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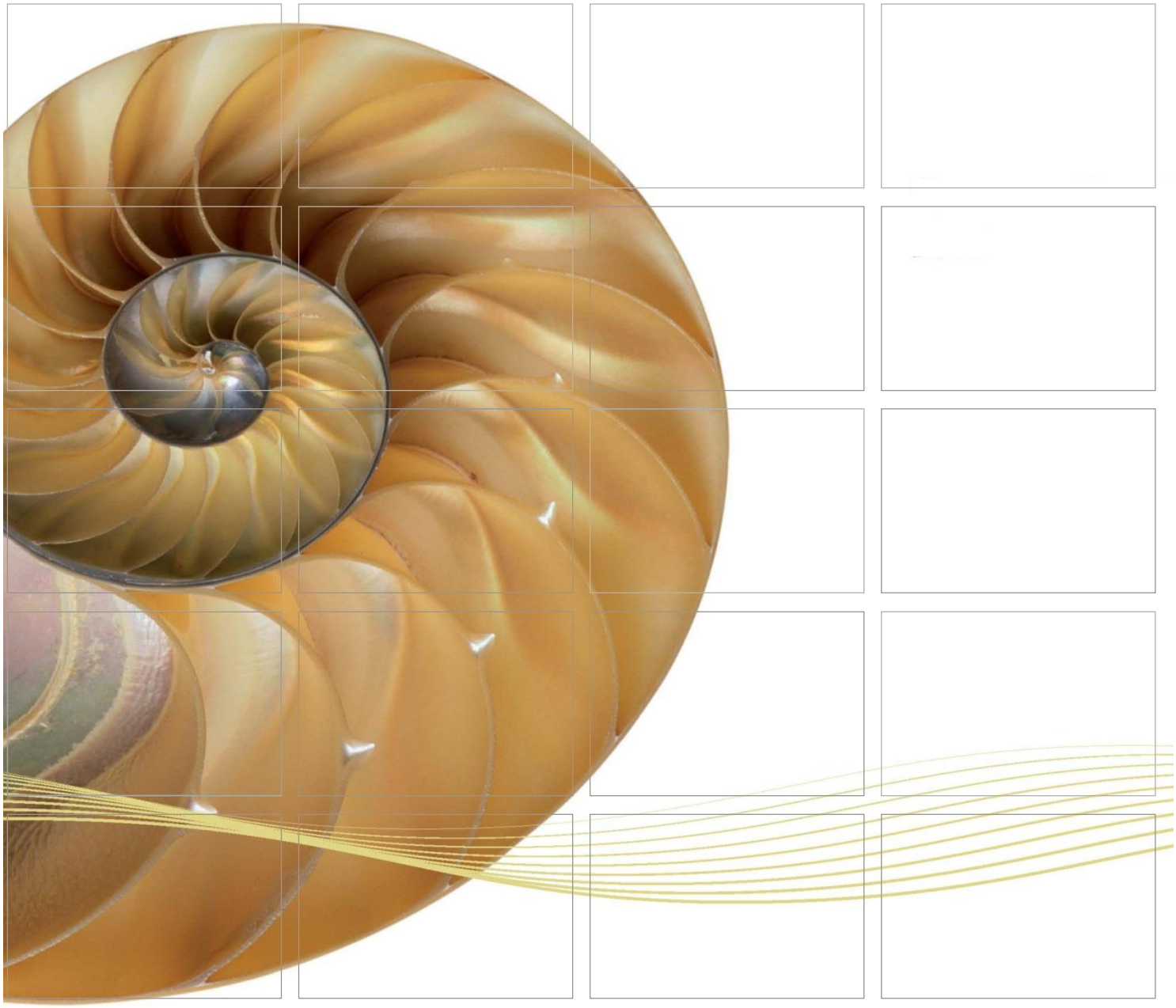


Contract No. HY/2012/07
Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct Section

Twenty-fifth Quarterly Environmental Monitoring & Audit (EM&A) Report

12 May 2020

Environmental Resources Management
2507, 25/F, One Harbourfront
18 Tak Fung Street
Hunghom, Kowloon, Hong Kong
Telephone 2271 3000
Facsimile 2723 5660

www.erm.com

ERM

The business of sustainability

Contract No. HY/2012/07
Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct Section

Twenty-fifth Quarterly Environmental Monitoring & Audit (EM&A) Report

Environmental Resources Management

2507, 25/F, One Harbourfront
18 Tak Fung Street
Hunghom, Kowloon,
Hong Kong
Telephone: (852) 2271 3000
Facsimile: (852) 2723 5660
E-mail: post.hk@erm.com
http://www.erm.com

Document Code:
0215660_25th Qtr EM&A_20200512.doc

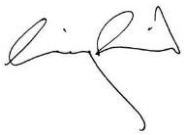
Client:	Project No:
Gammon	0215660

Summary:

This document presents the Twenty-fifth Quarterly EM&A Report for Tuen Mun – Chek Lap Kok Link Southern Connection Viaduct Section.

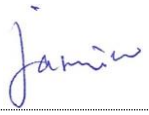
Date:
12 May 2020

Approved by:



Mr Craig Reid
Partner

Certified by:



Dr Jasmine Ng
ET Leader

Revision	Description	By	Checked	Approved	Date
	25th Quarterly EM&A Report	VAR	JN	CAR	12/5/20

Distribution

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☒ Public

☐ Confidential

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ISO 9001 : 2008
Certificate No. FS 32515

RAMBOLL

Ref.: HYDHZMBEEM00_0_8029L.20.doc

12 May 2020

By Fax (3691 2899) and By Post

AECOM Asia Company Limited
Supervising Officer's Representative Office
780 Cheung Tung Road Lantau, Hong Kong

Attention: Mr. Daniel Ip

Dear Mr. Ip,

Re: Agreement No. CE 48/2011 (EP)
Environmental Project Office for the
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities, and Tuen Mun-Chek Lap Kok Link – Investigation

Contract No. HY/2012/07
TM-CLKL – Southern Connection Viaduct Section
25th Quarterly EM&A Report for December 2019 – March 2020

Reference is made to the Environmental Team's submission of the quarterly EM&A report for December 2019 – March 2020 (ET's ref.: "*0215660_25th Qtr EM&A_20200512.doc*" dated 12 May 2020) certified by the ET Leader and provided to us via e-mail on 12 May 2020.

Please be informed that we have no adverse comments on the captioned submission.

Thank you for your attention. Please feel free to contact the undersigned or the ENPO Leader, Mr. Y H Hui, should you require further information.

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

F. C. Tsang
Independent Environmental Checker
Tuen Mun-Chek Lap Kok Link

c.c.

HyD	Mr. Patrick Ng	(By Fax: 3188 6614)
HyD	Mr. Andy Ho	(By Fax: 3188 6614)
AECOM	Mr. Conrad Ng	(By Fax: 3922 9797)
ERM	Dr. Jasmine Ng	(By Fax: 2723 5660)
Gammon	Mr. Roy Leung	(By Fax: 3520 0486)

Internal: DY, YH, RY, ENPO Site

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

TABLE OF CONTENTS

List of Appendices

Under *Contract No. HY/2012/07*, Gammon Construction Limited (GCL) is commissioned by the Highways Department (HyD) to undertake the design and construction of the Southern Connection Viaduct Section of the Tuen Mun – Chek Lap Kok Link Project (TM-CLK Link Project) while AECOM Asia Company Limited was appointed by HyD as the Supervising Officer. For implementation of the environmental monitoring and audit (EM&A) programme under the Contract, ERM-Hong Kong, Limited (ERM) has been appointed as the Environmental Team (ET). Ramboll Hong Kong Ltd. was employed by the HyD as the Independent Environmental Checker (IEC) and Environmental Project Office (ENPO) in accordance with *Environmental Permit No. EP-354/2009/A*. Further applications for variation of environmental permit (VEP), *EP-354/2009/B*, *EP-354/2009/C* and *EP-354/2009/D*, were granted on 28 January 2014, 10 December 2014 and 13 March 2015, respectively.

The southern landfall of TM-CLK Link lies alongside the Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) where a reclamation area is constructed by *Contract No. HY/2010/02* under *Environmental Permit No. EP-353/2009/K* and *EP-354/2009/D*. Upon the agreement and confirmation between the Supervising Officer Representatives and Contractors of *HY/2010/02* and *HY/2012/07* in September 2015, part of the reclamation area for southern landfall under *EP-353/2009/K* and *EP-354/2009/D* was handed-over to *Contract No. HY/2012/07*. Another part of the southern landfall area under *EP-354/2009/D* was handed-over to *Contract No. HY/2012/07* after completion of reclamation works by *Contract No. HY/2010/02* in June 2016.

The construction phase of the Contract commenced on 31 October 2013. The impact monitoring of the EM&A programme, including air quality, noise, water quality and marine ecological monitoring as well as environmental site inspections, commenced on 31 October 2013.

This is the Twenty-fifth Quarterly EM&A Report presenting the EM&A works carried out during the period from 1 December 2019 to 16 March 2020 for the Southern Connection Viaduct Section in accordance with the Updated EM&A Manual of the TM-CLK Link Project. As informed by the Contractor, there were no major works undertaken in the reporting period.

A summary of monitoring and audit activities conducted in the reporting period is listed below:

Post-construction water quality monitoring	10 sessions
Dolphin monitoring	6 sessions

Joint Environmental site inspection [1] 14 sessions

Breaches of Action and Limit Levels for Air Quality

No air quality monitoring was scheduled for the reporting month as construction works was substantially completed on 31 July 2019. Notification of temporary suspension of air quality monitoring has been approved by EPD on 28 August 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Breaches of Action and Limit Levels for Noise

No noise monitoring was scheduled for the reporting month as construction works was substantially completed on 31 July 2019. Notification of temporary suspension of noise monitoring has been approved by EPD on 28 August 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Breaches of Action and Limit Levels for Water Quality

No water quality impact monitoring was undertaken in the reporting period as marine works were substantially completed on 21 August 2019. Notification of temporary suspension of water quality monitoring has been approved by EPD on 30 August 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Impact Dolphin Monitoring

One (1) Limit Level exceedance was observed for the quarterly dolphin monitoring data between December 2019 to February 2020. No unacceptable impact from the construction activities of the TM-CLKL Southern Connection Viaduct Section on Indo-Pacific humpback dolphin *Sousa chinensis* (i.e. Chinese White Dolphins) was noticeable from general observations during the dolphin monitoring in this reporting quarter.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

[1] The joint environmental site inspection scheduled on 31 January 2020 was cancelled due to site closure during outbreak of novel coronavirus (COVID-19) caused by severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2).

No marine works were undertaken in the reporting period, therefore, daily 250 m marine mammal exclusion zone monitoring was not undertaken during the reporting period.

Environmental Complaints, Non-compliance & Summons

There was no environmental complaint, notification of summons or successful prosecution recorded in the reporting period.

Reporting Change

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Upcoming Works for the Next Reporting Period

There were no major works to be undertaken in the coming quarter.

Future Key Issues

There were no major works to be undertaken in the coming quarter.

1 INTRODUCTION

1.1 BACKGROUND

According to the findings of the Northwest New Territories (NWNT) Traffic and Infrastructure Review conducted by the Transport Department, Tuen Mun Road, Ting Kau Bridge, Lantau Link and North Lantau Highway would be operating beyond capacity after 2016. This forecast has been based on the estimated increase in cross boundary traffic, developments in the Northwest New Territories (NWNT), and possible developments in North Lantau, including the Airport developments, the Lantau Logistics Park (LLP) and the Hong Kong – Zhuhai – Macao Bridge (HZMB). In order to cope with the anticipated traffic demand, two new road sections between NWNT and North Lantau – Tuen Mun – Chek Lap Kok Link (TM-CLKL) and Tuen Mun Western Bypass (TMWB) are proposed.

An Environmental Impact Assessment (EIA) of TM-CLKL (the Project) was prepared in accordance with the EIA Study Brief (No. *ESB-175/2007*) and the *Technical Memorandum of the Environmental Impact Assessment Process* (*EIAO-TM*). The EIA Report was submitted under the Environmental Impact Assessment Ordinance (EIAO) in August 2009. Subsequent to the approval of the EIA Report (EIAO Register Number: *AEIAR-146/2009*), an Environmental Permit (*EP-354/2009*) for TM-CLKL was granted by the Director of Environmental Protection (DEP) on 4 November 2009, and EP variation (*EP-354/2009A*) was issued on 8 December 2010. Further applications for variation of environmental permit (VEP), *EP-354/2009/B*, *EP-354/2009/C* and *EP-354/2009/D*, were granted on 28 January 2014, 10 December 2014 and 13 March 2015, respectively.

Under *Contract No. HY/2012/07*, Gammon Construction Limited (GCL) is commissioned by the Highways Department (HyD) to undertake the design and construction of the Southern Connection Viaduct Section of TM-CLKL ("the Contract") while AECOM Asia Company Limited was appointed by HyD as the Supervising Officer. For implementation of the environmental monitoring and audit (EM&A) programme under the Contract, ERM-Hong Kong, Limited (ERM) has been appointed as the Environmental Team (ET). Ramboll Hong Kong Ltd. was employed by HyD as the Independent Environmental Checker (IEC) and Environmental Project Office (ENPO) in accordance with *Environmental Permit No. EP-354/2009/A*.

The southern landfall of TM-CLK Link lies alongside the Hong Kong - Zhuhai - Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) where a reclamation area is constructed by *Contract No. HY/2010/02* under *Environmental Permit No. EP-353/2009/K* and *EP-354/2009/D*. Upon the agreement and confirmation between the Supervising Officer Representatives and Contractors of *HY/2010/02* and *HY/2012/07* in September 2015, part of the reclamation area for southern landfall under *EP-353/2009/K* and *EP-354/2009/D* was handed-over to *Contract No. HY/2012/07*. Another part of the

southern landfall area under *EP-354/2009/D* was handed-over to *Contract No. HY/2012/07* after completion of reclamation works by *Contract No. HY/2010/02* in June 2016.

The construction phase of the Contract commenced on 31 October 2013. The impact monitoring phase of the EM&A programme, including air quality, noise, water quality and marine ecological monitoring as well environmental site inspections, commenced on 31 October 2013.

The general layout plan of the Contract components is presented in *Figures 1.1 & 1.2a to l.*

1.2 SCOPE OF REPORT

This is the Twenty-fifth Quarterly EM&A Report under the *Contract No. HY/2012/07 Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct Section.* This report presents a summary of the environmental monitoring and audit works from 1 December 2019 to 16 March 2020.

1.3 ORGANIZATION STRUCTURE

The organization structure of the Contract is shown in *Appendix A*. The key personnel contact names and contact details are summarized in *Table 1.1* below.

Table 1.1 Contact Information of Key Personnel

Party	Position	Name	Telephone	Fax
HyD (Highways Department)	Project Coordinator	Stanley Chan	2762 3406	3188 6614
	Senior Engineer	Steven Shum	2762 4133	3188 6614
SOR (AECOM Asia Company Limited)	Chief Resident Engineer	Daniel Ip	3553 3800	2492 2057
	Resident Engineer	Chan Wah Fu	2293 6434	3691 2899
ENPO / IEC (Ramboll Hong Kong Ltd.)	ENPO Leader	Y.H. Hui	3465 2850	3465 2899
	IEC	Dr. F.C. Tsang	3465 2851	3465 2899
Contractor (Gammon Construction Limited)	Environmental Officer	Roy Leung	3520 0387	3520 0486
	24-hour Complaint Hotline		9738 4332	
ET (ERM-HK)	ET Leader	Dr. Jasmine Ng	2271 3311	2723 5660

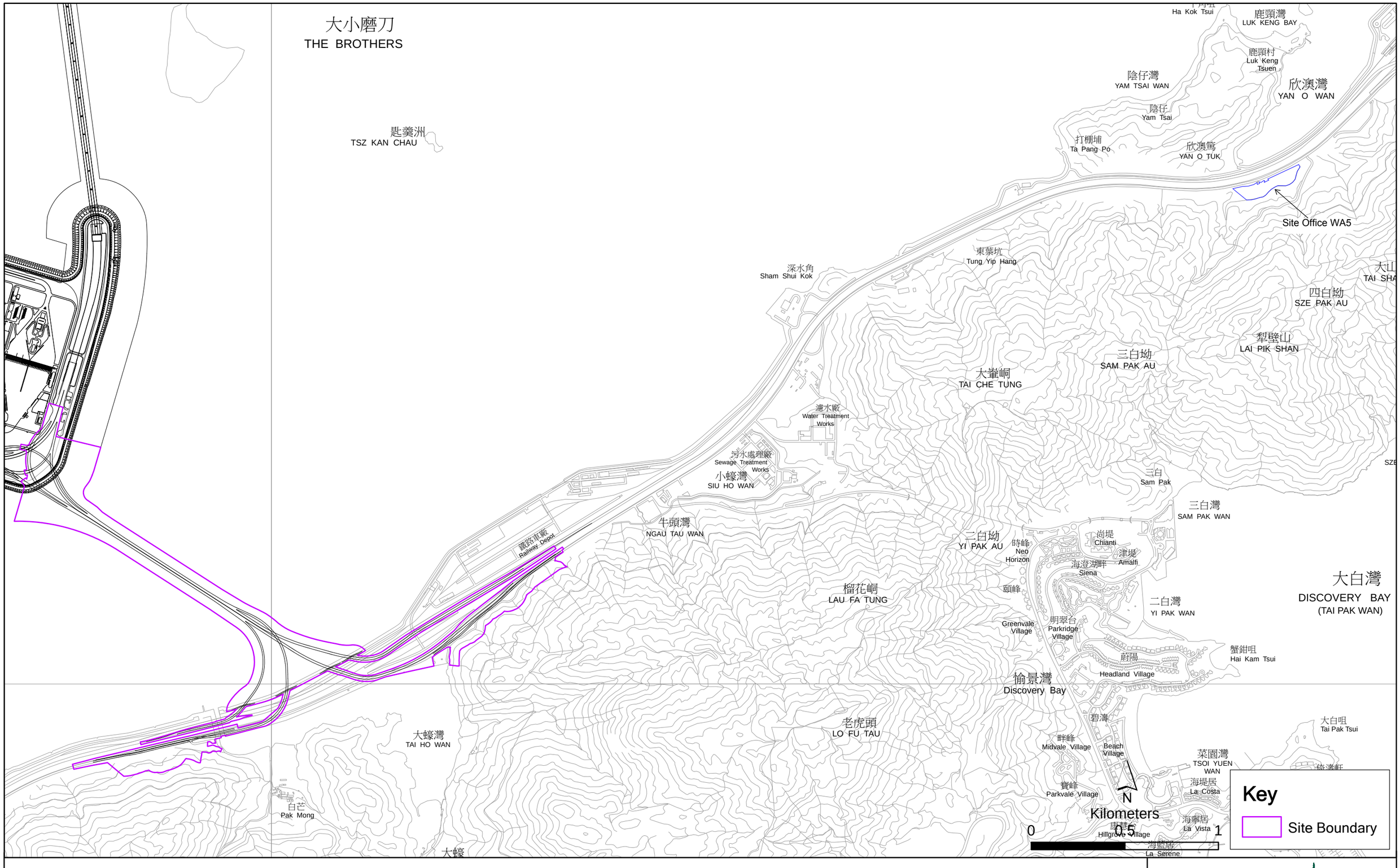

Figure 1.1

General Layout Plan of the Project

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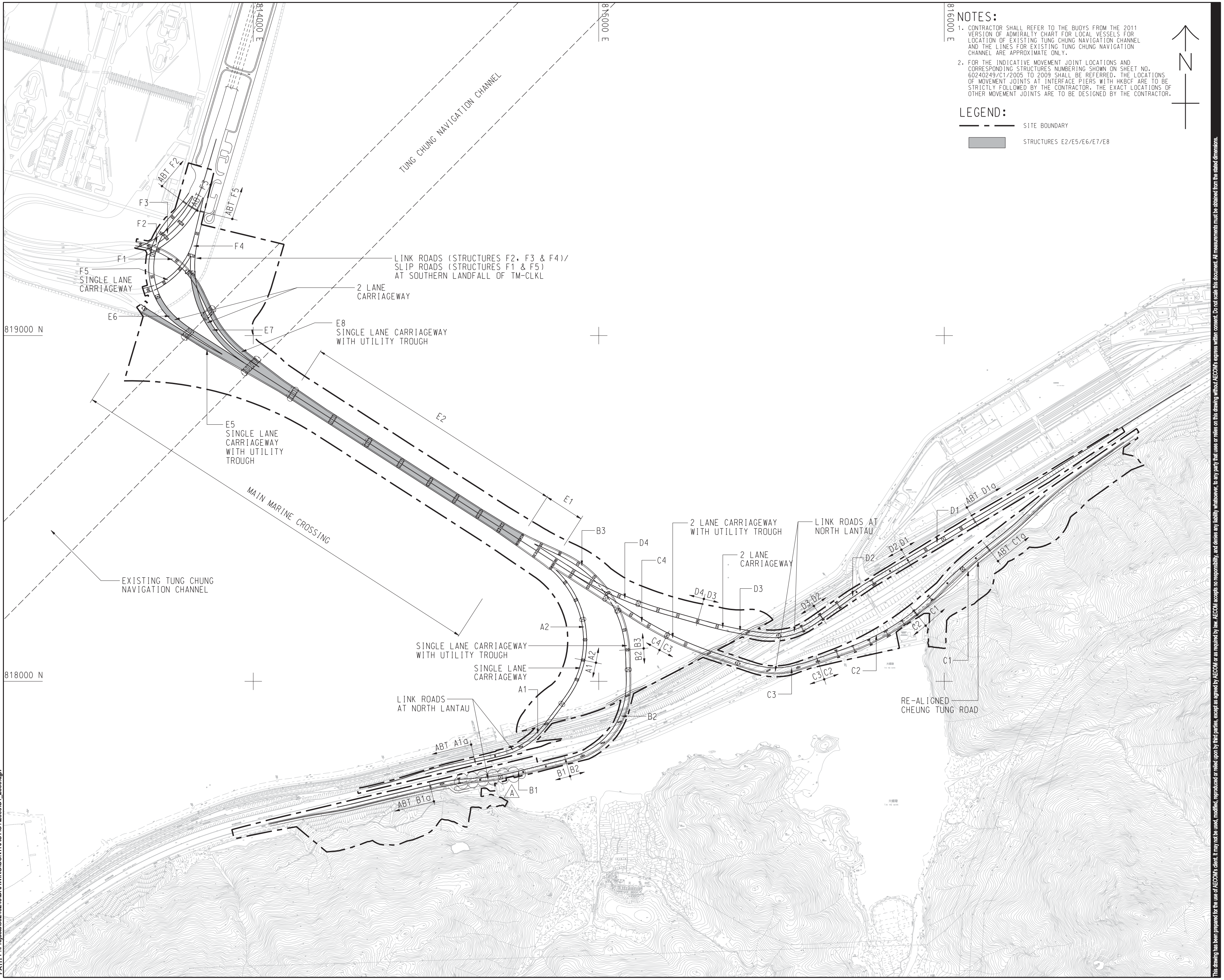
Environmental Resources Management

ERM



NOTES:

1. CONTRACTOR SHALL REFER TO THE BUOYS FROM THE 2011 VERSION OF ADMIRALTY CHART FOR LOCAL VESSELS FOR LOCATION OF EXISTING TUNG CHUNG NAVIGATION CHANNEL AND THE LINES FOR EXISTING TUNG CHUNG NAVIGATION CHANNEL ARE APPROXIMATE ONLY.
2. FOR THE INDICATIVE MOVEMENT JOINT LOCATIONS AND CORRESPONDING STRUCTURES NUMBERING SHOWN ON SHEET NO. 60240249/C1/2005 TO 2009 SHALL BE REFERRED. THE LOCATIONS OF MOVEMENT JOINTS AT INTERFACE PIERS WITH HKBCF ARE TO BE STRICTLY FOLLOWED BY THE CONTRACTOR. THE EXACT LOCATIONS OF OTHER MOVEMENT JOINTS ARE TO BE DESIGNED BY THE CONTRACTOR.

LEGEND:

- SITE BOUNDARY
- STRUCTURES E2/E5/E6/E7/E8

AECOM

PROJECT 項目

TUEN MUN - CHEK LAP KOK LINK

CONTRACT TITLE

TUEN MUN - CHEK LAP KOK LINK - SOUTHERN CONNECTION VIADUCT SECTION

CLIENT 業主

路政署 HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

CONSULTANT 工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS 分判工程顧問公司

Figure 1.2a

ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核
A	NOV. 12	TENDER ADDENDUM NO. 1	CWN
-	OCT. 12	TENDER DRAWING	CWN

STATUS 階段

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DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60240249

CONTRACT NO. 合約編號: HY/2012/07

SHEET TITLE 圖紙名稱

SOUTHERN CONNECTION GENERAL LAYOUT PLAN

SHEET NUMBER 圖紙編號

60240249/C1/2000A

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KEY PLAN

NOTES

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LEGEND

- SITE BOUNDARY
- GF1 FAULT

EXISTING G.I.STATIONS :

- BOREHOLE BY GIU DATA EXCLUDING VC
- BOREHOLE BY GCL CONTRACT HY/2012/04
- BOREHOLE BY GCL CONTRACT NL8/97
- BOREHOLE BY GCL CONTRACT HY/2009/23
- TRIAL PIT BY GCL CONTRACT HY/2012/04
- SLOPE STRIPPING BY GCL CONTRACT HY/2012/04

PROPOSED G.I.STATIONS :

- PBH01 PROPOSED BOREHOLE
- TP01 PROPOSED TRIAL PIT
- CH01 PROPOSED COREHOLE
- SS01 SS02 PROPOSED SLOPE STRIPPING

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B	SUBMISSION	RC	07/13				
C	SUBMISSION	RC	09/13				

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Client: 路政署 HIGHWAYS DEPARTMENT, Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Project Title: Contract No. HY/2012/07
Tuen Mun - Chek Lap Kok Link
Southern Connection Viaduct Section

Drawing title: **Figure 1.2b**

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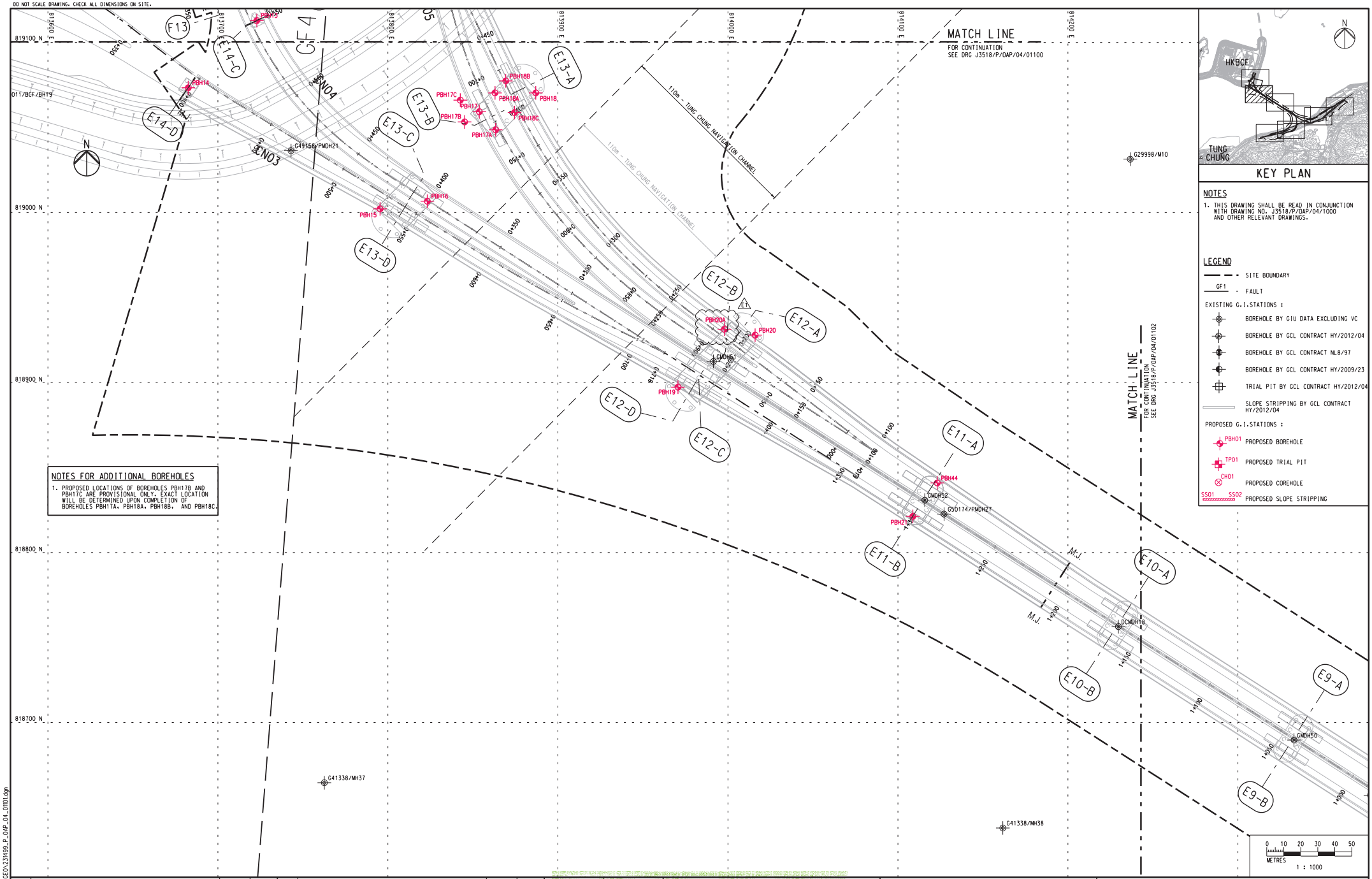

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C	SUBMISSION	RC	09/13				
D	SUBMISSION	RC	10/13				
E1	FOR INTERNAL REVIEW	RC	11/13				

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Checked: DS — Approved: DOP
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Client: 路政署 HIGHWAYS DEPARTMENT 香港項大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Project Title: Contract No. HY/2012/07 Tuen Mun - Chek Lap Kok Link Southern Connection Viaduct Section

Drawing title: **Figure 1.2c**

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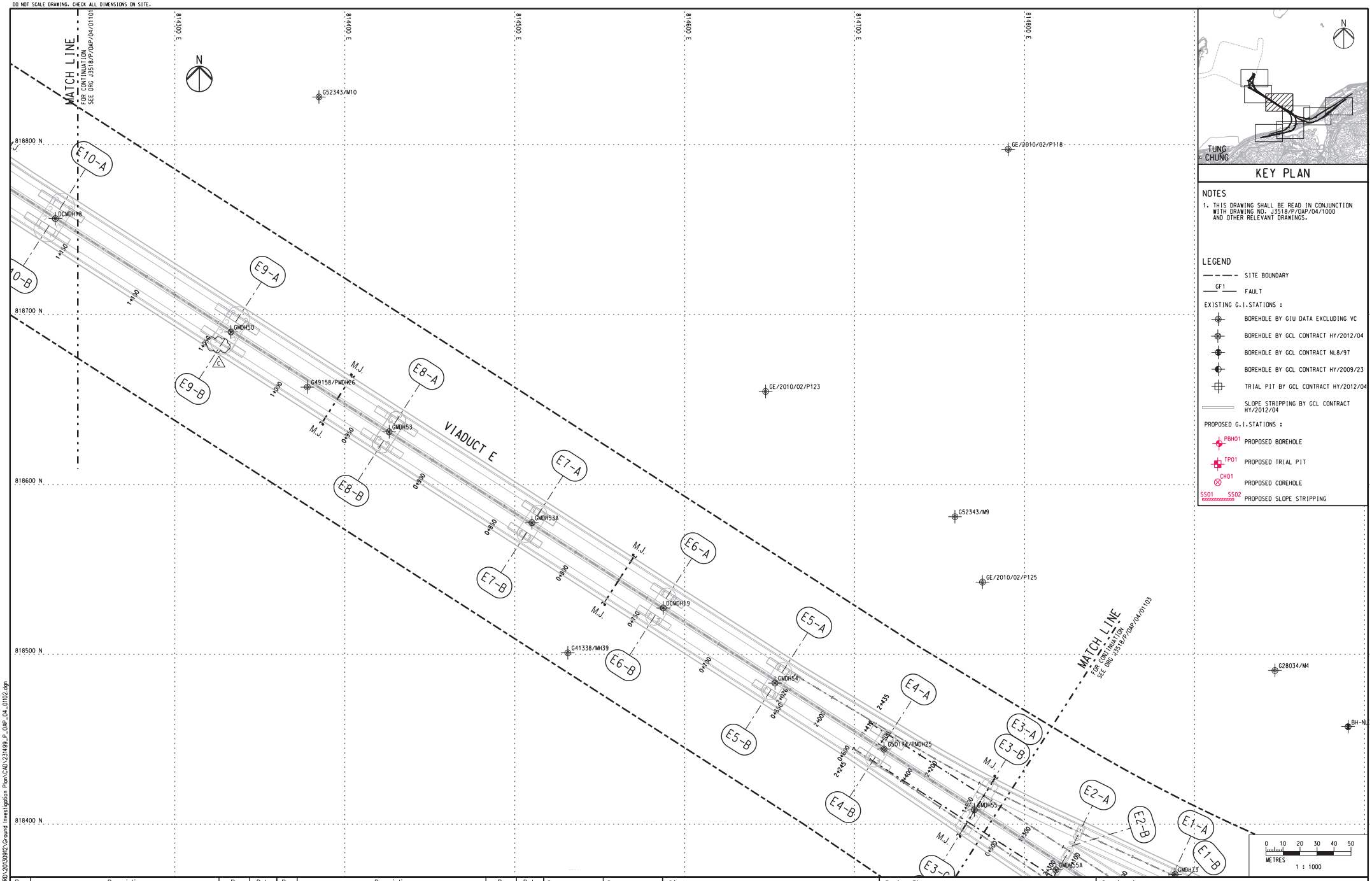

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Client: 路政署 HIGHWAYS DEPARTMENT 港珠澳大橋香港工程管理處 Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office

Project Title: Contract No. HY/2012/07
Tuen Mun - Chek Lap Kok Link
Southern Connection Viaduct Section

Supervising Officer: AECOM
Contractor: Gammon
Originator: ARUP

Drawing title: **Figure 1.2d**

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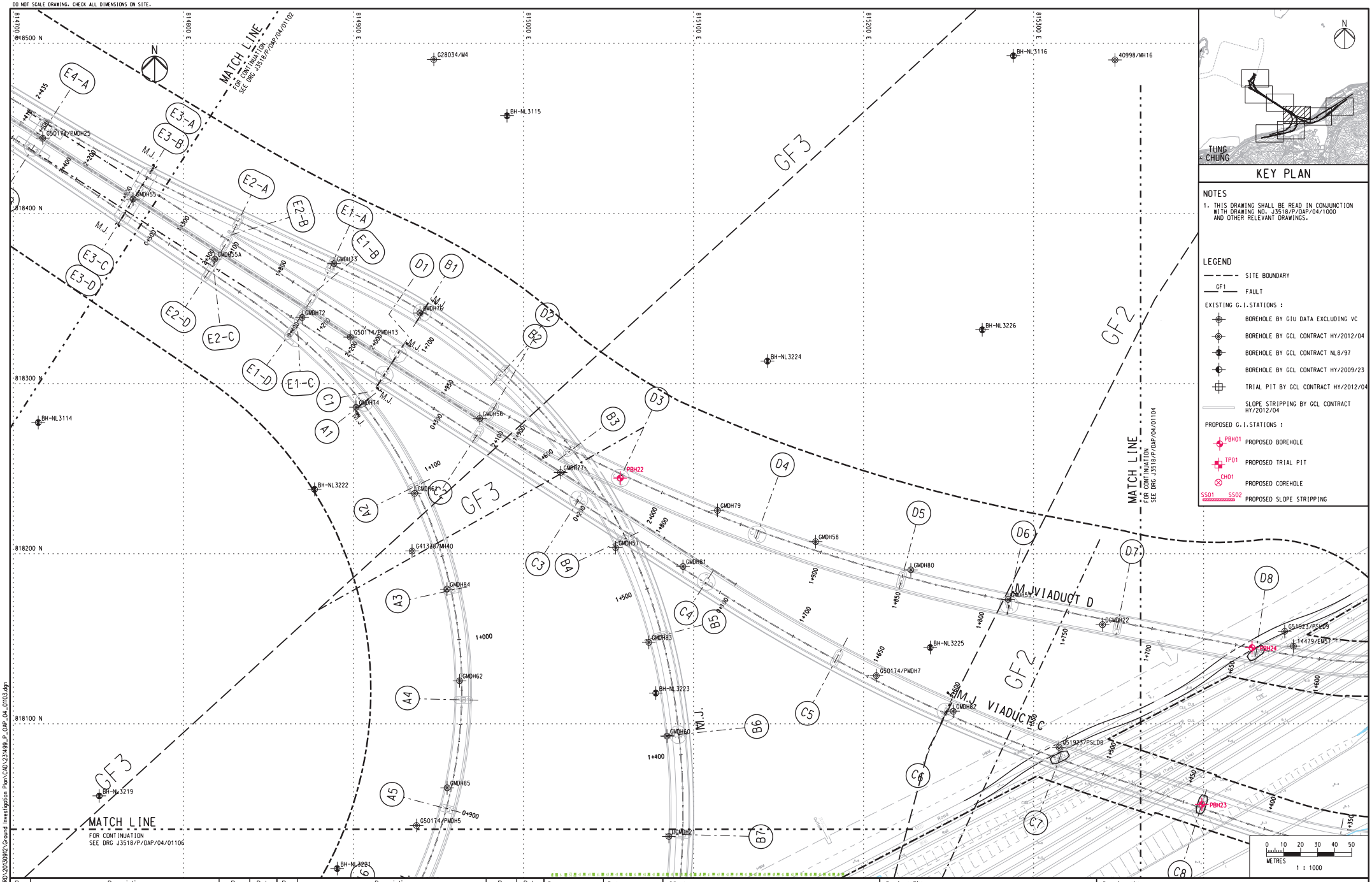

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C	SUBMISSION	RC	09/13				

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Client: 路政署 HIGHWAYS DEPARTMENT 港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

Project Title: Contract No. HY/2012/07 Tuen Mun - Chek Lap Kok Link Southern Connection Viaduct Section

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Drawing title: **Figure 1.2e**

Drawing no. J3518/P/OAP/04/01103 Rev. C

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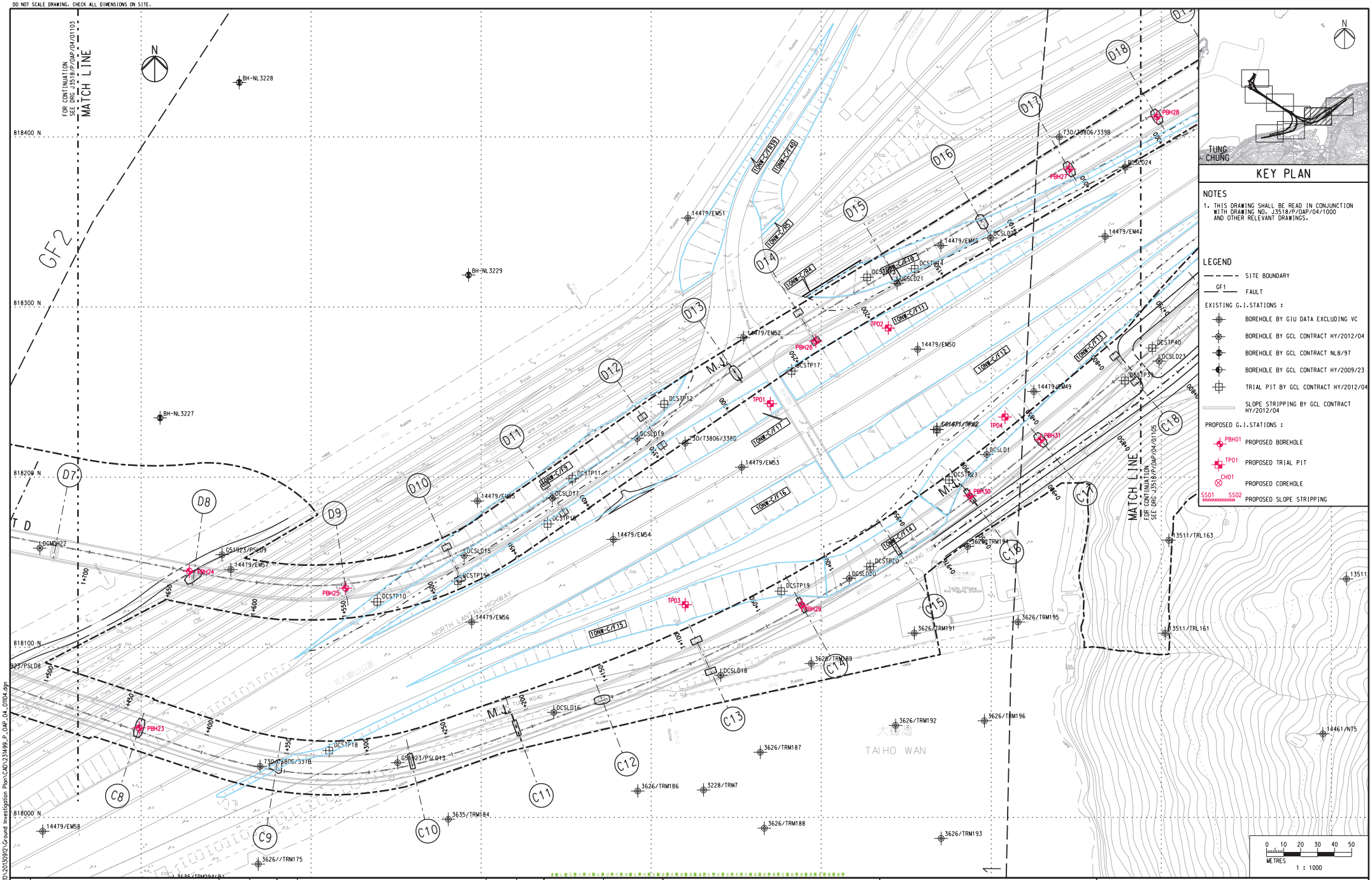

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Client: 路政署 HIGHWAYS DEPARTMENT 港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

Project Title: Contract No. HY/2012/07 Tuen Mun - Chek Lap Kok Link Southern Connection Viaduct Section

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Drawing title: **Figure 1.2f**

Drawing no. J3518/P/OAP/04/01104 Rev. C

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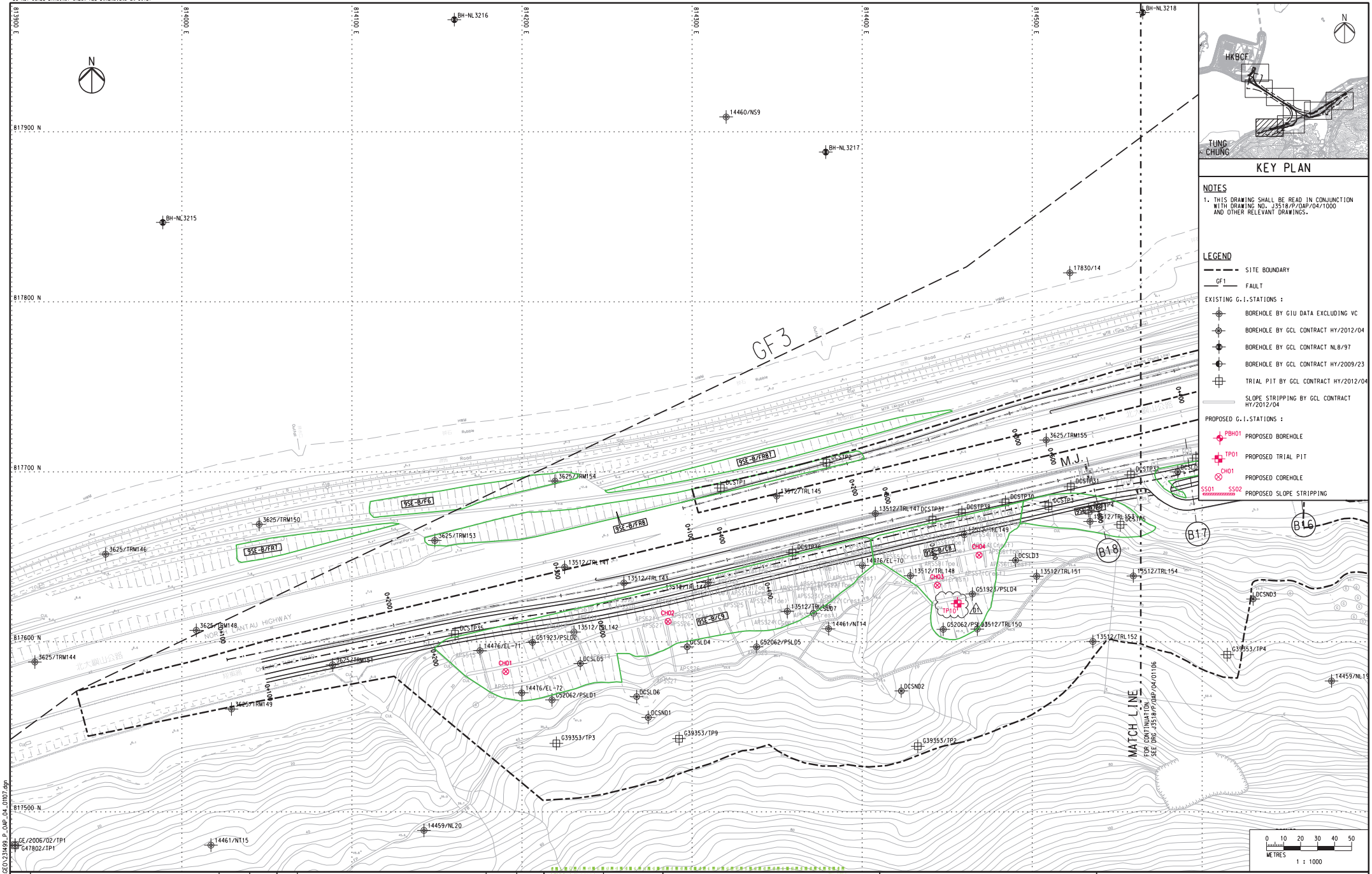

KEY PLAN

NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NO. J3518/P/OAP/04/1000 AND OTHER RELEVANT DRAWINGS.

