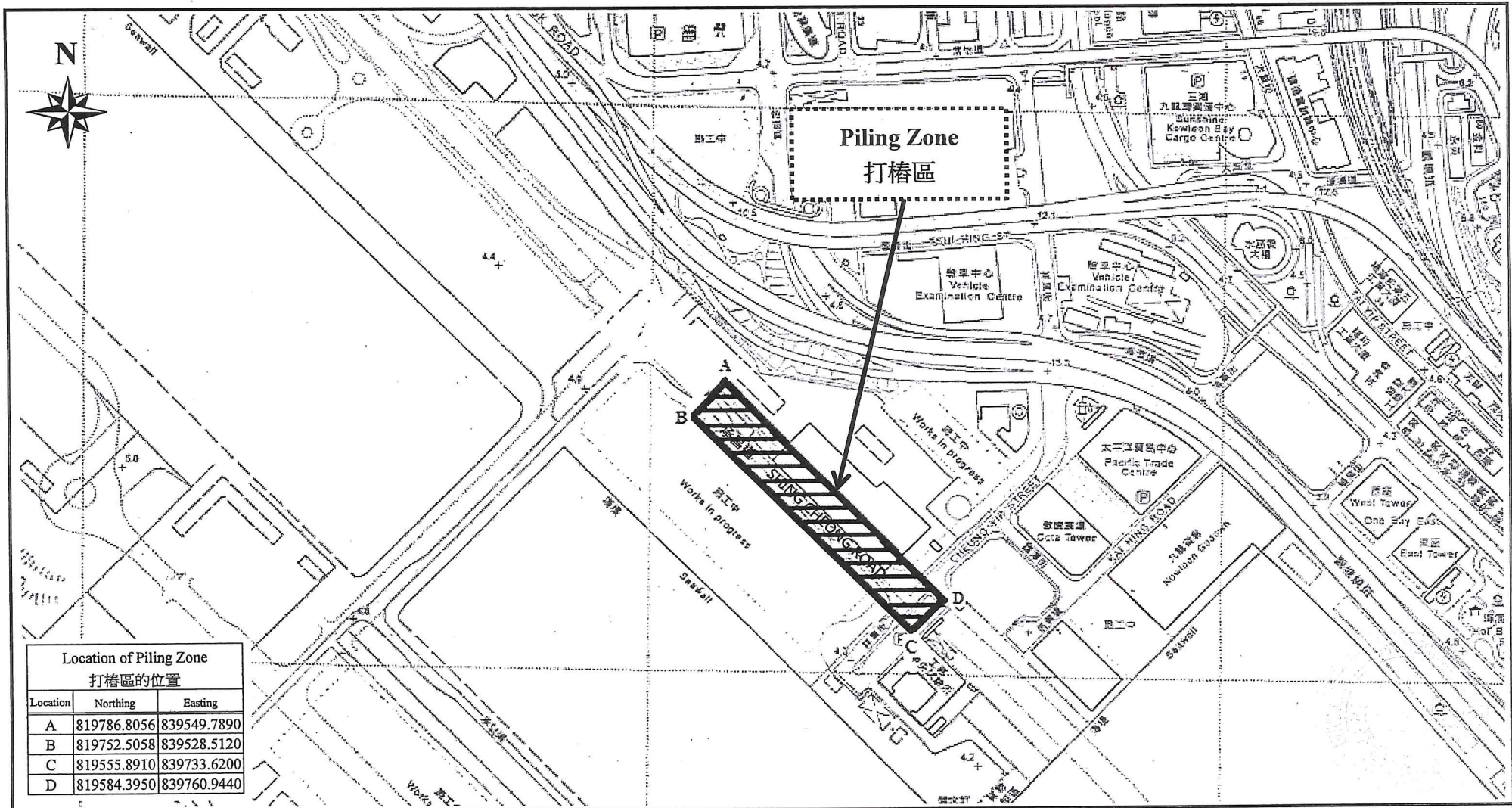
其他條件

日期：20 16 年 11 月 22 日

簽署：



監督
(趙立榮代行)



