

Kowloon-Canton Railway Corporation

KCRC East Rail Extensions Hung Hom to Tsim Sha Tsui

Monthly EM&A Report –
June 2003

July 2003

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HCC-300 East Tsim Sha Tsui Station and HCC-302 Pedestrian Subway and Salisbury Road Underpass(SRU) Works Monthly EM&A Report

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HCC-301 Hung Hom to Tsim Sha Tsui Tunnels Monthly EM&A Report

Appendix 3

Salisbury Road Underpass Works Entrusted to HCC-301 Hung Hom to Tsim Sha Tsui Tunnels Monthly EM&A Report

EXECUTIVE SUMMARY

Introduction

This Report (in HTML format) is the twenty-fifth IEC combined Monthly EM&A Report for the KCRC East Rail Hung Hom to Tsim Sha Tsui Extension. This monthly report summarizes the results of the impact monitoring and audit programme for June 2003 for Construction Contracts HCC-300 & HCC-302 and HCC-301, and the Salisbury Road Underpass (SRU) and associated improvement works entrusted by the Highways Department (HyD). The 10th Community Liaison Group Meeting was held on 27 June 2003 at Hong Kong Cultural Centre. However, no environmental issue was raised by the public. The Report and all monitoring data collected under the EM&A Programme is available on the KCRC East Rail Extensions Environmental Monitoring and Audit Website at www.env-ere.kcrc.com.

Contracts HCC-300 East Tsim Sha Tsui Station and HCC-302 Pedestrian Subway

24-hr TSP and three sets of 1-hr TSP monitoring were conducted once every six days at six locations in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Level for 1-hr or 24-hr TSP was measured. Ten locations were identified for noise monitoring in accordance with the Contract Specific EM&A Manual. Regular noise monitoring (i.e. six consecutive $L_{eq(5min)}$ once every six days during non-restricted hours) was conducted at 7 locations and 7 noise exceedances were recorded at N6 on 3, 10 and 17 June 2003 and N9 on 3, 10, 17 and 26 June 2003. Continuous noise monitoring (i.e. $L_{eq(30min)}$ calculated at 5 min intervals during non-restricted hours) was conducted at 3 locations, closest to the current construction sites. No exceedance was recorded in the reporting month. Construction works were undertaken during restricted hours in the reporting month with valid Construction Noise Permits (CNPs). Restricted hour noise monitoring results show that the measured noise levels are within the range of baseline ambient levels.

No environmental complaint was recorded in the reporting month. Weekly site inspections were conducted by CET and a monthly site audit was conducted by the IEC on 27 June 2003. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included building a bund at the site exit to prevent runoff flowing onto the public road, re-orientating the ventilation fan, providing drip tray for oil drum, applying watering to suppress dust emission, diverting the groundwater to the designated discharge point and cleaning up accumulated water inside the skip. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

The SRU Project

The air quality monitoring data measured at the three designated stations A15, A17 and A18 which are the same as the monitoring stations under Contract HCC-300 were below the Action and Limit levels.

Contract HCC-301 Hung Hom to Tsim Sha Tsui Tunnels and SRU Project

24-hr TSP and three sets of 1-hr TSP monitoring were conducted once every six days at two locations in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Levels for 1-hr or 24-hr TSP was measured. Noise

monitoring, comprising six consecutive $L_{eq(5min)}$ once per week during non-restricted hours, was conducted at one monitoring location in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Levels for noise was measured.

No complaint was recorded in the reporting month. Weekly site inspections and a monthly site audit on 27 June 2003 were conducted by the CET and IEC respectively. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included turning off idling backhoe, keeping site exit free from dusty materials, removing sludge accumulated in the sedimentation tank and wheel washing bay, removing sand fill material from the wheel washing area and sorting scrap metal and other waste into different piles. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

The construction works of the SRU project entrusted to the Contract HCC-301 was commenced from June 2003. No monitoring works required to be carried out during the reporting month. No complaint was recorded in the reporting month.