LEGEND

- SITE BOUNDARY
- GF1 FAULT

EXISTING G.I.STATIONS :

- BOREHOLE BY GIU DATA EXCLUDING VC
- BOREHOLE BY GCL CONTRACT HY/2012/04
- BOREHOLE BY GCL CONTRACT NL8/97
- BOREHOLE BY GCL CONTRACT HY/2009/23
- TRIAL PIT BY GCL CONTRACT HY/2012/04
- SLOPE STRIPPING BY GCL CONTRACT HY/2012/04

PROPOSED G.I.STATIONS :

- PBH01 PROPOSED BOREHOLE
- TP01 PROPOSED TRIAL PIT
- CH01 PROPOSED COREHOLE
- SS01 SS02 PROPOSED SLOPE STRIPPING

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C	SUBMISSION	RC	09/13				
D1	FOR INTERNAL REVIEW	RC	11/13				

Drawn: RL — Date: 07/13

Checked: DS — Approved: DOP

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Client: 路政署 HIGHWAYS DEPARTMENT 港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

Project Title: Contract No. HY/2012/07 Tuen Mun - Chek Lap Kok Link Southern Connection Viaduct Section

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Drawing title: **Figure 1.2g**

Drawing no. J3518/P/OAP/04/01107 Rev. D1

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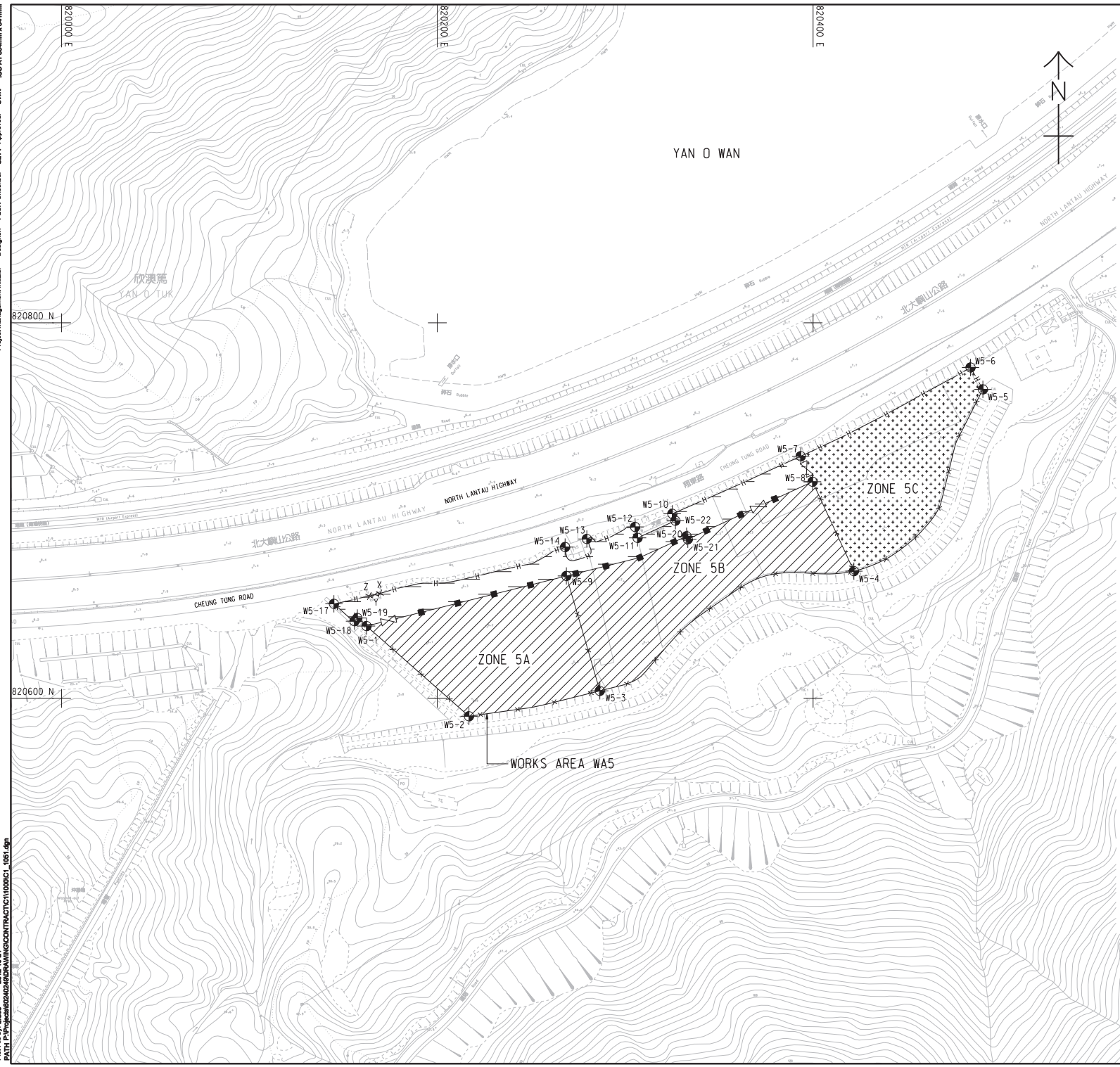


NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE WORKS AREA KEY PLAN IN SHEET NO. 60240249/C1/1000.
2. THE SETTING OUT INFORMATION AND WORKS AREA CONDITIONS SHOWN IN THIS DRAWING ARE FOR REFERENCE ONLY. THE WORKS AREA BOUNDARY SHALL BE IN ACCORDANCE WITH THE ENGINEERING CONDITIONS FOR TEMPORARY GOVERNMENT LAND ALLOCATION NO. TIS 619. IN CASE OF DISCREPANCY BETWEEN THE BOUNDARY SHOWN ON THIS DRAWING AND THE BOUNDARY INDICATED ON THE ENGINEERING CONDITIONS, THE LATTER SHALL PREVAIL.
3. DEMARCATION OF THE WORKS AREA SHALL BE DETERMINED ON SITE.
4. REFER TO HIGHWAYS DEPARTMENT STANDARD DRAWING NOS. H6110 AND H6111 FOR DETAILS OF HOARDING.
5. REFER TO HIGHWAYS DEPARTMENT STANDARD DRAWING NOS. H6121 AND H6122 FOR DETAILS OF CHAIN LINK FENCE.
6. REFER TO HIGHWAYS DEPARTMENT STANDARD DRAWING NO. H6121 FOR DETAILS OF GATE.
7. CHAIN LINK FENCE SHALL BE ERECTED ALONG THE WORKS AREA BOUNDARY. THE ALIGNMENT AND EXTENT OF CHAIN LINK FENCE SHOWN ARE INDICATIVE ONLY AND SHALL BE CONFIRMED BY THE SUPERVISING OFFICER.
8. THE LOCATION AND WIDTH OF GATE SHOWN ARE INDICATIVE ONLY AND SHALL BE CONFIRMED BY THE SUPERVISING OFFICER.
9. NO STRUCTURES SHALL BE ERECTED OTHER THAN SUCH STRUCTURES NOT EXCEEDING TWO STOREYS IN HEIGHT, WHICH ARE APPROVED BY THE DISTRICT LANDS OFFICER AS BEING APPROPRIATE FOR THE USE OF THE SITE AS A WORKS AREA.
10. THE TENTATIVE OCCUPATION PERIOD SHALL BE REFERRED TO EMPLOYER'S REQUIREMENTS PART 2 AND PART 14 SECTION 1 CLAUSE 1.45A.
11. THE WORKS AREAS SHOWN ON THIS DRAWING ARE TO BE SHARE-USED AMONG THE CONTRACTS OF TM-CLKL RELATED CONTRACTS. THE AREAS HATCHED WITH ▨ ARE TENTATIVELY ALLOCATED FOR THE USE BY THIS CONTRACT.
12. THE COMMON AREA SHALL BE CONCRETE PAVED BY THE CONTRACTOR.

LEGEND:

- WORKS AREA UNDER THIS CONTRACT
- COMMON AREA (MAINTAINED UNDER THIS CONTRACT) TO BE SHARE-USED WITH OTHER CONTRACTS
- WORKS AREA FOR THIS CONTRACT TO BE EARLY HANDED OVER BY THE CONTRACTOR.
- H — HOARDING AND GATE (TO BE ERECTED AND MAINTAINED UNDER THIS CONTRACT)
- CHAIN LINK FENCE AND GATE (TO BE ERECTED AND MAINTAINED BY OTHERS)
- CHAIN LINK FENCE AND GATE (TO BE ERECTED AND MAINTAINED UNDER THIS CONTRACT)

SETTING OUT COORDINATES OF WORKS AREA WA5

POINT	COORDINATES	
	EASTING	NORTHING
W5-1	820162.308	820638.492
W5-2	820216.839	820590.455
W5-3	820286.496	820603.985
W5-4	820421.757	820667.742
W5-5	820490.425	820764.554
W5-6	820483.839	820776.180
W5-7	820393.451	820728.958
W5-8	820399.746	820715.343
W5-9	820268.674	820665.173
W5-10	820325.075	820698.276
W5-11	820306.587	820685.458
W5-12	820305.269	820691.287
W5-13	820279.580	820684.863
W5-14	820268.027	820680.572
X	820169.407	820655.859
Y	820166.601	820655.172
Z	820163.794	820654.484
W5-17	820144.957	820650.334
W5-18	820155.899	820641.093
W5-19	820157.432	820642.788
W5-20	820332.642	820686.314
W5-21	820333.350	820684.738
W5-22	820326.723	820694.608

AECOM

PROJECT
TUEN MUN - CHEK LAP KOK LINK

CONTRACT TITLE
TUEN MUN - CHEK LAP KOK LINK - SOUTHERN CONNECTION VIADUCT SECTION

CLIENT
路政署 HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

CONSULTANT
AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

VR	DATE	DESCRIPTION	CHK.
-	OCT. 12	TENDER DRAWING	CWN

STATUS

SCALE: A1 1 : 1000
DIMENSION UNIT: METRES

KEY PLAN

Figure 1.2h

PROJECT NO.: 60240249
CONTRACT NO.: HY/2012/07

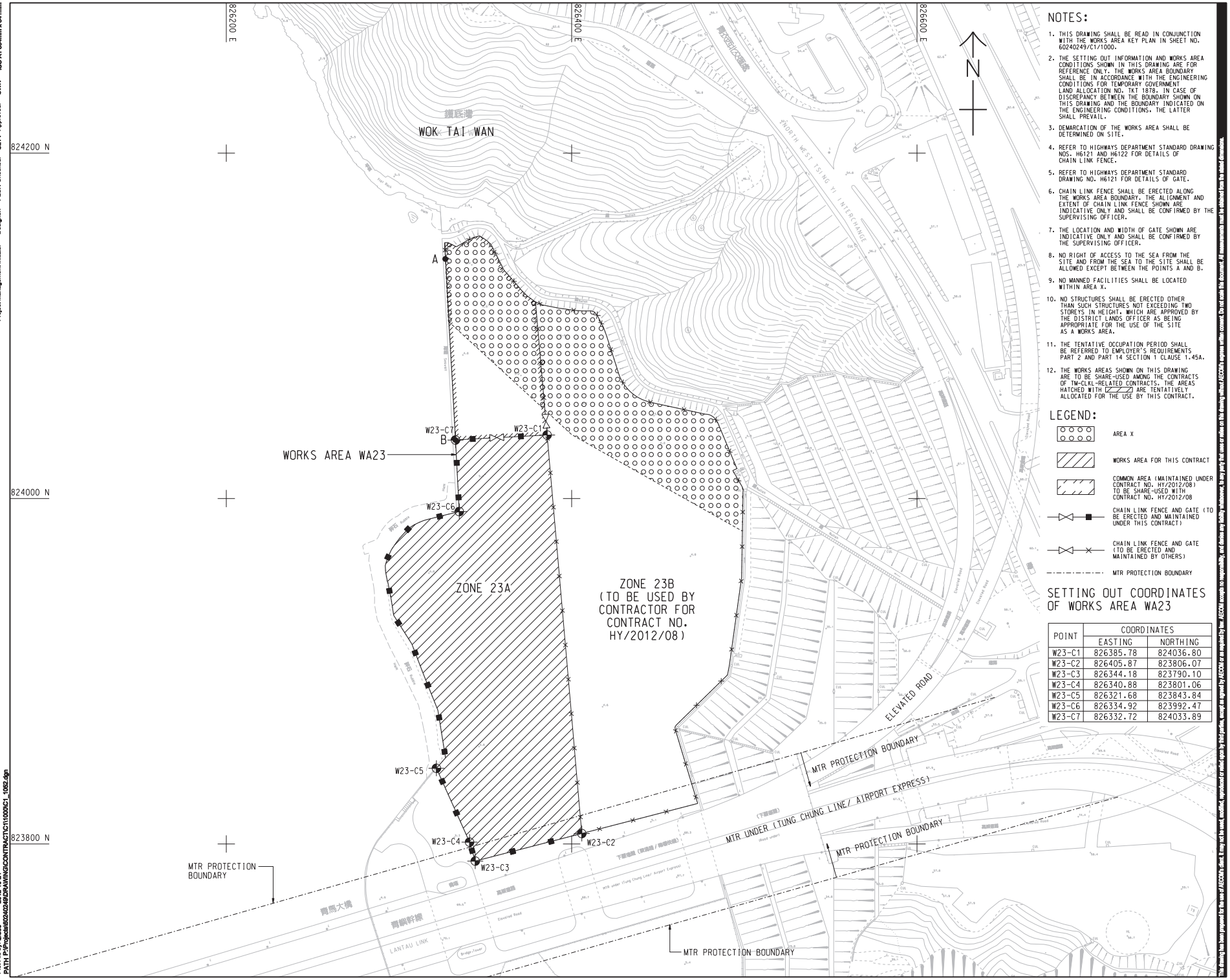
SHEET TITLE
WORKS AREA AND HOARDING PLAN

SHEET 1 OF 2

SHEET NUMBER
60240249/C1/1051

Project Management Initials: Designer: PLCK Checked: SLYY Approved: CWN ISO A1 594mm x 841mm

Plot File by: LIUJ3 2012-10-24
PATH: P:\Projects\60240249\DRAWING\CONTRACT\C1\1000\C1_1051.dgn



NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE WORKS AREA KEY PLAN IN SHEET NO. 60240249/C1/1000.
2. THE SETTING OUT INFORMATION AND WORKS AREA CONDITIONS SHOWN IN THIS DRAWING ARE FOR REFERENCE ONLY. THE WORKS AREA BOUNDARY SHALL BE IN ACCORDANCE WITH THE ENGINEERING CONDITIONS FOR TEMPORARY GOVERNMENT LAND ALLOCATION NO. TKT 1878. IN CASE OF DISCREPANCY BETWEEN THE BOUNDARY SHOWN ON THIS DRAWING AND THE BOUNDARY INDICATED ON THE ENGINEERING CONDITIONS, THE LATTER SHALL PREVAIL.
3. DEMARCATION OF THE WORKS AREA SHALL BE DETERMINED ON SITE.
4. REFER TO HIGHWAYS DEPARTMENT STANDARD DRAWING NOS. H6121 AND H6122 FOR DETAILS OF CHAIN LINK FENCE.
5. REFER TO HIGHWAYS DEPARTMENT STANDARD DRAWING NO. H6121 FOR DETAILS OF GATE.
6. CHAIN LINK FENCE SHALL BE ERECTED ALONG THE WORKS AREA BOUNDARY. THE ALIGNMENT AND EXTENT OF CHAIN LINK FENCE SHOWN ARE INDICATIVE ONLY AND SHALL BE CONFIRMED BY THE SUPERVISING OFFICER.
7. THE LOCATION AND WIDTH OF GATE SHOWN ARE INDICATIVE ONLY AND SHALL BE CONFIRMED BY THE SUPERVISING OFFICER.
8. NO RIGHT OF ACCESS TO THE SEA FROM THE SITE AND FROM THE SEA TO THE SITE SHALL BE ALLOWED EXCEPT BETWEEN THE POINTS A AND B.
9. NO MANNED FACILITIES SHALL BE LOCATED WITHIN AREA X.
10. NO STRUCTURES SHALL BE ERECTED OTHER THAN SUCH STRUCTURES NOT EXCEEDING TWO STOREYS IN HEIGHT, WHICH ARE APPROVED BY THE DISTRICT LANDS OFFICER AS BEING APPROPRIATE FOR THE USE OF THE SITE AS A WORKS AREA.
11. THE TENTATIVE OCCUPATION PERIOD SHALL BE REFERRED TO EMPLOYER'S REQUIREMENTS PART 2 AND PART 14 SECTION 1 CLAUSE 1.45A.
12. THE WORKS AREAS SHOWN ON THIS DRAWING ARE TO BE SHARE-USED AMONG THE CONTRACTS OF TM-CLKL-RELATED CONTRACTS. THE AREAS HATCHED WITH ▨ ARE TENTATIVELY ALLOCATED FOR THE USE BY THIS CONTRACT.

LEGEND:

- AREA X
- WORKS AREA FOR THIS CONTRACT
- COMMON AREA (MAINTAINED UNDER CONTRACT NO. HY/2012/08) TO BE SHARE-USED WITH CONTRACT NO. HY/2012/08
- CHAIN LINK FENCE AND GATE (TO BE ERECTED AND MAINTAINED UNDER THIS CONTRACT)
- CHAIN LINK FENCE AND GATE (TO BE ERECTED AND MAINTAINED BY OTHERS)
- MTR PROTECTION BOUNDARY

SETTING OUT COORDINATES OF WORKS AREA WA23

POINT	COORDINATES	
	EASTING	NORTHING
W23-C1	826385.78	824036.80
W23-C2	826405.87	823806.07
W23-C3	826344.18	823790.10
W23-C4	826340.88	823801.06
W23-C5	826321.68	823843.84
W23-C6	826334.92	823992.47
W23-C7	826332.72	824033.89

AECOM

PROJECT
TUEN MUN - CHEK LAP KOK LINK

CONTRACT TITLE
TUEN MUN - CHEK LAP KOK LINK - SOUTHERN CONNECTION VIADUCT SECTION

CLIENT
HIGHWAYS DEPARTMENT
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

CONSULTANT
AECOM Asia Company Ltd.
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SUB-CONSULTANTS

ISSUE/REVISION

VR	DATE	DESCRIPTION	CHK.
-	OCT. 12	TENDER DRAWING	CWN

STATUS

SCALE: A1 1 : 1000
DIMENSION UNIT: METRES

KEY PLAN

Figure 1.2i

PROJECT NO.: 60240249
CONTRACT NO.: HY/2012/07

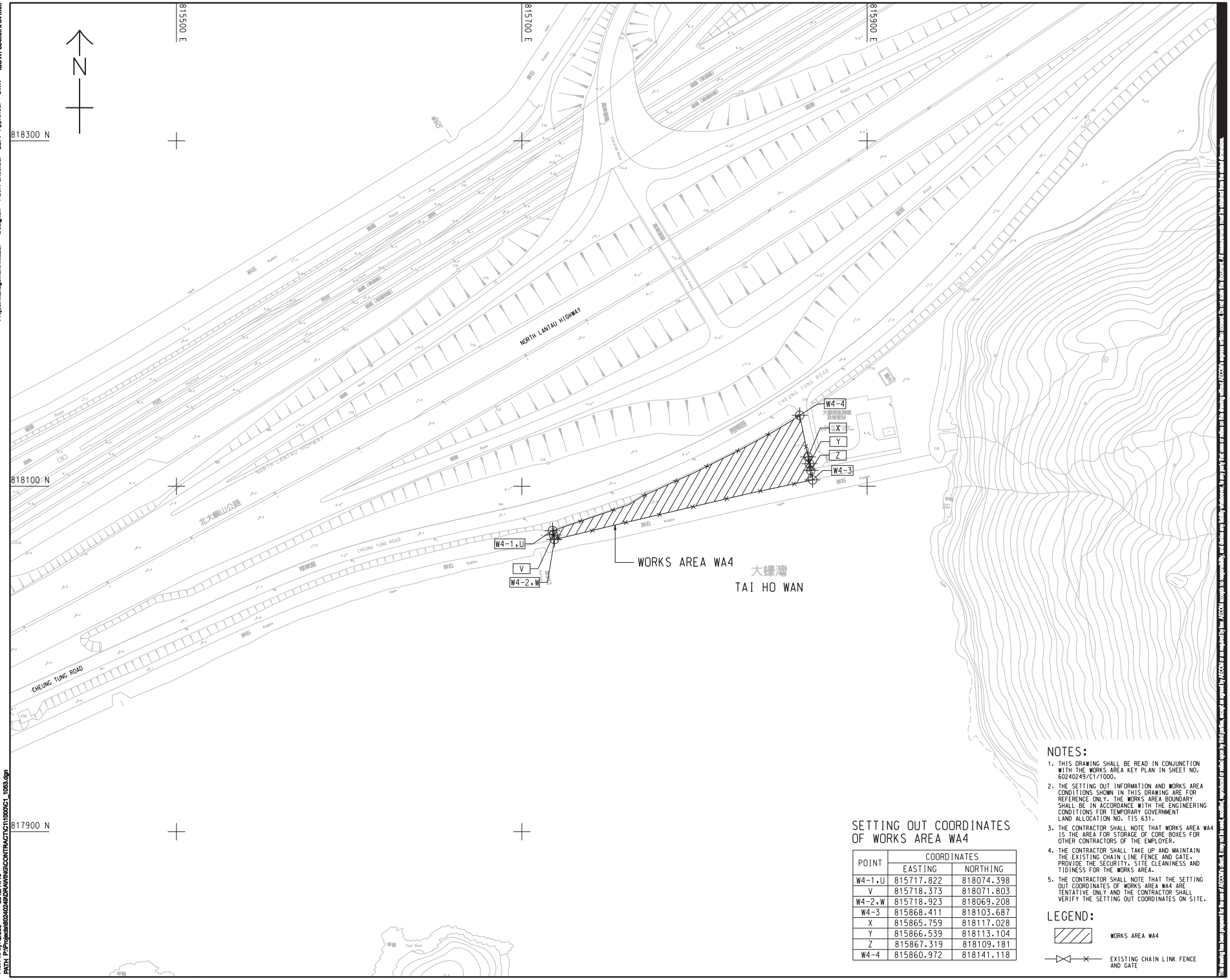
SHEET TITLE
WORKS AREA AND HOARDING PLAN

SHEET 2 OF 2

SHEET NUMBER
60240249/C1/1052

Project Management Initials: Designer: PLCK Checked: SLYY Approved: CWN ISO A1 594mm x 841mm

Plot File by: LIUJ3 2012-10-24
PATH: P:\Projects\60240249\DRAWING\CONTRACT\C1\1000\C1_1052.dgn



Project Management Initials: Designer: PLCK Checked: SLYY Approved: CWN ISO A1 594mm x 841mm

Plot File by: LIUJ3 2012/11/16
PATH: P:\Projects\60240249\DRAWING\CONTRACT\C1\1000\C1_1053.dgn

SETTING OUT COORDINATES OF WORKS AREA WA4

POINT	COORDINATES	
	EASTING	NORTHING
W4-1,U	815717.822	818074.398
V	815718.373	818071.803
W4-2,W	815718.923	818069.208
W4-3	815868.411	818103.687
X	815865.759	818117.028
Y	815866.539	818113.104
Z	815867.319	818109.181
W4-4	815860.972	818141.118

NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE WORKS AREA KEY PLAN IN SHEET NO. 60240249/C1/1000.
2. THE SETTING OUT INFORMATION AND WORKS AREA CONDITIONS SHOWN IN THIS DRAWING ARE FOR REFERENCE ONLY. THE WORKS AREA BOUNDARY SHALL BE IN ACCORDANCE WITH THE ENGINEERING CONDITIONS FOR TEMPORARY GOVERNMENT LAND ALLOCATION NO. TIS 631.
3. THE CONTRACTOR SHALL NOTE THAT WORKS AREA WA4 IS THE AREA FOR STORAGE OF CORE BOXES FOR OTHER CONTRACTORS OF THE EMPLOYER.
4. THE CONTRACTOR SHALL TAKE UP AND MAINTAIN THE EXISTING CHAIN LINE FENCE AND GATE. PROVIDE THE SECURITY, SITE CLEANINESS AND TIDINESS FOR THE WORKS AREA.
5. THE CONTRACTOR SHALL NOTE THAT THE SETTING OUT COORDINATES OF WORKS AREA WA4 ARE TENTATIVE ONLY AND THE CONTRACTOR SHALL VERIFY THE SETTING OUT COORDINATES ON SITE.

LEGEND:

WORKS AREA WA4

EXISTING CHAIN LINK FENCE AND GATE

AECOM

PROJECT
TUEN MUN - CHEK LAP KOK LINK

CONTRACT TITLE
TUEN MUN - CHEK LAP KOK LINK - SOUTHERN CONNECTION VIADUCT SECTION

CLIENT
路政署 HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

CONSULTANT
AECOM Asia Company Ltd.
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Figure 1.2j

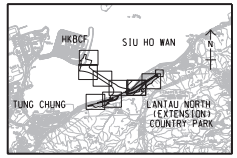
ISSUE/REVISION

VR	DATE	DESCRIPTION	CHK.
-	NOV. 12	TENDER ADDENDUM NO. 1	CWN

STATUS

SCALE: A1 1 : 1000
DIMENSION UNIT: METRES

KEY PLAN

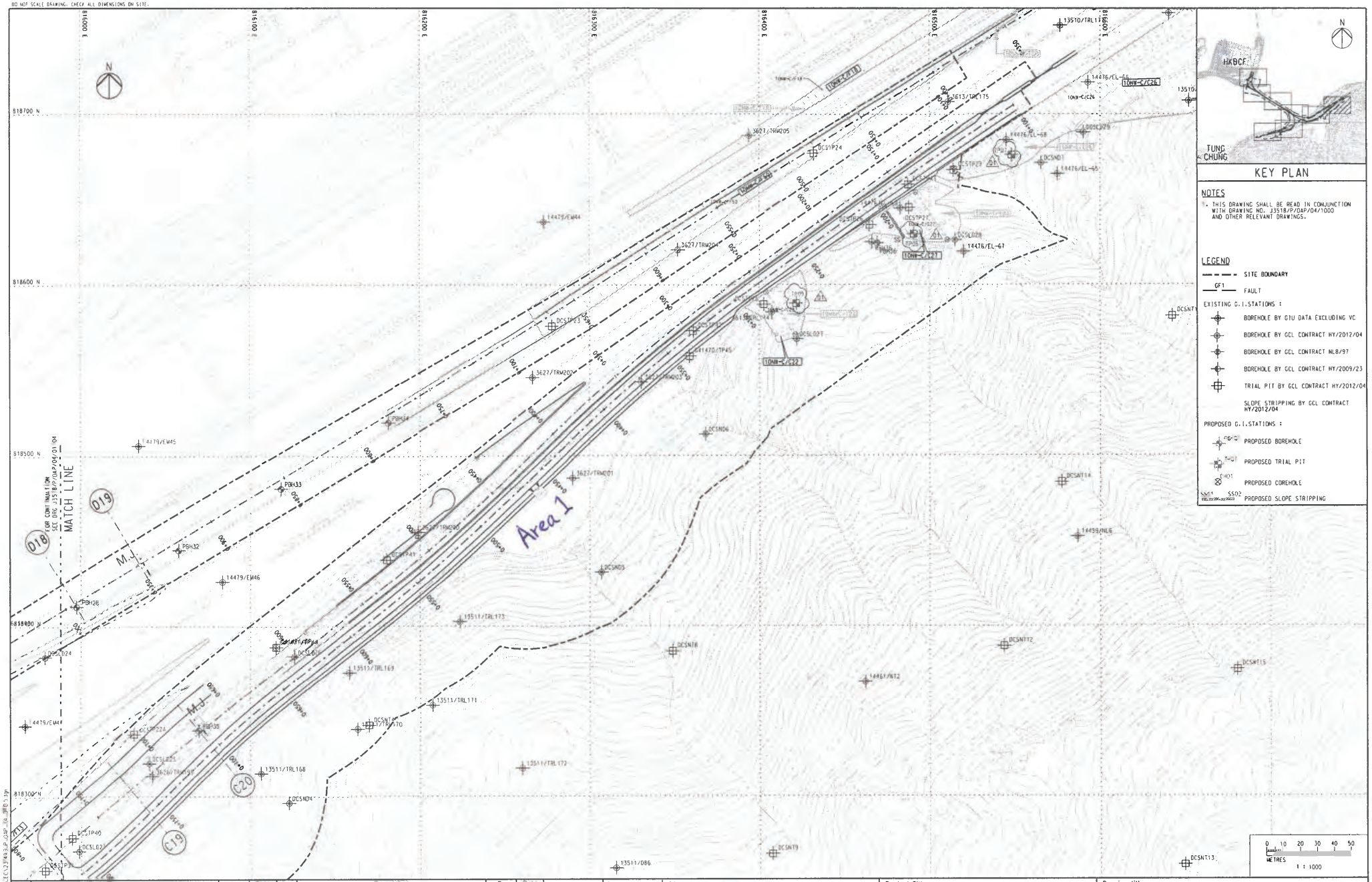


PROJECT NO.: 60240249
CONTRACT NO.: HY/2012/07

SHEET TITLE
WORKS AREA WA4

SHEET NUMBER
60240249/C1/1053

DO NOT SCALE DRAWING. CHECK ALL DIMENSIONS ON SITE.



KEY PLAN

NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NO. J3518/P/OAP/04/1000 AND OTHER RELEVANT DRAWINGS.

LEGEND

- SITE BOUNDARY
- GF1 FAULT

EXISTING G.I.STATIONS :

- BOREHOLE BY GIU DATA EXCLUDING VC
- BOREHOLE BY GCL CONTRACT HY/2012/04
- BOREHOLE BY GCL CONTRACT NL8/97
- BOREHOLE BY GCL CONTRACT HY/2009/23
- TRIAL PIT BY GCL CONTRACT HY/2012/04
- SLOPE STRIPPING BY GCL CONTRACT HY/2012/04

PROPOSED G.I.STATIONS :

- PBH01 PROPOSED BOREHOLE
- TP01 PROPOSED TRIAL PIT
- CH01 PROPOSED COREHOLE
- SS01 SS02 PROPOSED SLOPE STRIPPING

Rev.	Description	By	Date	Rev.	Description	By	Date
A	[illegible]	RL	07/13				
B	[illegible]	RL	07/13				
C	[illegible]	RL	09/13				
D1	ETA INTERNAL REVIEW	RL	10/13				

Drawn: RL | Date: 07/13
Checked: DS | Approved: DOP
Scale: 1:1000 @ A1 / 1:2000 @ A3

Client: 路政署 HIGHWAYS DEPARTMENT 港珠澳大橋香港工程管理處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

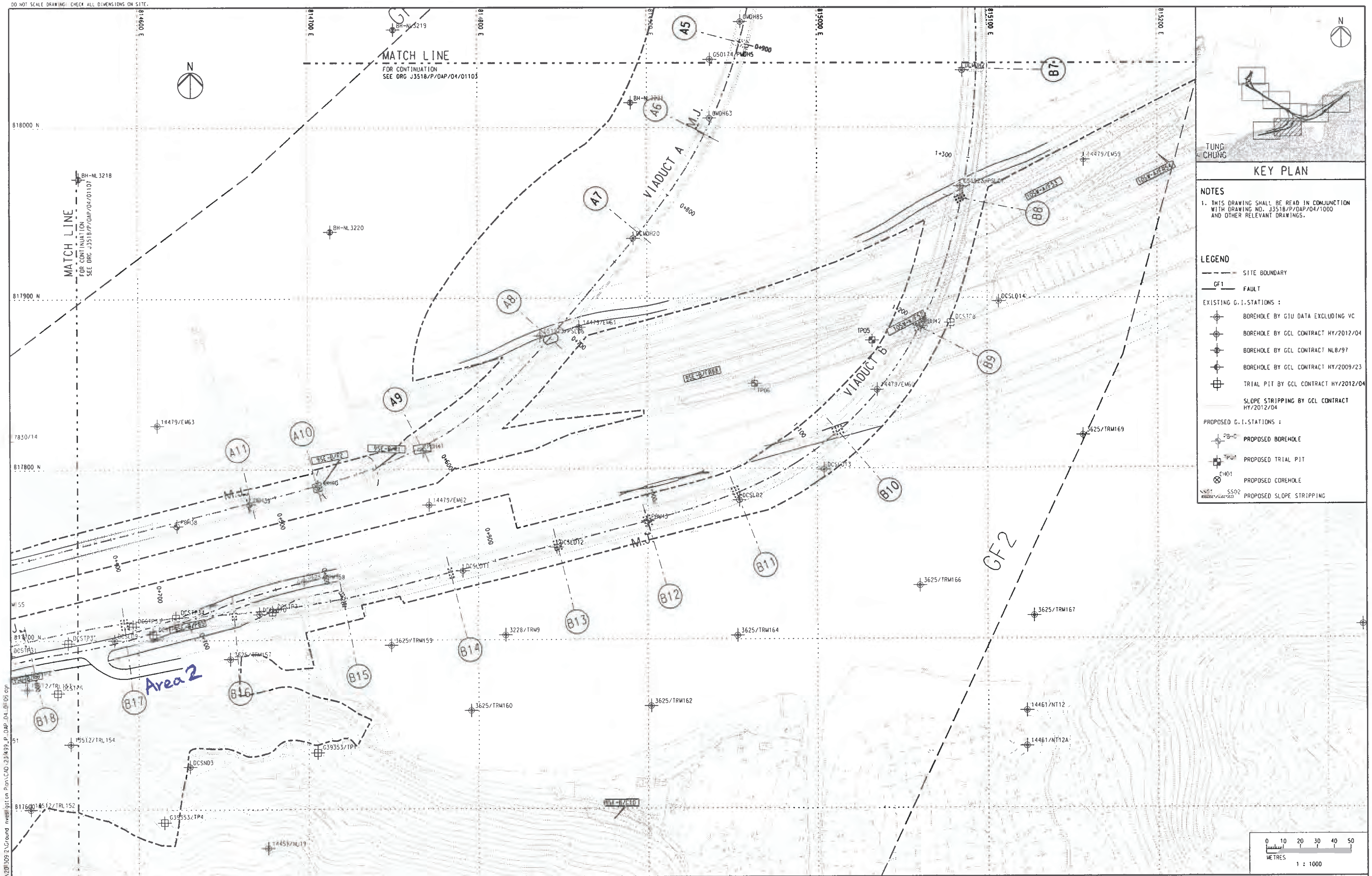
Project Title: Contract No. HY/2012/07 Tuen Mun - Chek Lap Kok Link Southern Connection Viaduct Section

Supervising Officer: AECOM | Contractor: Gammon | Originator: ARUP

Drawing title: **Figure 1.2k**

Drawing no. J3518/P/OAP/04/01105 | Rev. D1

DO NOT SCALE DRAWING. CHECK ALL DIMENSIONS ON SITE.



Rev	Description	By	Date	Rev	Description	By	Date
A	SUBMISSION	RC	07/13				
B	SUBMISSION	RC	07/13				
C	SUBMISSION	RC	09/13				

Drawn: RL	Date: 07/13
Checked: DS	Approved: DOP
Scale: 1:1000 @ A1 / 1:2000 @ A3	

Client: 路政署 HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong - Zhuhai - Macao Bridge
Hong Kong Project Management Office

Supervising Officer: AECOM

Contractor: Gammon

Originator: ARUP

Project Title
Contract No. HY/2012/07
Tuen Mun - Chek Lap Kok Link
Southern Connection Viaduct Section

Drawing title

Figure 1.2l

Drawing no. J3518/P/OAP/04/01106 Rev C

1.4 SUMMARY OF CONSTRUCTION WORKS

The construction phase of the Contract commenced on 31 October 2013. The rolling construction programme for the period of December 2019 to March 2020 is shown in *Appendix B*.

As informed by the Contractor, there were no major works undertaken in the reporting period.

The locations of the construction activities are shown in *Figure 1.3*. The Environmental Sensitive Receivers in the vicinity of the Project are shown in *Figure 1.4*.

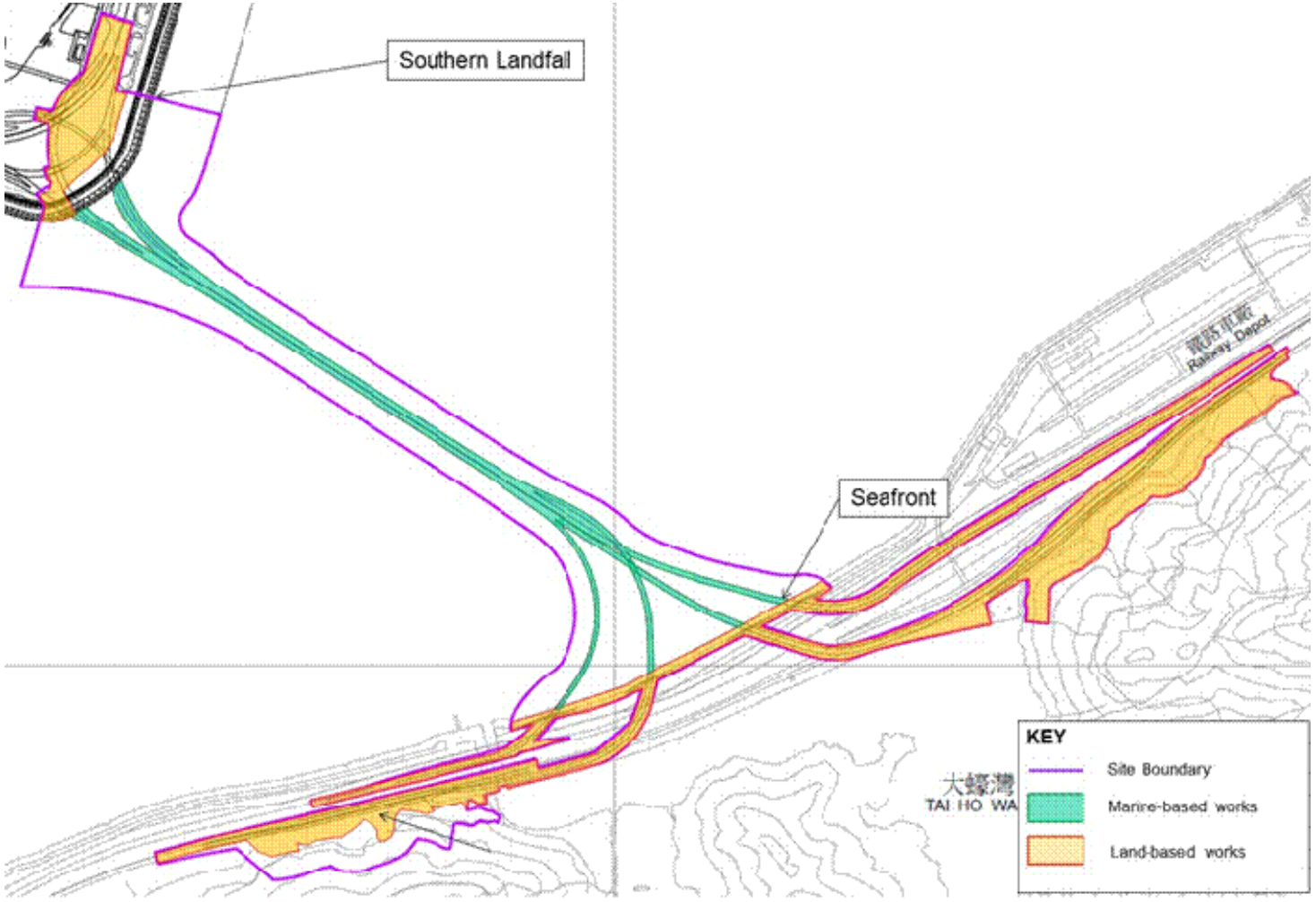
The environmental mitigation measures implementation schedule is presented in *Appendix C*.

1.5 SUMMARY OF EM&A PROGRAMME REQUIREMENTS

The EM&A programme required environmental monitoring for air quality, noise, water quality and marine ecology as well as environmental site inspections for air quality, noise, water quality, waste management, marine ecology and landscape and visual impacts. The EM&A requirements and related findings for each component are described in the following sections, which include:

- Monitoring parameters;
- Monitoring schedules for the reporting months and forthcoming months;
- Action and Limit levels for all environmental parameters;
- Event Action Plan;
- Results and observations;
- Environmental mitigation measures, as recommended in the approved EIA Report; and
- Environmental requirement in contract documents.

Figure 1.3 Locations of Construction Activities in the Reporting Period



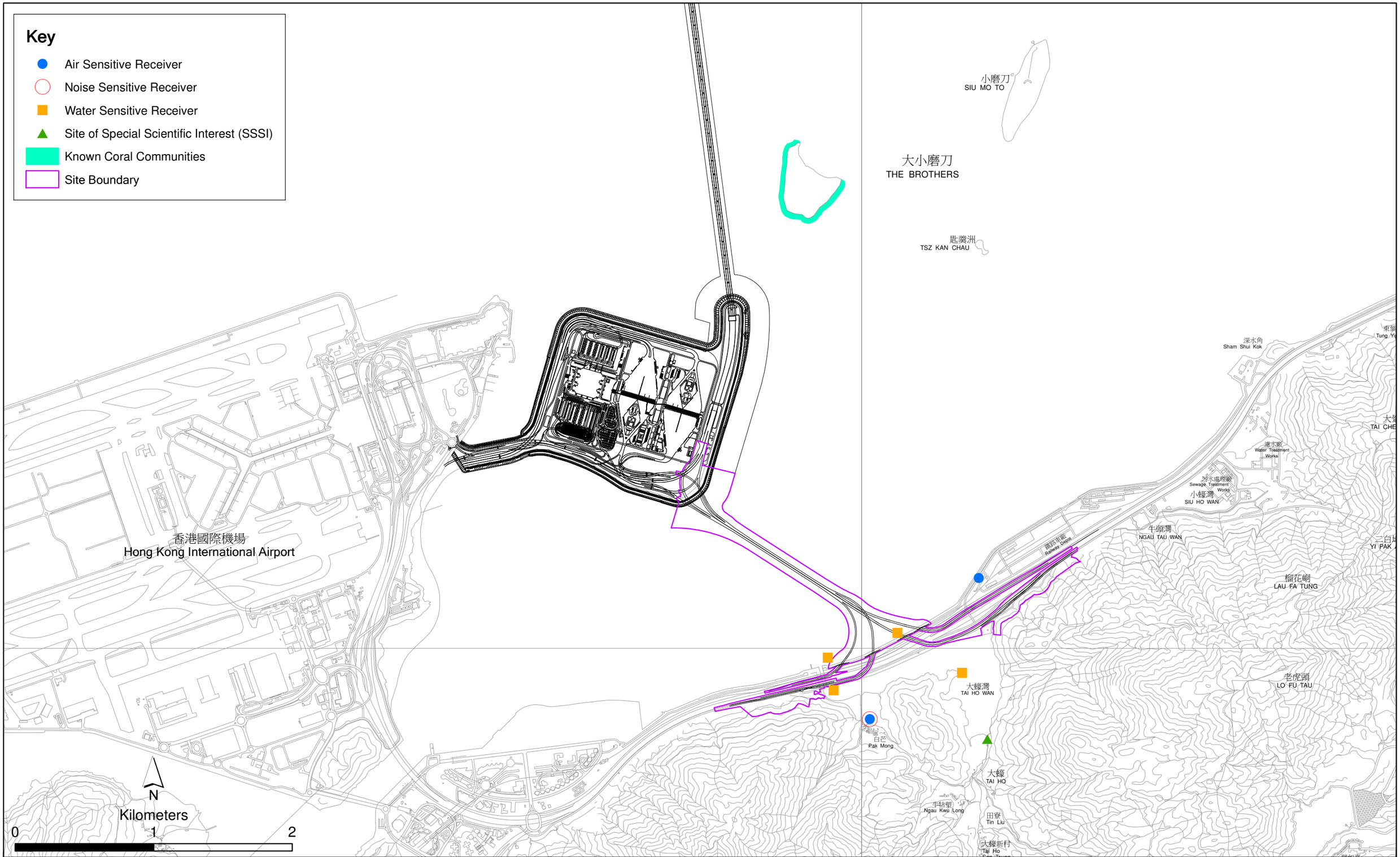


Figure 1.4

Environmental Sensitive Receivers in the Vicinity of Contract No. HY/2012/07
Tuen Mun - Chek Lap Kok Link - Southern Connection Viaduct Section

File: T:\GIS\CONTRACT\0215660\Mxd\0215660_Environmental_Sensitive_Receiver.mxd
Date: 18/5/2015

Environmental Resources Management

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2 EM&A RESULTS

The EM&A programme required environmental monitoring for air quality, noise, water quality and marine ecology as well as environmental site inspections for air quality, noise, water quality, waste management, marine ecology and landscape and visual impacts. The EM&A requirements and related findings for each component are summarized in the following sections.

2.1 AIR QUALITY

No air quality monitoring was undertaken in the reporting period as construction works was substantially completed on 31 July 2019. Notification of temporary suspension of air quality monitoring has been approved by EPD on 28 August 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

2.2 NOISE MONITORING

No noise monitoring was undertaken in the reporting period as construction works was substantially completed on 31 July 2019. Notification of temporary suspension of noise monitoring has been approved by EPD on 28 August 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

2.3 WATER QUALITY MONITORING

2.3.1 Monitoring Requirements and Equipment

No water quality impact monitoring was undertaken in the reporting period as marine works were substantially completed on 21 August 2019. Notification of temporary suspension of water quality monitoring has been approved by EPD on 30 August 2019.

According to the Updated EM&A Manual, a post-construction water quality monitoring shall be carried out upon completion of all marine-based construction activities. Post-construction water quality monitoring was undertaken three days per week for at least 4 weeks in accordance with the Updated EM&A Manual. The proposal for post-construction water quality monitoring was approved by EPD on 19 November 2019. The post-construction water quality monitoring commenced on 27 November 2019 and completed on 23 December 2019.