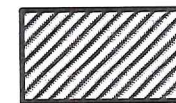
Location of Piling Zone
打樁區的位置

Location	Northing	Easting
A	819786.8056	839549.7890
B	819752.5058	839528.5120
C	819555.8910	839733.6200
D	819584.3950	839760.9440

Environmental Protection Department
Noise Control Authority
環境保護署 噪音管制監督

Scale
比例
1 : 5000

Legend 圖例



Piling Zone
打樁區

Plan attached to Construction Noise Permit No. **PP-RE0032-16**

建築噪音許可證編號 **PP-RE0032-16** 的附圖

Investigation Report for the Complaint Received on 16 July 2017

Reference No.:	20170716_complaint_a
Project:	Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Date of Complaint:	16 July 2017
Background:	A complaint received on 16 July 2017 was referred from the 1823 regarding the muddy water discharge at Kai Tak River by CEDD project. The notification of complaint was received by ET on 27 July 2017.
Action taken during the investigation and the investigation results	<ul style="list-style-type: none"> • Joint site inspection was carried out by ET, IEC, HMJV and CRBC on 19 July 2017 and by ET, HMJV and CRBC on 27 July 2017. It was observed that: <ul style="list-style-type: none"> ▪ Open stockpiles of construction materials at Portion I were covered with impermeable sheeting to prevent the washing away of construction materials or soils into the drainage system; ▪ Hydroseeding was provided and developed on the surface of the stockpiling materials to protect the soil surface and reduce erosion during raining days; ▪ A sedimentation tank was provided and operated at Portion I; ▪ Some muddy water and surface runoff were accumulated at the low lying area at Portion I for sedimentation. No overflow or leakage of muddy water was observed. • A dye test at the discharge point at Portion I was carried out by CRBC, under HMJV's supervision, on 25 July 2017. The dye was traced and observed at the 7-cell box culvert outfall. No dye was found at the complainant's concerned outfall. • According to HMJV, Portion K was handed over to this Contract on 13 July 2017. No works were carried out by this Contract at Portion K since handing over.
Conclusion	The complaint received on 16 July 2017 is not related to this Contract.