1 Introduction

Hyder has been commissioned by KCRC as the IEC for the East Rail Extensions, which include the Ma On Shan to Tai Wai line, the Hung Hom to Tsim Sha Tsui line and the Lok Ma Chau Spur line. A requirement of the Contract is for the IEC to prepare a combined EM&A Report on a monthly basis for each of the above rail lines. The combined report combines the Monthly EM&A Reports for each of the Construction Contracts within each rail line. This Report (in HTML format) is the twenty-fifth IEC combined Monthly EM&A Report for the Hung Hom to Tsim Sha Tsui Extension and includes the Monthly EM&A Reports for Construction Contracts HCC-300 & HCC-302 and HCC-301, the Salisbury Road Underpass (SRU) and associated improvement works entrusted by the Highways Department (HyD). It also includes a brief summary of the IEC Site Audits and information supplied by KCRC on Public Consultation activities.

2 IEC Monthly Site Audits

Observations and Non-Compliances issued by the IEC are based on the requirements of KCRC's Environmental Management System.

2.1 Contracts HCC-300 & HCC-302 and SRU

Site audit was undertaken by the IEC on 27 June 2003 for Contracts HCC-300 & HCC-302 and SRU. For Contract HCC-300 construction activities undertaken during the audit included excavation, rock excavation, concreting works and steel fixing works. For Contract HCC-302 construction activities undertaken during the audit included excavation, concreting works and construction of vent shaft and duct. For the SRU Project construction activities undertaken during the audit included decking installation and excavation. No observation was identified for the SRU project. Two observations were identified for Contract HCC-300 and details are given below:

Observations:

- 1 Salisbury Road opposite Sheraton Hotel (Site Exit) – It was observed that there is no measure to prevent surface runoff flow outside the site at the site exit.
- 2 Zone W opposite Peninsula Hotel – A noisy ventilation fan was operating at the site exit opposite the Hotel. It is recommended to place the ventilation fan in better orientation such that noise nuisance can be minimized.

Two observations were identified for Contract HCC-302 during the site audit and details are given below:

Observations:

- 1 Area 1 site exit – It was observed that public road at site exit had been cleaned up by water spraying. However, soil deposited on the

public road was still observed. The Contractor had further cleaned up the site exit area immediately.

- 2 Area 9 – Overflow of groundwater pumped from the sump pit was discharged to the storm drain outside the site. The overflow groundwater should be diverted to discharge into designated discharge point.

As a result of the observations raised by the IEC, corrective actions implemented by the Contractor included building a bund at the site exit to prevent runoff flowing onto the public road, re-orientating the ventilation fan, applying watering to suppress dust emission, diverting the groundwater to the designated discharge point. The effectiveness of these measures will be verified during the next IEC site audit.

2.2 Contract HCC-301 & SRU

Site audit was undertaken by the IEC on 27 June 2003. Construction activities undertaken during the audit included construction of tunnel, backfilling, roadworks and utilities diversions. Four observations were identified and details are given below:

Observations:

- 1 Ch670 near site exit – Idling backhoe not turned off was observed.
- 2 Opposite Empire Centre (site exit) – Soil deposited on public road outside the site exit was observed.
- 3 Opposite Hotel Nikko HK – Accumulated sludge/sediment in the sedimentation tank was observed. Sludge/sediment accumulated in the sedimentation tank should be removed as necessary.
- 4 Opposite Hotel Nikko HK – Accumulated sludge in wheel washing bay was observed. Sludge accumulated should be removed as necessary.

As a result of the observations raised by the IEC, corrective actions implemented by the Contractor included turning off idling backhoe, keeping site exit free from dusty materials and removing sludge accumulated in the sedimentation tank and wheel washing bay. The effectiveness of these measures will be verified during the next IEC site audit.

3 Public Consultation

The 10th Community Liaison Group Meeting was held on 27 June 2003 at Hong Kong Cultural Centre. However, no environmental issue was raised by the public.