The locations of the monitoring stations under the Contract are shown in *Figure 2.1* and *Table 2.1*.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Table 2.1 Locations of Water Quality Monitoring Stations and the Corresponding Monitoring Requirements

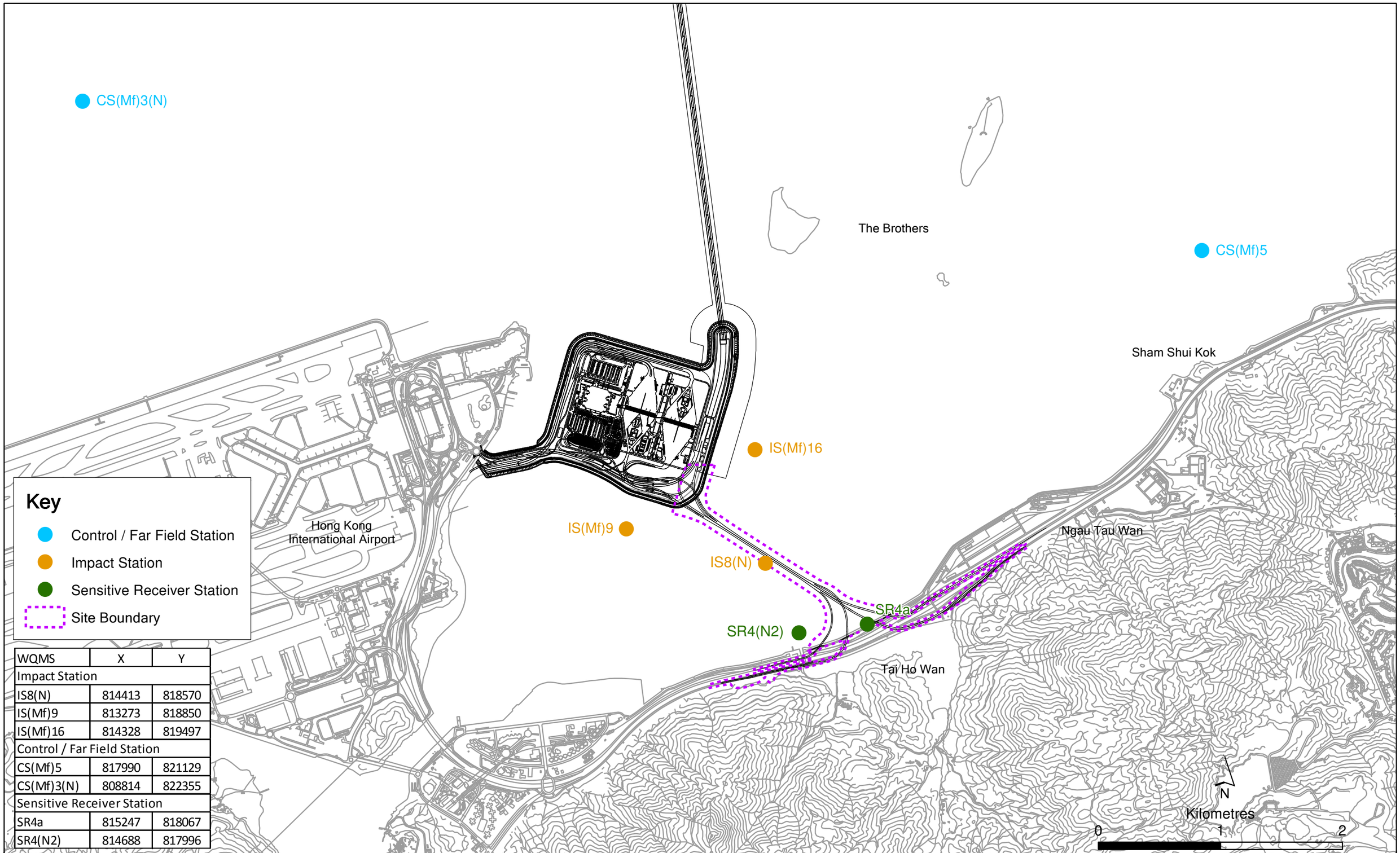
Station ID	Type	Coordinates		*Parameters, unit	Depth	Frequency
		Easting	Northing			
IS(Mf)9	Impact Station (Close to HKBCF construction site)	813273	818850	• Temperature(°C) • pH(pH unit) • Turbidity (NTU) • Water depth (m) • Salinity (ppt) • Dissolved Oxygen (DO) (mg/L and % of saturation) • Suspended Solid (SS) (mg/L)	3 water depths: 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.	Impact monitoring: 3 days per week, at mid-flood and mid-ebb tides during the construction period of the Contract.
IS(Mf)16	Impact Station (Close to HKBCF construction site)	814328	819497			
IS8 (N)	Impact Station (Close to HKBCF construction site)	814413	818570			
SR4(N2)	Sensitive receiver (Tai Ho Inlet)	814688	817996			
SR4a	Sensitive receiver	815247	818067			
CS(Mf)3(N)	Control Station	808814	822355			
CS(Mf)5	Control Station	817990	821129			

Notes:
In addition to the parameters presented monitoring location/position, time, water depth, sampling depth, tidal stages, weather conditions and any special phenomena or works underway nearby were also recorded.
Water Quality Monitoring Station CS(Mf)3 was relocated to CS(Mf)3(N) since 2 May 2017.
Water Quality Monitoring Station SR4 was relocated to SR4(N) since 2 March 2018.
Water Quality Monitoring Station SR4(N) was relocated to SR4(N2) since 12 June 2019
Water Quality Monitoring Station IS8 was relocated to IS8(N) since 12 June 2019.

Table 2.2 summarizes the equipment used in the post-construction water quality monitoring programme.

Table 2.2 Water Quality Monitoring Equipment

Equipment	Brand and Model
Multi-parameters (Dissolved Oxygen, Salinity, Turbidity, Temperature, pH)	YSI ProDSS / YSI 6920 V2



WQMS	X	Y
Impact Station		
IS8(N)	814413	818570
IS(Mf)9	813273	818850
IS(Mf)16	814328	819497
Control / Far Field Station		
CS(Mf)5	817990	821129
CS(Mf)3(N)	808814	822355
Sensitive Receiver Station		
SR4a	815247	818067
SR4(N2)	814688	817996

Figure 2.1

Locations of Water Quality Monitoring Stations

File: T:\GIS\CONTRACT\0215660\Mxd\0215660_WQMS_20190813.mxd
Date: 13/8/2019

Environmental Resources Management

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Equipment	Brand and Model
Positioning Equipment	Furuno GP-170
Water Depth Detector	Lowrance Mark 5x / Garmin Striker 4
Water Sampler	WildCo Vertical Alpha Bottles 1120-2.2L /1120-3.2L Aquatic Research Instrument Vertical/Horizontal Point Water Sampler 2.2L / 3.0L

2.3.2 Monitoring Schedule for the Reporting Quarter

The schedules for post-construction water quality monitoring are provided in *Appendix E*.

2.3.3 Results and Observations

In this reporting period, a total of 10 monitoring events for post-construction water quality monitoring were conducted at monitoring stations in the reporting period. Monitoring results are presented graphically in *Appendix F* and detailed impact water quality monitoring results were reported in the *Seventy-fourth Monthly EM&A Report*.

2.4 DOLPHIN MONITORING

2.4.1 Monitoring Requirements

Impact dolphin monitoring is required to be conducted by a qualified dolphin specialist team to evaluate whether there have been any effects on the Indo-Pacific humpback dolphin *Sousa chinensis* (i.e. Chinese White Dolphin) from the Contract. In order to fulfil the EM&A requirements and make good use of available resources, the impact line transect dolphin monitoring collected by *Contract No. HY/2011/03 HZMB HKLR Section between Scenic Hill and HKBCF* and *Contract No. HY/2012/08 TMCLKL Northern Connection Sub-Sea Tunnel Section* are adopted in the reporting period.

The responsibility for the implementation of dolphin monitoring was changed from *Contract No. HY/2011/03 HZMB HKLR Section between Scenic Hill and HKBCF* to *Contract No. HY/2012/08 TMCLKL Northern Connection Sub-Sea Tunnel Section* since October 2019.

The on-going impact line transect dolphin monitoring data collected by *Contract No. HY/2012/08 TMCLKL Northern Connection Sub-Sea Tunnel Section* on the monthly basis is adopted to avoid duplicates of survey effort since October 2019.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

2.4.2 *Monitoring Equipment*

Table 2.3 summarizes the equipment used for the impact dolphin monitoring.

Table 2.3 Dolphin Monitoring Equipment

Equipment	Model
Global Positioning System (GPS)	Garmin 18X-PC Geo One Phottix
Camera	Nikon D90 300m 2.8D fixed focus Nikon D90 20-300m zoom lens
Laser Binoculars	Infinitor LRF 1000
Marine Binocular	Bushell 7 x 50 marine binocular with compass and reticules
Vessel for Monitoring	65 foot single engine motor vessel with viewing platform 4.5m above water level

2.4.3 *Monitoring Parameter, Frequencies & Duration*

Dolphin monitoring should cover all transect lines in Northeast Lantau (NEL) and the Northwest Lantau (NWL) survey areas twice per month throughout the entire construction period. The monitoring data should be compatible with, and should be made available for, long-term studies of small cetacean ecology in Hong Kong. In order to provide a suitable long-term dataset for comparison, identical methodology and line transects employed in baseline dolphin monitoring was followed in the impact dolphin monitoring.

2.4.4 *Monitoring Location*

The impact dolphin monitoring was carried out in the NEL and NWL along the line transect as depicted in *Figure 2.2*. The co-ordinates of all transect lines are shown in *Table 2.4* below (1).

(1) Proposal on the changes of transect lines for dolphin monitoring was approved by EPD on 28 July 2017 (Reference number: (19) in EP2/G/A/129 Pt. 8).

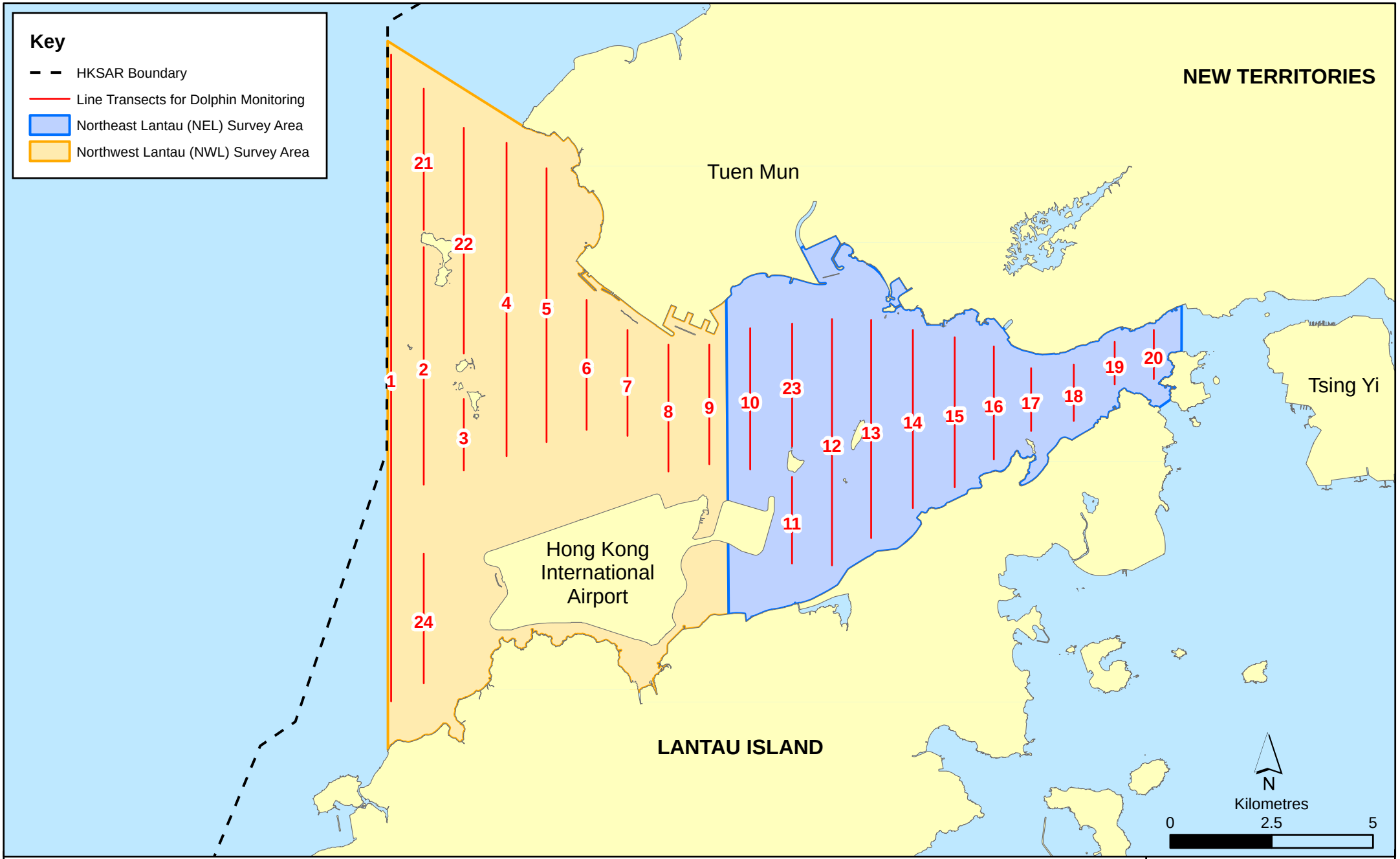


Figure 2.2

Layout of Transect Lines of Dolphin Monitoring in Northwest and Northeast Lantau Areas

File: T:\GIS\CONTRACT\0212330\Mxd\0212330_Transect_of_Dolphin_Monitoring.mxd
Date: 21/9/2017

Environmental Resources Management

ERM

Table 2.4 Impact Dolphin Monitoring Line Transect Co-ordinates

Line No.		Easting	Northing	Line No.		Easting	Northing
1	Start Point	804671	815456	13	Start Point	816506	819480
1	End Point	804671	831404	13	End Point	816506	824859
2	Start Point	805476	820800	14	Start Point	817537	820220
2	End Point	805476	826654	14	End Point	817537	824613
3	Start Point	806464	821150	15	Start Point	818568	820735
3	End Point	806464	822911	15	End Point	818568	824433
4	Start Point	807518	821500	16	Start Point	819532	821420
4	End Point	807518	829230	16	End Point	819532	824209
5	Start Point	808504	821850	17	Start Point	820451	822125
5	End Point	808504	828602	17	End Point	820451	823671
6	Start Point	809490	822150	18	Start Point	821504	822371
6	End Point	809490	825352	18	End Point	821504	823761
7	Start Point	810499	822000	19	Start Point	822513	823268
7	End Point	810499	824613	19	End Point	822513	824321
8	Start Point	811508	821123	20	Start Point	823477	823402
8	End Point	811508	824254	20	End Point	823477	824613
9	Start Point	812516	821303	21	Start Point	805476	827081
9	End Point	812516	824254	21	End Point	805476	830562
10	Start Point	813525	821176	22	Start Point	806464	824033
10	End Point	813525	824657	22	End Point	806464	829598
11	Start Point	814556	818853	23	Start Point	814559	821739
11	End Point	814556	820992	23	End Point	814559	824768
12	Start Point	815542	818807	24	Start Point	805476	815900
12	End Point	815542	824882	24	End Point	805476	819100

2.4.5 *Action & Limit Levels*

The Action and Limit levels of dolphin impact monitoring are shown in *Appendix D*. The Event and Action plan is presented in *Appendix H*.

2.4.6 *Monitoring Schedule for the Reporting Period*

The dolphin monitoring schedules for the reporting period are shown in *Appendix E*.

2.4.7 *Results & Observations*

A total of 781.78 km of survey effort was conducted, with 100% of the total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility). Among the two areas,

287.40 km and 494.38 km of survey effort were conducted in NEL and NWL survey areas respectively. The total survey effort conducted on primary lines was 570.93 km, while the effort on secondary lines was 210.85 km. Survey effort conducted on both primary and secondary lines were considered as on-effort survey data. The survey efforts are summarized in *Appendix G*.

During the six sets of monitoring surveys in December 2019 to February 2020, a total of seven (7) groups of twenty-nine (29) Chinese White Dolphins were sighted. All dolphin sightings were made during on-effort and all on-effort dolphin sightings were made on primary lines. In this quarterly period, all dolphin groups were sighted in NWL, no sighting of dolphin was sighted in NEL. Summary table of the dolphin sightings is shown in *Appendix II of Appendix G*.

Encounter rates of Chinese White Dolphins deduced from the survey effort and on-effort sighting data from the primary transect lines under favourable conditions (Beaufort 3 or below) in the reporting period with the results presented in *Tables 2.5* and *2.6*.

Table 2.5 Individual Survey Event Encounter Rates

Survey Area	**Survey period**	**Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)**	**Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)**
		Primary Lines Only	Primary Lines Only
NEL	Set 1: 3rd / 10th Dec 2019	0.0	0.0
	Set 2: 12th / 16th Dec 2019	0.0	0.0
	Set 3: 2rd /6th Jan 2020	0.0	0.0
	Set 4: 9th/ 16th Jan 2020	0.0	0.0
	Set 5: 10th / 18th Feb 2020	0.0	0.0
	Set 6: 20th/ 24th Feb 2020	0.0	0.0
NWL	Set 1: 3rd / 10th Dec 2019	0.00	0.00
	Set 2: 12th / 16th Dec 2019	5.03	21.81
	Set 3: 2rd /6th Jan 2020	0.00	0.00
	Set 4: 9th/ 16th Jan 2020	0.00	0.00
	Set 5: 10th / 18th Feb 2020	3.35	5.03
	Set 6: 20th/ 24th Feb 2020	3.39	22.05

Note: Dolphin Encounter Rates are deduced from the six sets of surveys (two surveys in each set) in the reporting period in Northeast (NEL) and Northwest Lantau (NWL)

Table 2.6 Quarterly Average Encounter Rates

Survey Area	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)		Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)	
	December 2019 – February 2020	**September - November 2011**	**December 2019 – February 2020**	**September - November 2011**
Northeast Lantau	0.0	6.00 ± 5.05	0.0	22.19 ± 26.81
Northwest Lantau	1.96 ± 2.23	9.85 ± 5.85	8.15 ± 10.85	44.66 ± 29.85

Note: encounter rates deduced from the baseline monitoring period (September – November 2011) have been recalculated based only on survey effort and on-effort sighting data made along the primary transect lines under favourable conditions

Group size of Chinese White Dolphins ranged from one (1) to eleven (11) individuals per group in North Lantau region during December 2019 to February 2020. The average dolphin group sizes from these three months were compared with the ones deduced from the baseline period in September to November 2011, as shown in *Table 2.7*.

Table 2.7 Comparison of Quarterly Average Group Sizes

	Average Dolphin Group Size	
	December 2019 to February 2020	**September - November 2011**
Overall	4.14 ± 4.41 (n = 7)	3.72 ± 3.13 (n = 66)
Northeast Lantau	---	3.18 ± 2.16 (n = 17)
Northwest Lantau	4.14 ± 4.41 (n = 7)	3.92 ± 3.40 (n = 49)

One (1) Limit Level exceedance was observed for the quarterly dolphin monitoring data between December 2019 and February 2020.

During this quarter of dolphin monitoring, no unacceptable impact from the activities of this Contract on Chinese White Dolphins was noticeable from the general observations.

Although the dolphins infrequently occurred along the alignment of TM-CLKL Southern Connection Viaduct in the past and during the baseline monitoring period, it is apparent that dolphin usage has been significantly reduced in both NEL and NWL, and many individuals have shifted away from the important habitat around the Brothers Islands.

It is critical to monitor the dolphin usage in North Lantau region in the upcoming quarters, to determine whether the dolphins are continuously affected by the various construction activities in relation to the HZMB-related works, and whether suitable mitigation measure can be applied to revert the situation.

2.4.8 Marine Mammal Exclusion Zone Monitoring

No marine works were undertaken in the reporting period, therefore, daily 250 m marine mammal exclusion zone monitoring was not undertaken during the reporting period.

Passive Acoustic Monitoring (PAM) was decommissioned in this reporting period as no marine piling works was carried out outside the daylight hours since September 2015.

2.5 EM&A SITE INSPECTION

Site inspections were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures under the Contract. Fourteen (14) site inspections were carried out in the reporting quarter on 2, 9, 16, 23 and 30 December 2019, 6, 17 and 20 January 2020 (1), 6, 13, 19 and 27 February 2020 and 2 and 13 March 2020.

Key observations during the site inspections in this reporting period are summarized in *Table 2.8*.

Table 2.8 Specific Observations Identified during the Weekly Site Inspection in this Reporting Period

Inspection Date	Location & Environmental Observations	Recommendations/ Remarks
2 December 2019	Pak Mong • Nil.	Pak Mong • Nil.
9 December 2019	Viaduct D • Nil.	Viaduct D • Nil.
16 December 2019	Pak Mong • Nil.	Pak Mong • Nil.
23 December 2019	Viaduct E • Nil.	Viaduct E • Nil.
30 December 2019	Viaduct E • Nil.	Viaduct E • Nil.
6 January 2020	Slope B/C9 • Nil.	Slope B/C9 • Nil.
17 January 2020	Viaduct E • Nil.	Viaduct E • Nil.
20 January 2020	Viaduct C • Nil. WA4 • Nil.	Viaduct C • Nil. WA4 • Nil.
6 February 2020	Viaduct C • Nil.	Viaduct C • Nil.
13 February 2020	Pak Mong • Nil.	Pak Mong • Nil.

(1) The joint environmental site inspection scheduled on 31 January 2020 was cancelled due to site closure during outbreak of novel coronavirus (COVID-19) caused by severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2).

Inspection Date	Location & Environmental Observations	Recommendations/ Remarks
19 February 2020	Viaduct C • Nil. WA1 • Nil.	Viaduct C • Nil. WA1 • Nil.
27 February 2020	Southern Landfall • Nil.	Southern Landfall • Nil.
2 March 2020	Viaduct C • Nil.	Viaduct C • Nil.
13 March 2020	Viaduct D • Nil.	Viaduct D • Nil.

The Contractor has rectified all of the observations identified during environmental site inspections in the reporting period.

2.6 WASTE MANAGEMENT STATUS

The Contractor has submitted application form for registration as chemical waste producer under the Contract. Sufficient numbers of receptacles were available for general refuse collection and sorting.

Wastes generated during this reporting period include mainly construction wastes (inert and non-inert), recyclable materials, chemical waste and marine sediment. Reference has been made to the waste flow table prepared by the Contractor (*Appendix I*). The quantities of different types of wastes are summarized in *Table 2.9.*

Table 2.9 Quantities of Different Waste Generated in the Reporting Period

Month/ Year	Inert C&D Materials [(a)] (m^3)	Imported Fill (m^3)	Inert Construction Waste Re-used (m^3)	Non-inert Construction Waste [(b)] (kg)	Recyclable Materials [(c)] (kg)	Chemical Wastes (kg)	Marine Sediment (m^3)		
							Category L	Category M (M_p & M_f)	Category H
December 2019	0	0	0	0	0	0	0	0	0
January 2020	0	0	0	12,260	0	0	0	0	0
February 2020	48	0	0	0	0	0	0	0	0
March 2020	38	0	0	0	0	0	0	0	0

Notes:

(a) Inert construction wastes include hard rock and large broken concrete, and materials disposed as public fill.

(b) Non-inert construction wastes include general refuse disposed at landfill.

(c) Recyclable materials include metals, paper, cardboard, plastics, timber, felled trees and others.

The Contractor was advised to properly maintain on site C&D materials and waste collection, sorting and recording system, dispose of C&D materials and wastes at designated ground and maximize reuse/ recycle of C&D materials and wastes. The Contractor was also reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.

For chemical waste containers, the Contractor was reminded to treat properly and store 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*.

2.7 *ENVIRONMENTAL LICENSES AND PERMITS*

The status of environmental licensing and permit is summarized in *Table 2.10* below.

Table 2.10 Summary of Environmental Licensing and Permit Status

License/ Permit	License or Permit No.	Date of Issue	Date of Expiry	License/ Permit Holder	Remarks
Environmental Permit	EP-353/2009/K	11-Apr-16	N/A	HyD	Hong Kong Boundary Crossing Facilities
Environmental Permit	EP-354/2009/D	13-Mar-15	N/A	HyD	Tuen Mun- Chek Lap Kok Link
Construction Dust Notification	361571	05-Jul-13	N/A	GCL	
Construction Dust Notification	362093	17-Jul-13	N/A	GCL	For Area 23
Chemical Waste Registration	5213-951-G2380-17	12-Jun-14	N/A	GCL	Viaducts A, B, C, D & E
Chemical Waste Registration	5213-961-G2380-13	10-Oct-13	N/A	GCL	Chemical waste produced in Contract No. HY/2012/07 (Area 1 adjacent to Cheng Tung Road, Siu Ho Wan)
Chemical Waste Registration	5213-961-G2380-14	10-Oct-13	N/A	GCL	Chemical waste produced in Contract No. HY/2012/07 (Area 2 adjacent to Cheung Tung Road, Pak Mong Village)
Chemical Waste Registration	5213-974-G2588-03	04-Nov-13	N/A	GCL	Chemical waste produced in Contract No. HY/2012/07 (WA5 adjacent to Cheung Tung Road, Yam O)
Construction Waste Disposal Account	7017735	10-Jul-13	N/A	GCL	-
Construction Waste Disposal Account	7019470	03-Mar-14	N/A	GCL	Vessel CHIT Account
Construction Noise Permit for night works and works in general holidays	GW-RS0507-19	13 June 2019	11 December 2019	GCL	Broad Permit for Whole Site Areas
Construction Noise Permit for night works and works in general holidays	GW-RS1108-19	12 December 2019	11 June 2020	GCL	Broad Permit for Whole Site Areas
Construction Noise Permit for night works and works in general holidays	GW-RW0266-19	21 June 2019	13 December 2019	GCL	General works at WA5
Construction Noise Permit for night works and works in general holidays	GW-RW0592-19	18 December 2019	13 June 2020	GCL	General works at WA5
Construction Noise Permit for night works and works in general holidays	GW-RS0977-19	7 November 2019	16 December 2019	GCL	Defect Repairing at under-bridge of Viaduct A, B, C and D
Construction Noise Permit for night works and works in general holidays	GW-RS1067-19	2 December 2019	31 December 2019	GCL	Resurfacing Works at Pak Mong
Construction Noise Permit for night works and works in general holidays	GW-RS1214-19	16 January 2020	14 February 2020	GCL	Defect Repairing at under-bridge of Viaduct B and C
Construction Noise Permit for night works and	GW-RS0153-20	19 March 2020	31 March 2020	GCL	Defect Repairing at under-bridge of Viaduct B

License/ Permit	License or Permit No.	Date of Issue	Date of Expiry	License/ Permit Holder	Remarks
works in general holidays					and C

2.8 IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURES

In response to the site audit findings, the Contractor has carried out corrective actions.

A summary of the Environmental Mitigation and Enhancement Measure Implementation Schedules (EMIS) is presented in *Appendix C*. The necessary mitigation measures were implemented properly for this Contract.

2.9 SUMMARY OF EXCEEDANCES OF THE ENVIRONMENTAL QUALITY PERFORMANCE LIMIT

No air quality and noise impact monitoring was conducted in the reporting period.

Post-construction water quality monitoring was completed on 23 December 2019.

One (1) Limit Level exceedance was recorded for impact dolphin monitoring in this reporting quarter. Following the review of the monitoring data and marine works details as per the procedure stipulated in the Event and Action Plan of the Updated EM&A Manual, no unacceptable impact was associated with the construction works under this Contract that may have affected the dolphin usage in the North Lantau region. Investigation findings were detailed in *Appendix J*.

2.10 SUMMARY OF COMPLAINTS, NOTIFICATION OF SUMMONS AND SUCCESSFUL PROSECUTIONS

The Environmental Complaint Handling Procedure is provided in *Figure 2.3*.

There was no complaint, notification of summons or successful prosecution recorded in the reporting period.

Statistics on complaint, notification of summons of successful prosecution are summarized in *Appendix J*.

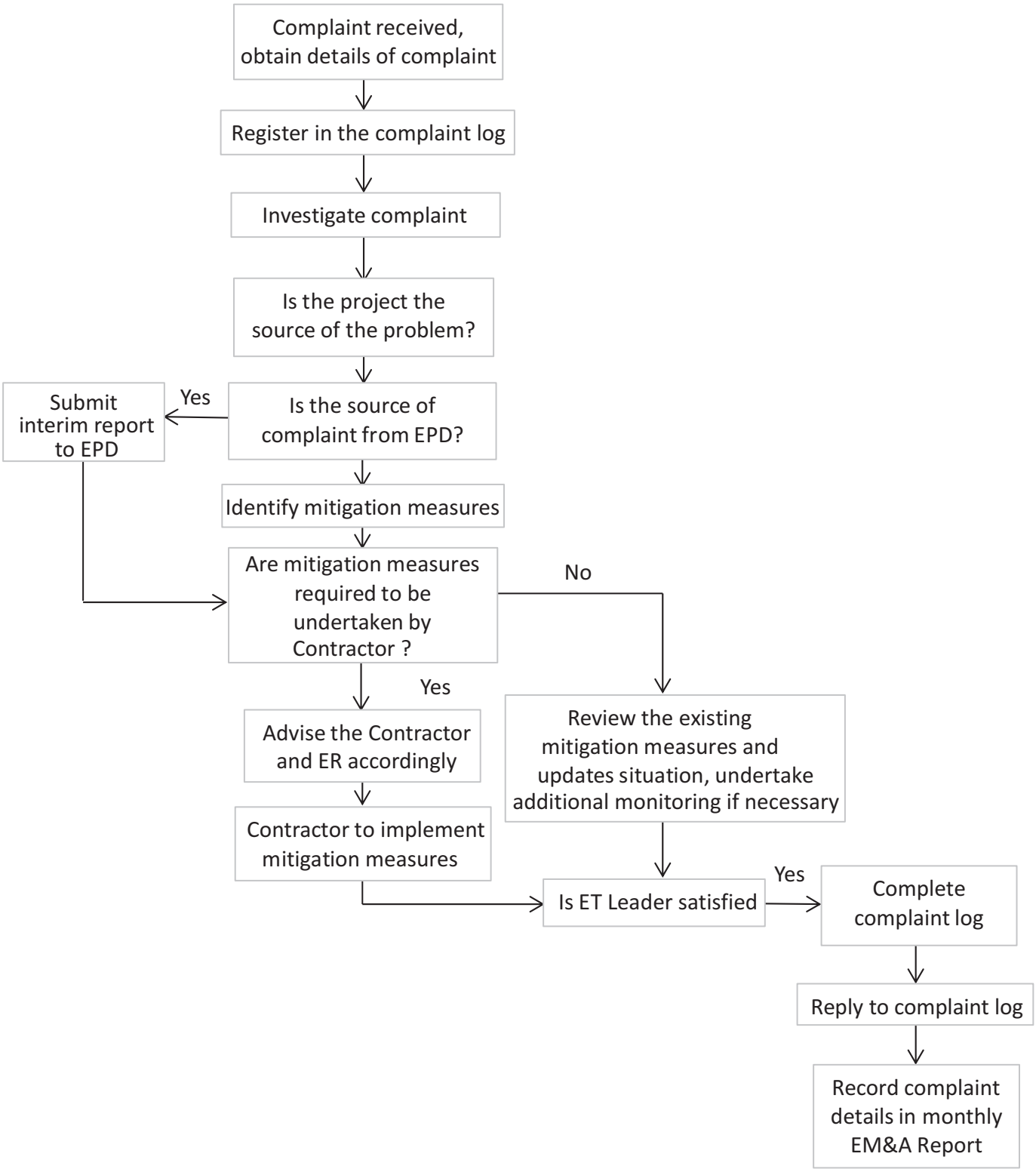


Figure 2.3

Environmental Complaint Handling Procedure

FILE: 0215660n2.cdr
DATE: 06/12/2013

Environmental Resources Management

ERM

3 FUTURE KEY ISSUES

3.1 CONSTRUCTION ACTIVITIES FOR THE COMING QUARTER

As informed by the Contractor, there were no major works to be undertaken for the Contract in the coming quarter.

3.2 KEY ISSUES FOR THE COMING QUARTER

As informed by the Contractor, there were no major works to be undertaken for the Contract in the coming quarter.

3.3 MONITORING SCHEDULE FOR THE COMING QUARTER

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

4.1 CONCLUSIONS

The Twenty-fifth Quarterly EM&A Report presents the findings of the EM&A activities undertaken during the period from 1 December 2019 to 16 March 2020, in accordance with the Updated EM&A Manual and the requirements of the *Environmental Permits* (*EP-354/2009/D* and *EP-353/2009/K*).

No Air quality (1-hour TSP and 24-hour TSP) and noise monitoring were carried out in the reporting period.

Post-construction water quality monitoring (DO, turbidity and SS) and dolphin monitoring were carried out in the reporting period.

A total of seven (7) groups of twenty-nine (29) Chinese White Dolphins were sighted during the six sets of survey from December 2019 to February 2020. One (1) Limit Level exceedance was recorded for the quarterly dolphin monitoring data between December 2019 to February 2020, no unacceptable impact from the activities of this Contract on Chinese White Dolphins was noticeable from the general observations. Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase dolphin monitoring under the Contract has been terminated since 16 March 2020.

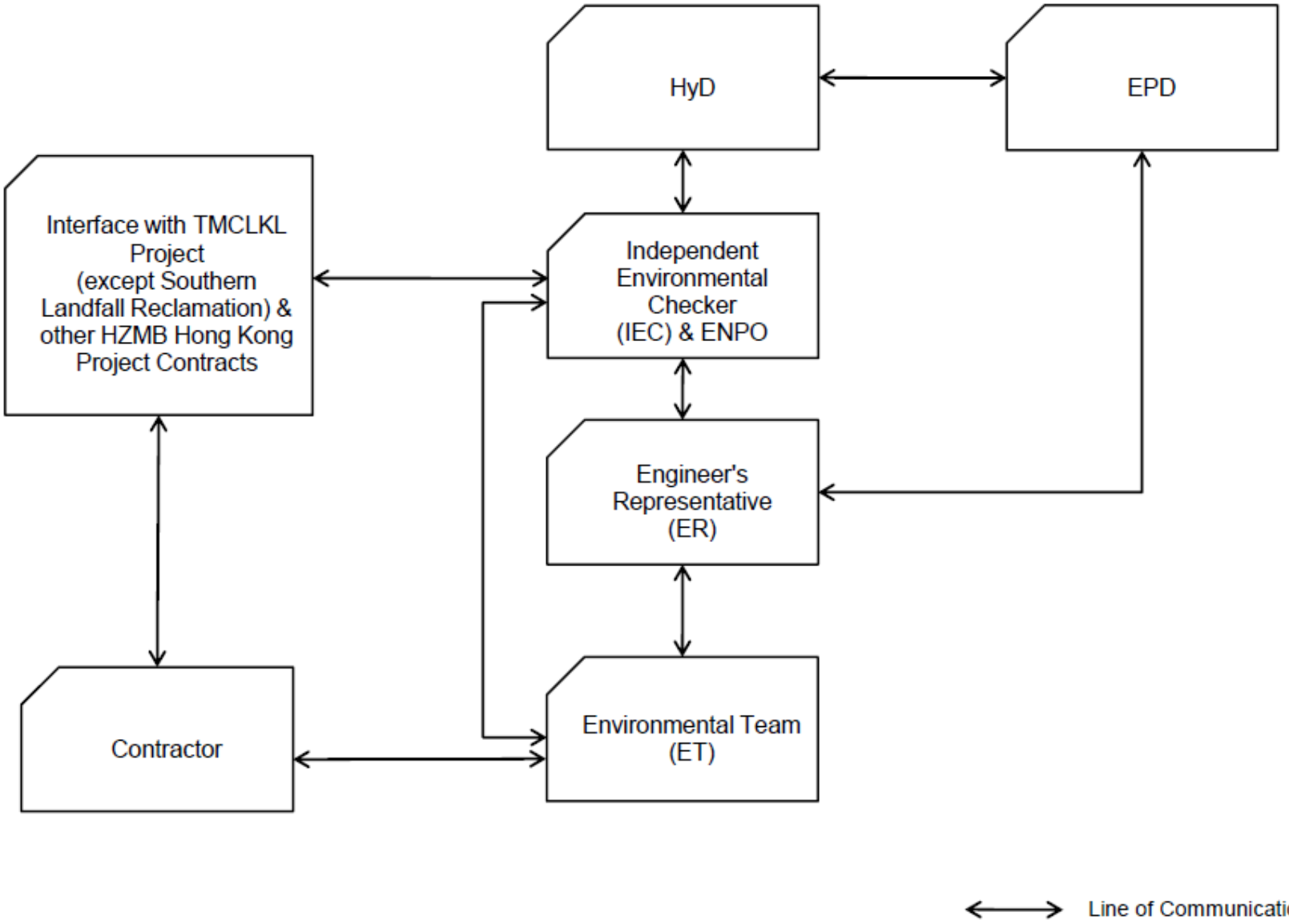
Environmental site inspection was carried out fourteen (14) times in the reporting period. Recommendations on remedial actions were given to the Contractor for the deficiencies identified during the site audits.

There was no complaint, notification of summons or successful prosecution recorded in the reporting period.

Termination proposal for construction EM&A programme was approved by EPD on 16 March 2020. The construction phase EM&A programme of the Contract has been terminated since 16 March 2020.

Appendix A

Project Organization for Environmental Works



Appendix A1

Contract No. HY/2012/07 Southern Connection Viaduct Section
Project Organization

DATE: 06/03/2013

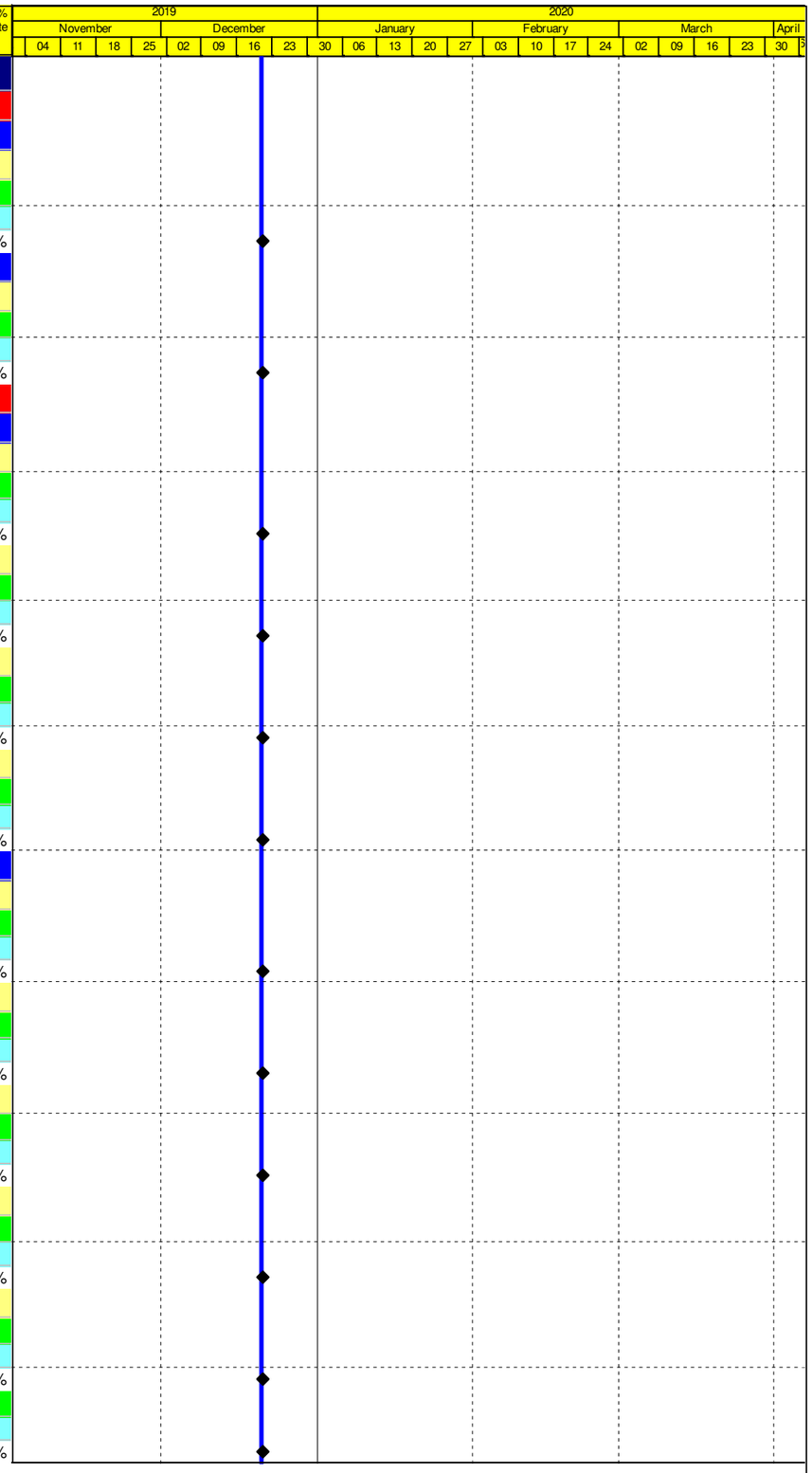
Environmental Resources Management

ERM

Appendix B

Construction Programme for the Reporting Quarter

Activity ID	Activity Name	Orig. Durn.	Act. Start / FC Early Start	Rem. Durn.	Act. Finish / FC Early Finish	Late Start	Late Finish	Total Float	Physical % Complete
HY/2012/07 Tuen Mun-Chek Lap Kok Link - Southern Connection									
Contract Milestones									
Key Dates for Completion									
Section of the Works									
Completion Date									
General									
KD20	KD20 - Section 14: Preserve & Protect Existing Trees (EoT 7-Apr-17)	0		0	21-Dec-19*		07-Apr-17	-987	0%
Portion Handover Dates									
Vacate Works Area									
Vacate Dates									
General									
VAC05	Vacate Works Area WA5 (Zone 5C) (Extension Requested)	0		0	21-Dec-19*		18-Mar-19	-277	0%
Construction									
Foundation & Substructure Works									
Ramp A									
Abutment & Approach Ramp A									
Ramp Finishes, E&M & Roadworks									
ARA-C7850	Ramp A - maintenance period completion	0		0	21-Dec-19*		21-Jun-19	-182	0%
Ramp B									
Abutment & Approach Ramp B									
Ramp Finishes, E&M & Roadworks									
ARB-C7850	Ramp B - maintenance period completion	0		0	21-Dec-19*		21-Jun-19	-182	0%
Ramp C									
Abutment & Approach Ramp C									
Ramp Finishes, E&M & Roadworks									
ARC-C7850	Ramp C- maintenance period completion	0		0	21-Dec-19*		09-Feb-19	-314	0%
Ramp D									
Abutment & Approach Ramp D									
Ramp Finishes, E&M & Roadworks									
ARD-C7850	Ramp D - maintenance period completion	0		0	21-Dec-19*		26-Apr-19	-238	0%
Superstructure & Associated Works									
Viaduct A									
Bridge A2									
Deck Fnishes, E&M and Roadworks									
VA2-C7850	Viaduct A - maintenance period completion	0		0	21-Dec-19*		21-Jun-19	-182	0%
Viaduct B									
Bridge B3									
Deck Fnishes, E&M and Roadworks									
VB3-C7850	Viaduct B - maintenance period completion	0		0	21-Dec-19*		20-Jun-19	-183	0%
Viaduct C									
Bridge C4									
Deck Fnishes, E&M and Roadworks									
VC4-C7850	Viaduct C - maintenance period completion	0		0	21-Dec-19*		09-Feb-19	-314	0%
Viaduct D									
Bridge D3									
Deck Fnishes, E&M and Roadworks									
VD3-C7850	Viaduct D - maintenance period completion	0		0	21-Dec-19*		26-Apr-19	-238	0%
Viaduct E									
Bridge E1									
Deck Fnishes, E&M and Roadworks									
VE1CD-C7850	Viaduct E1 - maintenance period completion	0		0	21-Dec-19*		21-Jun-19	-182	0%
Bridge E2									
Deck Fnishes, E&M and Roadworks									
VE23-C7850	Viaduct E2 - maintenance period completion	0		0	21-Dec-19*		18-Jun-19	-185	0%



Actual Work
Planned Bar
Critical Bar
Milestone

Project ID: TMCLK-DWPM-M79
Layout: J3518-DWP-3MRP Submission - M79
Filter: TASK filters: 3-Month Lookahead, No CC
Milestones, No Level of Effort.

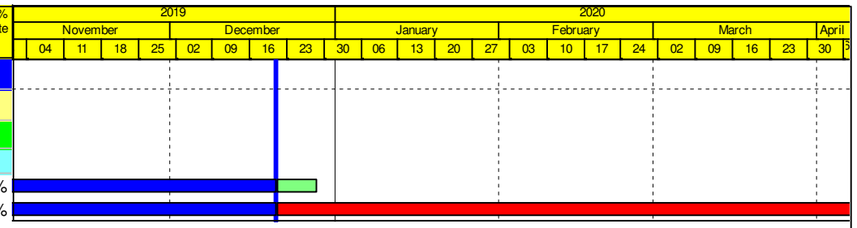
Tuen Mun - Chek Lap Kok Link - Southern Connection
3-Month Rolling Programme (Page 1 of 2 Pages)
(Progress as of 21-Dec-19)

Date	Revision	Check...	Approved
21-Dec-...		Drago...	Brian Ho

DWG. No.:

J3518/GCL/PGM/3MRP-M79

Activity ID	Activity Name	Orig. Durn.	Act. Start / FC Early Start	Rem. Durn.	Act. Finish / FC Early Finish	Late Start	Late Finish	Total Float	Physical % Complete
At-Grade Works & Miscellaneous Works									
Landscaping Works & Establishment Works									
Lanscape Softworks									
General									
LW00022	Testing & commissioning of Irrigation System	20	21-May-19 A	5	28-Dec-19	19-Jun-20	24-Jun-20	143	0%
LW00040	Establishment Works for Landscape Softworks	365	28-May-19 A	159	27-May-20	26-Jun-19	01-Dec-19	-178	100%



Actual Work
Planned Bar
Critical Bar
Milestone

Project ID: TMCLK-DWPM-M79
Layout: J3518-DWP-3MRP Submission - M79
Filter: TASK filters: 3-Month Lookahead, No CO
Milestones, No Level of Effort.