Prepared by: Alfred Lam

Certified by: Colin Yung

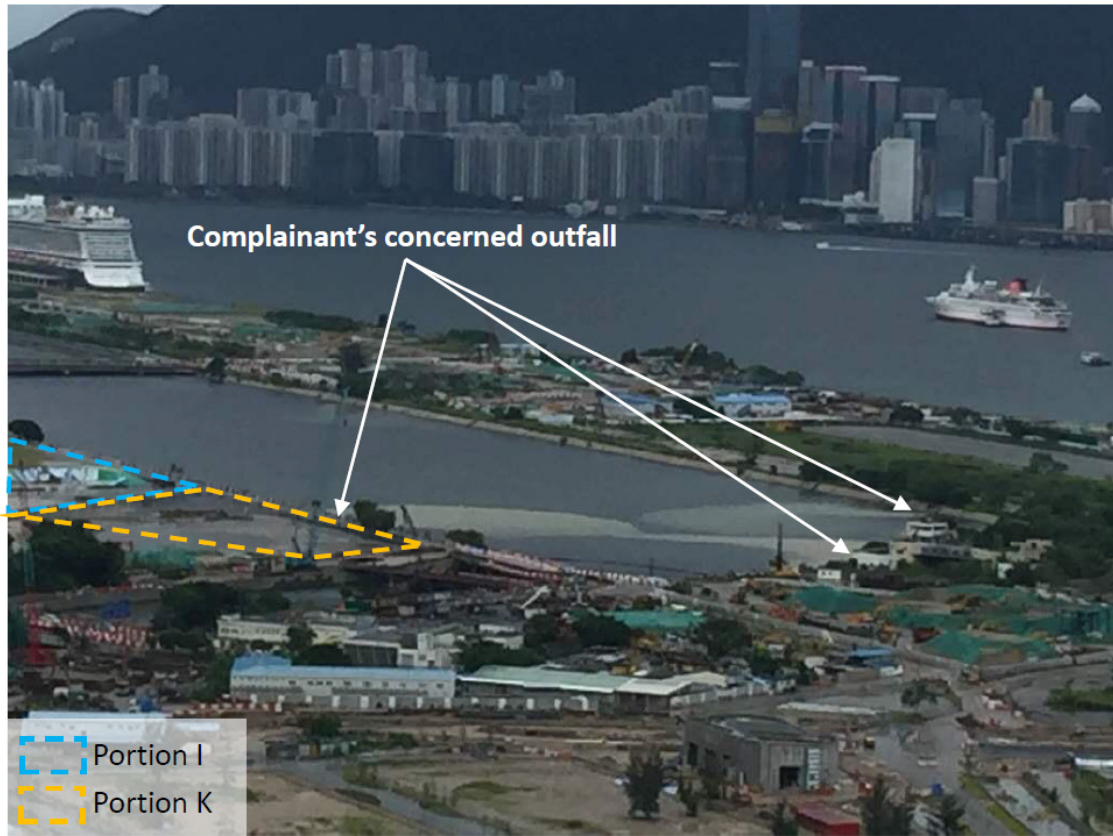
Designation: Environmental Team Leader

Signature:



Date: 04/08/2017

Complainant's concerned outfall (photo date: 16 July 2017)



Photograph of Portion K



Site inspection photos (19 July 2017)_Portion I



Site inspection photos (27 July 2017)_Portion I



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Dye test carried out by CRBC, under HMJV's supervision, on 25 July 2017



Dye test at the discharge point carried out on 25 July 2017



Existing 7-cell box culvert outfall

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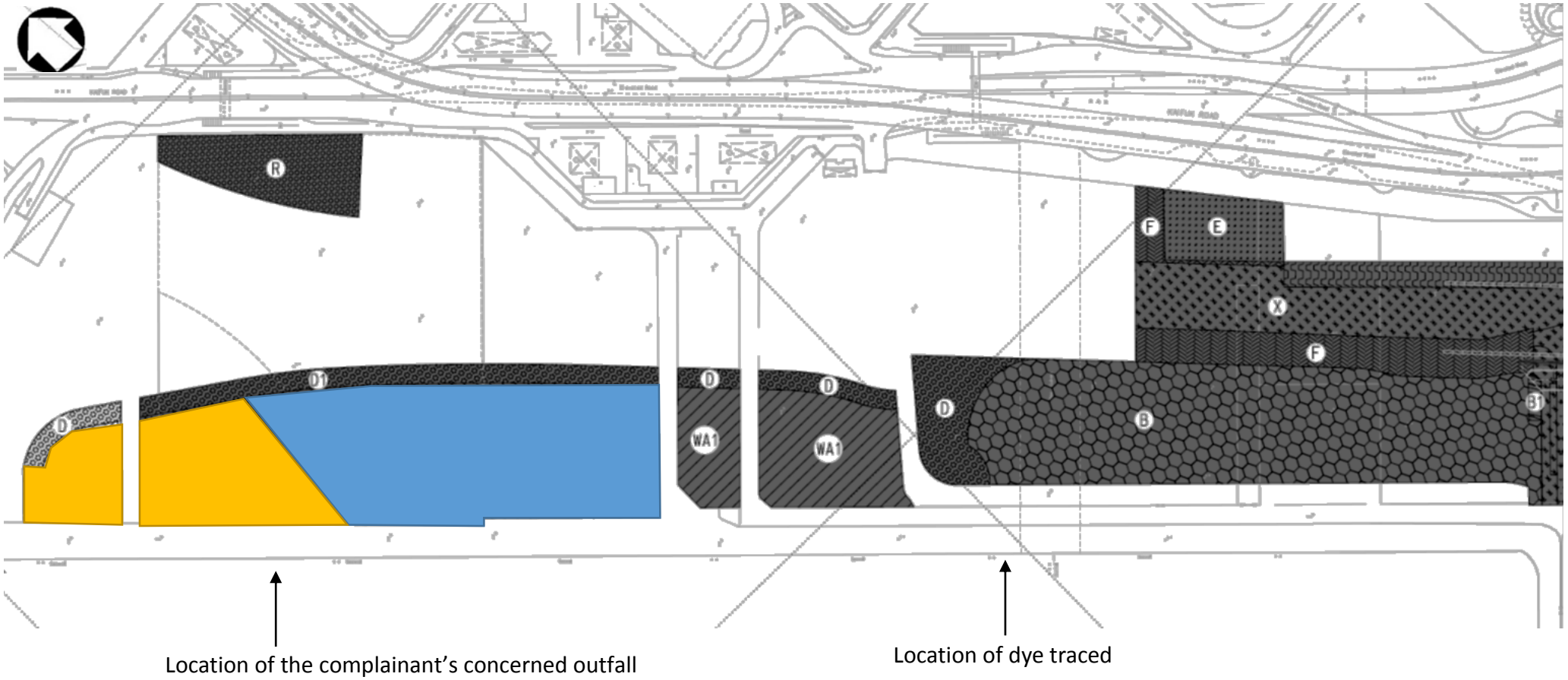
Dye test carried out by CRBC, under HMJV's supervision, on 25 July 2017