Tuen Mun - Chek Lap Kok Link - Southern Connection
3-Month Rolling Programme (Page 2 of 2 Pages)
(Progress as of 21-Dec-19)

Date	Revision	Check...	Approved
21-Dec-...		Drago...	Brian Ho

DWG. No.:

J3518/GCL/PGM/3MRP-M79

Appendix C

Environmental Mitigation and Enhancement Measure Implementation Schedules

(In reference to CINOTECH (2011) Agreement No. CE35/2011 EP Baseline Environmental Monitoring for Hong Kong-Zhuhai-Macao Bridge Tuen Mun-Chep Lap Kok Link – Investigation. Updated EM&A Manual for Tuen Mun-Chek Lap Kok Link)

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
AIR QUALITY									
4.8.1	3.8	An effective watering programme of eight daily watering with complete coverage, is estimated to reduce by 50%. This is recommended for all areas in order to reduce dust levels to a minimum;	All areas / throughout construction period	Contractor	TMEIA Avoid smoke impacts and disturbance		Y		n/a
4.8.1	3.8	The Contractor shall, to the satisfaction of the Engineer, install effective dust suppression measures and take such other measures as may be necessary to ensure that at the Site boundary and any nearby sensitive receiver, dust levels are kept to acceptable levels.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8.1	3.8	The Contractor shall not burn debris or other materials on the works areas.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8. 1	3.8	In hot, dry or windy weather, the watering programme shall maintain all exposed road surfaces and dust sources wet.	All unpaved haul roads / throughout construction period in hot, dry or windy weather	Contractor	TMEIA Avoid smoke impacts and disturbance		Y		n/a
4.8.1	3.8	Where breaking of oversize rock/concrete is required, watering shall be implemented to control dust. Water spray shall be used during the handling of fill material at the site and at active cuts, excavation and fill sites where dust is likely to be created.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8. 1	3.8	Open dropping heights for excavated materials shall be controlled to a maximum height of 2m to minimise the fugitive dust arising from unloading.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8.1	3.8	During transportation by truck, materials shall not be loaded to a level higher than the side and tail boards, and shall be dampened or covered before transport.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
4.8.1	3.8	Materials having the potential to create dust shall not be loaded to a level higher than the side and tail boards, and shall be covered by a clean tarpaulin. The tarpaulin shall be properly secured and shall extend at least 300mm over the edges of the side and tail boards.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8.1	3.8	No earth, mud, debris, dust and the like shall be deposited on public roads. Wheel washing facility shall be usable prior to any earthworks excavation activity on the site.	All site exits / throughout construction period	Contractor	TMEIA Avoid dust		Y		n/a
4.8.1	3.8	Areas of exposed soil shall be minimised to areas in which works have been completed shall be restored as soon as is practicable.	All exposed surfaces / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.8.1	3.8	All stockpiles of aggregate or spoil shall be enclosed or covered and water applied in dry or windy condition.	All areas / throughout construction period	Contractor	TMEIA Avoid dust generation		Y		n/a
4.11	Section 3	EM&A in the form of 1 hour and 24 hour dust monitoring and site audit	All representative existing ASRs / throughout construction period	Contractor	EM&A Manual		Y		n/a
NOISE									
5.11	Section 4	Noise monitoring	All existing representative sensitive receivers / during North Lantau Viaduct construction	Contractor	EM&A Manual		Y		n/a
WATER QUALITY									
General Marine Works									
6.10	-	Bored piling to be undertaken within a metal casing.	Marine viaducts of TM-CLKL and HKLR/ bored piling	Contractor	TM-EIAO		Y		Marine works under this Contract were completed.
6.10	-	Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material.	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
6.10	-	Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes.	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
6.10	-	Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation.	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
6.10	-	Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
6.10	-	Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action;	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
6.10	-	All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
6.10	-	The works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site.	All areas/ throughout construction period	Contractor	Marine Fill Committee Guidelines. DASO permit conditions.		Y		
Temporary Staging work									
	5.2	Regular inspection for the accumulation of floating refuse and collection of floating refuse if required	During temporary staging works	Contractor			Y		Marine works under this Contract were completed.
	5.2	Provision of temporary drainage system on the temporary staging for collection of construction site runoff to allow appropriate treatment before discharge into the sea	During temporary staging works	Contractor			Y		
	5.2	Wastewater generated from construction works such as bored / drilling water will be collected, treated, neutralized and de-silted through silt trap or sedimentation tank before disposal	During temporary staging works	Contractor			Y		
	5.2	One additional water quality monitoring station is	During temporary	Contractor			Y		

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
		proposed at station SR4a In case elevated SS or turbidity is identified during the water quality monitoring, the source of pollution will be tracked down and be removed as soon as possible. In case depletion of dissolved oxygen is identified, artificial aeration will be arranged at the monitoring station SR4a,	staging works						
Land Works									
6.10	-	Wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Sewage effluent and discharges from on- site kitchen facilities shall be directed to Government sewer in accordance with the requirements of the WPCO or collected for disposal offsite. The use of soakaways shall be avoided.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Temporary access roads should be surfaced with crushed stone or gravel.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		<>

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
6.10	-	Open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	5.8	Manholes (including any newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	All vehicles and plant should be cleaned before they leave the construction site to ensure that no earth, mud or debris is deposited by them on roads. A wheel washing bay should be provided at every site exit.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Wheel wash overflow shall be directed to silt removal facilities before being discharged to the storm drain.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Section of construction road between the wheel washing bay and the public road should be surfaced with crushed stone or coarse gravel.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Wastewater generated from concreting, plastering, internal decoration, cleaning work and other similar activities, shall be screened to remove large objects.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Vehicle and plant servicing areas, vehicle wash bays and lubrication facilities shall be located under roofed areas. The drainage in these covered areas shall be connected to foul sewers via a petrol interceptor in accordance with the requirements of the WPCO or collected for offsite disposal.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	The Contractor shall prepare an oil / chemical cleanup plan and ensure that leakages or spillages are contained and cleaned up immediately.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Waste oil should be collected and stored for recycling or disposal, in accordance with the Waste Disposal Ordinance.	All areas/ throughout construction period	Contractor	TM-EIAO Waste Disposal Ordinance		Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
6.10	-	All fuel tanks and chemical storage areas should be provided with locks and be sited on sealed areas. The storage areas should be surrounded by bunds with a capacity equal to 110% of the storage capacity of the largest tank.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		<>
6.10	-	Surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.	All areas/ throughout construction period	Contractor	TM-EIAO		Y		✓
6.10	-	Roadside gullies to trap silt and grit shall be provided prior to discharging the stormwater into the marine environment. The sumps will be maintained and cleaned at regular intervals.	Roadside/design and operation	Design Consultant/ Contractor	TM-EIAO	Y		Y	✓
6.10	Section 5	All construction works shall be subject to routine audit to ensure implementation of all EIA recommendations and good working practice.	All areas/ throughout construction period	Contractor	EM&A Manual		Y		✓
Water Quality Monitoring									
6.10	Section 5	Water quality monitoring shall be undertaken for suspended solids, turbidity, and dissolved oxygen. Nutrients and metal parameters shall also be measured for Mf sediment operations (only HKBCF and HKLR required handling of Mf sediment) during baseline, backfilling and post construction period. One year operation phase water quality monitoring at designated stations	Designated monitoring stations as defined in EM&A Manual, Section 5/ Before, through-out marine construction period, post construction and monthly operational phase water quality monitoring for a year.	Contractor	EM&A Manual		Y	Y	Post construction period for water quality monitoring was completed on 23 December 2019.
ECOLOGY									
8.14	6.3	Specification for and implement pre, during and post construction dolphin abundance monitoring.	All Areas/Detailed Design/ during construction works/post construction	Design Consultant/ Contractor	TMEIA	Y	Y	Y	✓
8.14	6.3	Specification for bored piling monitoring	Detailed Design	Design Consultant	TMEIA	Y			n/a

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
8.14	6.3	Implement any recommendations of the bored piling monitoring	Southern marine viaduct/Throughout construction during bored piling	Contractor	TMEIA		Y		n/a
8.14	6.3,6.5	Avoidance of peak CWD calving season in May and June for driving of metal caissons during bored piling works	Southern marine viaduct/ May and June during bored piling	Contractor	TMEIA		Y		n/a
8.14	6.3,6.5	Specification and implementation of 250m dolphin exclusion zone.	All marine bored piling and temporary staging works areas/Detailed Design/during all marine bored piling and temporary staging works	Design Consultant/ Contractor	TMEIA	Y	Y		n/a
8.15	6.3, 6.5	Specification and deployment of an artificial reef of an area of 3,600 m^2 in an area where fishing activities are prohibited.	Area of prohibited fishing activities/Detailed Design/towards end of construction period	TM-CLKL/ HKBCF Design Consultant/ TM-CLKL/ HKBCF Contractor	TMEIA	Y		Y	n/a To be enforced by AFCD.
8.14	6.3, 6.5	Specification and implementation of marine vessel control specifications	All areas/Detailed Design/during construction works	Design Consultant/ Contractor	TMEIA	Y	Y		✓
8.14	6.3, 6.5	Design and implementation of acoustic decoupling methods for marine bored piling and the whole lifespan of temporary staging works.	All areas/ Detailed Design/during marine bored piling and temporary staging works	Design Consultant/ Contractor	TMEIA	Y	Y		n/a
8.15	6.3, 6.4	Pre-construction phase survey and coral translocation	Tai Ho Wan (donar site) and Yam Tsui Wan (receptor site) /Detailed Design/Prior to construction	Design Consultant/ Contractor	TMEIA	Y	Y		n/a
8.15	6.5	Audit coral translocation success	Yam Tsui Wan (receptor site)/Post translocation	Contractor	TMEIA		Y		Completed in October 2014

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
7.13	6.5	Undertaken gabion wall works in Stream NL1 in the dry season	North Lantau slope works/dry season/construction phase	Contractor	TMEIA		Y		n/a
7.13	6.5	The loss of habitat shall be supplemented by enhancement planting in accordance with the landscape mitigation schedule.	All areas / As soon as accessible	Contractor	TMEIA		Y		n/a. To be approved by AFCD/LCSD
7.13	6.5	Spoil heaps shall be covered at all times.	All areas / Throughout construction period	Contractor	TMEIA		Y		✓
7.13	6.5	Avoid damage and disturbance to the remaining and surrounding natural habitat	All areas / Throughout construction period	Contractor	TMEIA		Y		✓
7.13	6.5	Placement of equipment in designated areas within the existing disturbed land	All areas / Throughout construction period	Contractor	TMEIA		Y		✓
7.13	6.5	Disturbed areas to be reinstated immediately after completion of the works.	All areas / Throughout construction period	Contractor	TMEIA		Y		✓
7.13	6.5	Construction activities should be restricted to the proposed works boundary	All areas / Throughout construction period	Contractor	TMEIA		Y		✓
LANDSCAPE AND VISUAL									
10.9	7.6	Round angle, patterned finishes, and oval shaped pier were considered in the viaduct design, and further details will be developed under ACABAS submission (DM3)	All areas/detailed design	Design Consultant	TMEIA	Y			n/a
10.9	7.6	Details of the street furniture will be developed in the detailed design stage (DM4)	All areas/detailed design	Design Consultant	TMEIA	Y			n/a
10.9	7.6	Aesthetic design of the viaduct, retaining wall and other structures will be developed under ACABAS submission (DM5)	All areas/detailed design	Design Consultant	TMEIA	Y			n/a
10.9	7.6	Existing trees on boundary of the Project Area shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		n/a

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
		shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor's works areas. (Tree protection measures will be detailed at Tree Removal Application stage) (CM1)							
10.9	7.6	Trees unavoidably affected by the works shall be transplanted where practical. Trees will be transplanted straight to their final receptor site and not held in a temporary nursery. A detailed Tree Transplanting Specification shall be provided in the Contract Specification. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme (CM2)	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		n/a
10.9	7.6	Hillside and roadside screen planting to proposed roads, associated structures and slope works (CM3).	All areas/detailed design/ during construction/post construction	Design Consultant/	TMEIA	Y	Y		✓
10.9	7.6	Hydroseeding or sheeting of soil stockpiles with visually unobtrusive material (in earth tone) (CM4)	All areas/detailed design/ during construction/post construction	Design Consultant/ Contractor	TMEIA	Y	Y		✓
10.9	7.6	Screening of construction works by hoardings around works area in visually unobtrusive colours, to screen works (CM5)	All areas/detailed design/ during construction/post construction	Design Consultant/ Contractor	TMEIA	Y	Y		✓
10.9	7.6	Control night-time lighting and glare by hooding all lights (CM6)	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		✓
10.9	7.6	Ensure no run-off into water body adjacent to the Project Area (CM7)	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		✓
10.9	7.6	Avoidance of excessive height and bulk of buildings and structures (CM8)	All areas/detailed design/ during	Design Consultant/	TMEIA	Y	Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
			construction	Contractor					
10.9	7.6	Recycle/Reuse all felled trees and vegetation, e.g. mulching (CM9)	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		n/a No felled trees or vegetation suitable for recycle
10.9	7.6	Compensatory tree planting shall be provided to the satisfaction of relevant Government departments. Required numbers and locations of compensatory trees shall be determined and agreed separately with Government during the Tree Felling Application process under ETWBTC 3/2006 (CM10).	All areas/detailed design/ during construction	Design Consultant/ Contractor	TMEIA	Y	Y		✓
10.9	7.6	Re-vegetation of affected woodland/shrubland with native species (OM1)	All areas/detailed design/ during construction/ during operation	Design Consultant/ Contractor	TMEIA	Y	Y		n/a. To be maintained by HyD
10.9	7.6	Tall buffer screen tree / shrub / climber planting should be incorporated to soften hard engineering structures and facilities (OM2)	All areas/detailed design/ during construction/ during operation	Design Consultant/ Contractor	TMEIA	Y	Y	Y	n/a. To be maintained by HyD/LCSD
10.9	7.6	Streetscape elements (e.g. paving, signage, street furniture, lighting etc.) shall be sensitively designed in a manner that responds to the local context, and minimises potential negative landscape and visual impacts. Lighting units should be directional and minimise unnecessary light spill (OM3)	All areas/detailed design/ during construction / during operation	Design Consultant/ Contractor	TMEIA	Y	Y	Y	n/a. To be maintained by HyD
10.9	7.6	Structure, ornamental tree / shrub / climber planting should be provided along roadside amenity strips, central dividers and newly formed slopes to enhance the townscape quality and further greenery	All areas/detailed design/ during construction / during operation	Design Consultant/ Contractor	TMEIA	Y	Y	Y	n/a. To be implemented by HyD/LCSD

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
		enhancement (OM4)							
10.9	7.6	Aesthetically pleasing design (visually unobtrusive and non-reflective) as regard to the form, material and finishes shall be incorporated to all buildings, engineering structures and associated infrastructure facilities (OM5)	All areas/detailed design/ during construction / during operation	Design Consultant/ Contractor	TMEIA	Y	Y	Y	n/a. To be maintained by HyD/ArchSD
10.9	7.6	Avoidance of excessive height and bulk of buildings and structures (OM6)	All areas/detailed design/ during construction / during operation	Design Consultant/ Contractor	TMEIA	Y	Y	Y	n/a. To be maintained by HyD/ArchSD
WASTE									
12.6		The Contractor shall identify a coordinator for the management of waste.	Contract mobilisation	Contractor	TMEIA		Y		✓
12.6		The Contractor shall prepare and implement a Waste Management Plan which specifies procedures such as a ticketing system, to facilitate tracking of loads and to ensure that illegal disposal of wastes does not occur, and protocols for the maintenance of records of the quantities of wastes generated, recycled and disposed. A recording system for the amount of waste generated, recycled and disposed (locations) should be established.	Contract mobilisation	Contractor	TMEIA, Works Branch Technical Circular No. 5/99 for the Trip-ticket System for Disposal of Construction and Demolition Material		Y		✓
12.6		The Contractor shall apply for and obtain the appropriate licenses for the disposal of public fill, chemical waste and effluent discharges.	Contract mobilisation	Contractor	TMEIA, Land (Miscellaneous Provisions) Ordinance (Cap 28); Waste Disposal Ordinance (Cap 354); Dumping at Sea Ordinance (Cap 466); Water Pollution		Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
					Control Ordinance.				
12.6	8.1	Training shall be provided to workers about the concepts of site cleanliness and appropriate waste management procedures including waste reduction, reuse and recycling.	Contract Mobilisation	Contractor	TMEIA		Y		✓
12.6	8.1	The extent of cutting operation should be optimised where possible. Earth retaining structures and bored pile walls should be proposed to minimise the extent of cutting.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Rock armour from the existing seawall should be reused on the new sloping seawall as far as possible	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	The site and surroundings shall be kept tidy and litter free.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	No waste shall be burnt on site.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Provisions to be made in contract documents to allow and promote the use of recycled aggregates where appropriate.	Detailed Design	Design Consultant	TMEIA	Y			n/a
12.6	8.1	The Contractor shall be prohibited from disposing of C&D materials at any sensitive locations. The Contractor should propose the final disposal sites in the EMP and WMP for approval before implementation.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Stockpiled material shall be covered by tarpaulin and /or watered as appropriate to prevent windblown dust/ surface run off.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Excavated material in trucks shall be covered by tarpaulins to reduce the potential for spillage and dust generation.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Wheel washing facilities shall be used by all trucks leaving the site to prevent transfer of mud onto public roads.	All areas / throughout construction period	Contractor	TMEIA		Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
12.6	8.1	Standard formwork or pre-fabrication should be used as far as practicable so as to minimise the C&D materials arising. The use of more durable formwork/plastic facing for construction works should be considered. The use of wooden hoardings should be avoided and metal hoarding should be used to facilitate recycling. Purchasing of construction materials should avoid over-ordering and wastage.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	The Contractor should recycle as many C&D materials (this is a waste section) as possible on-site. The public fill and C&D waste should be segregated and stored in separate containers or skips to facilitate the reuse or recycling of materials and proper disposal. Where practicable, the concrete and masonry should be crushed and used as fill materials. Steel reinforcement bar should be collected for use by scrap steel mills. Different areas of the sites should be considered for segregation and storage activities.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	All falsework will be steel instead of wood.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Chemical waste producers should register with the EPD. Chemical waste should be handled in accordance with the Code of Practice on the Packaging, Handling and Storage of Chemical Wastes as follows: - suitable for the substance to be held, resistant to corrosion, maintained in good conditions and securely closed; - Having a capacity of <450L unless the specifications have been approved by the EPD; and - Displaying a label in English and Chinese according to the instructions prescribed in Schedule 2 of the Regulations. Clearly labelled	All areas / throughout construction period	Contractor	TMEIA		Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
		and used solely for the storage of chemical wastes; - Enclosed with at least 3 sides; - Impermeable floor and bund with capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in the area, whichever is greatest; - Adequate ventilation; - Sufficiently covered to prevent rainfall entering (water collected within the bund must be tested and disposed of as chemical waste, if necessary); and - Incompatible materials are adequately separated.							
12.6	8.1	Waste oils, chemicals or solvents shall not be disposed of to drain,	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Adequate numbers of portable toilets should be provided for on-site workers. Portable toilets should be maintained in reasonable states, which will not deter the workers from utilising them.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Night soil should be regularly collected by licensed collectors.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	General refuse arising on-site should be stored in enclosed bins or compaction units separately from C&D and chemical wastes. Sufficient dustbins shall be provided for storage of waste as required under the Public Cleansing and Prevention of Nuisances By-laws. In addition, general refuse shall be cleared daily and shall be disposed of to the nearest licensed landfill or refuse transfer station. Burning of refuse on construction sites is prohibited.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	All waste containers shall be in a secure area on hard standing;	All areas / throughout	Contractor	TMEIA		Y		✓

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
			construction period						
12.6	8.1	Training shall be provided to workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.	All areas / throughout construction period	Contractor	TMEIA		Y		✓
12.6	8.1	Office wastes can be reduced by recycling of paper if such volume is sufficiently large to warrant collection. Participation in a local collection scheme by the Contractor should be advocated. Waste separation facilities for paper, aluminium cans, plastic bottles, etc should be provided on-site.	Site Offices/ throughout construction period	Contractor	TMEIA		Y		✓
12.6	Section 8	EM&A of waste handling, storage, transportation, disposal procedures and documentation through the site audit programme shall be undertaken.	All areas / throughout construction period	Contractor	EM&A Manual		Y		✓
CULTURAL HERITAGE									
11.8	Section 9	EM&A in the form of audit of the mitigation measures	All areas / throughout construction period	Highways Department	EIAO-TM		Y		n/a

Notes:

Legend: D=Design, C=Construction, O=Operation

Note: Funding Agent for all mitigation measures will be the Highways Department of the Hong Kong SAR Government

Status:

✓	Compliance of Mitigation Measures
<>	Compliance of Mitigation but need improvement
x	Non-compliance of Mitigation Measures
▲	Non-compliance of Mitigation Measures but rectified by Contractor
Δ	Deficiency of Mitigation Measures but rectified by Contractor

EIA Reference	EM&A Manual Reference	Environmental Protection Measures	Location/ Timing	Implementation Agent	Relevant Standard or Requirement	Implementation Stages			Status
						D	C	O	
n/a	Not Applicable in Reporting Period								

Appendix D

Summary of Action and Limit Levels

Table D1 Action and Limit Levels for Impact Dolphin Monitoring

	North Lantau Social Cluster	
	NEL	**NWL**
Action Level	STG < 70% of baseline & ANI < 70% of baseline	STG < 70% of baseline & ANI < 70% of baseline
Limit Level	[STG < 40% of baseline & ANI < 40% of baseline] and STG < 40% of baseline & ANI < 40% of baseline	

Notes:

1. STG means quarterly encounter rate of number of dolphin sightings, which is **6.00 in NEL** and **9.85 in NWL** during the baseline monitoring period
2. ANI means quarterly encounter rate of total number of dolphins, which is **22.19 in NEL** and **44.66 in NWL** during the baseline monitoring period
3. For North Lantau Social Cluster, AL will be trigger if NEL or NWL fall below the criteria; LL will be triggered if both NEL and NWL fall below the criteria.

Table D2 Derived Value of Action Level (AL) and Limit Level (LL)

	North Lantau Social Cluster	
	NEL	**NWL**
Action Level	STG < 4.2 & ANI< 15.5	STG < 6.9 & ANI < 31.3
Limit Level	[STG < 2.4 & ANI <8.9] and [STG < 3.9 & ANI <17.9]	

Appendix E

EM&A Monitoring Schedules

HY/2012/07 Tuen Mun - Chek Lap Kok Link - Southern Connection Viaduct Section
Impact Dolphin Monitoring Survey Schedule (1 to 31 December 2019)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	6-Dec	7-Dec
		Impact Dolphin Monitoring				
8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec
		Impact Dolphin Monitoring		Impact Dolphin Monitoring		
15-Dec	16-Dec	17-Dec	18-Dec	19-Dec	20-Dec	21-Dec
	Impact Dolphin Monitoring					
22-Dec	23-Dec	24-Dec	25-Dec	26-Dec	27-Dec	28-Dec
29-Dec	30-Dec	31-Dec				

HY/2012/07 Tuen Mun - Chek Lap Kok Link - Southern Connection Viaduct Section
Impact Dolphin Monitoring Survey Schedule (1 to 31 January 2020)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1-Jan	2-Jan	3-Jan	4-Jan
				Impact Dolphin Monitoring		
5-Jan	6-Jan	7-Jan	8-Jan	9-Jan	10-Jan	11-Jan
	Impact Dolphin Monitoring			Impact Dolphin Monitoring		
12-Jan	13-Jan	14-Jan	15-Jan	16-Jan	17-Jan	18-Jan
				Impact Dolphin Monitoring		
19-Jan	20-Jan	21-Jan	22-Jan	23-Jan	24-Jan	25-Jan
26-Jan	27-Jan	28-Jan	29-Jan	30-Jan	31-Jan	

HY/2012/07 Tuen Mun - Chek Lap Kok Link - Southern Connection Viaduct Section
Impact Dolphin Monitoring Survey Schedule (1 to 29 February 2020)

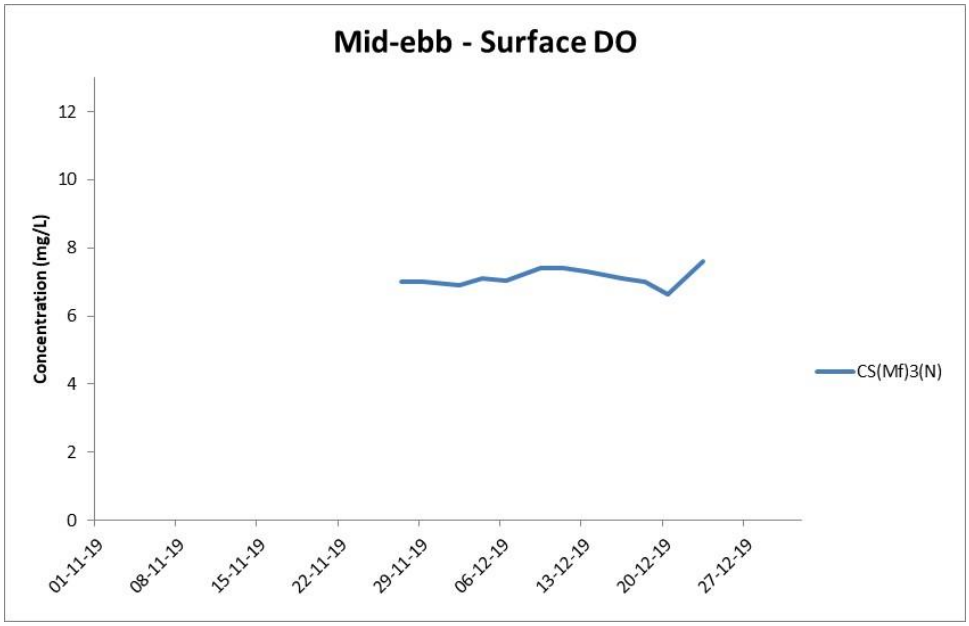
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1-Feb
2-Feb	3-Feb	4-Feb	5-Feb	6-Feb	7-Feb	8-Feb
9-Feb	10-Feb	11-Feb	12-Feb	13-Feb	14-Feb	15-Feb
	Impact Dolphin Monitoring					
16-Feb	17-Feb	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb
		Impact Dolphin Monitoring		Impact Dolphin Monitoring		
23-Feb	24-Feb	25-Feb	26-Feb	27-Feb	28-Feb	29-Feb
	Impact Dolphin Monitoring					

HY/2012/07 - Tuen Mun - Chek Lap Kok Link - Southern Connection Viaduct Section
Impact Marine Water Quality Monitoring (WQM) Schedule (Post construction monitoring)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	6-Dec	7-Dec
	ebb tide 2:35 - 6:05 flood tide 14:54 - 17:23		ebb tide 5:23 - 7:36 flood tide 12:59 - 16:29		ebb tide 6:16 - 9:46 flood tide 13:57 - 17:27	
8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec
	ebb tide 9:09 - 12:39 flood tide 15:09 - 18:39		ebb tide 10:33 - 14:03 flood tide 16:01 - 19:15		ebb tide 11:57 - 15:27 flood tide 7:15 - 10:11	
15-Dec	16-Dec	17-Dec	18-Dec	19-Dec	20-Dec	21-Dec
	ebb tide 14:15 - 17:45 flood tide 9:07 - 12:37		ebb tide 16:20 - 18:35 flood tide 10:59 - 14:29		ebb tide 6:35 - 8:51 flood tide 12:50 - 16:20	
22-Dec	23-Dec	24-Dec	25-Dec	26-Dec	27-Dec	28-Dec
	ebb tide 9:08 - 12:38 flood tide 14:48 - 18:18					
29-Dec	30-Dec	31-Dec				

Appendix F

Post-Construction Water Quality Monitoring Results and Graphical Presentation



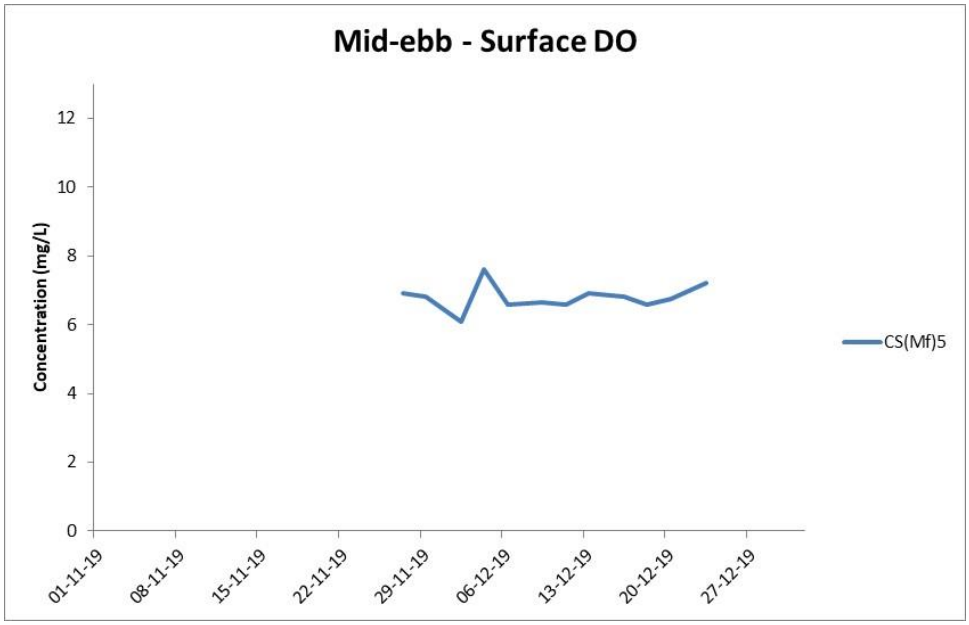


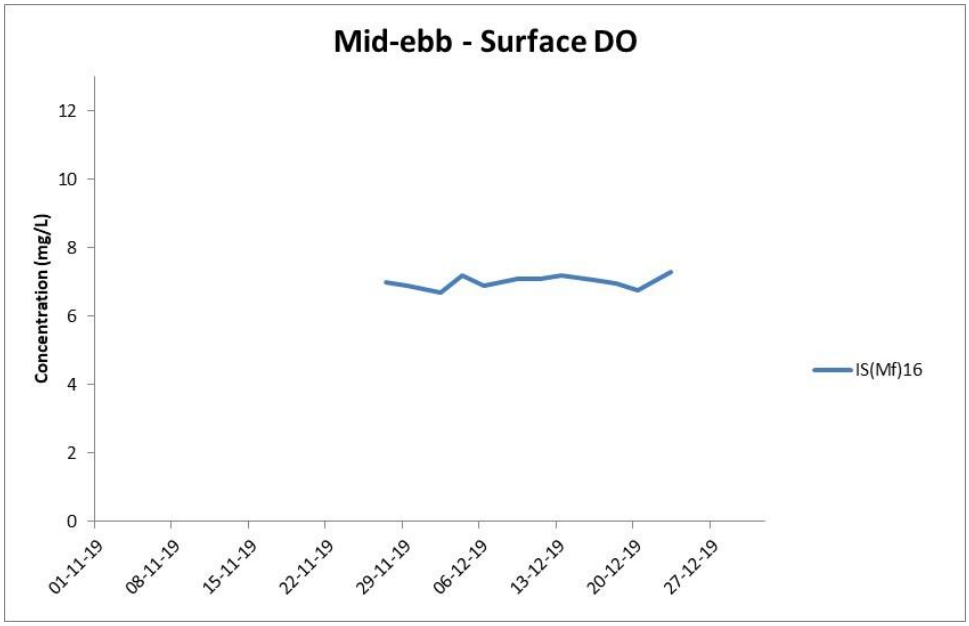
Figure F1 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.)
In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



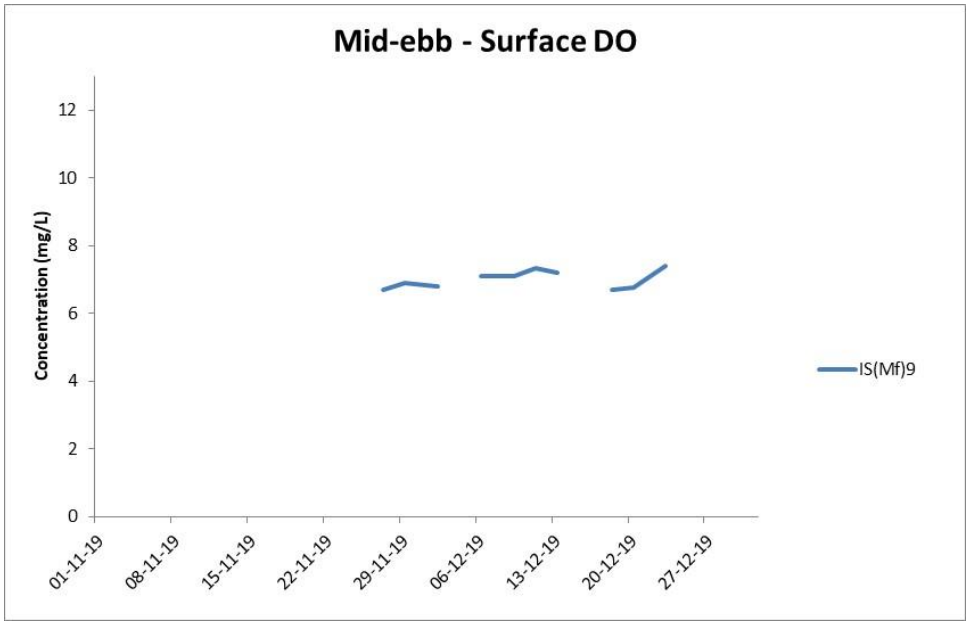


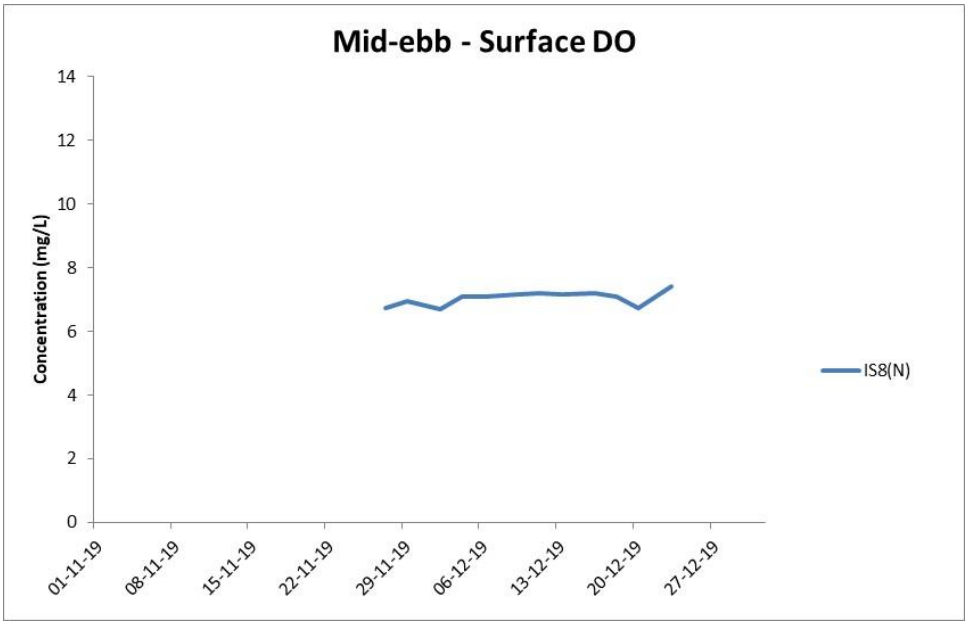
Figure F2 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



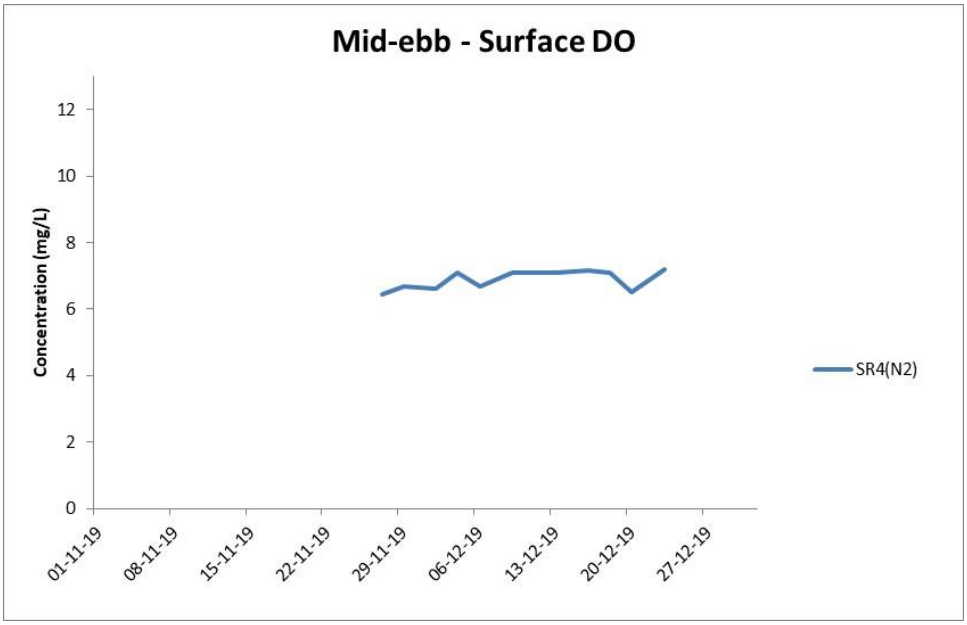


Figure F3 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM

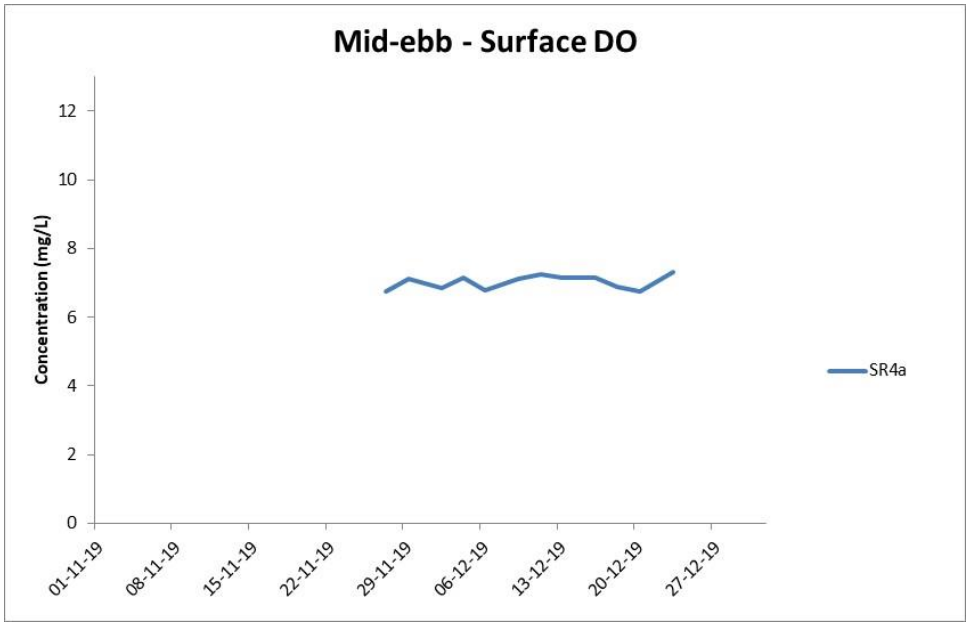


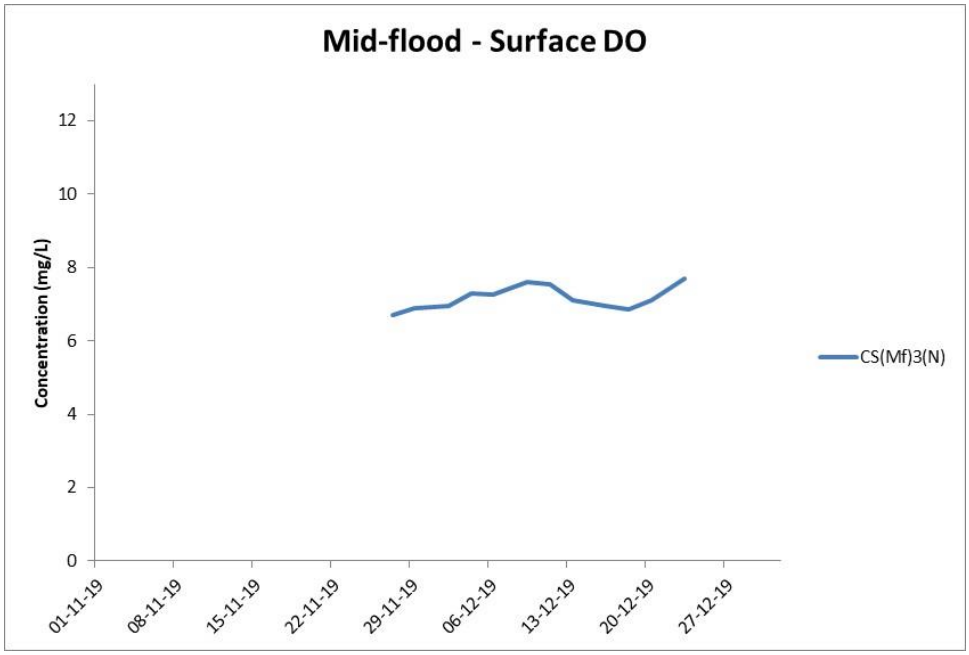
Figure F4 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



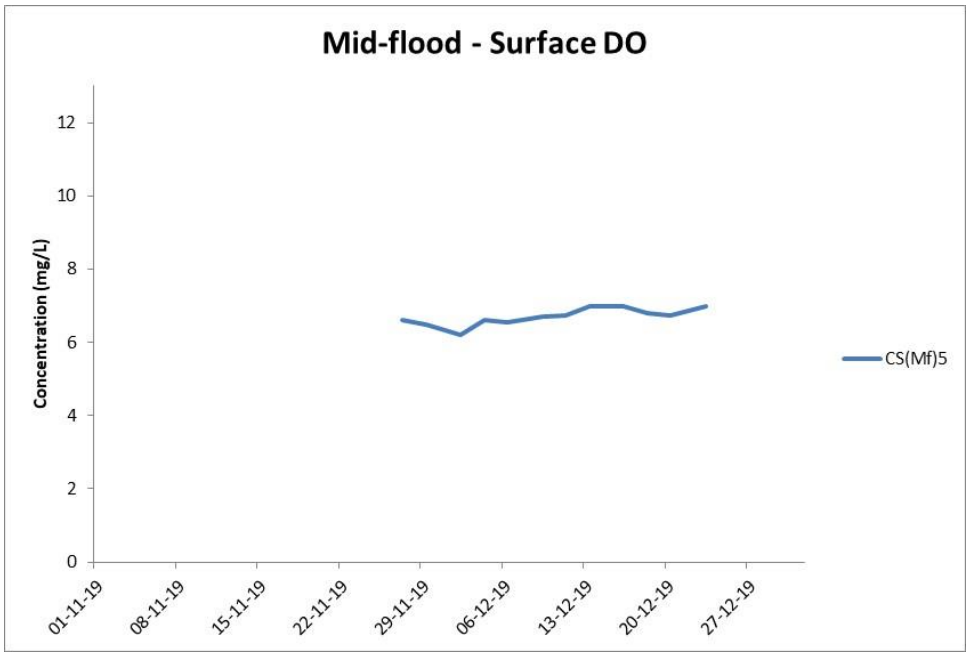


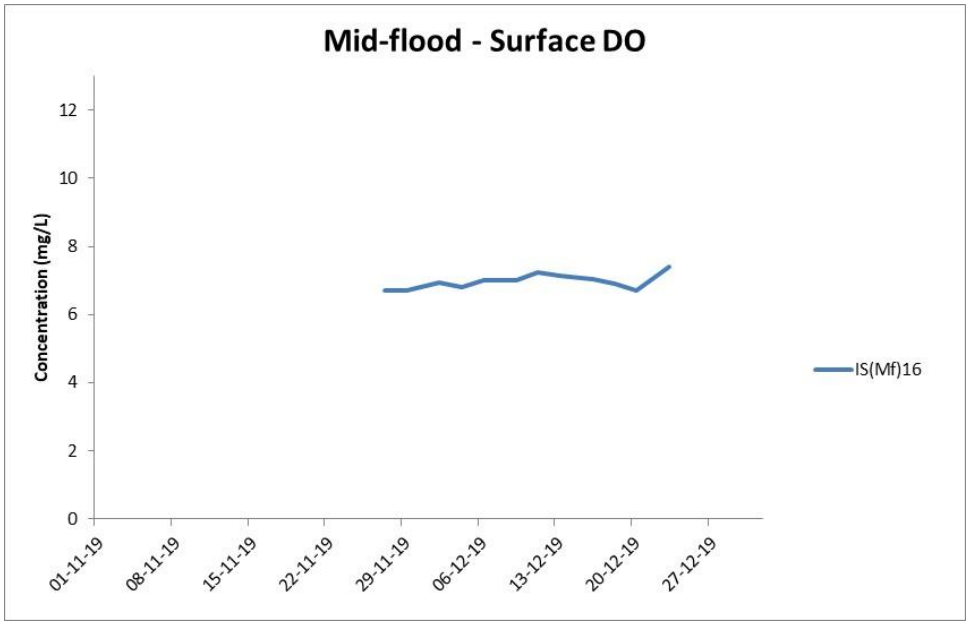
Figure F5 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-flood tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



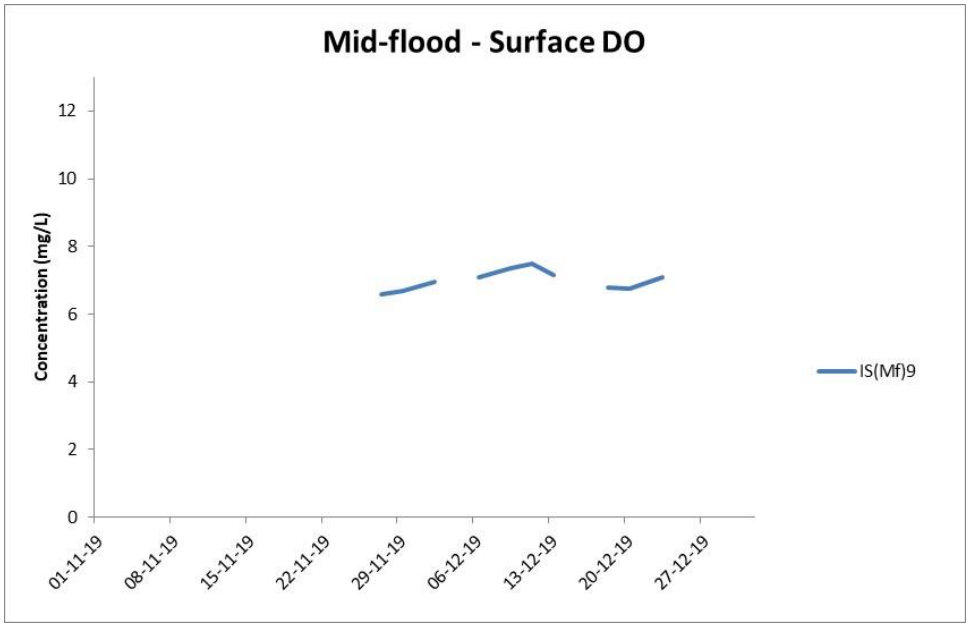
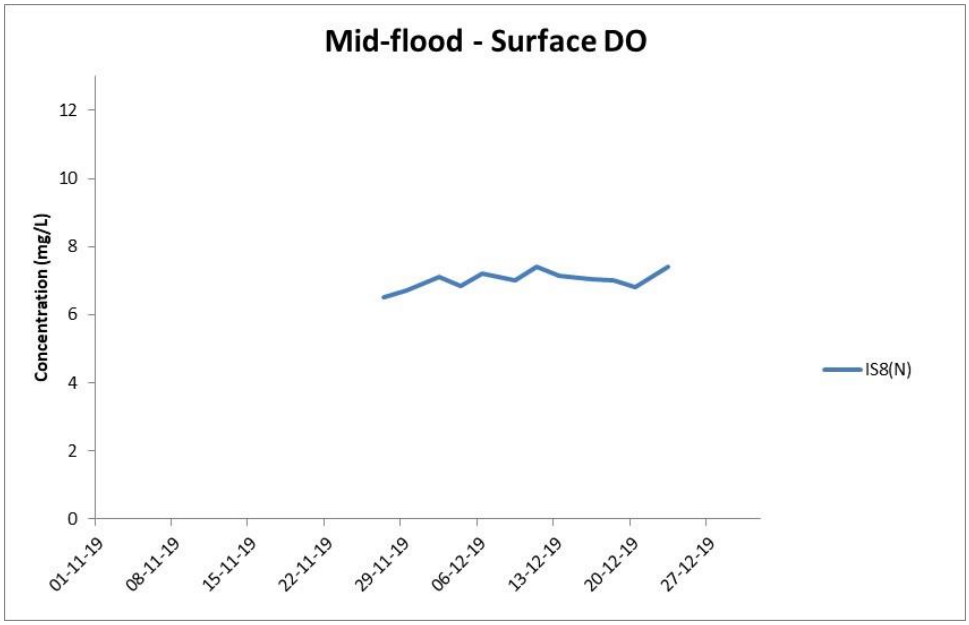


Figure F6 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-flood tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



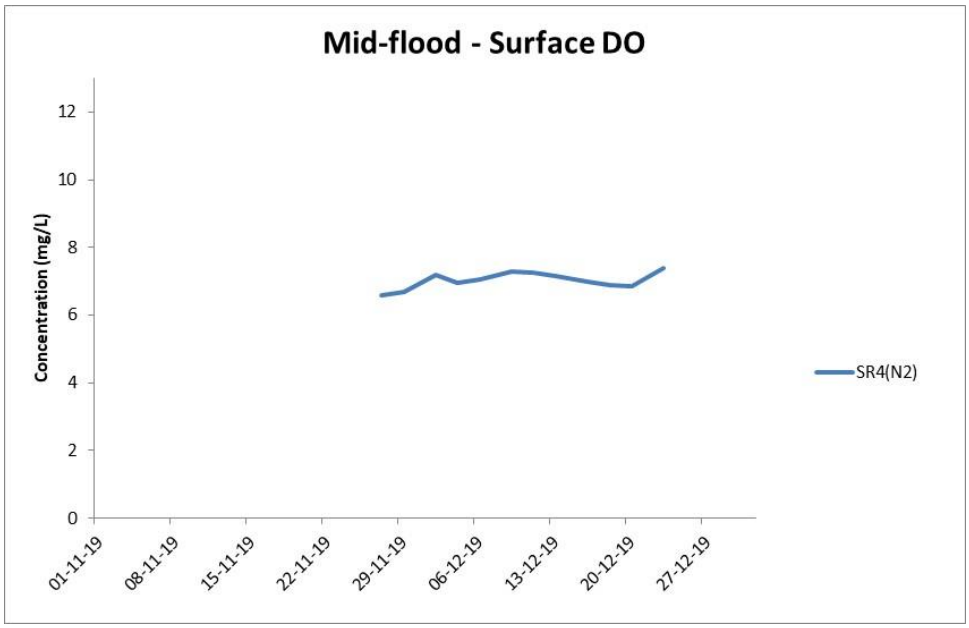


Figure F7 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-flood tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM

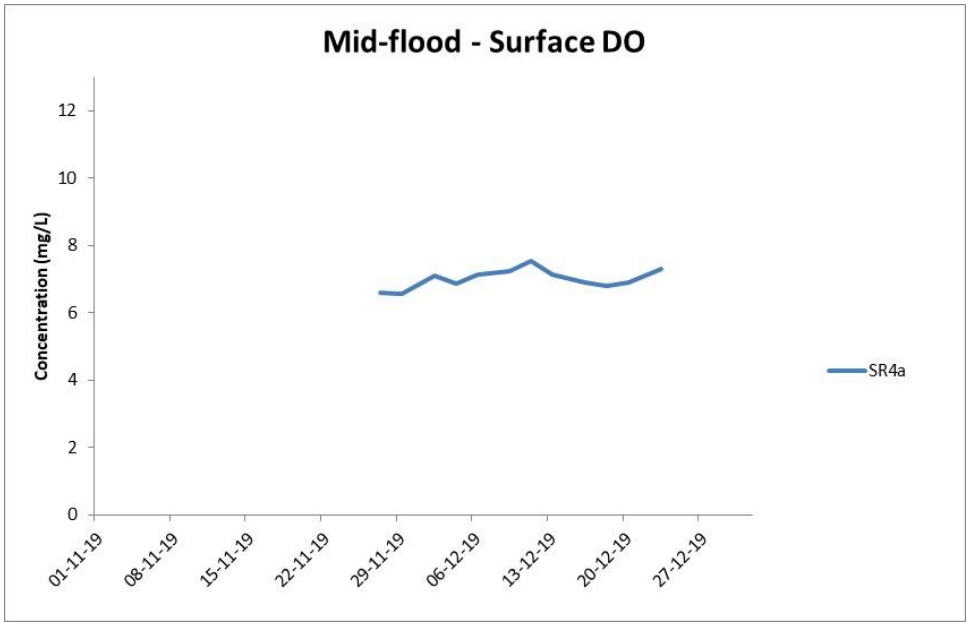
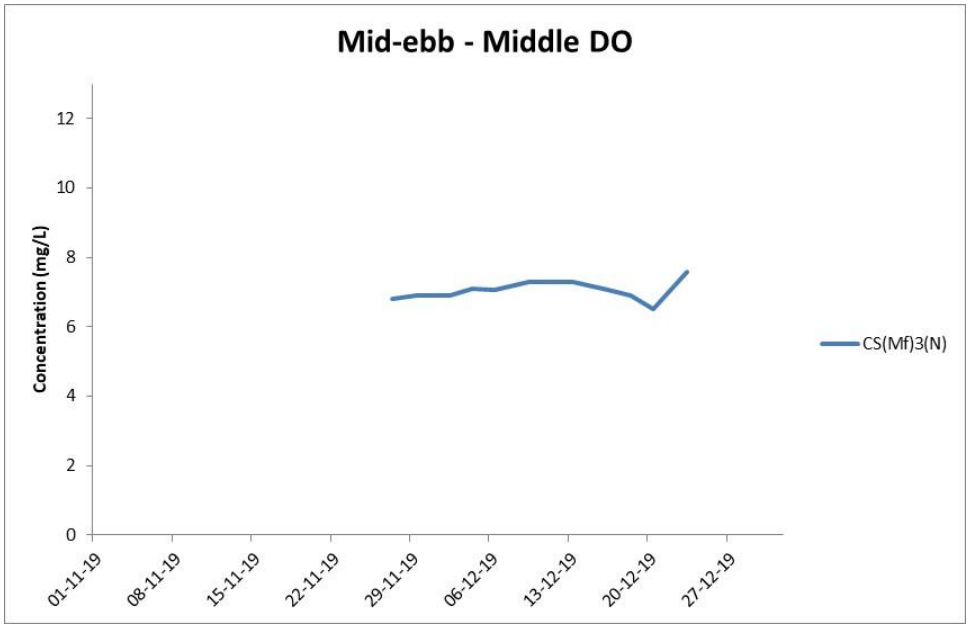


Figure F8 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in surface waters during mid-flood tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



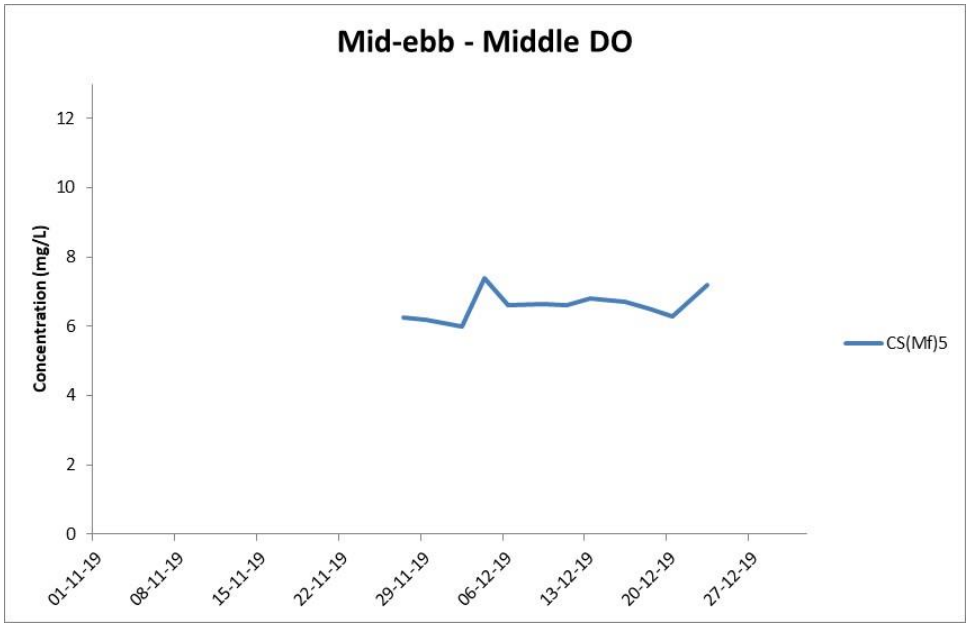


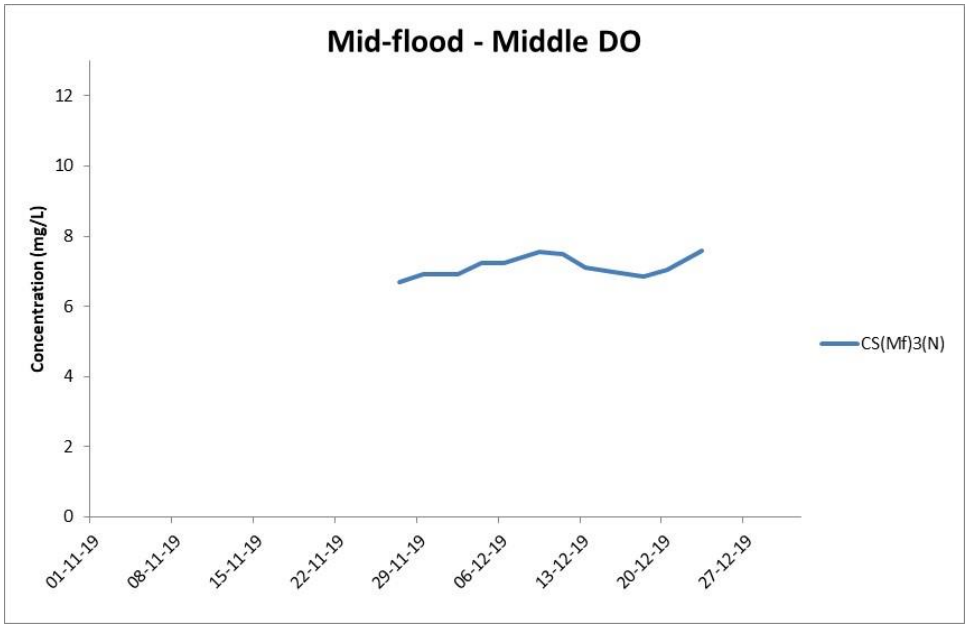
Figure F9 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in mid-depth waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



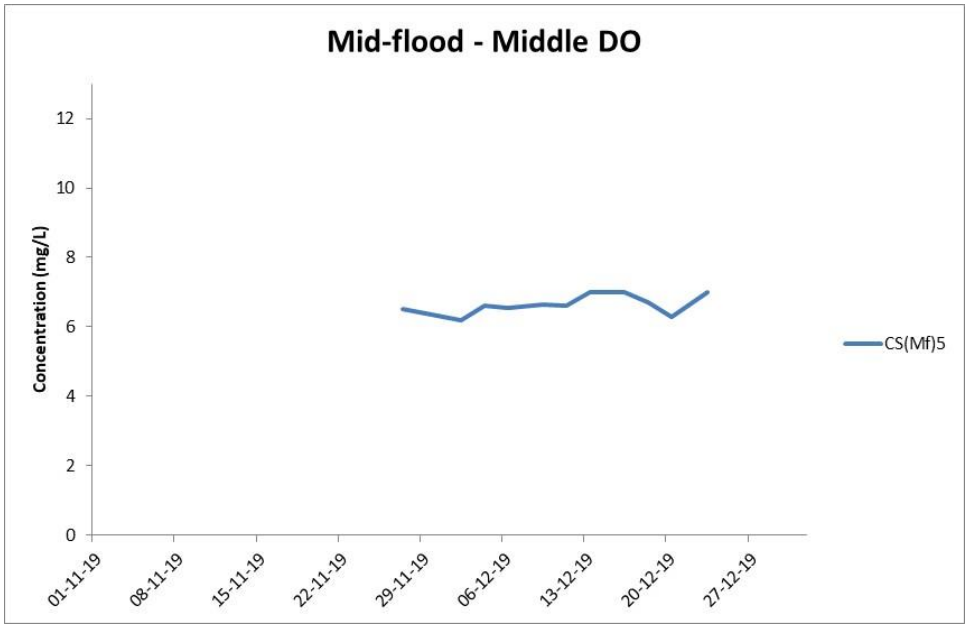
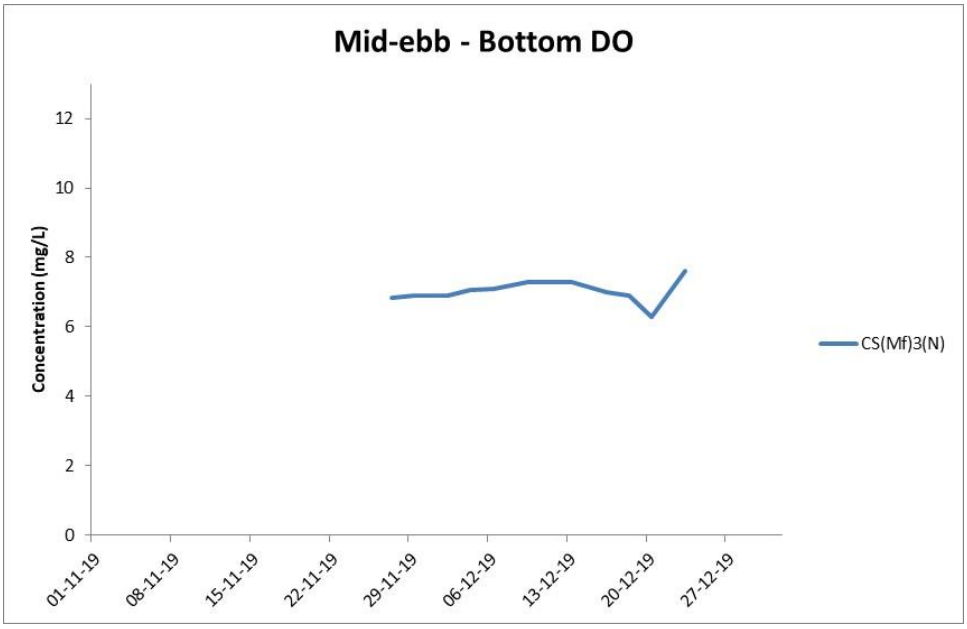


Figure F10 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in mid-depth waters during mid-flood tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



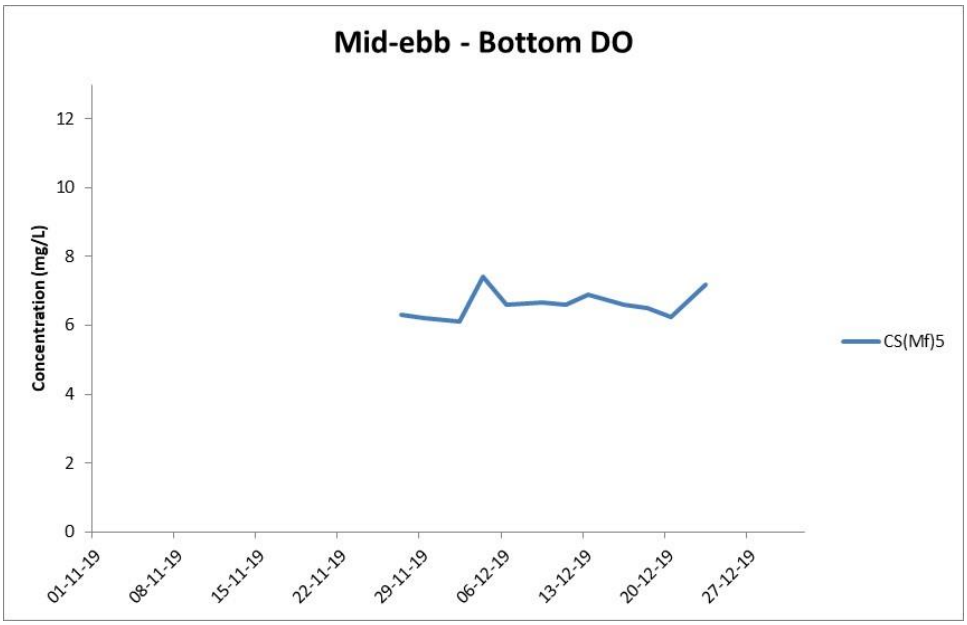


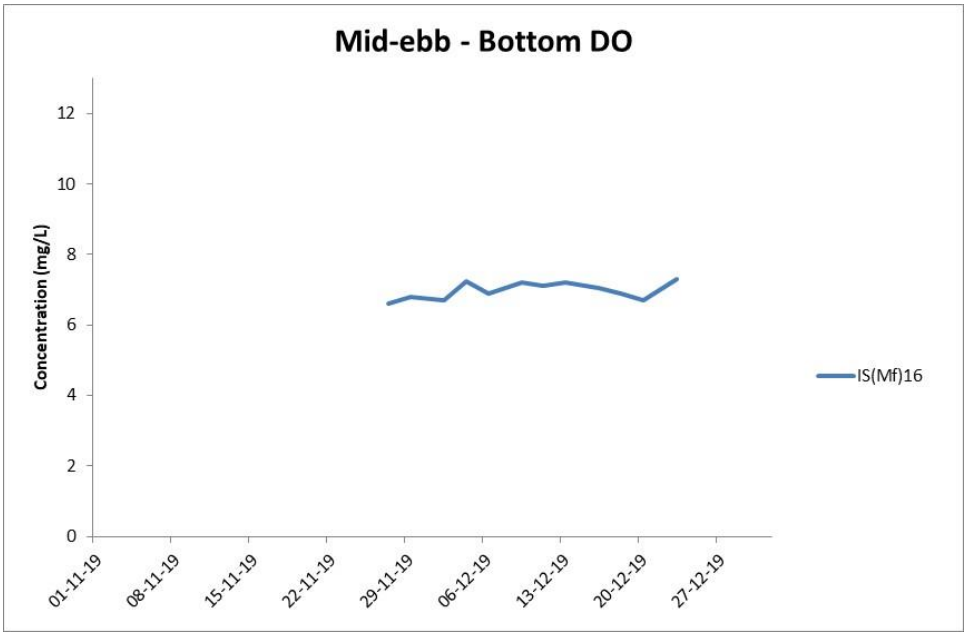
Figure F11 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



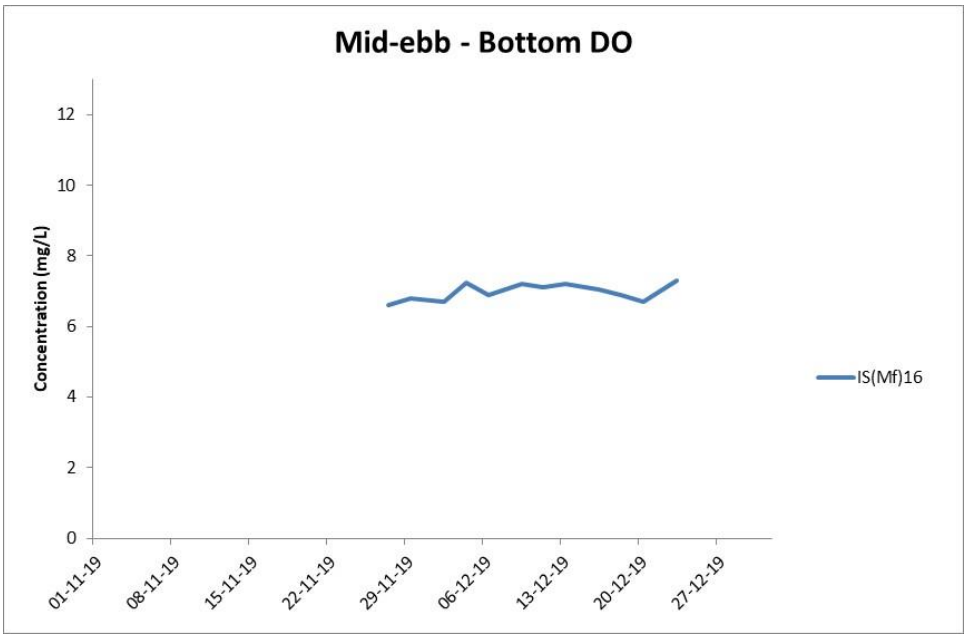


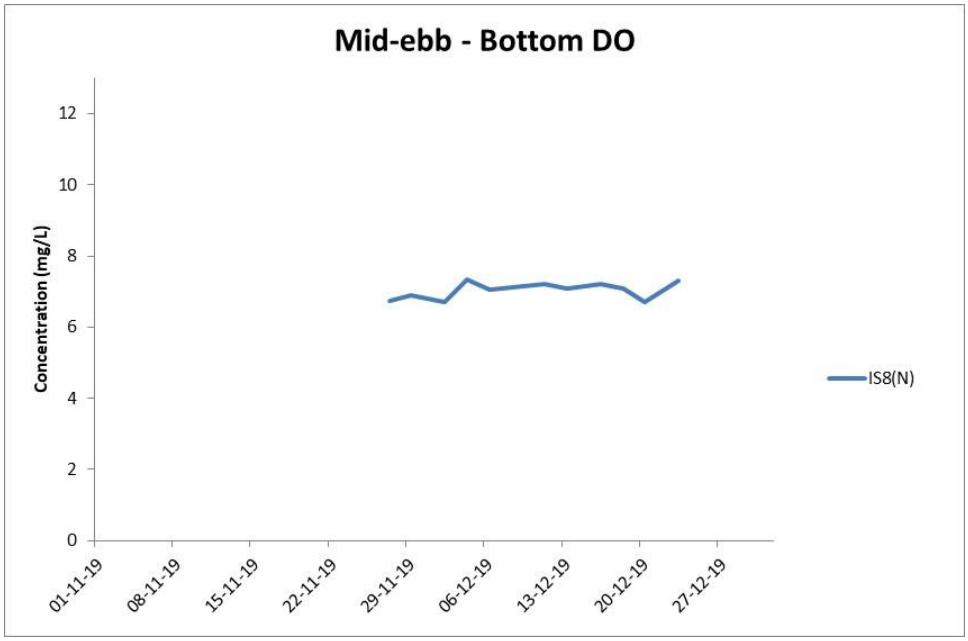
Figure F12 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



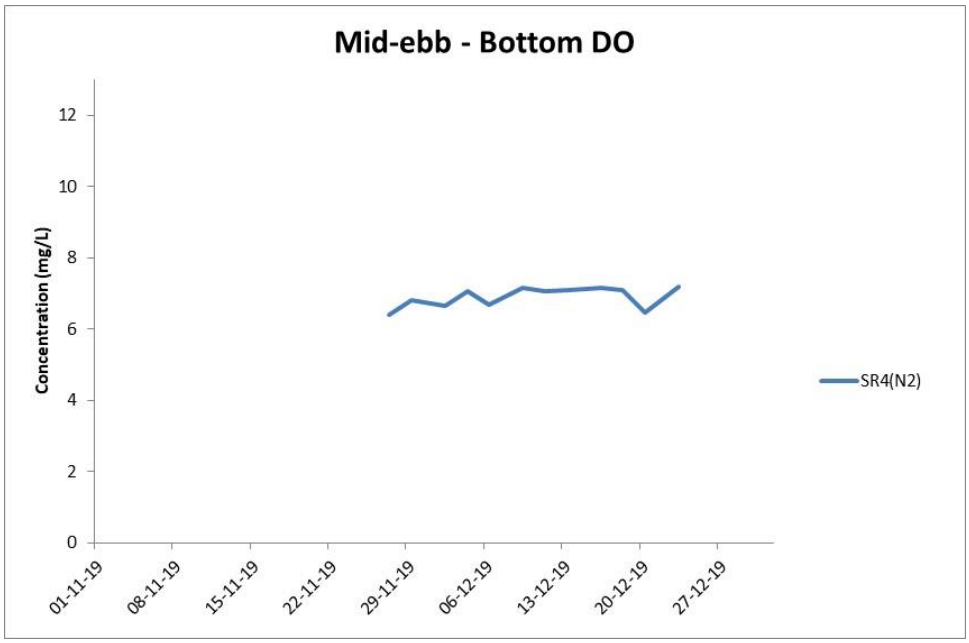


Figure F13 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

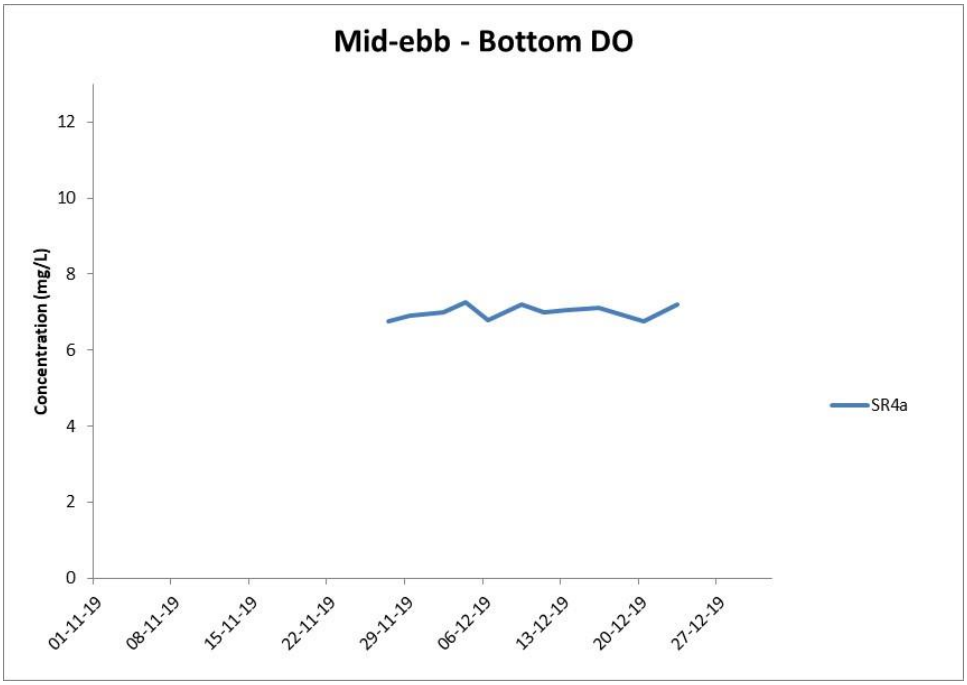
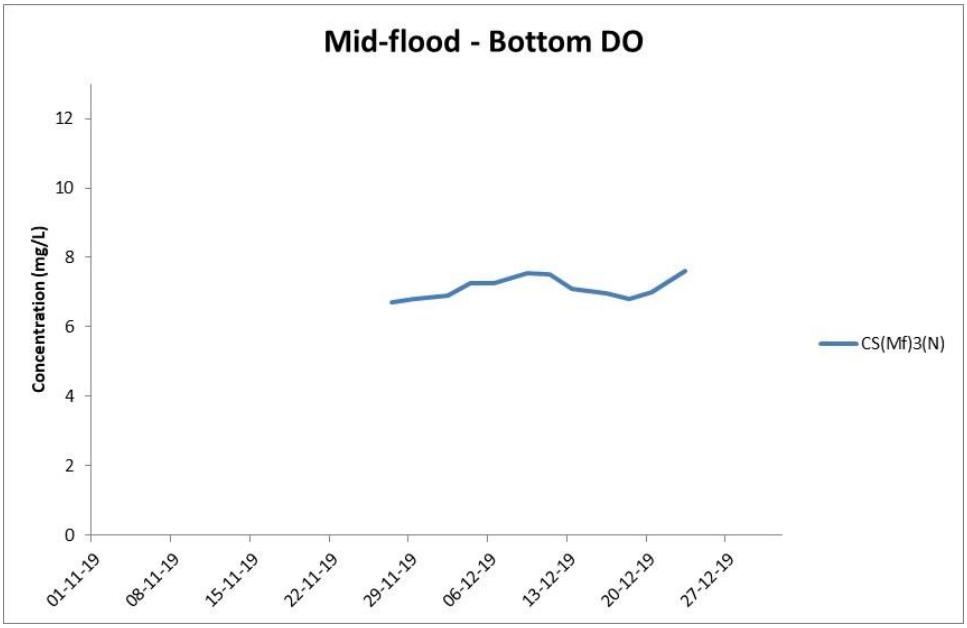


Figure F14 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-ebb tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



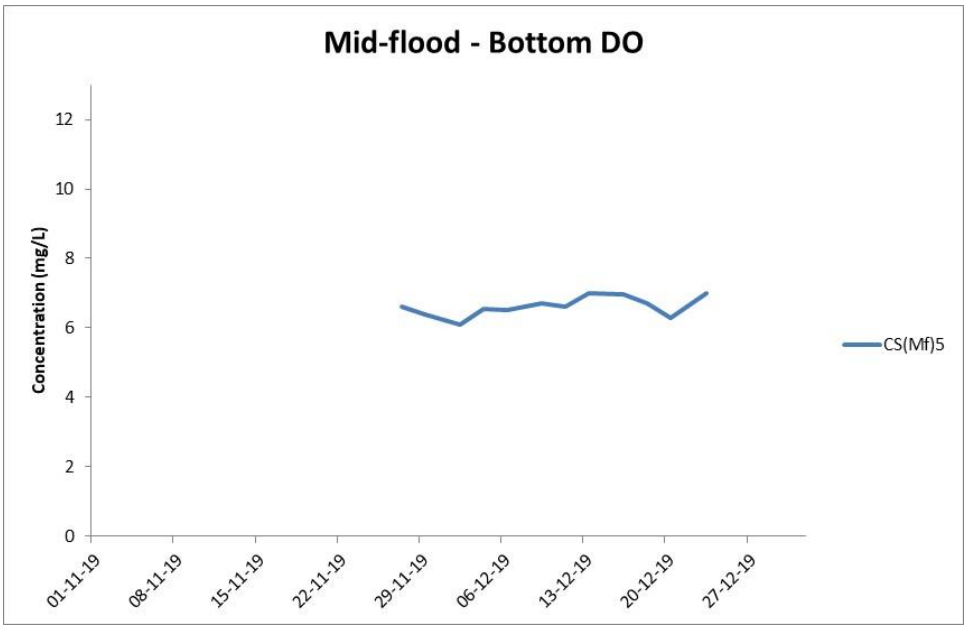


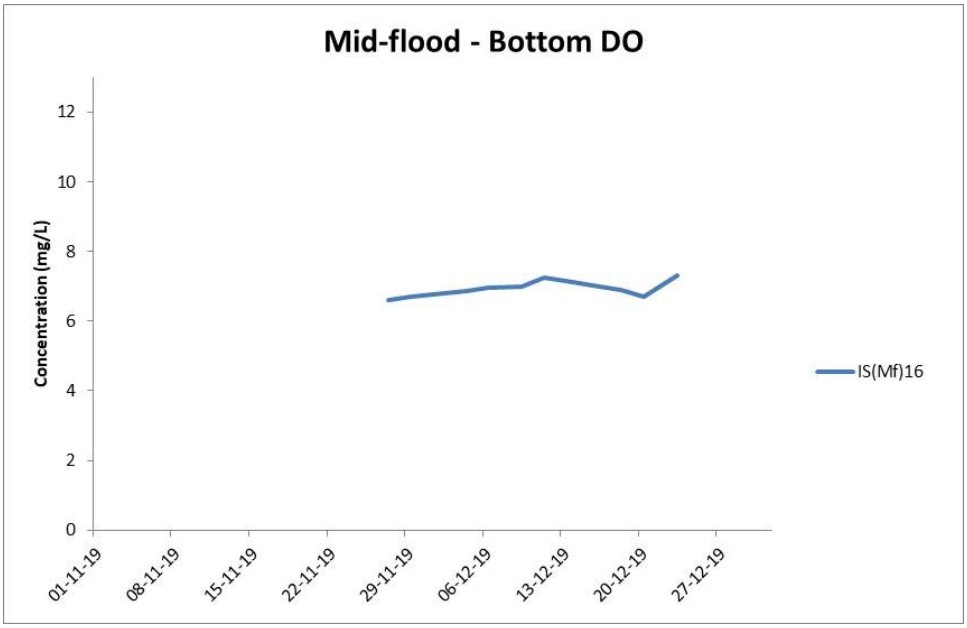
Figure F15 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-flood tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



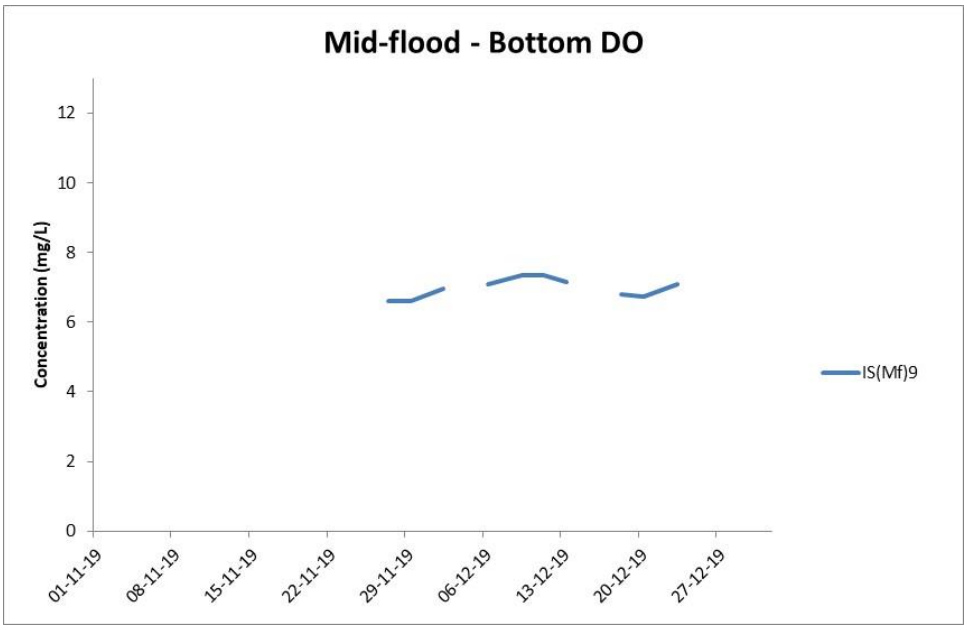
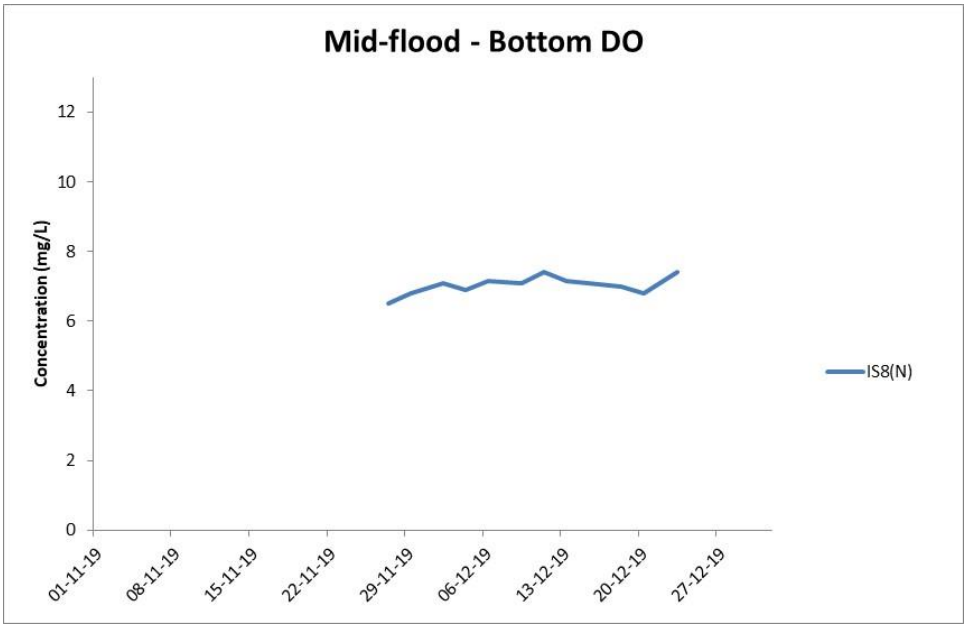


Figure F16 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-flood tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



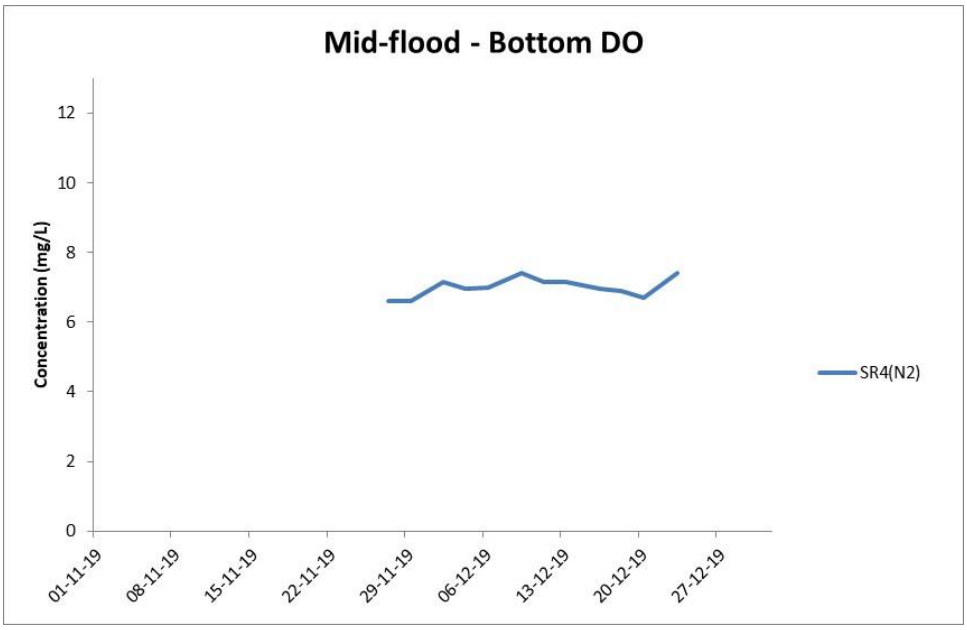


Figure F17 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-flood tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

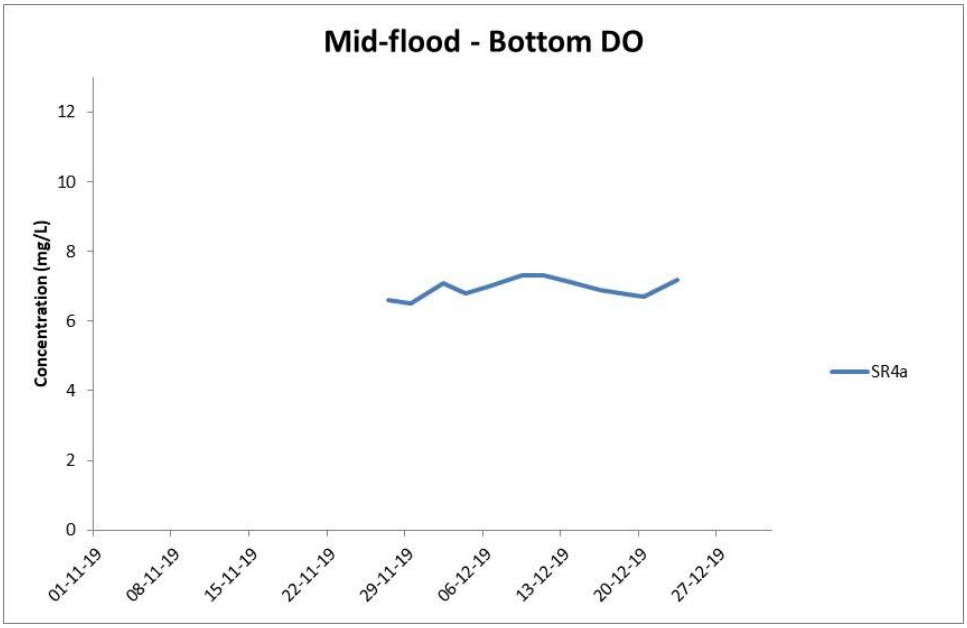
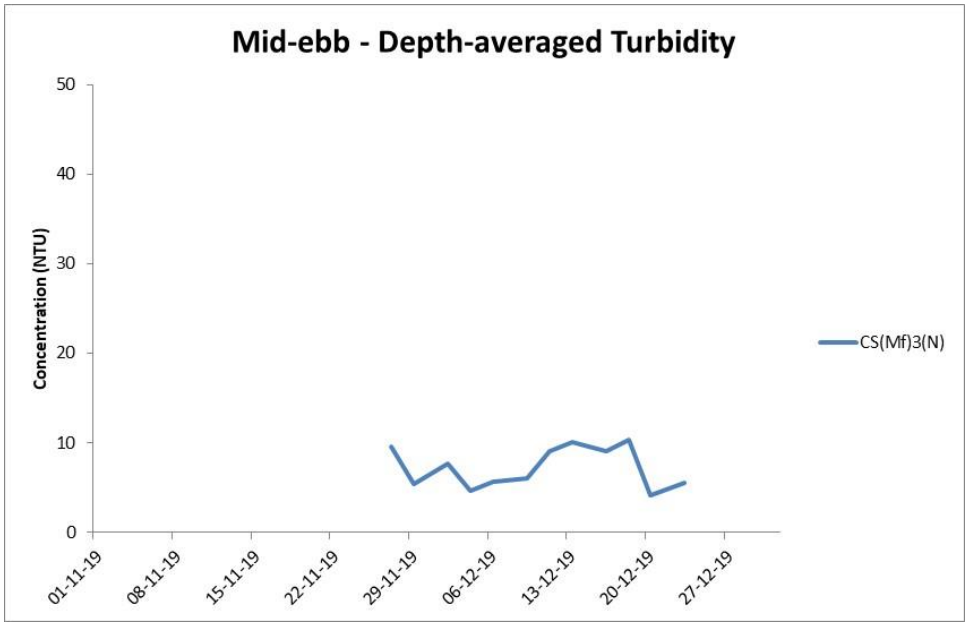


Figure F18 Post-Construction Monitoring – Mean Level of Dissolved Oxygen (mg/L) in bottom waters during mid-flood tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



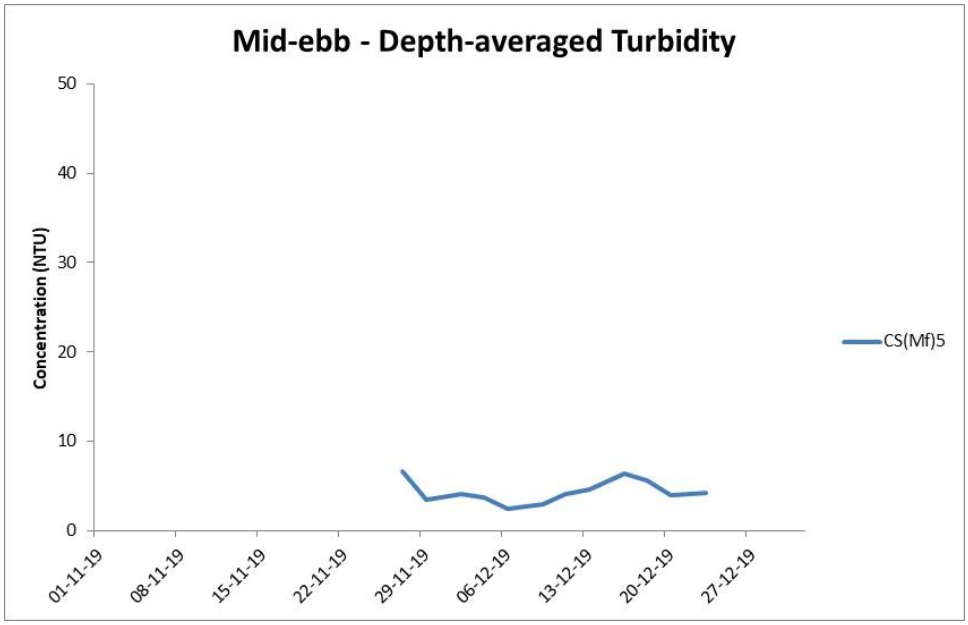


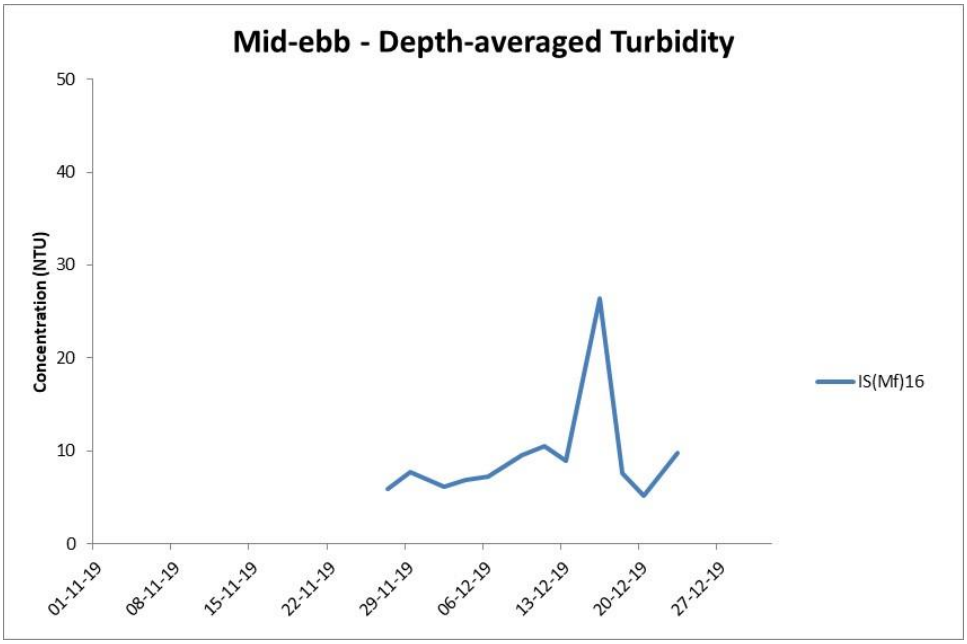
Figure F19 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-ebb tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

ERM



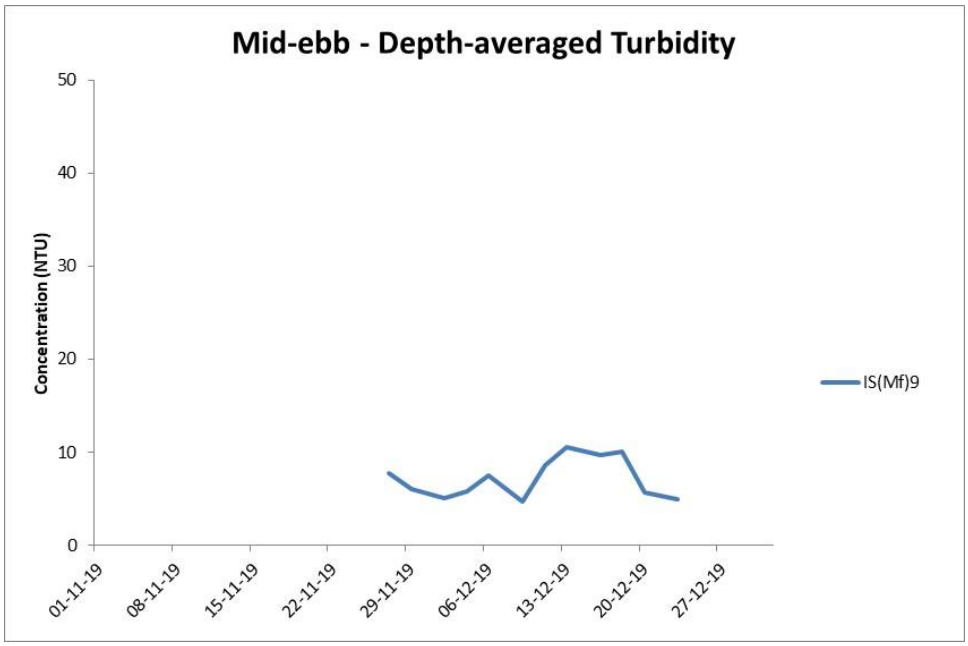
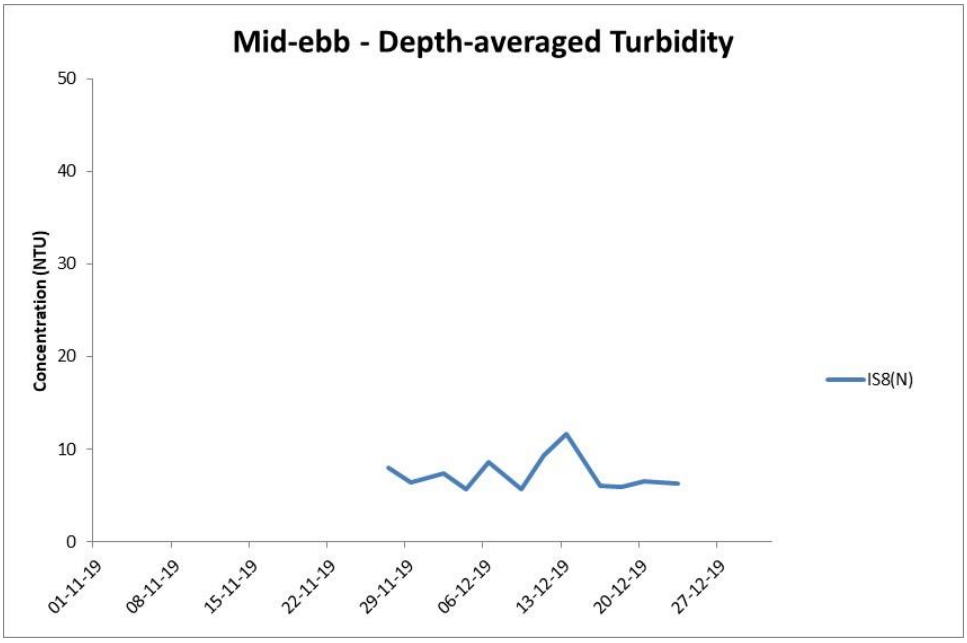