Dye traced at the 7-cell box culvert outfall



The complainant's concerned outfall



- Portion I
- Portion K

Scale: 1:3000 in A4

Notification of Environmental Complaints

To : China Road and Bridge Co.
Kai Tak Development- Stage 3 Infrastructure Works for Developments at
the Southern parts of the Former Runway
CEDD Contract No.: KL/2014/03

Attn.: Calvin So Phone: 9724 6254
Email: calvin.so@crbc.com.hk Fax : 2283 1689

cc : CEDD

Attn: Ms. Inness CHAN Phone: 35792454
Email: fpchan@cedd.gov.hk Fax : 35794516

EPD ref.: 18-13537

Dear Sirs,

The EPD received an environmental complaint from public. Please take necessary actions to avoid causing environmental nuisance. If you need further information, please contact me (2117 7572) or our Mr. Wong at 2117 7580.

Date of Complaint received: 30 May 2018

Details of Complaint:

- Complainant quoted some large stockpiles (位於國際展貿中心西南方，啟福道與承昌道之間的地盤) were found uncovered and dust emission was observed during excavation.

-

Advice:

- Comply with APCO (Construction Dust) Regulation is a must.
- Please strengthen the dust suppression measures during your construction works.

Date of notification: 08 June 2018

Environmental Protection Department
Regional Office (East)
Will KWOK, SI[RE]52

Investigation Report for the Complaint Received on 30 May 2018

Reference No.:	20180530_complaint
Project:	Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Date of Complaint:	30 May 2018
Background:	<p>A complaint received on 30 May 2018 was referred from EPD regarding some large stockpiles were found uncovered and dust emission was observed during excavation (the site between Kai Fuk Road and Shing Cheong Road, Southwest of Kowloon Bay International Trade & Exhibition Center).</p> <p>The notification of complaint was received by ET on 9 June 2018.</p>
Action taken during the investigation and the investigation results	<ul style="list-style-type: none">Joint site inspection was carried out by ET, HMJV and CRBC on 31 May 2018, by ET, IEC, HMJV and CRBC on 7 and 14 June 2018. <p>It was observed that:</p> <ul style="list-style-type: none">Open stockpiles of construction materials at Portion I were covered with impermeable sheeting and kept moist to prevent the dust emission;Hydroseeding was provided and developed on the surface of the stockpiling materials to protect the soil surface to reduce dust emission;No dust emission was observed during excavation.
Conclusion	The complaint received on 30 May 2018 is not valid.

Prepared by: Janet Yu

Certified by: Colin Yung

Designation: Environmental Team Leader

Signature: 

Date: 19 June 2018

Site inspection photos (31 May 2018)_Portion I



Site inspection photos (7 June 2018)_Portion I



Site inspection photos (14 June 2018)_Portion I



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Site inspection photos (14 June 2018)_Portion K