Figure F20 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



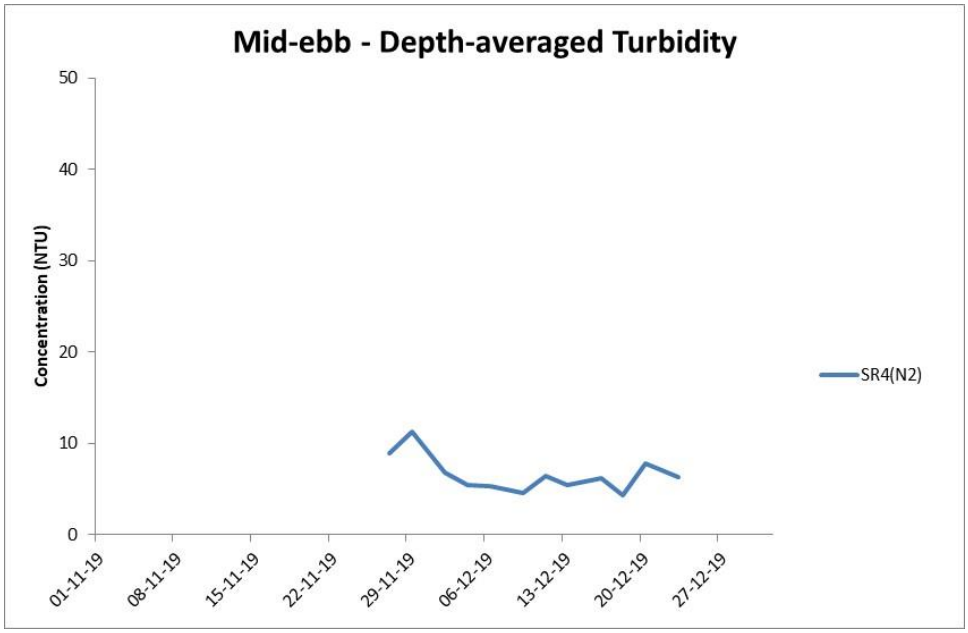


Figure F21 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

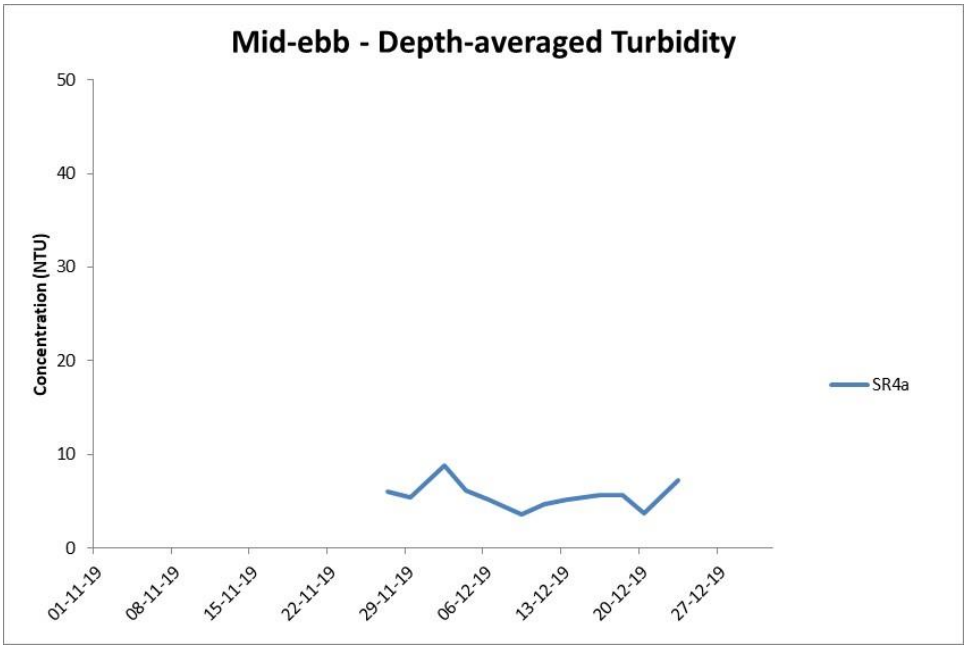
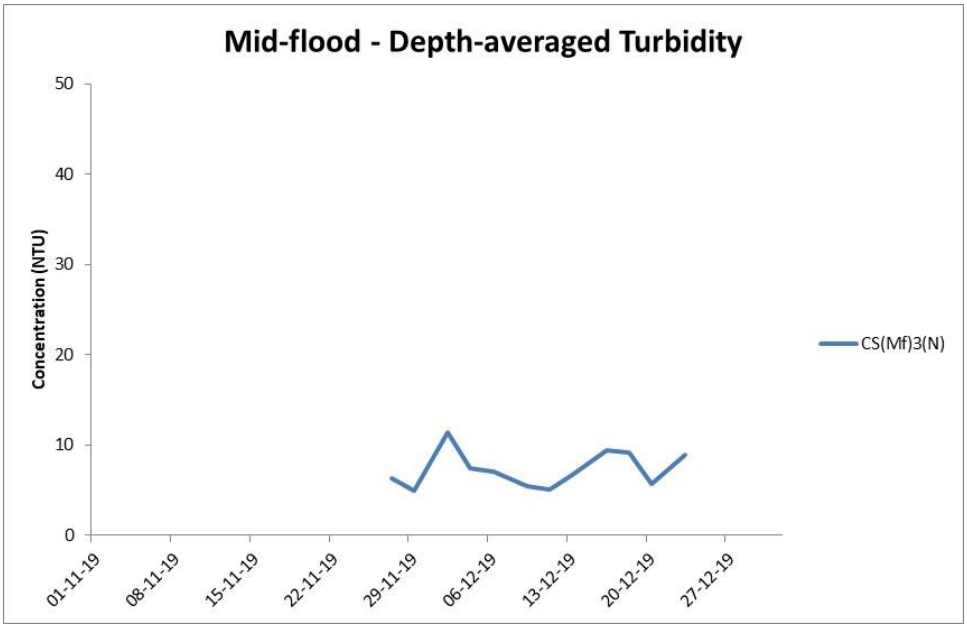


Figure F22 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-ebb tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



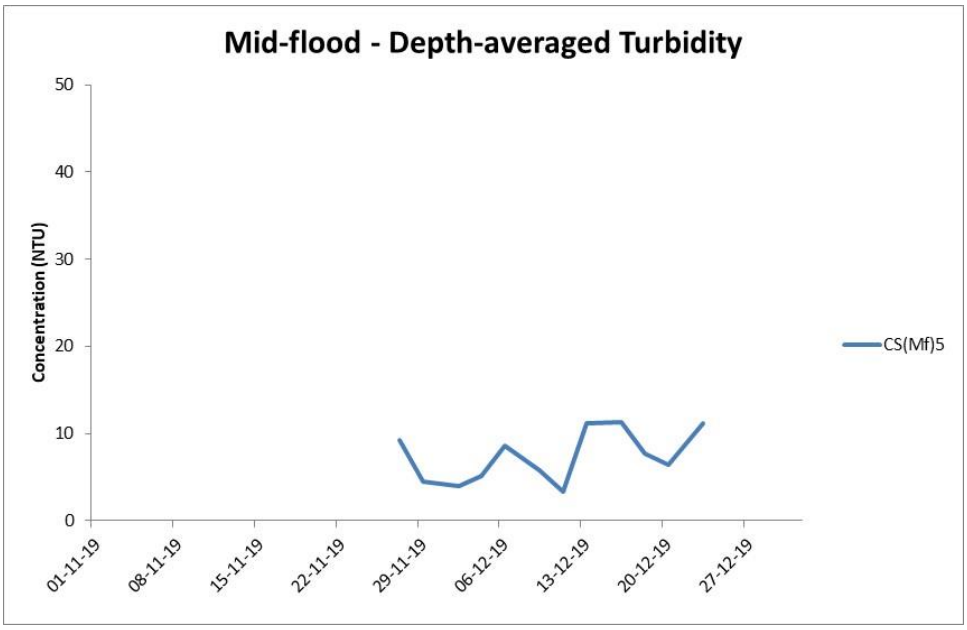


Figure F23 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-flood tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(MF)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

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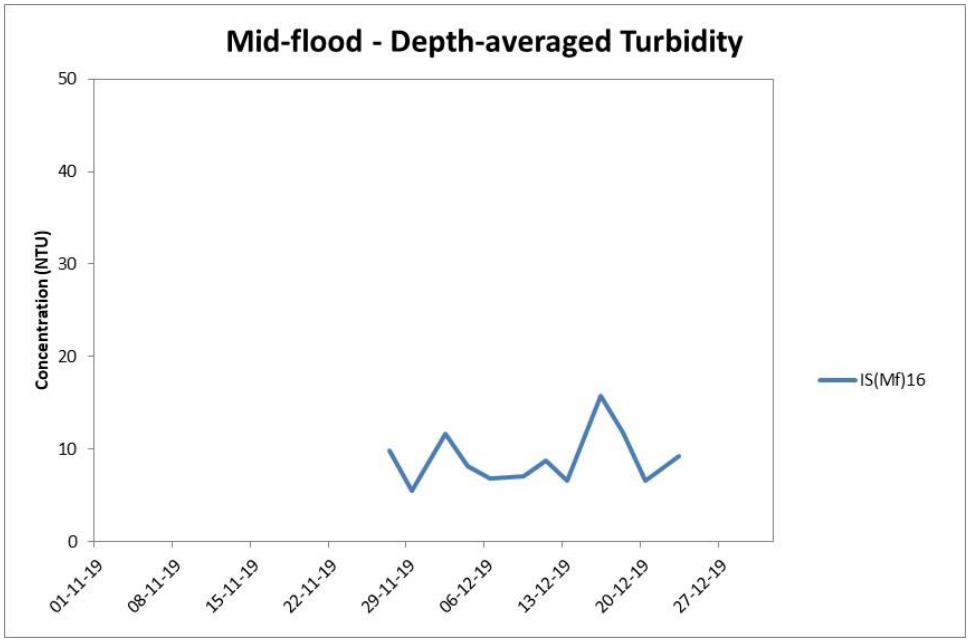


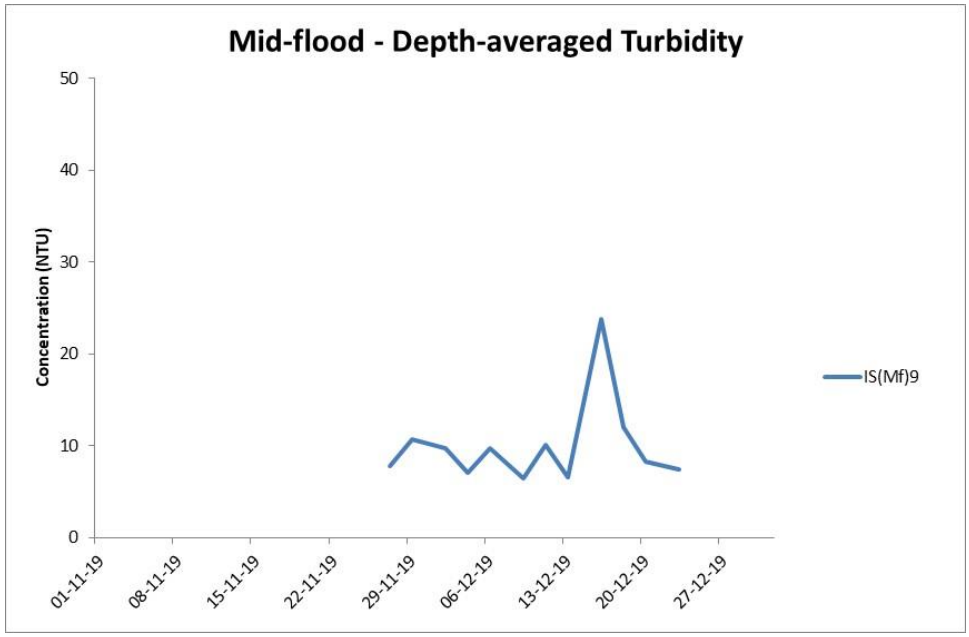
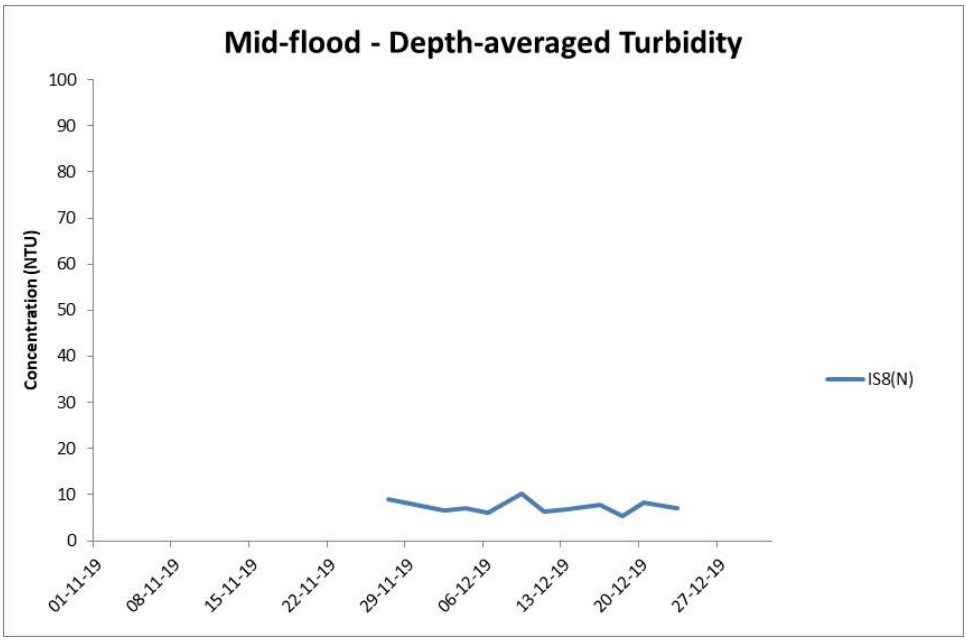
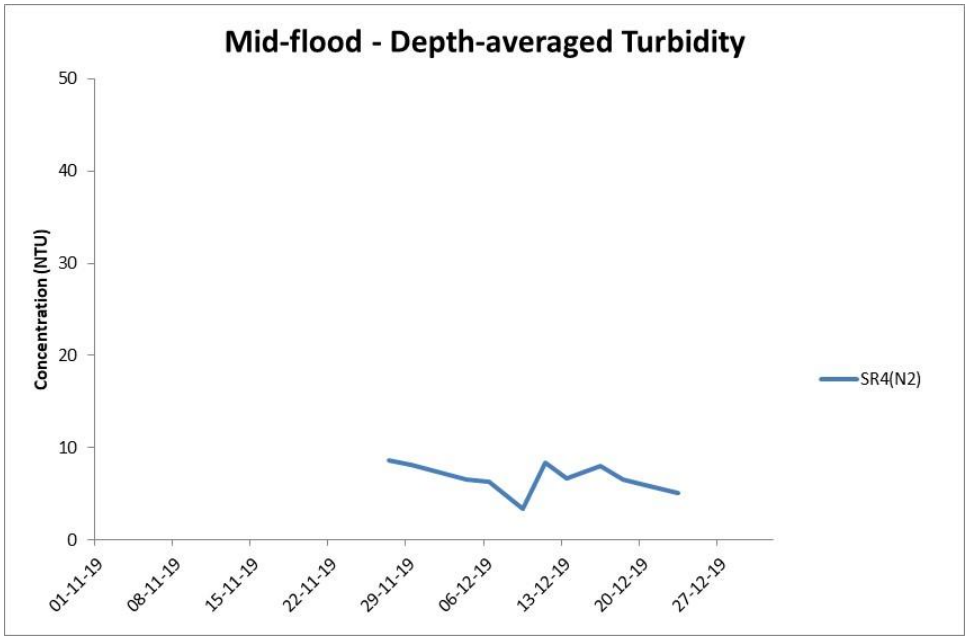


Figure F24 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-flood tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.





`Figure F25 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-flood tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

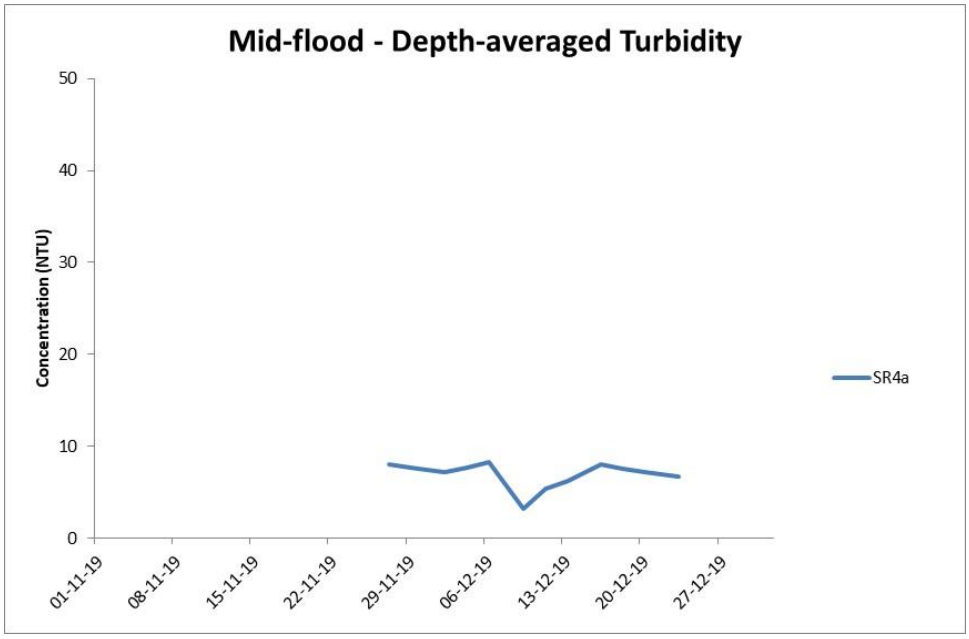
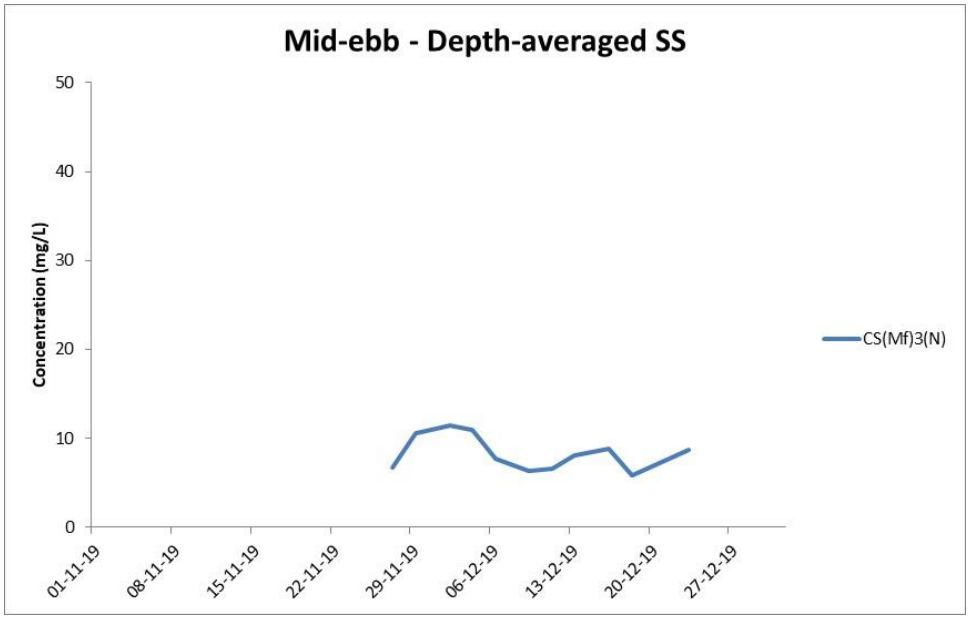


Figure F26 Post-Construction Monitoring – Mean Level of depth-averaged Turbidity (NTU) during mid-flood tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



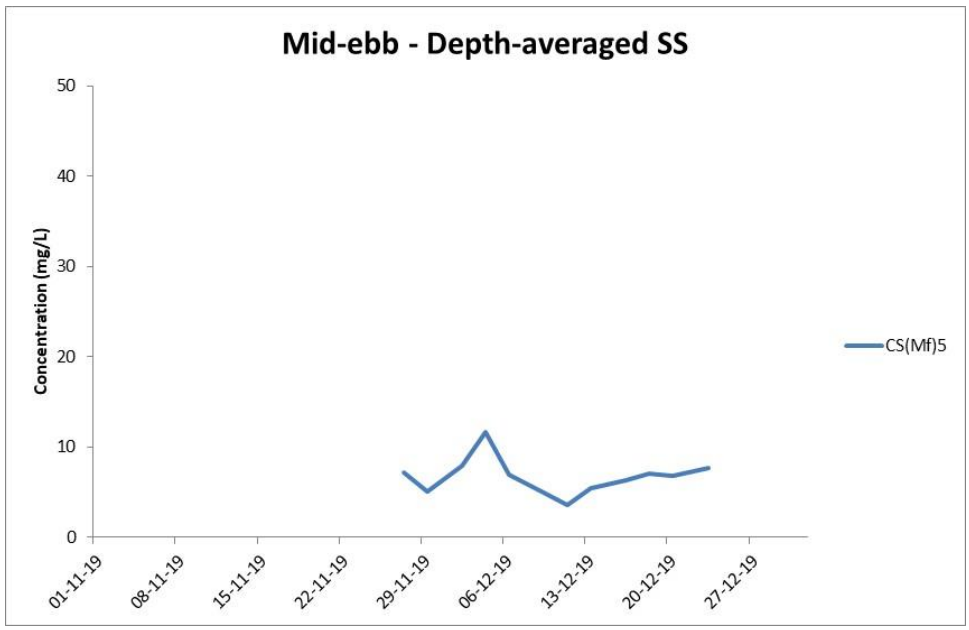
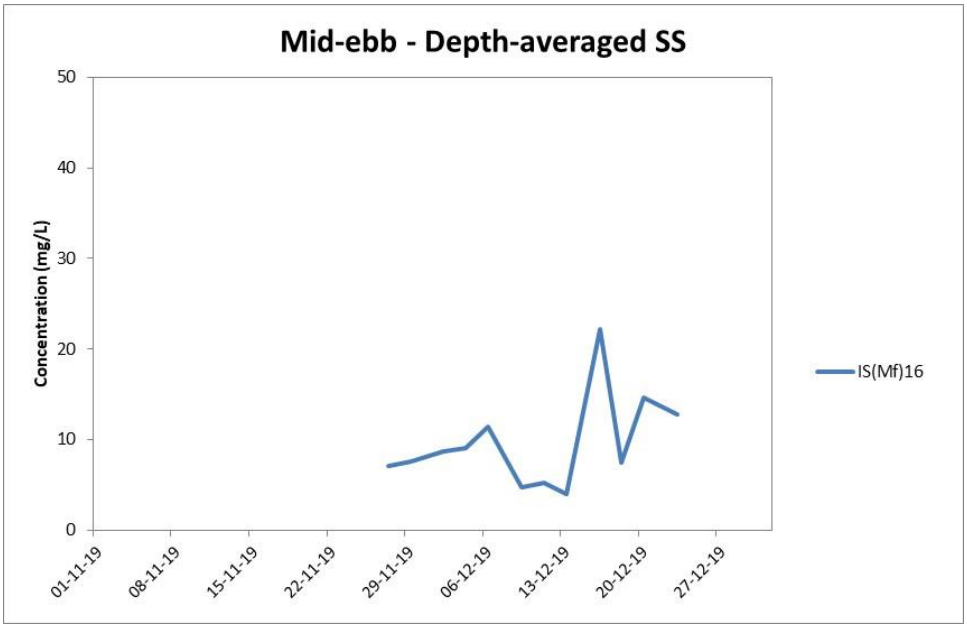


Figure F27 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-ebb tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



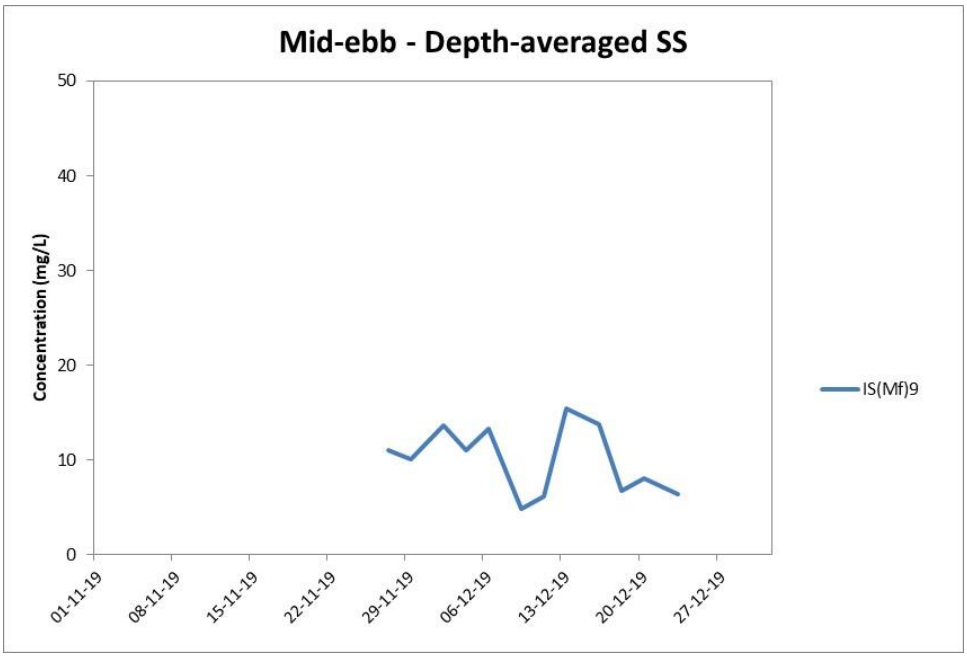
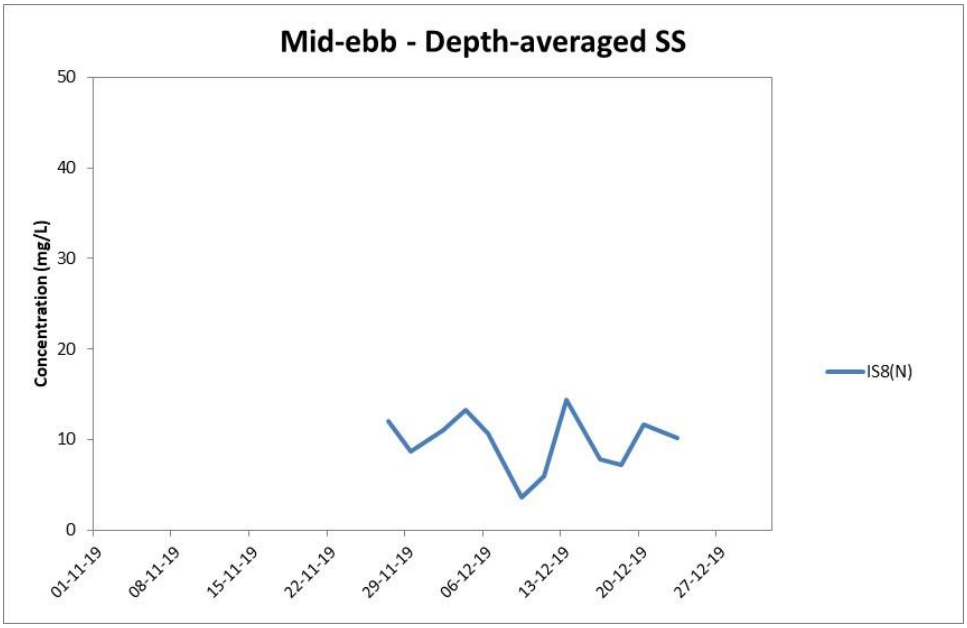


Figure F28 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



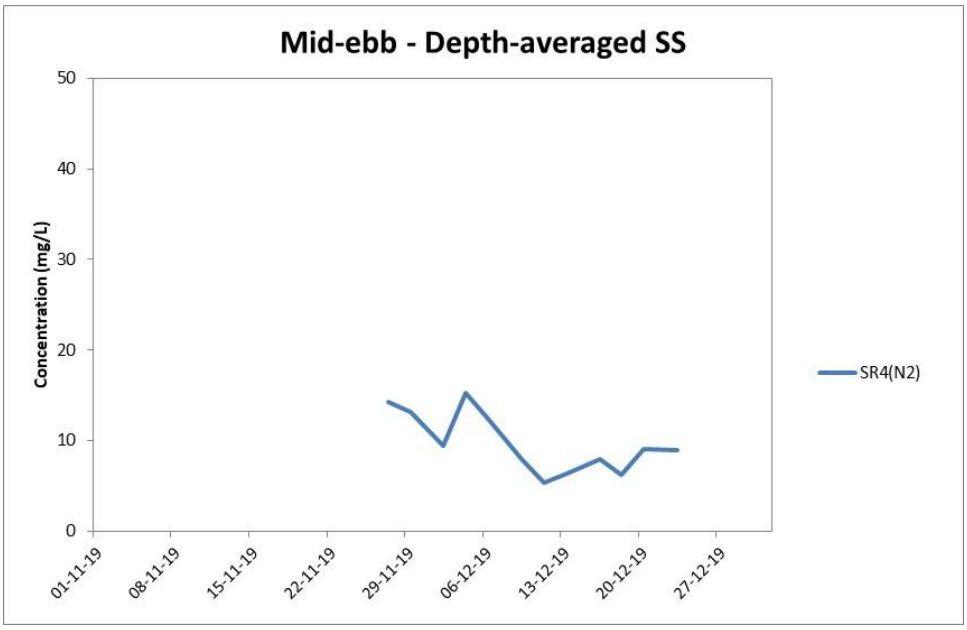


Figure F29 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-ebb tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

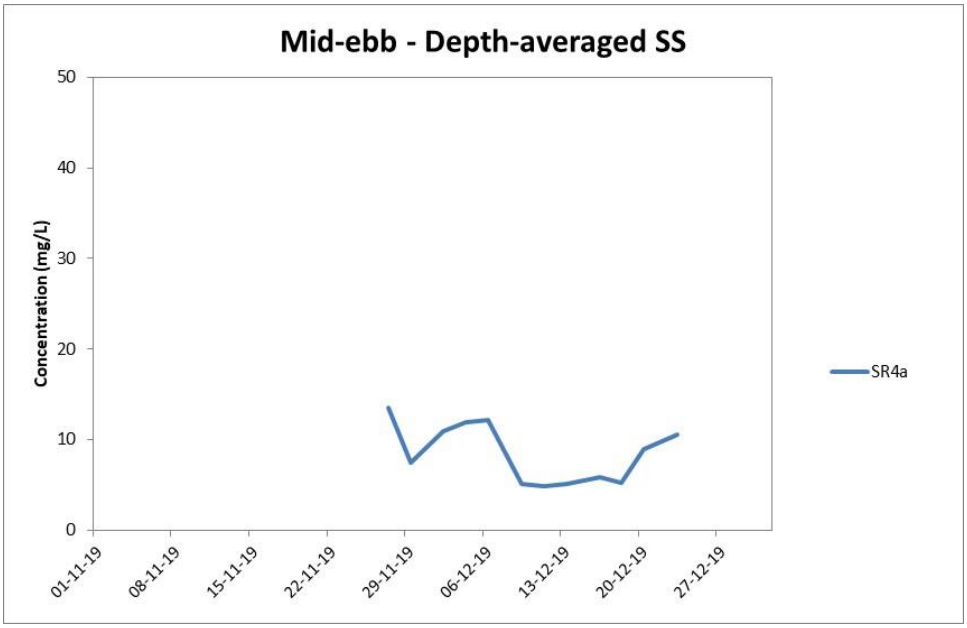


Figure F30 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-ebb tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Environmental Resources Management

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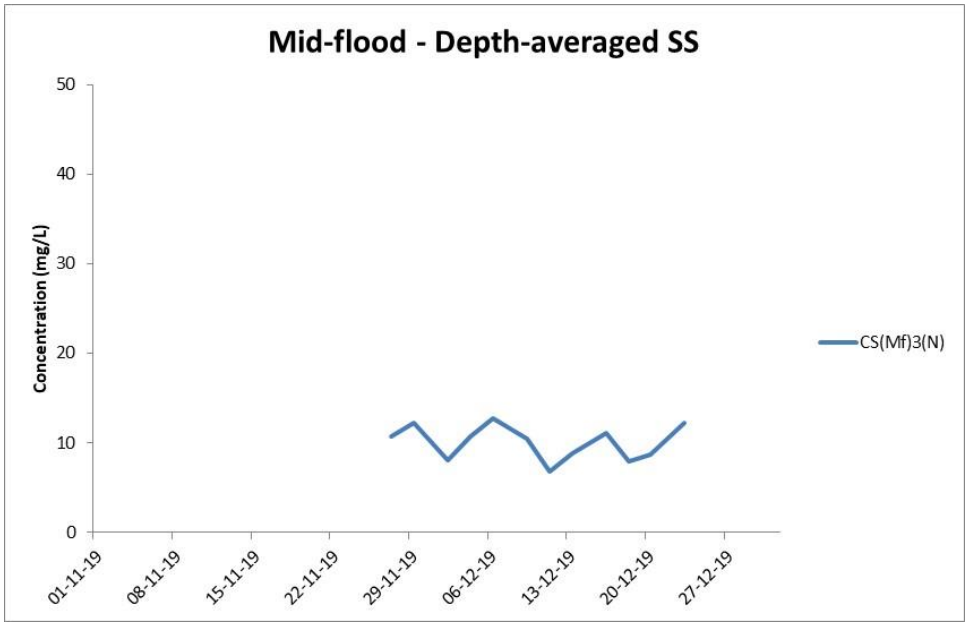


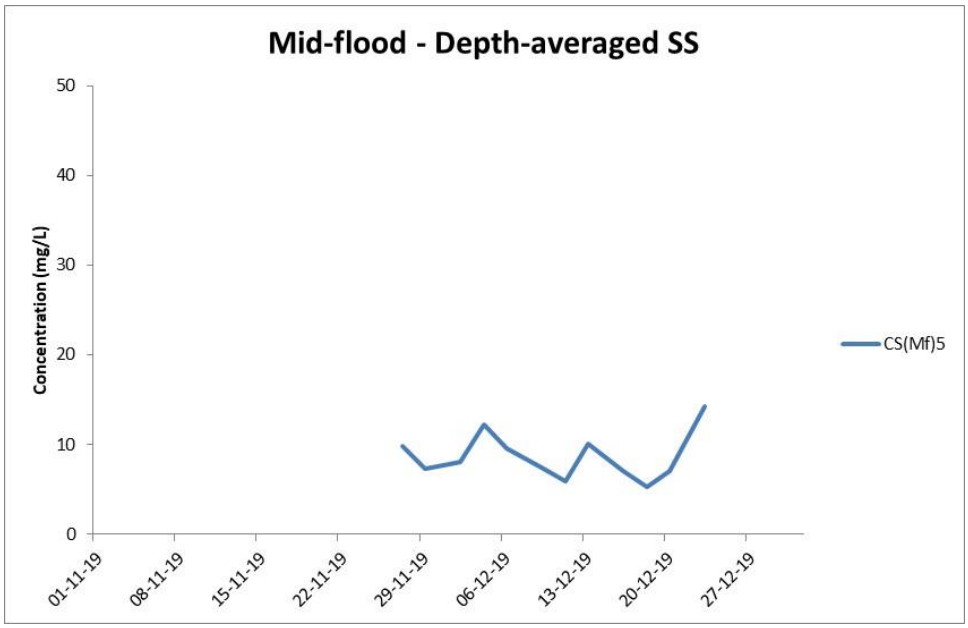
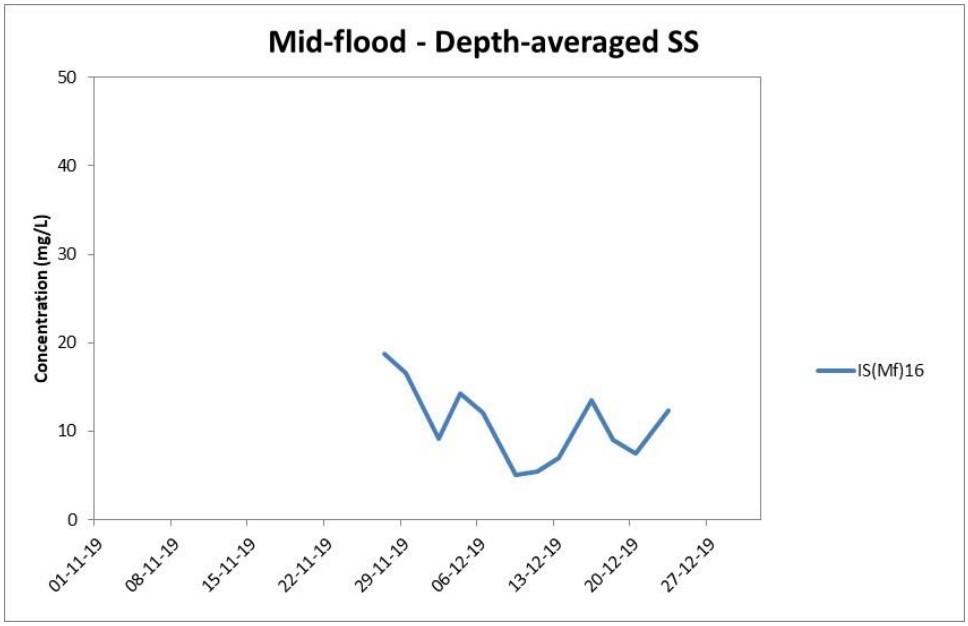


Figure F31 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-flood tide between 27 November 2019 and 23 December 2019 at CS(Mf)3(N) and CS(Mf)5.

(Weather condition varied between sunny to rainy within the reporting period.)
In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



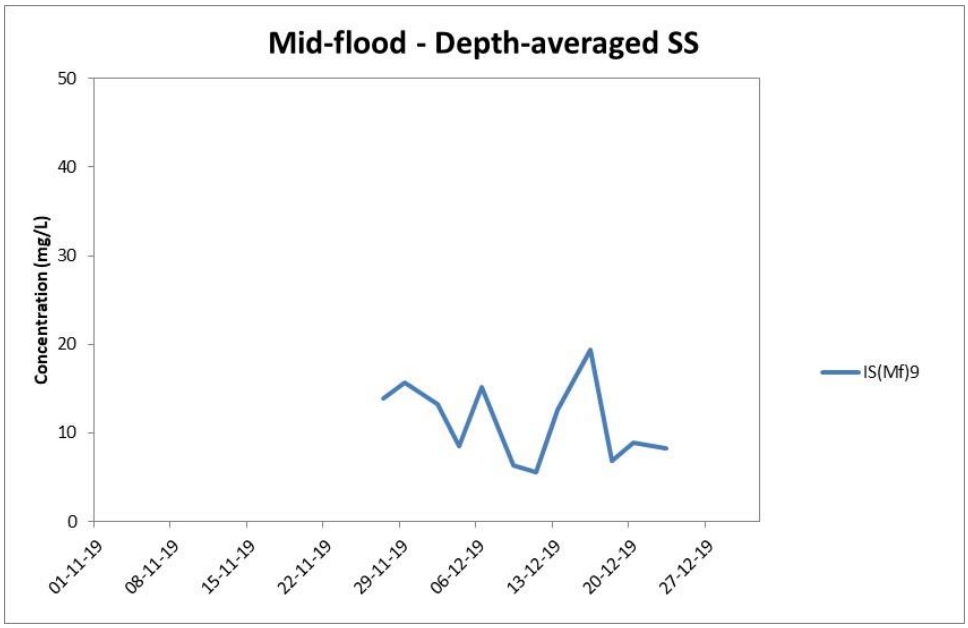
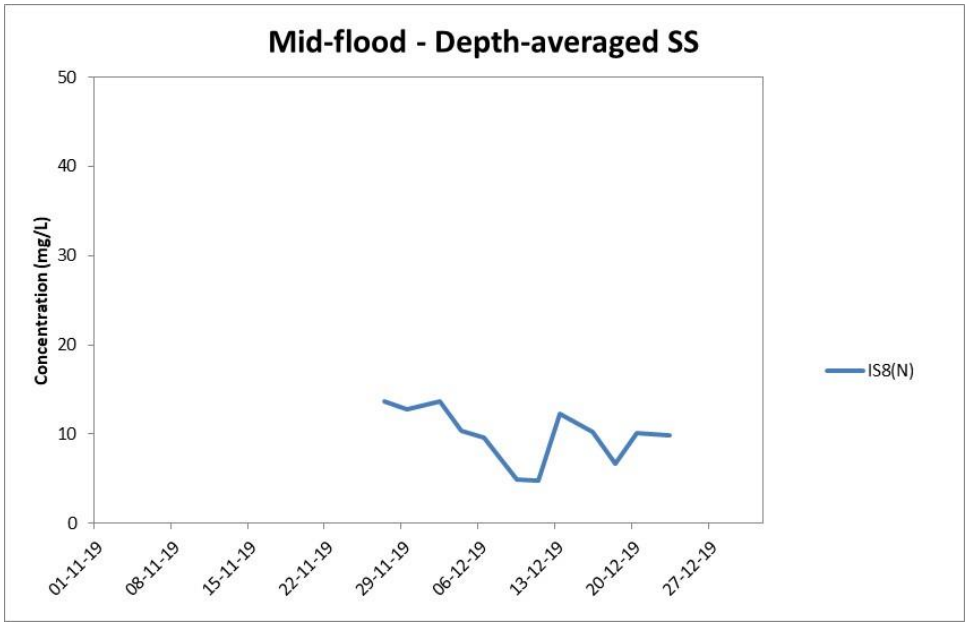


Figure F32 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-flood tide between 27 November 2019 and 23 December 2019 at IS(Mf)16 and IS(Mf)9.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.



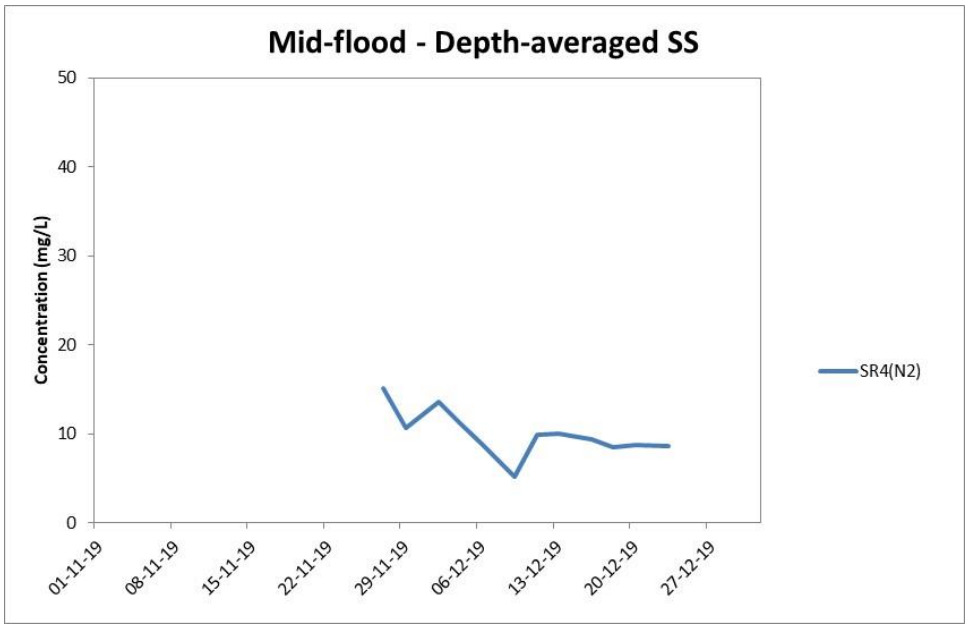


Figure F33 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-flood tide between 27 November 2019 and 23 December 2019 at IS8(N) and SR4(N2).

(Weather condition varied between sunny to rainy within the reporting period.)
In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

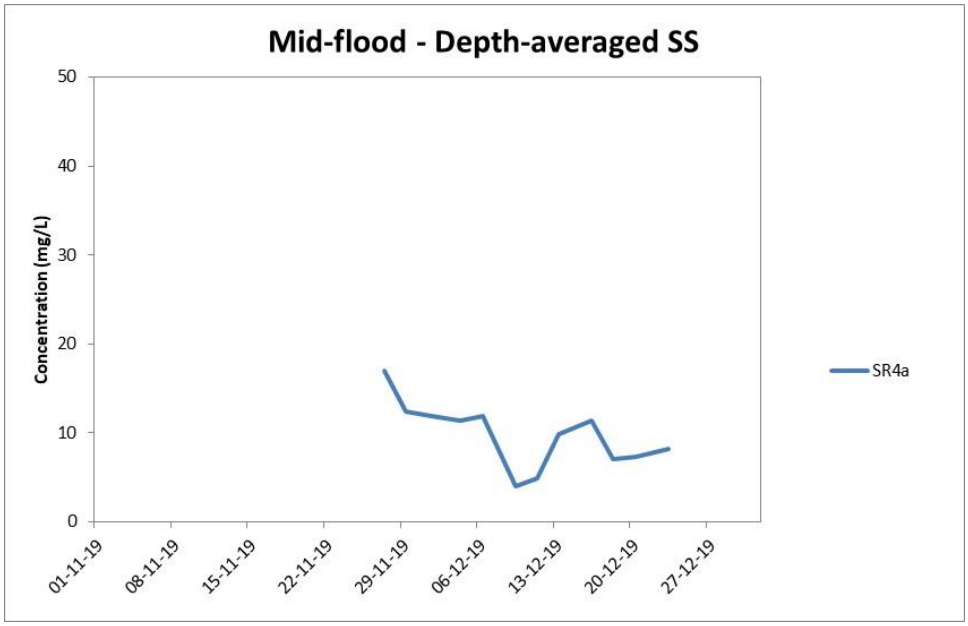


Figure F34 Post-Construction Monitoring – Mean depth-averaged level of Suspended Solids (mg/L) during mid-flood tide between 27 November 2019 and 23 December 2019 at SR4a.

(Weather condition varied between sunny to rainy within the reporting period.) In-situ monitoring is taken according to the requirement specified in the EM&A Manual, i.e. 3 water depth namely 1m below sea surface, mid-depth and 1m above sea bed. If the water depth is less than 3m, mid-depth sampling only. If water depth less than 6m, mid-depth may be omitted.

No marine works was carried out in the reporting period.

Appendix G

Impact Dolphin Monitoring Survey Results

CONTRACT NO. HY/2012/07
Hong Kong-Zhuhai-Macao Bridge Tuen Mun – Chek Lap Kok Link (Southern Connection Viaduct Section)
Dolphin Quarterly Monitoring

25th Quarterly Progress Report (December 2019-February 2020)
submitted to Gammon Construction Limited

Submitted by
Samuel K.Y. Hung, Ph.D., Hong Kong Cetacean Research Project

30 April 2020

1. Introduction

1.1. The Tuen Mun-Chek Lap Kok Link (TM-CLKL) comprises a 1.6 km long dual 2-lane viaduct section between the Hong Kong Boundary Crossing Facilities (HKBCF) and the North Lantau Highway and associated roads at Tai Ho. Gammon Construction Limited (hereinafter called the "Contractor") was awarded as the main contractor of "Contract No. HY/2012/07 – Hong Kong-Zhuhai-Macao Bridge Tuen Mun-Chek Lap Kok Link – Southern Connection Viaduct Section".

1.2. According to the updated Environmental Monitoring and Audit (EM&A) Manual (for TM-CLKL), monthly line-transect vessel surveys for Chinese White Dolphin should be conducted to cover the Northwest (NWL) and Northeast Lantau (NEL) survey areas as in AFCD annual marine mammal monitoring programme. However, as such surveys have been undertaken by the HKLR03 and HKBCF projects in the same areas (i.e. NWL and NEL), a combined monitoring approach is recommended by the Highways Department, that the TM-CLKL EM&A project can utilize the monitoring data collected by HKLR03 or HKBCF project to avoid any redundancy in monitoring effort. Such exemption for the dolphin monitoring will end upon the completion of the dolphin monitoring carried out by HKLR03 contract as well as the TM-CLKL Northern Connection Sub-Sea Tunnel Section (HY/2012/08, or the TMCLKL08 contract).

1.3. In November 2013, the Director of Hong Kong Cetacean Research Project (HKCRP), Dr. Samuel Hung, has been appointed by Gammon Construction Limited as the dolphin specialist for the TM-CLKL Southern Viaduct Section EM&A project (i.e. TMCLKL07 project). He is responsible for the dolphin monitoring study, including the data collection on Chinese White Dolphins during the construction phase (i.e. impact period) of the TMCLKL07 project in Northwest Lantau (NWL) and Northeast Lantau (NEL) survey areas.

1.4. During the impact period of HKLR, the dolphin specialist would be in charge of reviewing and collating information collected by the HKLR03/TCMLKL08 dolphin monitoring programme to examine any potential impacts of construction works in relation to the TMCLKL07 project on the dolphins. From the monitoring results, any changes in dolphin occurrence within the study area will be examined for possible causes, and appropriate actions and additional mitigation measures will be recommended as necessary.

1.5. This report is the 25th quarterly progress report under the TMCLKL07 construction phase dolphin monitoring programme submitted to the Gammon Construction Limited, summarizing the results of the surveys findings during the period of December to February 2020, utilizing the survey data collected by TMCLKL08 impact phase monitoring project.

2. Monitoring Methodology

2.1. Vessel-based Line-transect Survey

2.1.1. According to the requirement of the updated EM&A manual, dolphin monitoring programme should cover all transect lines in NEL and NWL survey areas (see Figure 1) twice per month throughout the entire construction period. The co-ordinates of all transect lines are shown in Table 1.

Table 1 Co-ordinates of transect lines conducted by TMCLKL08 survey team

Line No.		Easting	Northing		Line No.		Easting	Northing
1	Start Point	804671	815456		13	Start Point	816506	819480
1	End Point	804671	831404		13	End Point	816506	824859
2	Start Point	805476	820800		14	Start Point	817537	820220
2	End Point	805476	826654		14	End Point	817537	824613
3	Start Point	806464	821150		15	Start Point	818568	820735
3	End Point	806464	822911		15	End Point	818568	824433
4	Start Point	807518	821500		16	Start Point	819532	821420
4	End Point	807518	829230		16	End Point	819532	824209
5	Start Point	808504	821850		17	Start Point	820451	822125
5	End Point	808504	828602		17	End Point	820451	823671
6	Start Point	809490	822150		18	Start Point	821504	822371
6	End Point	809490	825352		18	End Point	821504	823761
7	Start Point	810499	822000		19	Start Point	822513	823268
7	End Point	810499	824613		19	End Point	822513	824321
8	Start Point	811508	821123		20	Start Point	823477	823402

8	End Point	811508	824254		20	End Point	823477	824613
9	Start Point	812516	821303		21	Start Point	805476	827081
9	End Point	812516	824254		21	End Point	805476	830562
10	Start Point	813525	821176		22	Start Point	806464	824033
10	End Point	813525	824657		22	End Point	806464	829598
11	Start Point	814556	818853		23	Start Point	814559	821739
11	End Point	814556	820992		23	End Point	814559	824768
12	Start Point	815542	818807		24	Start Point	805476	815900
12	End Point	815542	824882		24	End Point	805476	819100

2.1.2. The TMCLKL08 survey team used standard line-transect methods (Buckland et al. 2001) to conduct the systematic vessel surveys, and followed the same technique of data collection that has been adopted over the last 22 years of marine mammal monitoring surveys in Hong Kong developed by HKCRP (see Hung 2018). For each monitoring vessel survey, a 15-m inboard vessel with an open upper deck (about 4.5 m above water surface) was used to make observations from the flying bridge area.

2.1.3. Two experienced observers (a data recorder and a primary observer) made up the on-effort survey team, and the survey vessel transited different transect lines at a constant speed of 13-15 km per hour. The data recorder searched with unaided eyes and filled out the datasheets, while the primary observer searched for dolphins and porpoises continuously through 7 x 50 *Fujinon* marine binoculars. Both observers searched the sea ahead of the vessel, between 270^{o} and 90^{o} (in relation to the bow, which is defined as 0^{o}). One to two additional experienced observers were available on the boat to work in shift (i.e. rotate every 30 minutes) in order to minimize fatigue of the survey team members. All observers were experienced in small cetacean survey techniques and identifying local cetacean species.

2.1.4. During on-effort survey periods, the survey team recorded effort data including time, positions (latitude and longitude), weather conditions (Beaufort sea state and visibility), and distance traveled in each series (a continuous period of search effort) with the assistance of a handheld GPS (*Garmin eTrex Legend*).

2.1.5. Data including time, position and vessel speed were also automatically and continuously logged by handheld GPS throughout the entire survey for subsequent review.

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

2.1.7. Survey effort being conducted along the parallel transect lines that were perpendicular to the coastlines (as indicated in Figure 1) was labeled as "primary" survey effort, while the survey effort conducted along the connecting lines between parallel lines was labeled as "secondary" survey effort. According to HKCRP long-term dolphin monitoring data, encounter rates of Chinese white dolphins deduced from effort and sighting data collected along primary and secondary lines were similar in NEL and NWL survey areas. Therefore, both primary and secondary survey effort were presented as on-effort survey effort in this report.

2.2. Photo-identification Work

2.2.1. When a group of Chinese White Dolphins were sighted during the line-transect survey, the TMCLKL08 survey team would end effort and approach the group slowly from the side and behind to take photographs of them. Every attempt was made to photograph every dolphin in the group, and even photograph both sides of the dolphins, since the colouration and markings on both sides may not be symmetrical.

2.2.2. A professional digital camera (*Canon* EOS 7D model), equipped with long telephoto lenses (100-400 mm zoom), were available on board for researchers to take sharp, close-up photographs of dolphins as they surfaced. The images were shot at the highest available resolution and stored on Compact Flash memory cards for downloading onto a computer.

2.2.3. All digital images taken in the field were first examined, and those containing potentially identifiable individuals were sorted out. These photographs would then be examined in greater detail, and were carefully compared to the existing Chinese White Dolphin photo-identification catalogue maintained by HKCRP since 1995.

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

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

2.3. Data Analysis

2.3.1. Distribution Analysis – The line-transect survey data was integrated with the Geographic Information System (GIS) in order to visualize and interpret different spatial and temporal patterns of dolphin distribution using sighting positions. Location data of dolphin groups were plotted on map layers of Hong Kong using a desktop GIS (ArcView© 3.1) to examine their distribution patterns in details. The dataset was also stratified into different subsets to examine distribution patterns of dolphin groups with different categories of group sizes, young calves and activities.

2.3.2. Encounter rate analysis – Encounter rates of Chinese white dolphins (number of on-effort

sightings per 100 km of survey effort, and total number of dolphins sighted on-effort per 100 km of survey effort) were calculated in NEL and NWL survey areas in relation to the amount of survey effort conducted during each month of monitoring survey. Only data collect under Beaufort 3 or below condition would be used for the encounter rate analyses. Dolphin encounter rates were calculated in two ways for comparisons with the HZMB baseline monitoring results as well as to AFCD long-term marine mammal monitoring results.

Firstly, for the comparison with the HZMB baseline monitoring results, the encounter rates were calculated using primary survey effort alone. The average encounter rate of sightings (STG) and average encounter rate of dolphins (ANI) were deduced based on the encounter rates from six events during the present quarter (i.e. six sets of line-transect surveys in North Lantau), which was also compared with the one deduced from the six events during the baseline period (i.e. six sets of line-transect surveys in North Lantau).

Secondly, the encounter rates were calculated using both primary and secondary survey effort collected under Beaufort 3 or below condition as in AFCD long-term monitoring study. The encounter rate of sightings and dolphins were deduced by dividing the total number of on-effort sightings (STG) and total number of dolphins (ANI) by the amount of survey effort for the present quarterly period.

2.3.3. Quantitative grid analysis on habitat use – To conduct quantitative grid analysis of habitat use, positions of on-effort sightings of Chinese White Dolphins collected during the quarterly impact phase monitoring period were plotted onto 1-km^2 grids among NWL and NEL survey areas on GIS. Sighting densities (number of on-effort sightings per km^2) and dolphin densities (total number of dolphins from on-effort sightings per km^2) were then calculated for each 1 km by 1 km grid with the aid of GIS.

Sighting density grids and dolphin density grids were then further normalized with the amount of survey effort conducted within each grid. The total amount of survey effort spent on each grid was calculated by examining the survey coverage on each line-transect survey to determine how many times the grid was surveyed during the study period. For example, when the survey boat traversed through a specific grid 50 times, 50 units of survey effort were counted for that grid. With the amount of survey effort calculated for each grid, the sighting density and dolphin density of each grid were then normalized (i.e. divided by the unit of survey effort).

The newly-derived unit for sighting density was termed SPSE, representing the number of on-effort **s**ightings **p**er 100 units of **s**urvey **e**ffort. In addition, the derived unit for actual dolphin density was termed DPSE, representing the number of **d**olphins **p**er 100 units of **s**urvey **e**ffort. Among the 1-km^2 grids that were partially covered by land, the percentage of sea area was calculated using GIS tools, and their SPSE and DPSE values were adjusted accordingly. The following formulae were used to estimate SPSE and DPSE in each 1-km^2 grid within the study area:

$$SPSE = ((S / E) \times 100) / SA\%$$
$$DPSE = ((D / E) \times 100) / SA\%$$

where S = total number of on-effort sightings
D = total number of dolphins from on-effort sightings
E = total number of units of survey effort
SA% = percentage of sea area

2.3.4. Behavioural analysis – When dolphins were sighted during vessel surveys, their behaviour was observed. Different activities were categorized (i.e. feeding, socializing, traveling, and milling/resting) and recorded on sighting datasheets. This data was then input into a separate database with sighting information, which can be used to determine the distribution of behavioural data with a desktop GIS. Distribution of sightings of dolphins engaged in different activities and behaviours would then be plotted on GIS and carefully examined to identify important areas for different activities of the dolphins.

2.3.5. Ranging pattern analysis – Location data of individual dolphins that occurred during the 3-month impact phase monitoring period were obtained from the dolphin sighting database and photo-identification catalogue. To deduce home ranges for individual dolphins using the fixed kernel methods, the program Animal Movement Analyst Extension, was loaded as an extension with ArcView© 3.1 along with another extension Spatial Analyst 2.0. Using the fixed kernel method, the program calculated kernel density estimates based on all sighting positions, and provided an active interface to display kernel density plots. The kernel estimator then calculated and displayed the overall ranging area at 95% UD level.

3. Monitoring Results

3.1. Summary of survey effort and dolphin sightings

3.1.1. During the period of December 2019 to February 2020, six sets of systematic line-transect vessel surveys were conducted under the TMCLKL08 monitoring works to cover all transect lines in NWL and NEL survey areas twice per month.

3.1.2. From these TMCLKL08 surveys, a total of 781.78 km of survey effort was collected, with 100% of the total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility). Among the two areas, 287.40 km and 494.38 km of survey effort were conducted in NEL and NWL survey areas respectively.

3.1.3. The total survey effort conducted on primary lines was 570.93 km, while the effort on secondary lines was 210.85 km. Survey effort conducted on both primary and secondary lines were considered to be on-effort survey data. A summary table of the survey effort is shown in Appendix I.

3.1.4. During the six sets of TMCLKL08 monitoring surveys from December 2019 to February 2020, seven groups of 29 Chinese White Dolphins were sighted. All seven dolphin sightings were made on primary lines during on-effort search in this quarter. A summary table of dolphin sightings is shown in Appendix II.

3.1.5. In this quarterly period, all dolphin groups were sighted in NWL, and no dolphin was sighted at all in NEL. In fact, since August 2014, only two sightings of two lone dolphins were made respectively in NEL during the HKLR03/TMCLKL08 monitoring surveys.

3.2. Distribution

3.2.1. Distribution of dolphin sightings made during the TMCLKL08 monitoring surveys from December 2019 to February 2020 is shown in Figure 1. Among the seven groups, two were sighted to the west of Lung Kwu Chau, and another two were located in the Urmston Road section between Lung Kwu Tan and Lung Kwu Chau (Figure 1). The rest of them were scattered to the west of Sha Chau and the airport platform respectively, as well as near the HKLR09 alignment at the southwestern corner of the NWL survey area (Figure 1). And as consistently recorded in the previous monitoring quarters in recent years, the dolphins were completely absent from the central and eastern portions of North Lantau waters (Figure 1).

3.2.2. Notably, all dolphin sightings were located far away from the TMCLKL alignment as well as the HKBCF and HKLR03 reclamation sites during the quarterly period (Figure 1).

3.2.3. Sighting distribution of dolphins during the present impact phase monitoring period was drastically different from the one during the baseline monitoring period (Figure 1). In the present quarter, dolphins have disappeared from the NEL region, which was in stark contrast to their frequent occurrence around the Brothers Islands, near Shum Shui Kok and in the vicinity of HKBCF reclamation site during the baseline period (Figure 1). The nearly complete abandonment of NEL region by the dolphins has been consistently recorded in the past six years of HKLR03/TMCLKL08 impact phase monitoring, which has resulted in zero to extremely low dolphin encounter rates in this area.

3.2.4. In NWL survey area, dolphin occurrences were also drastically different between the baseline and impact phase periods. During the present impact monitoring period, dolphins were sighted infrequently here, and mostly at the western end of the North Lantau region. This was in contrary to their frequent occurrences throughout the area during the baseline period (Figure 1).

3.2.5. Another comparison in dolphin distribution was made between the six quarterly periods of winter months in 2014-20 (Figure 2). Dolphins were sighted regularly in NWL waters in the first four quarterly periods, but their occurrences have progressively diminished in the winter quarters of 2018-19 and 2019-20 (Figure 2). On the other hand, dolphins were consistently absent from the NEL survey area throughout the six quarterly periods.

3.3. Encounter rate

3.3.1. During the present quarterly period, the encounter rates of Chinese White Dolphins deduced from the survey effort and on-effort sighting data from the primary transect lines under favourable conditions (Beaufort 3 or below) for each set of the TMCLKL08 surveys in NEL and NWL are shown in Table 2. The average encounter rates deduced

from the six sets of surveys were also compared with the ones deduced from the baseline monitoring period (September-November 2011) (Table 3).

Table 2. Dolphin encounter rates (sightings per 100 km of survey effort) during December 2019-February 2020

SURVEY AREA	DOLPHIN MONITORING DATES	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)
		Primary Lines Only	Primary Lines Only
Northeast Lantau	Set 1 (3 & 10 Dec 2019)	0.00	0.00
	Set 2 (12 & 16 Dec 2019)	0.00	0.00
	Set 3 (2 & 6 Jan 2020)	0.00	0.00
	Set 4 (9 & 16 Jan 2020)	0.00	0.00
	Set 5 (10 & 18 Feb 2020)	0.00	0.00
	Set 6 (20 & 24 Feb 2020)	0.00	0.00
Northwest Lantau	Set 1 (3 & 10 Dec 2019)	0.00	0.00
	Set 2 (12 & 16 Dec 2019)	5.03	21.81
	Set 3 (2 & 6 Jan 2020)	0.00	0.00
	Set 4 (9 & 16 Jan 2020)	0.00	0.00
	Set 5 (10 & 18 Feb 2020)	3.35	5.03
	Set 6 (20 & 24 Feb 2020)	3.39	22.05

Table 3. Comparison of average dolphin encounter rates from impact monitoring period (December 2019-February 2020) and baseline monitoring period (September-November 2011) (Note: encounter rates deduced from the baseline monitoring period have been recalculated based only on survey effort and on-effort sighting data made along the primary transect lines under favourable conditions; ± denotes the standard deviation of the average encounter rates)

	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)		Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)	
	December 2019 – February 2020	September – November 2011	December 2019 – February 2020	September – November 2011
Northeast Lantau	0.0	6.00 ± 5.05	0.0	22.19 ± 26.81
Northwest Lantau	1.96 ± 2.23	9.85 ± 5.85	8.15 ± 10.85	44.66 ± 29.85

3.3.2. To facilitate the comparison with the AFCD long-term monitoring results, the encounter rates were also calculated for the present quarter using both primary and secondary survey effort. The encounter rates of sightings (STG) and dolphins (ANI) in NWL were 1.42 sightings and 5.87 dolphins per 100 km of survey effort respectively, while the encounter rates of sightings (STG) and dolphins (ANI) in NEL were both nil for this quarter.

3.3.3 In NEL, the average dolphin encounter rates (both STG and ANI) in the present quarterly

impact monitoring period were both zero with no on-effort sighting being made, and such extremely low occurrence of dolphins in NEL have been consistently recorded during the same winter quarters throughout the HKLR03/TMCLKL08 monitoring in the past seven consecutive years (Table 4).

Table 4. Comparison of average dolphin encounter rates in Northeast Lantau survey area from the same winter quarters of HKLR03/TMCLKL08 impact monitoring period since 2012 and the baseline monitoring period (September-November 2011) (Note: encounter rates deduced from the baseline monitoring period have been recalculated based only on survey effort and on-effort sighting data made along the primary transect lines under favourable conditions; ± denotes the standard deviation of the average encounter rates)

	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	**Encounter rate (ANI)** (no. of dolphins from all on-effort sightings per 100 km of survey effort)
September-November 2011 (Baseline)	6.00 ± 5.05	22.19 ± 26.81
December 2012-February 2013 (Impact)	3.14 ± 3.21	6.33 ± 8.64
December 2013-February 2014 (Impact)	0.45 ± 1.10	1.34 ± 3.29
December 2014-February 2015 (Impact)	0.00	0.00
December 2015-February 2016 (Impact)	0.00	0.00
December 2016-February 2017 (Impact)	0.00	0.00
December 2017-February 2018 (Impact)	0.00	0.00
December 2018-February 2019 (Impact)	0.00	0.00
December 2019-February 2020 (Impact)	0.00	0.00

3.3.4. On the other hand, the average dolphin encounter rates (STG and ANI) in NWL during the present quarterly period were only very small fractions of the ones recorded during the three-month baseline period (with reductions of 80.1% and 81.8% respectively), indicating a dramatic decline in dolphin usage of this survey area during the present quarterly period as compared to the baseline period (Table 5).

3.3.5. When comparing among the seven winter quarters since 2012-13, the quarterly encounter rates in 2019-20 continued to plummet to the lowest level among all winter quarters during the HKLR03/TMCLKL08 impact monitoring period (Table 5). Such dramatic drop in dolphin occurrence in NWL raises serious concerns, and the temporal trend should be closely monitored in the upcoming monitoring quarters as the construction activities of HZMB works will soon be completed in coming months.

Table 5. Comparison of average dolphin encounter rates in Northwest Lantau survey area from the same winter quarters of HKLR03/TMCLKL08 impact monitoring period since 2012 and the baseline monitoring period (September- November 2011) (Note: encounter rates deduced from the baseline monitoring period have been recalculated based only on survey effort and on-effort sighting data made along the primary transect lines under favourable conditions; ± denotes the standard deviation of the average encounter rates)

	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	**Encounter rate (ANI)** (no. of dolphins from all on-effort sightings per 100 km of survey effort)
September-November 2011 (Baseline)	9.85 ± 5.85	44.66 ± 29.85
December 2012-February 2013 (Impact)	8.36 ± 5.03	35.90 ± 23.10
December 2013-February 2014 (Impact)	8.21 ± 2.21	32.58 ± 11.21
December 2014-February 2015 (Impact)	2.91 ± 2.69	11.27 ± 15.19
December 2015-February 2016 (Impact)	2.64 ± 1.52	10.98 ± 3.81
December 2016-February 2017 (Impact)	3.80 ± 3.79	14.52 ± 17.21
December 2017-February 2018 (Impact)	4.75 ± 2.26	15.73 ± 15.94
December 2018-February 2019 (Impact)	2.40 ± 1.88	7.95 ± 6.60
December 2019-February 2020 (Impact)	1.96 ± 2.23	8.15 ± 10.85

3.3.6. A two-way ANOVA with repeated measures and unequal sample size was conducted to examine whether there were any significant differences in the average encounter rates between the baseline and HKLR03/TMCLKL08 impact monitoring periods. The two variables that were examined included the two periods (baseline and impact phases) and two locations (NEL and NWL).

3.3.7. For the comparison between the baseline period and the present quarter (29th quarter of the HKLR03/TMCLKL08 impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were 0.0035 and 0.0239 respectively. If the alpha value is set at 0.05, significant differences were detected between the baseline period and present quarter in both the average dolphin encounter rates of STG and ANI.

3.3.8. For the comparison between the baseline period and the cumulative quarters of the HKLR03/TMCLKL08 impact phase (i.e. the first 29 quarters of the impact phase being assessed), the p-values for the differences in average dolphin encounter rates of STG and ANI were both 0.000000. Even if the alpha value is set at 0.00001, significant differences were still detected in both the average dolphin encounter rates of STG and ANI (i.e. between the two periods and the locations).

3.3.9. As indicated in both dolphin distribution patterns and encounter rates, dolphin usage has been significantly and dramatically reduced in both NEL and NWL survey areas during the present quarterly period, and such low occurrence of dolphins has also been consistently documented throughout the HKLR03/TMCLKL08 construction period.

3.3.10. Even though all marine works associated with the HZMB construction have already been

completed, and the Brothers Marine Park has been established as a compensation measure for the permanent habitat loss in association with the HZMB reclamation works since late 2016, apparently there has not been any sign of recovery of dolphin usage in North Lantau waters at all.

3.4. Group size

3.4.1. Group size of Chinese White Dolphins ranged from singletons to eleven individuals per group in North Lantau region during December 2019 to February 2020. The average dolphin group sizes from these three months were compared with the ones deduced from the baseline period in September to November 2011, as shown in Table 6.

Table 6. Comparison of average dolphin group sizes from impact monitoring period (December 2019 – February 2020) and baseline monitoring period (September – November 2011) (Note: ± denotes the standard deviation of the average group size)

	Average Dolphin Group Size	
	December 2019 – February 2020	**September – November 2011**
Overall	4.14 ± 4.41 (n = 7)	3.72 ± 3.13 (n = 66)
Northeast Lantau	---	3.18 ± 2.16 (n = 17)
Northwest Lantau	4.14 ± 4.41 (n = 7)	3.92 ± 3.40 (n = 49)

3.4.2. The average dolphin group size in NWL waters during December 2019 to February 2020 was slightly higher than the one recorded during the three-month baseline period, but it should also be noted that the sample size of only seven dolphin groups in the present quarter was only a small fraction of the 66 dolphin groups sighted during the baseline period (Table 6).

3.4.3. Notably, five of the seven dolphin groups were small with 1-3 individuals per group only, but there were also two large groups of dolphins, with 10 and 11 individuals each (Appendix II).

3.4.4. The two large groups were sighted to the west of Lung Kwu Chau and near HKLR09 alignment (or at the southwestern corner of the NWL survey area) respectively (Figure 3). This is in stark contrast to the baseline period when the larger groups were frequently sighted and evenly distributed throughout NWL waters, with a few also sighted in NEL waters (Figure 3).

3.5. Habitat use

3.5.1. From December 2019 to February 2020, only seven grids in North Lantau waters recorded dolphin occurrences, with five of them recorded low to moderate dolphin densities and another two with very high densities (Figures 4a and 4b). Notably, all grids near TMCLKL alignment did not record any presence of dolphins at all during on-effort search in the present quarterly period (Figures 4a and 4b).

3.5.2. However, it should be emphasized that the amount of survey effort collected in each grid during the three-month period was fairly low (6-12 units of survey effort for most grids),

and therefore the habitat use pattern derived from the three-month dataset should be treated with caution. A more complete picture of dolphin habitat use pattern should be examined when more survey effort for each grid is collected throughout the impact phase monitoring programme.

3.5.3. When compared with the habitat use patterns during the baseline period, dolphin usage in NEL and NWL has drastically diminished in both areas during the present impact monitoring period (Figure 5). During the baseline period, many grids between Siu Mo To and Shum Shui Kok in NEL recorded moderately high to high dolphin densities, which was in stark contrast to the complete absence of dolphins there during the present impact phase period (Figure 5).

3.5.4. The density patterns were also very different in NWL between the baseline and present impact phase monitoring periods, with high dolphin usage throughout the area, especially around Sha Chau, near Black Point, to the west of the airport, as well as between Pillar Point and airport platform during the baseline period. In contrast, all grids with dolphin densities were distributed at the western end of the NWL survey area with most of them recorded low to moderate densities during the present impact phase period (Figure 5).

3.6. Mother-calf pairs

3.6.1. During the present quarterly period, a total of three unspotted juveniles were sighted with their mothers to the west of Lung Kwu Chau and near the HKLR09 alignment in the NWL survey area (Figure 6). In fact, in the past three years of HKLR03/TMCLKL08 impact phase monitoring, only one other young calf was sighted in January 2019.

3.6.2. It should be noted that the rare occurrence of young calves in the present quarter as well as in recent years of HKLR03/TMCLKL08 monitoring was very different from their regular occurrence in North Lantau waters during the baseline period (Figure 6).

3.7. Activities and associations with fishing boats

3.7.1. Among the seven dolphin groups, two of them were engaged in feeding activities, and another two were engaged in socializing activities during the quarterly period. The two dolphin groups engaged in feeding activities were located to the west of Lung Kwu Chau and the airport platform, while the other two groups engaged in socializing activities were sighted to the west of Lung Kwu Chau and near the HKLR09 alignment (Figure 7). Such distribution of sightings with feeding and socializing activities is in stark contrast with the regular occurrence and even distribution of dolphin groups engaged in different activities during the baseline period (Figure 7).

3.7.2. Notably, none of the seven dolphin groups was found to be associated with any operating fishing vessel during the present impact phase period.

3.8. Summary of photo-identification works

3.8.1. From December 2019 to February 2020, about 1,500 digital photographs of Chinese White Dolphins were taken during the present impact phase monitoring surveys for the photo-identification work.

3.8.2. In total, 17 individuals sighted 22 times altogether were identified (see summary table in Appendix III and photographs of identified individuals in Appendix IV). All of these re-sightings were made in NWL. Twelve identified individuals were re-sighted only once, while another five individuals (NL120, NL182, NL202, NL261 and WL214) were re-sighted twice during the quarterly monitoring period (Appendix III).

3.8.3. Notably, only one of these individuals (SL59) was also sighted in WL waters during the HKLR09 monitoring surveys under the same three-month period of December 2019 to February 2020.

3.9. Individual range use

3.9.1. Ranging patterns of the 17 individuals identified during the three-month study period were determined by fixed kernel method, and are shown in Appendix V.

3.9.2. All identified dolphins sighted in the present quarter were utilizing NWL waters only, but have completely avoided NEL waters where many of them have utilized as their core areas in the past (Appendix V). This is in contrary to the extensive movements between NEL and NWL survey areas observed in the earlier impact monitoring quarters as well as the baseline period.

3.9.3. Moreover, only one individual (SL59) has extended its range use to WL waters during the quarterly period (Appendix V), even though such movements between North and West Lantau have been quite frequent among many individuals in the past several years of HKLR03 impact phase monitoring.

3.9.4. Notably, while the majority of the 17 individuals that primarily centered their range use in North Lantau were still sighted within their normal ranges, there were a number of individuals (e.g. SL59, WL214, WL243) which have their primary ranges in West Lantau but have extended to NWL waters during the present quarterly period (Appendix V).

4. Conclusion

4.1. During this quarter of dolphin monitoring, no adverse impact from the activities of the TMCLKL construction project on Chinese White Dolphins was noticeable from general observations.

4.2. Although the dolphins infrequently occurred along the alignment of TMCLKL southern connection viaduct in the past and during the baseline monitoring period, it is apparent that dolphin usage has been significantly reduced in NEL, and many individuals have shifted away from the important habitat around the Brothers Islands.

4.3. It is critical to monitor the dolphin usage in North Lantau region in the upcoming quarters, to determine whether the dolphins are continuously affected by the various construction activities in relation to the HZMB-related works, and whether suitable mitigation measure can be applied to revert the situation.

5. References

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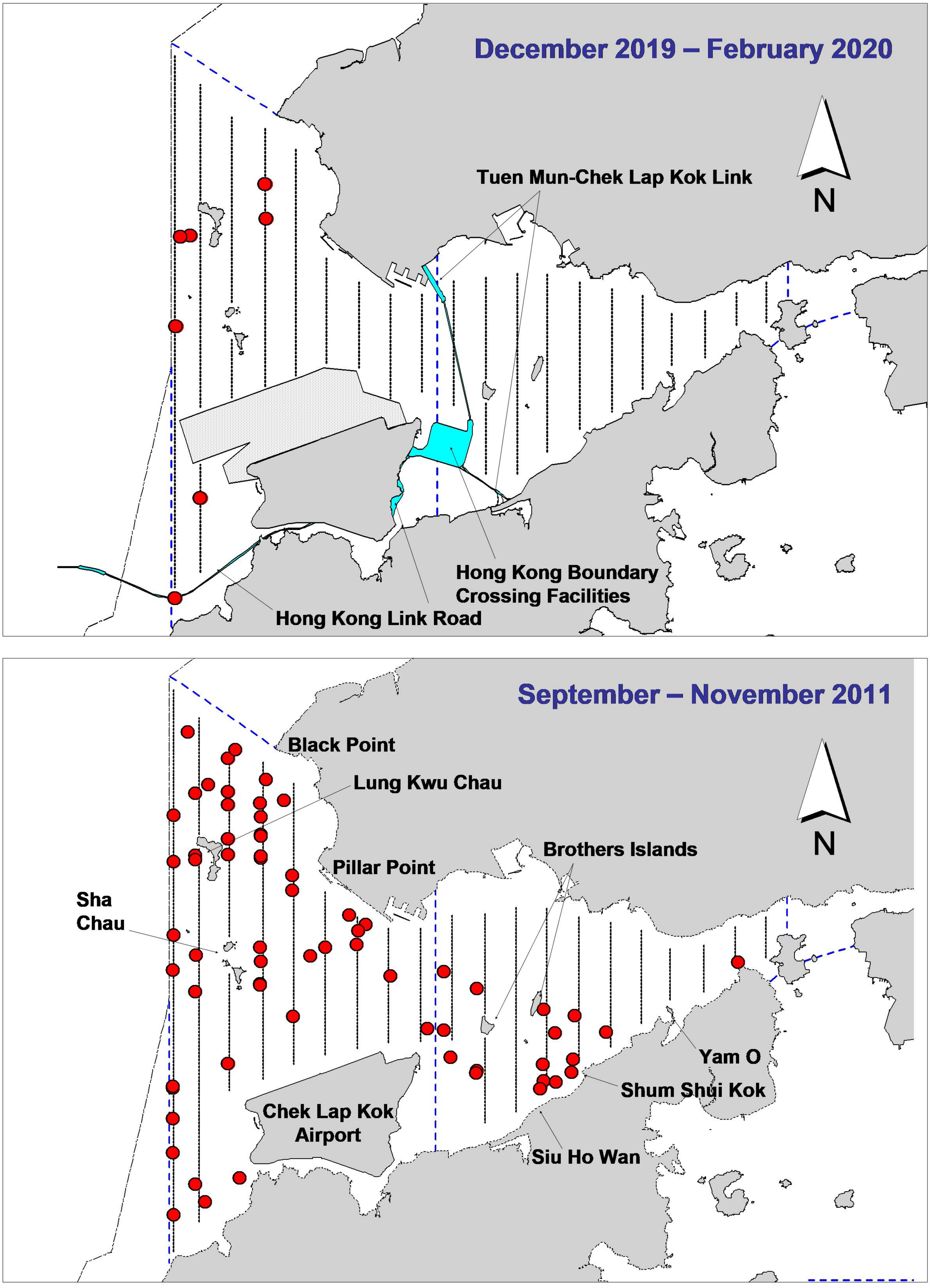


Figure 1. Distribution of Chinese white dolphin sighting in Northwest and Northeast Lantau during TMCLKL08 impact phase (top) and baseline monitoring surveys (bottom)

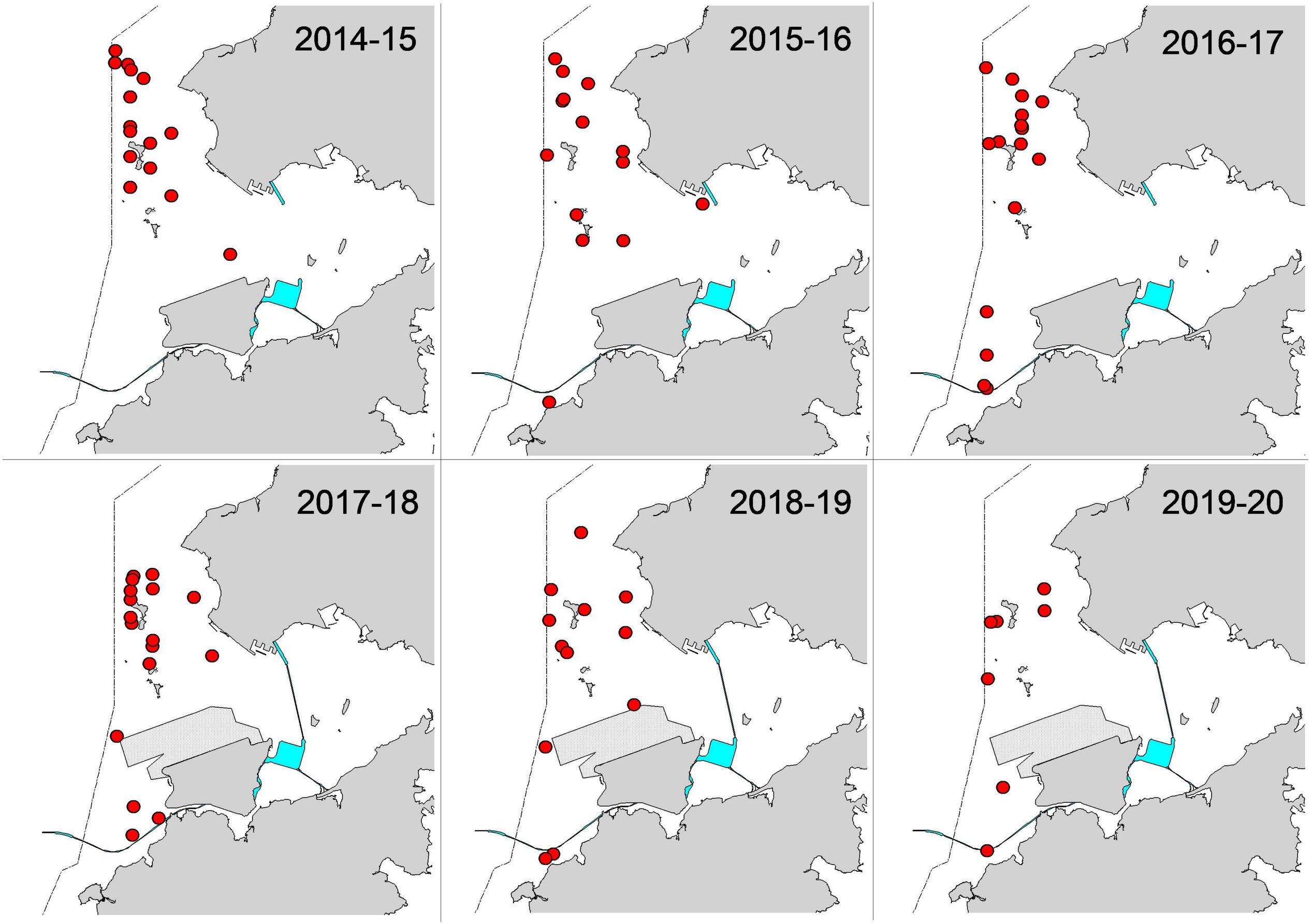


Figure 2. Distribution of Chinese white dolphin sightings in Northwest and Northeast Lantau during the past six winter quarters (December-February) of HKLR03/TMCLKL08 impact phase in 2014-20

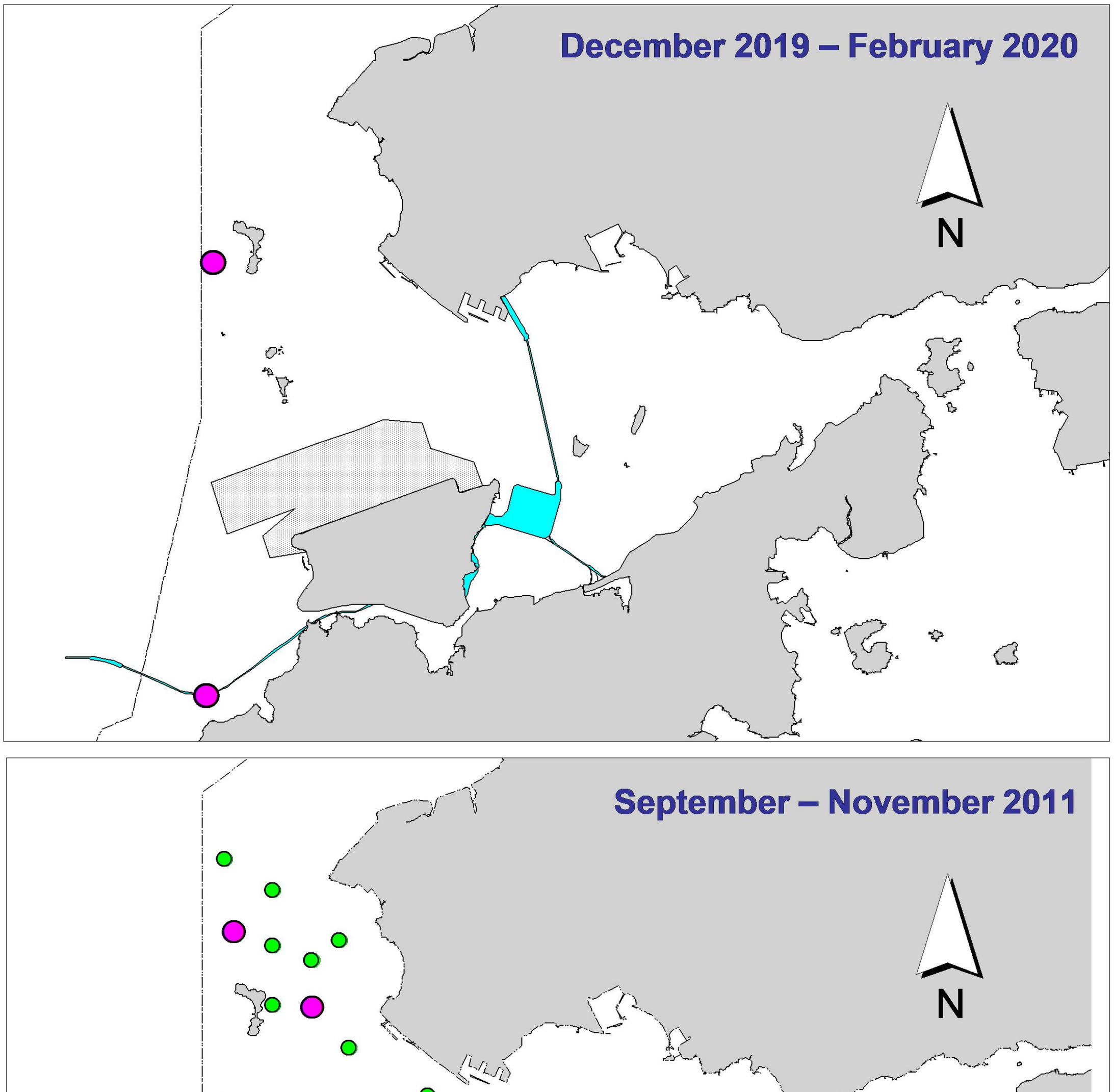


Figure 3. Distribution of Chinese white dolphins with larger group sizes during TMCLKL08 impact phase (top) and baseline monitoring surveys (bottom) (green dots: group sizes of 5 or more; purple dots: group sizes of 10 or more)

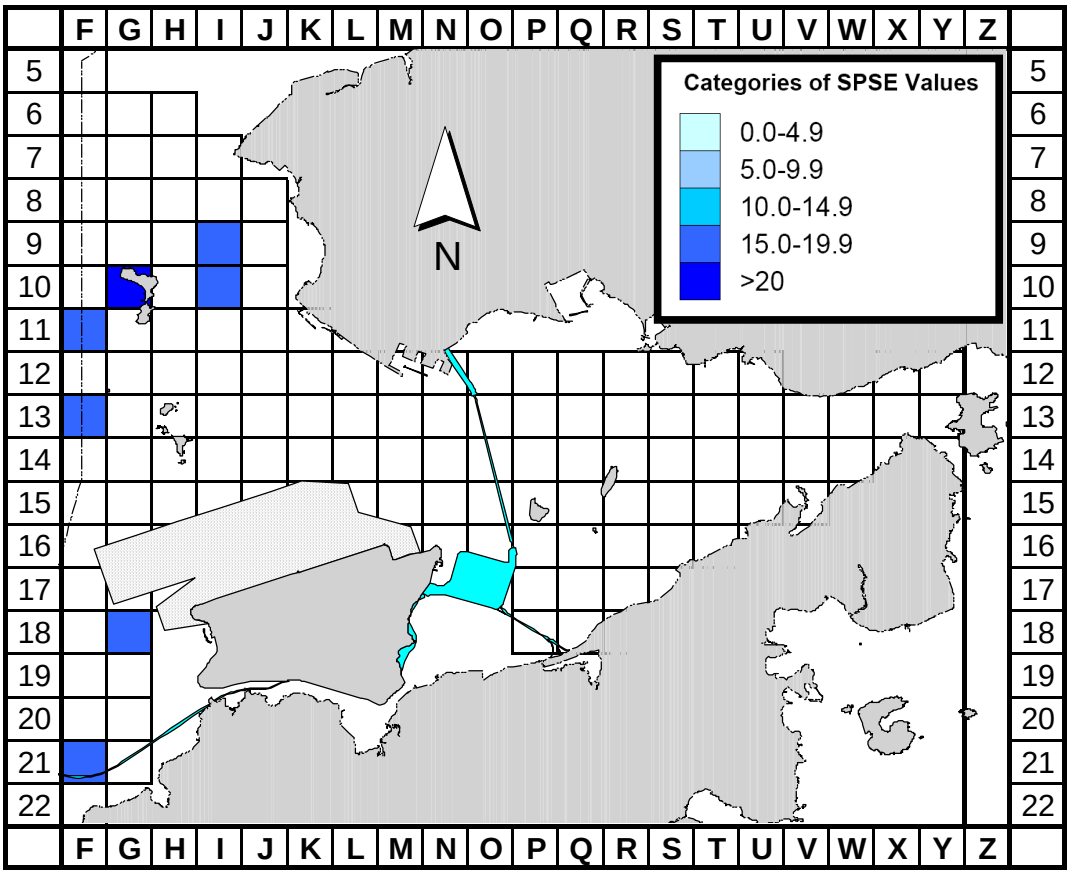


Figure 4a. Sighting density of Chinese white dolphins with corrected survey effort per km^2 in Northeast and Northwest Lantau survey areas, using data collected during TMCLKL08 impact monitoring period (December 2019-February 2020) (SPSE = no. of on-effort sightings per 100 units of survey effort)

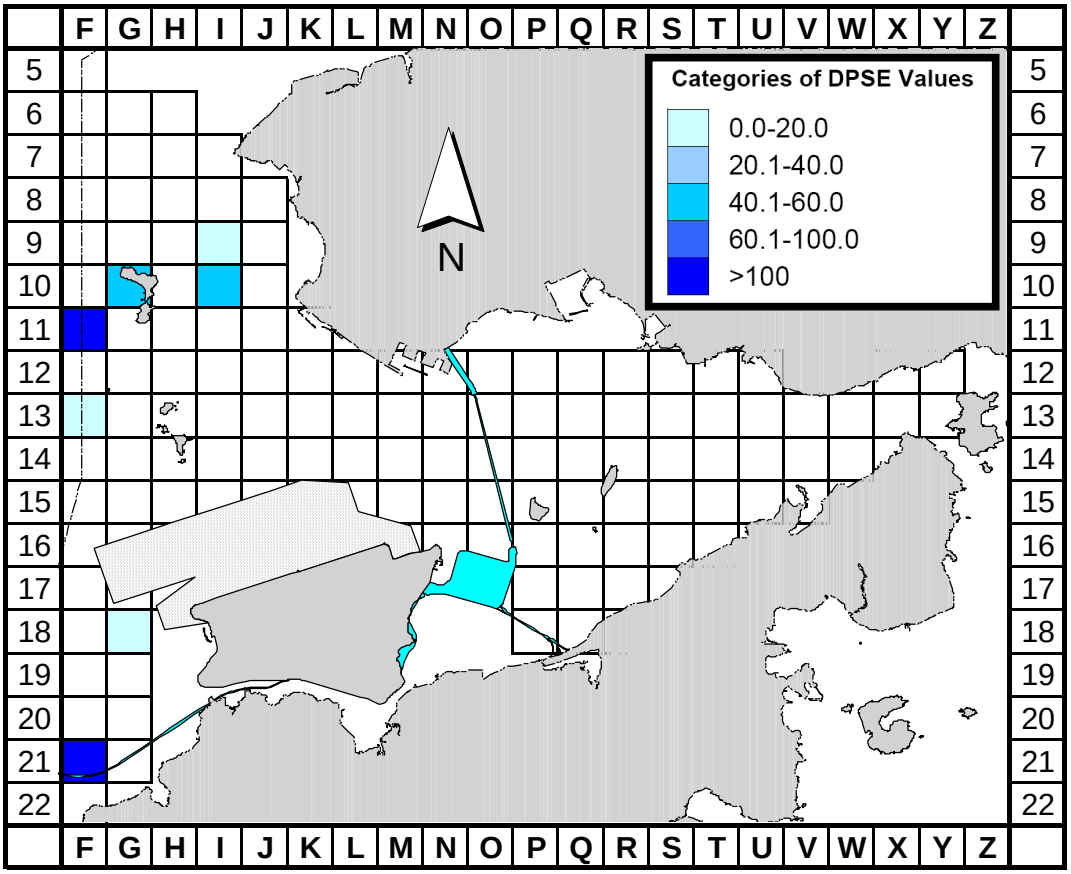


Figure 4b. Density of Chinese white dolphins with corrected survey effort per km^2 in Northeast and Northwest Lantau survey areas, using data collected during TMCLKL08 impact monitoring period (December 2019-February 2020) (DPSE = no. of dolphins per 100 units of survey effort)

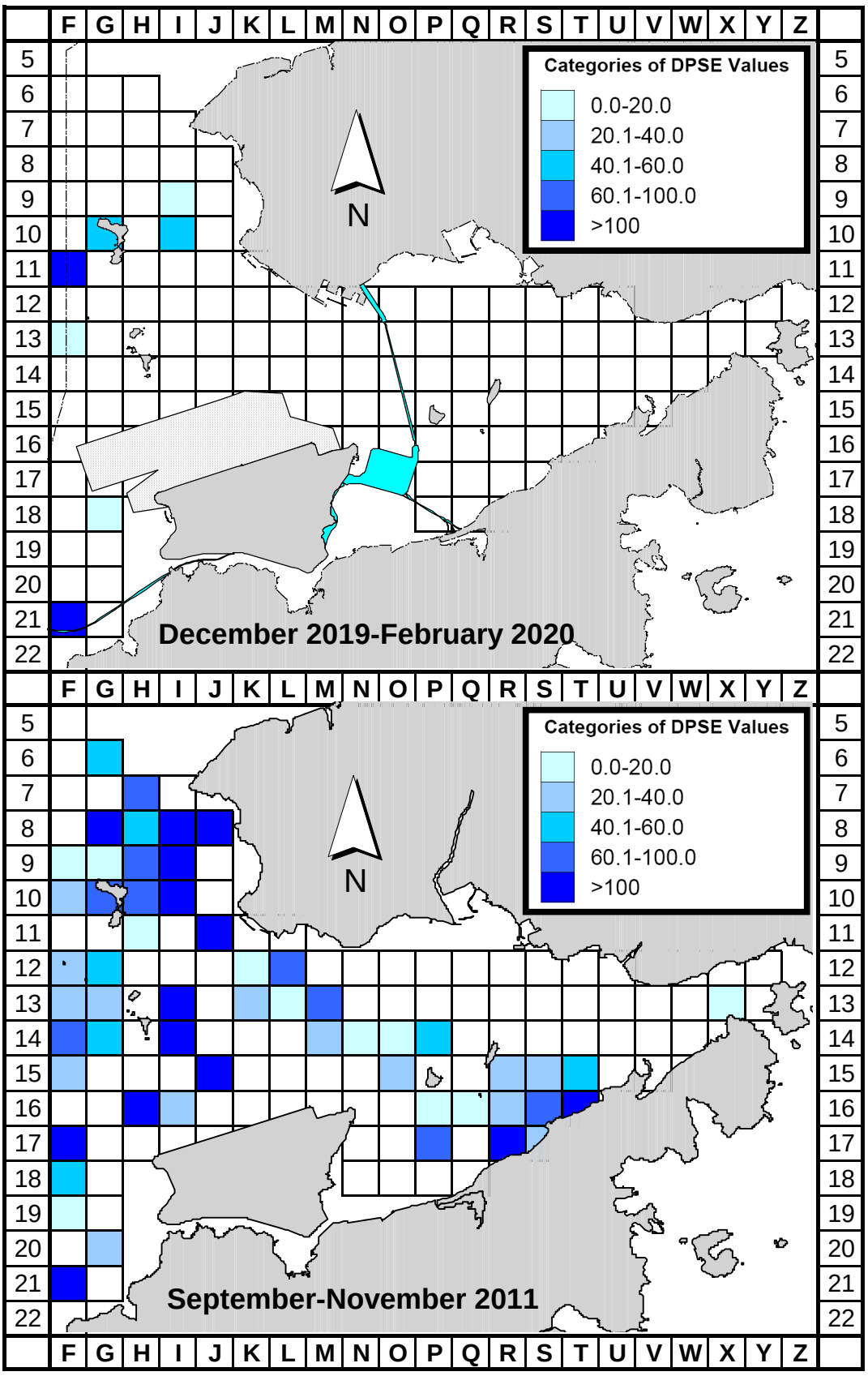


Figure 5. Comparison of density of Chinese white dolphins with corrected survey effort per km^2 in Northwest and Northeast Lantau survey area between the TMCLKL08 impact monitoring period (December 2019 - February 2020) and baseline monitoring period (September-November 2011) (DPSE = no. of dolphins per 100 units of survey effort)

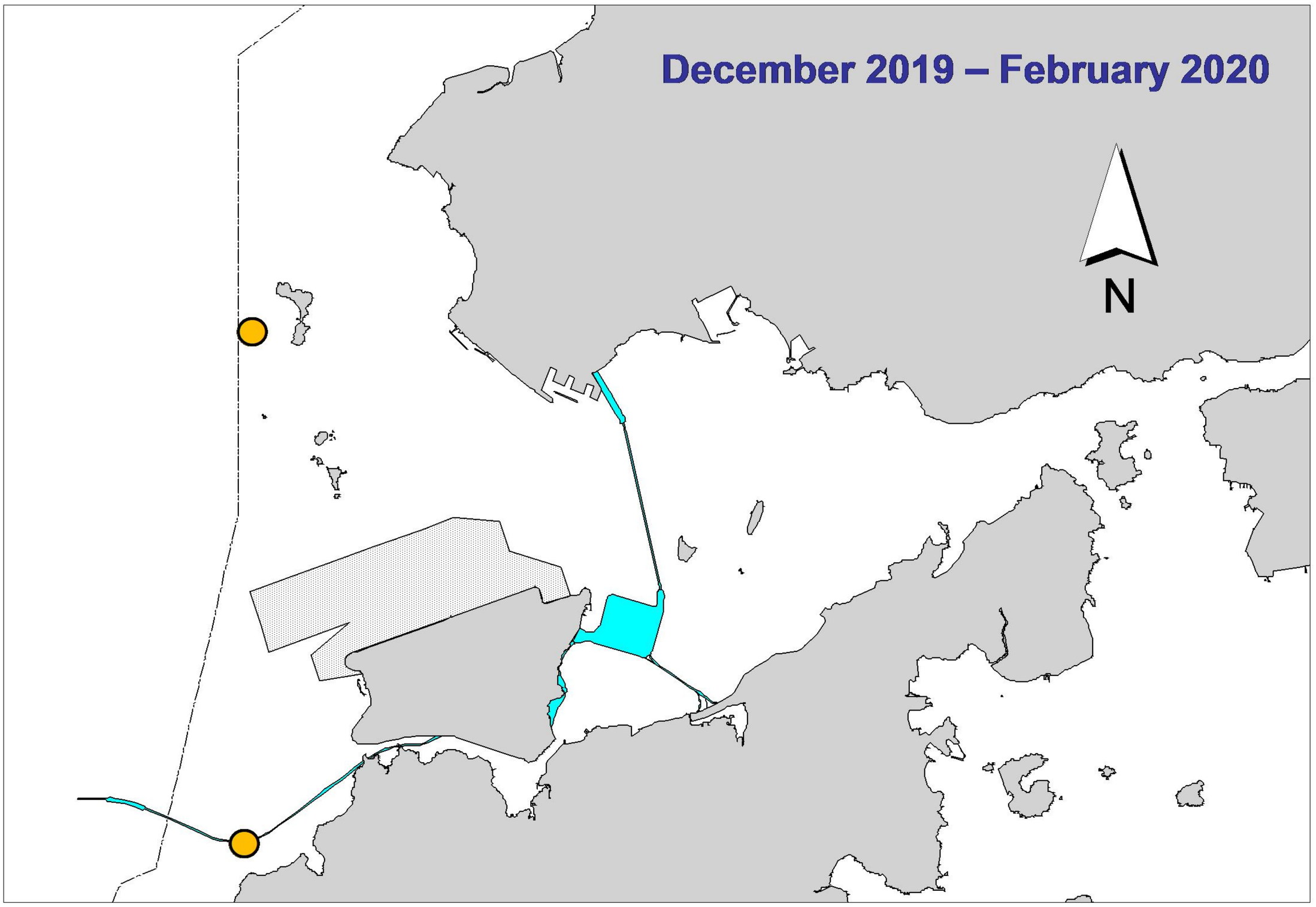


Figure 6. Distribution of young calves of Chinese white dolphins during TMCLKL08 impact phase (top) and baseline monitoring surveys (bottom)

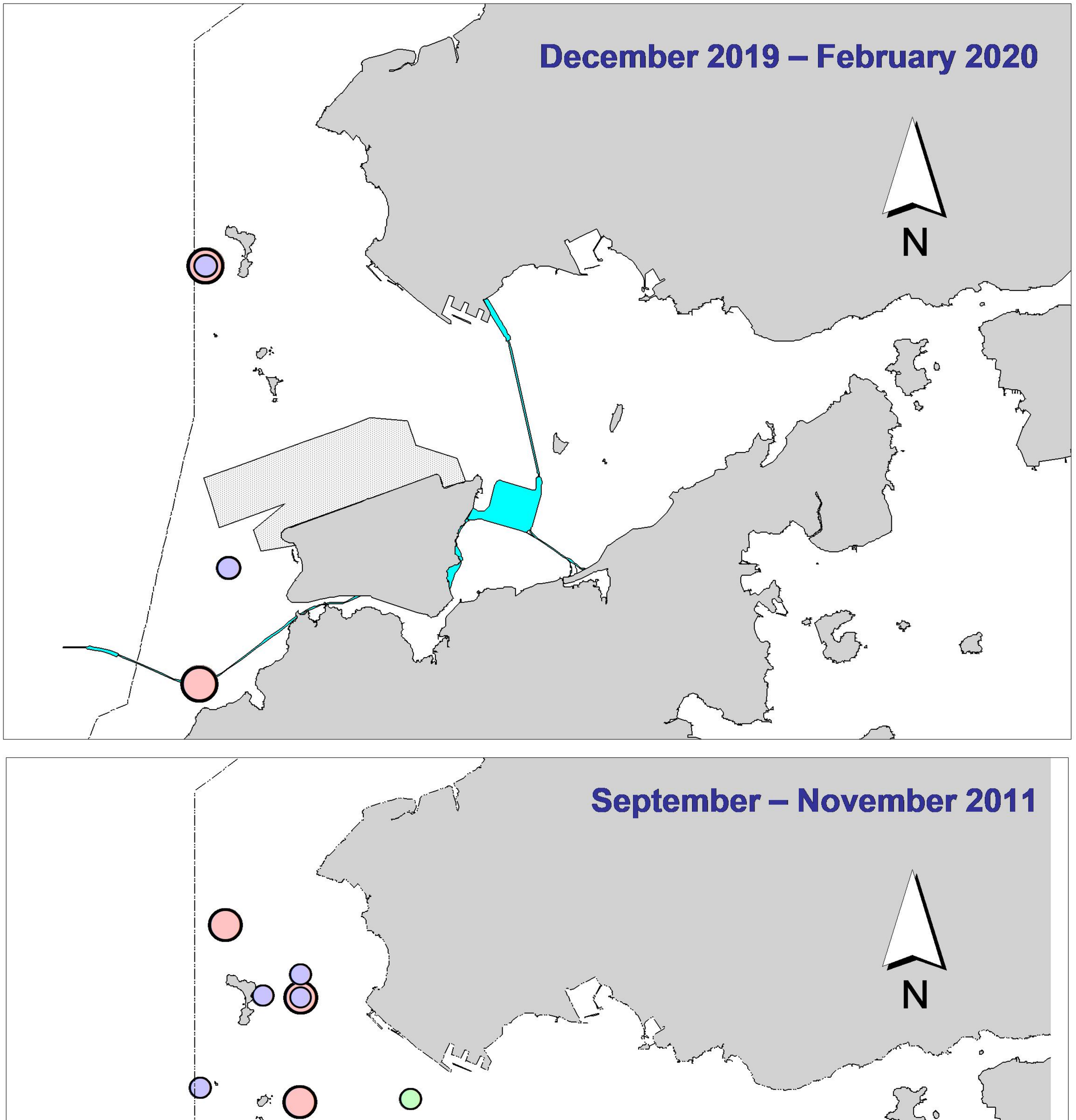


Figure 7. Distribution of Chinese white dolphins engaged in feeding (purple dots), socializing (pink dots) and traveling (green dots) activities during TMCLKL08 impact phase (top) and baseline monitoring surveys (bottom)

Appendix I. TMCLKL08 Survey Effort Database (December 2019-February 2020)

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

DATE	AREA	BEAU	EFFORT	SEASON	VESSEL	TYPE	P/S
3-Dec-19	NW LANTAU	2	12.20	WINTER	STANDARD36826	TMCLKL	P
3-Dec-19	NW LANTAU	3	14.35	WINTER	STANDARD36826	TMCLKL	P
3-Dec-19	NW LANTAU	2	2.10	WINTER	STANDARD36826	TMCLKL	S
3-Dec-19	NW LANTAU	3	10.85	WINTER	STANDARD36826	TMCLKL	S
3-Dec-19	NE LANTAU	2	35.34	WINTER	STANDARD36826	TMCLKL	P
3-Dec-19	NE LANTAU	2	13.06	WINTER	STANDARD36826	TMCLKL	S
3-Dec-19	NE LANTAU	3	1.20	WINTER	STANDARD36826	TMCLKL	S
10-Dec-19	NW LANTAU	1	2.21	WINTER	STANDARD36826	TMCLKL	P
10-Dec-19	NW LANTAU	2	30.56	WINTER	STANDARD36826	TMCLKL	P
10-Dec-19	NW LANTAU	1	1.72	WINTER	STANDARD36826	TMCLKL	S
10-Dec-19	NW LANTAU	2	9.41	WINTER	STANDARD36826	TMCLKL	S
12-Dec-19	NW LANTAU	1	1.88	WINTER	STANDARD36826	TMCLKL	P
12-Dec-19	NW LANTAU	2	20.64	WINTER	STANDARD36826	TMCLKL	P
12-Dec-19	NW LANTAU	3	9.32	WINTER	STANDARD36826	TMCLKL	P
12-Dec-19	NW LANTAU	2	9.59	WINTER	STANDARD36826	TMCLKL	S
12-Dec-19	NW LANTAU	3	1.29	WINTER	STANDARD36826	TMCLKL	S
12-Dec-19	NE LANTAU	2	35.13	WINTER	STANDARD36826	TMCLKL	P
12-Dec-19	NE LANTAU	2	11.07	WINTER	STANDARD36826	TMCLKL	S
16-Dec-19	NW LANTAU	0	1.25	WINTER	STANDARD36826	TMCLKL	P
16-Dec-19	NW LANTAU	1	7.14	WINTER	STANDARD36826	TMCLKL	P
16-Dec-19	NW LANTAU	2	19.38	WINTER	STANDARD36826	TMCLKL	P
16-Dec-19	NW LANTAU	1	1.60	WINTER	STANDARD36826	TMCLKL	S
16-Dec-19	NW LANTAU	2	10.73	WINTER	STANDARD36826	TMCLKL	S
2-Jan-20	NW LANTAU	2	32.30	WINTER	STANDARD36826	TMCLKL	P
2-Jan-20	NW LANTAU	2	11.20	WINTER	STANDARD36826	TMCLKL	S
2-Jan-20	NE LANTAU	2	36.31	WINTER	STANDARD36826	TMCLKL	P
2-Jan-20	NE LANTAU	2	12.59	WINTER	STANDARD36826	TMCLKL	S
6-Jan-20	NW LANTAU	2	13.30	WINTER	STANDARD36826	TMCLKL	P
6-Jan-20	NW LANTAU	3	14.25	WINTER	STANDARD36826	TMCLKL	P
6-Jan-20	NW LANTAU	2	7.90	WINTER	STANDARD36826	TMCLKL	S
6-Jan-20	NW LANTAU	3	4.85	WINTER	STANDARD36826	TMCLKL	S
9-Jan-20	NW LANTAU	2	10.10	WINTER	STANDARD36826	TMCLKL	P
9-Jan-20	NW LANTAU	3	17.66	WINTER	STANDARD36826	TMCLKL	P
9-Jan-20	NW LANTAU	2	1.20	WINTER	STANDARD36826	TMCLKL	S
9-Jan-20	NW LANTAU	3	9.84	WINTER	STANDARD36826	TMCLKL	S
9-Jan-20	NE LANTAU	2	19.91	WINTER	STANDARD36826	TMCLKL	P
9-Jan-20	NE LANTAU	3	14.81	WINTER	STANDARD36826	TMCLKL	P
9-Jan-20	NE LANTAU	2	7.70	WINTER	STANDARD36826	TMCLKL	S
9-Jan-20	NE LANTAU	3	5.78	WINTER	STANDARD36826	TMCLKL	S
16-Jan-20	NW LANTAU	2	16.55	WINTER	STANDARD36826	TMCLKL	P
16-Jan-20	NW LANTAU	3	16.60	WINTER	STANDARD36826	TMCLKL	P
16-Jan-20	NW LANTAU	2	8.05	WINTER	STANDARD36826	TMCLKL	S
10-Feb-20	NW LANTAU	2	32.50	WINTER	STANDARD36826	TMCLKL	P
10-Feb-20	NW LANTAU	2	10.60	WINTER	STANDARD36826	TMCLKL	S
18-Feb-20	NW LANTAU	2	19.10	WINTER	STANDARD36826	TMCLKL	P
18-Feb-20	NW LANTAU	3	8.06	WINTER	STANDARD36826	TMCLKL	P
18-Feb-20	NW LANTAU	2	10.43	WINTER	STANDARD36826	TMCLKL	S
18-Feb-20	NW LANTAU	3	1.67	WINTER	STANDARD36826	TMCLKL	S
18-Feb-20	NE LANTAU	2	25.24	WINTER	STANDARD36826	TMCLKL	P
18-Feb-20	NE LANTAU	3	10.09	WINTER	STANDARD36826	TMCLKL	P
18-Feb-20	NE LANTAU	2	9.40	WINTER	STANDARD36826	TMCLKL	S

Appendix I. (cont'd)

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

DATE	AREA	BEAU	EFFORT	SEASON	VESSEL	TYPE	P/S
18-Feb-20	NE LANTAU	3	3.07	WINTER	STANDARD36826	TMCLKL	S
20-Feb-20	NW LANTAU	1	14.10	WINTER	STANDARD36826	TMCLKL	P
20-Feb-20	NW LANTAU	2	17.97	WINTER	STANDARD36826	TMCLKL	P
20-Feb-20	NW LANTAU	1	6.00	WINTER	STANDARD36826	TMCLKL	S
20-Feb-20	NW LANTAU	2	4.63	WINTER	STANDARD36826	TMCLKL	S
20-Feb-20	NE LANTAU	2	17.89	WINTER	STANDARD36826	TMCLKL	P
20-Feb-20	NE LANTAU	3	17.90	WINTER	STANDARD36826	TMCLKL	P
20-Feb-20	NE LANTAU	2	7.11	WINTER	STANDARD36826	TMCLKL	S
20-Feb-20	NE LANTAU	3	3.80	WINTER	STANDARD36826	TMCLKL	S
24-Feb-20	NW LANTAU	2	15.23	WINTER	STANDARD36826	TMCLKL	P
24-Feb-20	NW LANTAU	3	11.66	WINTER	STANDARD36826	TMCLKL	P
24-Feb-20	NW LANTAU	2	7.51	WINTER	STANDARD36826	TMCLKL	S
24-Feb-20	NW LANTAU	3	4.90	WINTER	STANDARD36826	TMCLKL	S

Appendix II. TMCLKL08 Chinese White Dolphin Sighting Database (December 2019-February 2020)

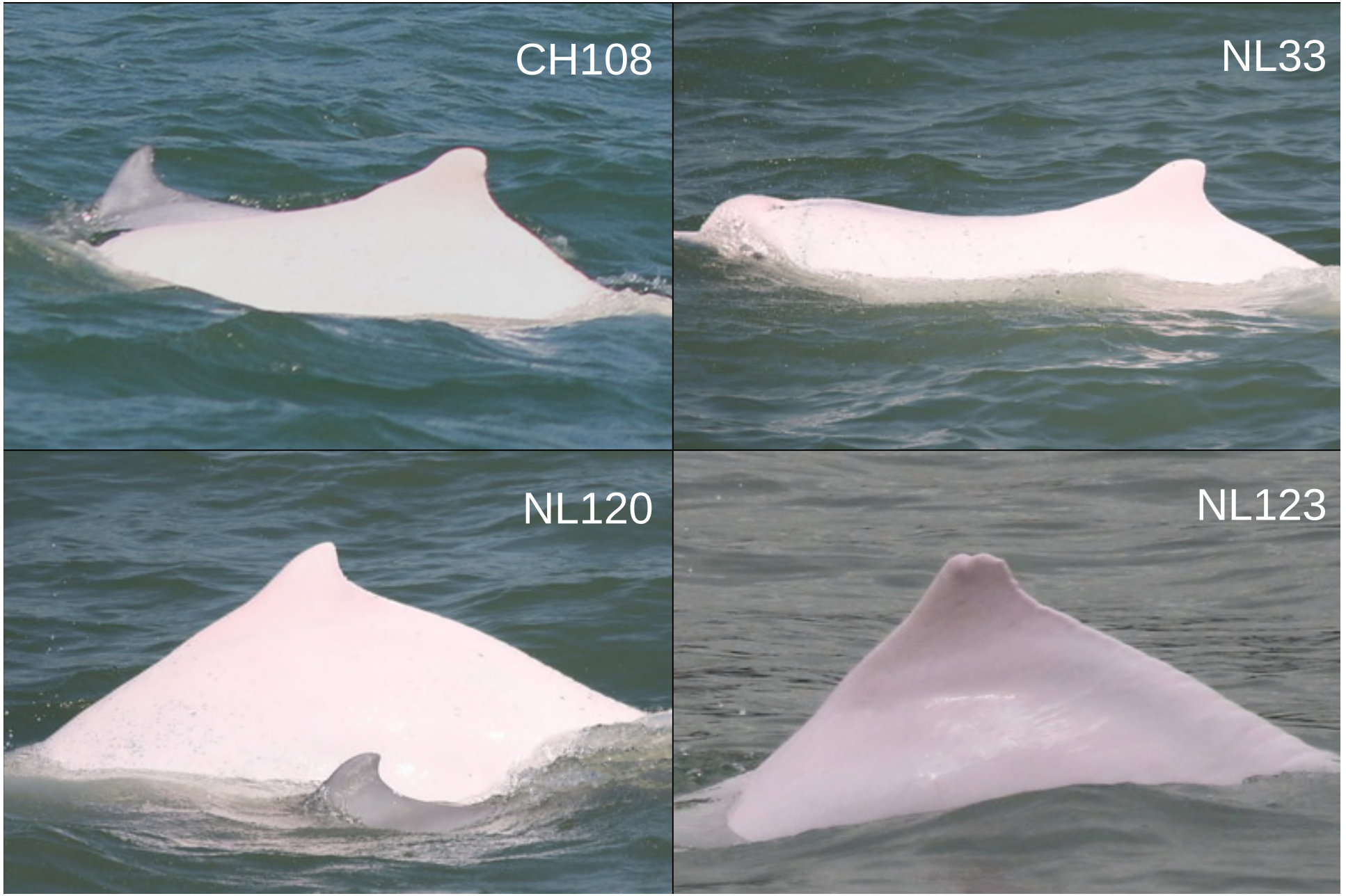
(Abberviations: STG# = Sighting Number; HRD SZ = Dolphin Herd Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance; BOAT ASSOC. = Fishing Boat Association; P/S: Sighting Made on Primary/Secondary Lines)

DATE	STG #	TIME	HRD SZ	AREA	BEAU	PSD	EFFORT	TYPE	NORTHING	EASTING	SEASON	BOAT ASSOC.	P/S
12-Dec-19	1	1016	11	NW LANTAU	2	55	ON	TMCLKL	815115	804650	WINTER	NONE	P
12-Dec-19	2	1112	1	NW LANTAU	3	36	ON	TMCLKL	823299	804678	WINTER	NONE	P
16-Dec-19	1	1126	1	NW LANTAU	2	674	ON	TMCLKL	827556	807529	WINTER	NONE	P
18-Feb-20	1	1014	1	NW LANTAU	2	94	ON	TMCLKL	818137	805450	WINTER	NONE	P
18-Feb-20	2	1059	2	NW LANTAU	3	176	ON	TMCLKL	826011	805136	WINTER	NONE	P
20-Feb-20	1	1057	10	NW LANTAU	2	272	ON	TMCLKL	825978	804817	WINTER	NONE	P
24-Feb-20	1	1115	3	NW LANTAU	2	69	ON	TMCLKL	826515	807537	WINTER	NONE	P

Appendix III. Individual dolphins identified during TMCLKL08 monitorin surveys in December 2019 - February 2020

ID#	DATE	STG#	AREA
CH108	12/12/19	1	NW LANTAU
NL33	12/12/19	1	NW LANTAU
NL120	12/12/19	1	NW LANTAU
	24/02/20	1	NW LANTAU
NL123	16/12/19	1	NW LANTAU
NL182	18/02/20	2	NW LANTAU
	24/02/20	1	NW LANTAU
NL202	18/02/20	2	NW LANTAU
	20/02/20	1	NW LANTAU
NL261	20/02/20	1	NW LANTAU
	24/02/20	1	NW LANTAU
NL321	20/02/20	1	NW LANTAU
NL322	20/02/20	1	NW LANTAU
SL59	20/02/20	1	NW LANTAU
WL100	12/12/19	1	NW LANTAU
WL145	12/12/19	1	NW LANTAU
WL214	12/12/19	1	NW LANTAU
	20/02/20	1	NW LANTAU
WL243	18/02/20	1	NW LANTAU
WL268	12/12/19	2	NW LANTAU
WL279	20/02/20	1	NW LANTAU
WL284	12/12/19	1	NW LANTAU

Appendix IV. Seventeen individual dolphins that were identified between December 2019 and February 2020 under TMCLKL08 monitoring surveys



Appendix IV. (cont'd)

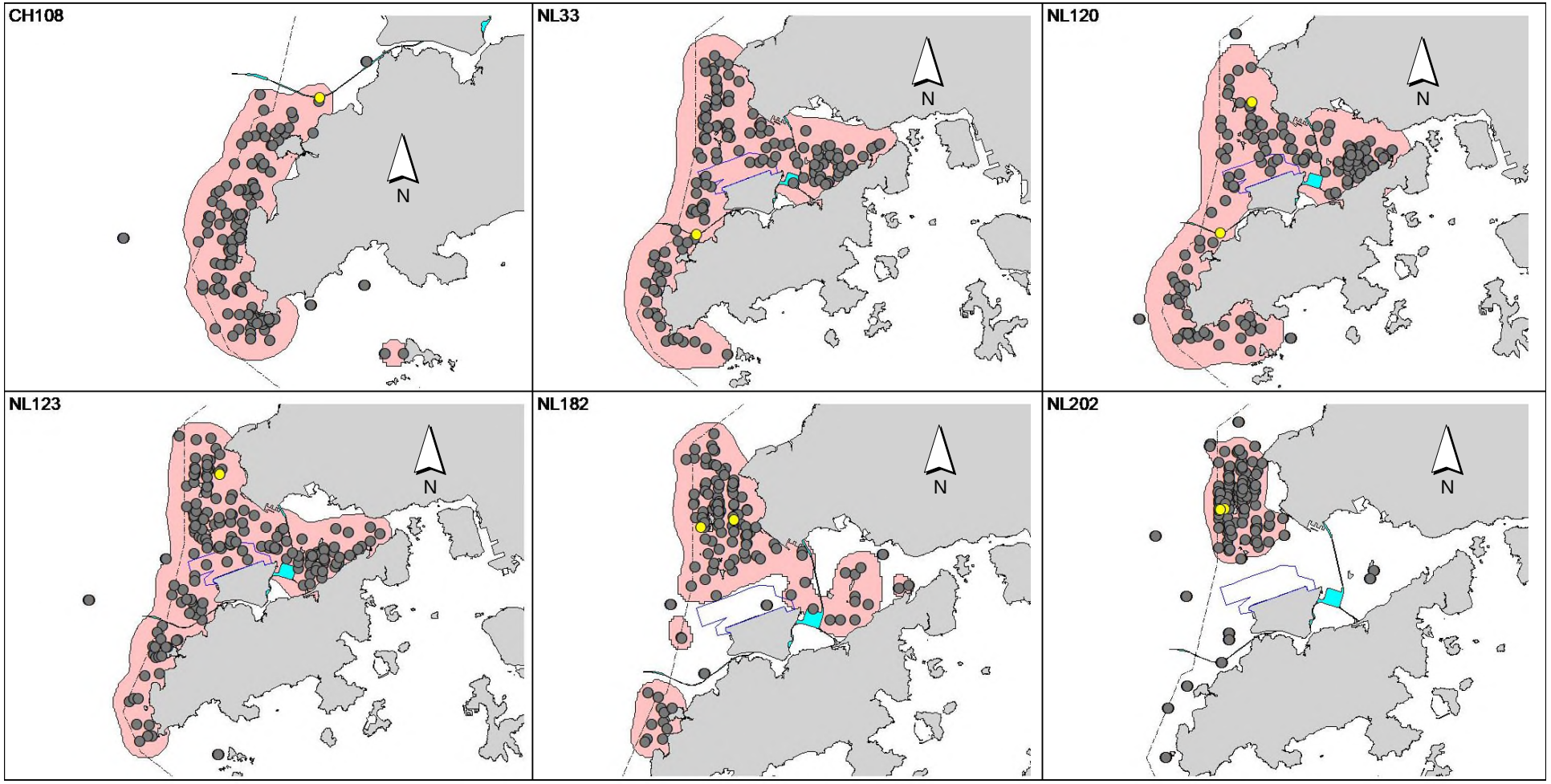
Appendix IV. (cont'd)

Appendix IV. (cont'd)

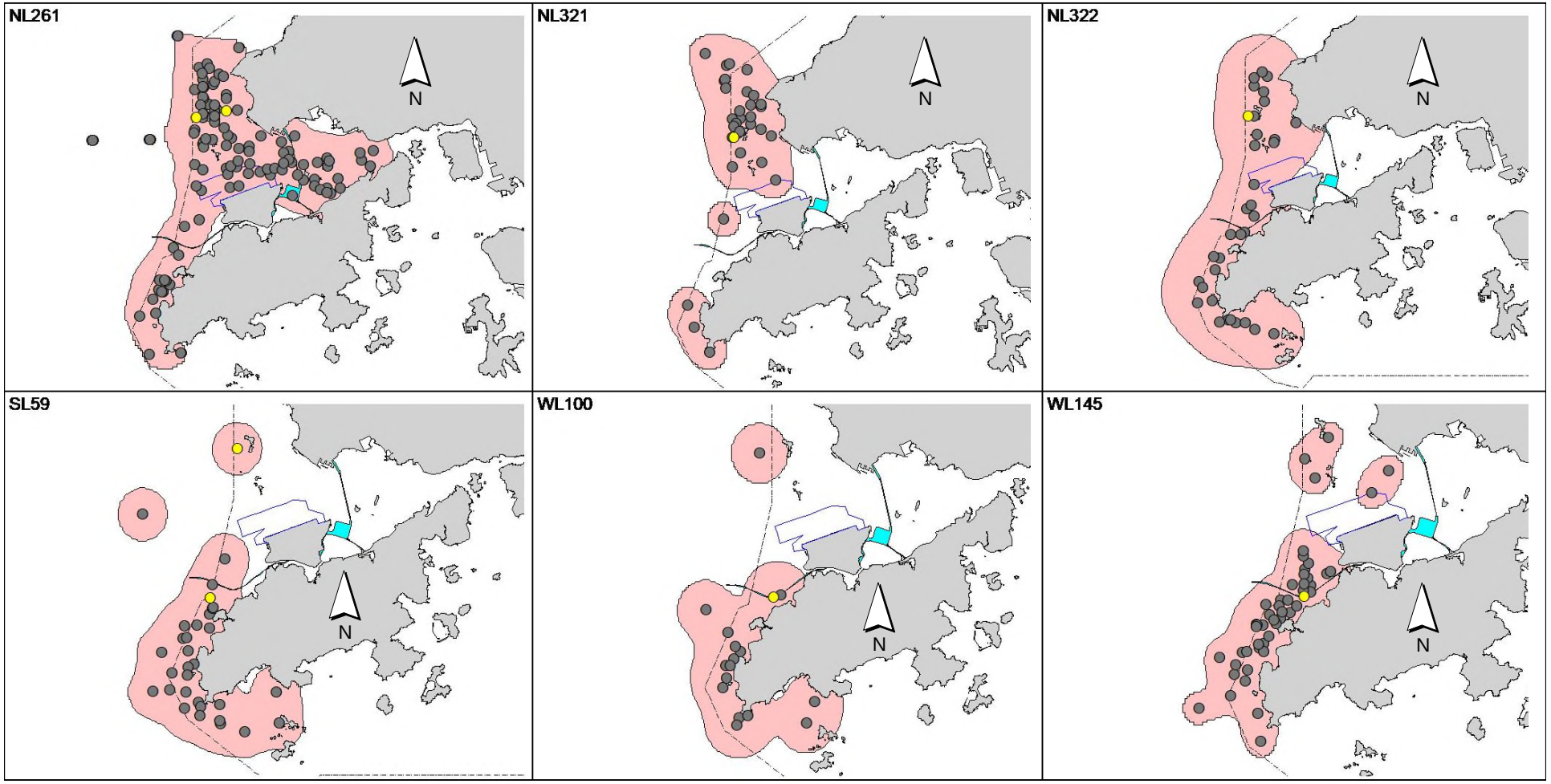

WL284

Appendix V. Ranging patterns (95% kernel ranges) of 17 individual dolphins that were sighted during TMCLKL08 impact phase monitoring period

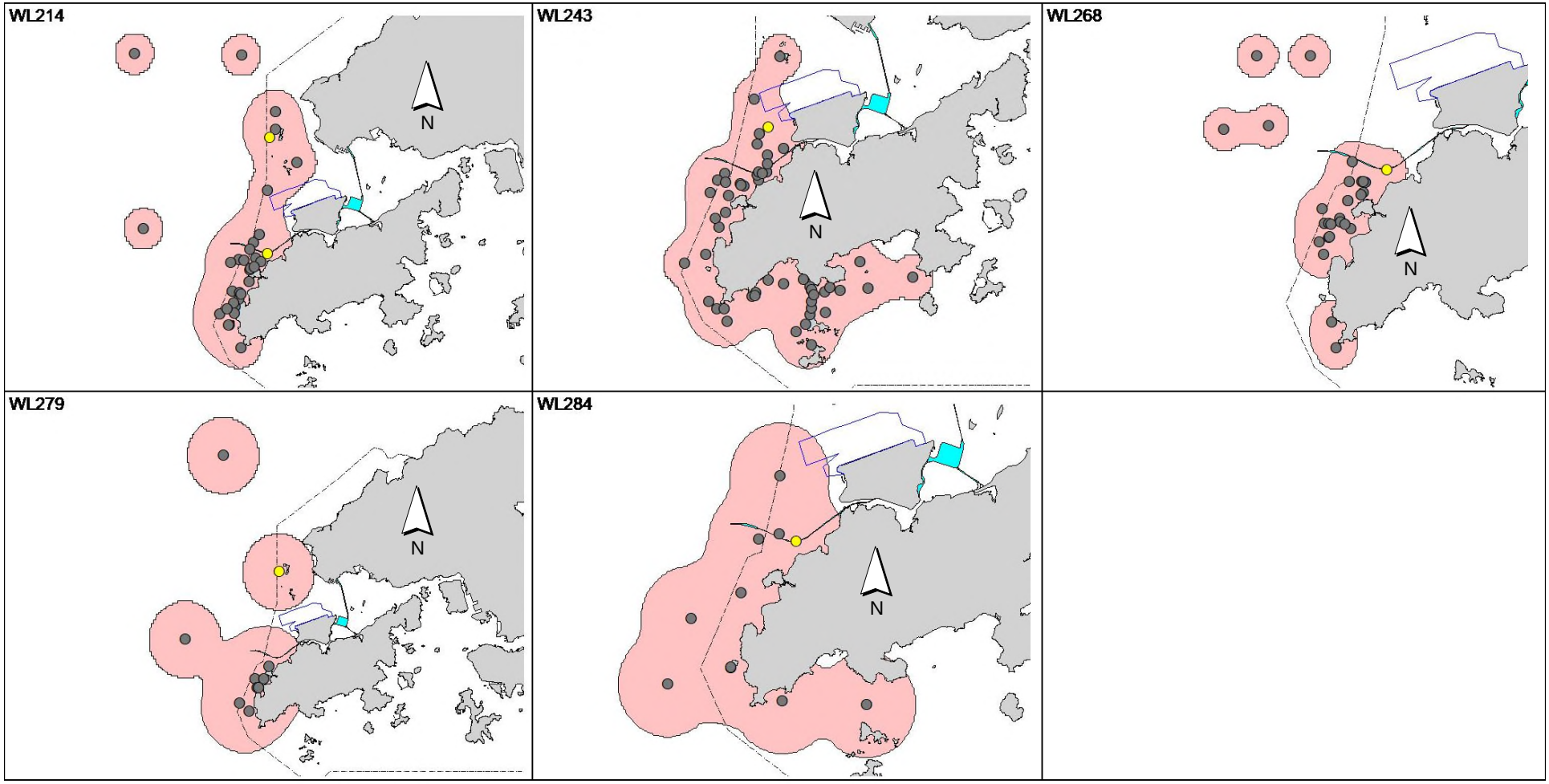
(note: yellow dots indicate sightings made in December 2019 – February 2020 during TMCLKL08 monitoring surveys)



Appendix V. (cont'd)



Appendix V. (cont'd)



Appendix H

Event Action Plan

Appendix H1 Implementation of Event-Action Plan for Dolphin Monitoring

Event	ET Leader	IEC	SOR	Contractor
Action Level	1. Repeat statistical data analysis to confirm findings; 2. Review all available and relevant data, including raw data and statistical analysis results of other parameters covered in the EM&A, to ascertain if differences are as a result of natural variation or previously observed seasonal differences; 3. Identify source(s) of impact; 4. Inform the IEC, SOR and Contractor; 5. Check monitoring data. 6. Review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary.	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring results and findings with the ET and the Contractor.	1. Discuss monitoring with the IEC and any other measures proposed by the ET; 2. If SOR is satisfied with the proposal of any other measures, SOR to signify the agreement in writing on the measures to be implemented.	1. Inform the SOR and confirm notification of the non-compliance in writing; 2. Discuss with the ET and the IEC and propose measures to the IEC and the SOR; 3. Implement the agreed measures.

Event	ET Leader	IEC	SOR	Contractor
Limit Level	1. Repeat statistical data analysis to confirm findings; 2. Review all available and relevant data, including raw data and statistical analysis results of other parameters covered in the EM&A, to ascertain if differences are as a result of natural variation or previously observed seasonal differences; 3. Identify source(s) of impact; 4. Inform the IEC, ER/SOR and Contractor of findings; 5. Check monitoring data; 6. Repeat review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary; 7. If ET proves that the source of impact is caused by any of the construction activity by the works contract, ET to arrange a meeting to discuss with IEC, ER/SOR and Contractor the necessity of additional dolphin monitoring and/or any other potential mitigation measures (e.g., consider to modify the perimeter silt curtain or consider to control/temporarily stop relevant construction activity etc.) and submit to IEC a proposal of additional dolphin monitoring and/or mitigation measures where necessary.	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring results and findings with the ET and the Contractor; 3. Attend the meeting to discuss with ET, ER/SOR and Contractor the necessity of additional dolphin monitoring and any other potential mitigation measures; 4. Review proposals for additional monitoring and any other mitigation measures submitted by ET and Contractor and advise ER/SOR of the results and findings accordingly; 5. Supervise / Audit the implementation of additional monitoring and/or any other mitigation measures and advise ER/SOR the results and findings accordingly.	1. Attend the meeting to discuss with ET, IEC and Contractor the necessity of additional dolphin monitoring and any other potential mitigation measures; 2. If ER/SOR is satisfied with the proposals for additional dolphin monitoring and/or any other mitigation measures submitted by ET and Contractor and verified by IEC, ER/SOR to signify the agreement in writing on such proposals and any other mitigation measures; 3. Supervise the implementation of additional monitoring and/or any other mitigation measures.	1. Inform the ER/SOR and confirm notification of the non- compliance in writing; 2. Attend the meeting to discuss with ET, IEC and ER/SOR the necessity of additional dolphin monitoring and any other potential mitigation measures; 3. Jointly submit with ET to IEC a proposal of additional dolphin monitoring and/or any other mitigation measures when necessary; 4. Implement the agreed additional dolphin monitoring and/or any other mitigation measures.

Appendix H2 Event and Action Plan on Dolphin Acoustic Behaviour

EVENT	ACTION			
	ET Leader	**IEC**	**SO**	**Contractor**
Action Level With the numerical values presented in *Table 5.7* of *Baseline Monitoring Report*, when any of the response variable for dolphin acoustic behaviour recorded in the construction phase monitoring is 20% lower or higher than that recorded in the baseline monitoring (see *Table 5.8* of *Baseline Monitoring Report*), or when there is a difference of 20% in dolphin acoustic signal detection at nighttime period at Site C1 only, the action level should be triggered	1. Repeat statistical data analysis to confirm findings; 2. Review all available and relevant data to ascertain if differences are as a result of natural variation or seasonal differences; 3. Identify source(s) of impact; 4. Inform the IEC, SO and Contractor; 5. Check monitoring data; 6. Carry out audit to ensure all dolphin protective measures are implemented fully and additional measures be proposed if necessary	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring with the ET and the Contractor;	1. Discuss with the IEC the repeat monitoring and any other measures proposed by the ET; 2. Make agreement on measures to be implemented.	1. Inform the SO and confirm notification of the non- compliance in writing; 2. Discuss with the ET and the IEC and propose measures to the IEC and the SO; 3. Implement the agreed measures.

EVENT	ACTION			
	ET Leader	**IEC**	**SO**	**Contractor**
Limit Level With the numerical values presented in *Table 5.7* of *Baseline Monitoring Report*, when any of the response variable for dolphin acoustic behaviour recorded in the construction phase monitoring is 40% lower or higher than that recorded in the baseline monitoring (see *Table 5.8* of *Baseline Monitoring Report*), or when there is a difference of 40% in dolphin acoustic signal detection at nighttime at Site C1 only, the limit level should be triggered	1. Repeat statistical data analysis to confirm findings; 2. Review all available and relevant data to ascertain if differences are as a result of natural variation or seasonal differences; 3. Identify source(s) of impact; 4. Inform the IEC, SO and Contractor; 5. Check monitoring data; 6. Carry out audit to ensure all dolphin protective measures are implemented fully and additional measures be proposed if necessary 7. Discuss additional dolphin monitoring and any other potential mitigation measures (eg consider to temporarily stop relevant portion of construction activity) with the IEC and Contractor.	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring with the ET and the Contractor; 3. Review proposals for additional monitoring and any other measures submitted by the Contractor and advise ER accordingly.	1. Discuss with the IEC the repeat monitoring and any other measures proposed by the ET; 2. Make agreement on measures to be implemented.	1. Inform the SO and confirm notification of the non- compliance in writing; 2. Discuss with the ET and the IEC and propose measures to the IEC and the SO; 3. Implement the agreed measures.

Abbreviations: ET – Environmental Team, IEC – Independent Environmental Checker, SO – Supervising Office, DEP – Director of Environmental Protection

Appendix I

Quarterly Summary of Waste Flow Table

Contract No. : HY/2012/07

Tuen Mun Chek Lap Kok Link – Southern Connection Viaduct Section

Monthly Summary Waste Flow Table for 2019 (Year)

Month\Material	Actual Quantities of Inert C&D Materials Generation						Actual Quantities of C&D wastes Generation						Actual Quantities of Recyclables Generation			
	Total Quantity Generated	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fills	Imported Fill	Marine Sediment, Cat. L	Marine Sediment, Cat. Mp	Marine Sediment, Cat. Mf	Marine Sediment, Cat. H	Chemical Waste	General Refuse	Metals	Felled trees	Paper/ cardboard packaging	Plastics
Unit	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000Kg)	('000Kg)	('000Kg)	('000Kg)	('000Kg)	('000Kg)
Jan	3.687	0.861	-	-	3.687	-	-	-	-	-	0.800	251.110	-	-	-	-
Feb	1.254	0.046	-	0.637	0.617	-	-	-	-	-	-	84.990	-	-	-	-
Mar	4.491	0.000	-	3.627	0.864	-	-	-	-	-	-	71.750	-	-	-	-
Apr	9.363	0.153	-	8.979	0.384	-	-	-	-	-	-	56.470	-	9.520	0.084	-
May	5.334	0.000	-	5.258	0.077	-	-	-	-	-	-	76.380	-	-	-	-
Jun	0.356	0.000	-	0.315	0.041	-	-	-	-	-		39.960	-	-	-	-
SUB-TOTAL	**24.484**	**1.060**	**0.000**	**18.815**	**5.669**	**0.000**	**-**	**-**	**-**	**-**	**0.800**	**580.660**	**-**	**9.520**	**0.084**	**-**
Jul	-	0.000	-	-	-	-	-	-	-	-	-	17.100	-	-	-	-
Aug	-	0.000	-	-	-	-	-	-	-	-	-	31.050	-	-	-	-
Sep	-	0.000	-	-	-	-	-	-	-	-	-	17.720	-	-	-	-
Oct	-	0.000	-	-	-	-	-	-	-	-	-	8.490	-	-	-	-
Nov	-	0.000	-	-	-	-	-	-	-	-	-	19.670	-	-	-	-
Dec	-	0.000	-	-	-	-	-	-	-	-	-	0.000	-	-	-	-
TOTAL	**24.484**	**1.060**	**-**	**18.815**	**5.669**	**-**	**-**	**-**	**-**	**-**	**0.800**	**674.690**	**-**	**9.520**	**0.084**	**-**

Notes :

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 material.

3 - Broken concrete for recycling into aggregates.

4 - Assumed 5 kg per damaged water-filled barrier.

5 - Disposed as Public Fills includes Hard Rock and Large Broken Concrete.

Contract No. : HY/2012/07

Tuen Mun Chek Lap Kok Link – Southern Connection Viaduct Section

Monthly Summary Waste Flow Table for 2020 (Year)

Month\Material	Actual Quantities of Inert C&D Materials Generation								Actual Quantities of Recyclables Generation			
	Total Quantity Generated	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fills	Imported Fill	Chemical Waste	General Refuse	Metals	Felled trees	Paper/ cardboard packaging	Plastics
Unit	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000m^3)	('000Kg)	('000Kg)	('000Kg)	('000Kg)	('000Kg)	('000Kg)
Jan	-	0.000	-	-	-	-	-	12.260	-	-	-	-
Feb	0.048	0.048	-	-	0.048	-	-	-	-	-	-	-
Mar	0.038	0.038	-	-	0.038	-	-	-	-	-	-	-
Apr	-	0.000	-	-	-	-	-	-	-	-	-	-
May	-	0.000	-	-	-	-	-	-	-	-	-	-
Jun	-	0.000	-	-	-	-		-	-	-	-	-
SUB-TOTAL	**0.086**	**0.086**	**0.000**	**-**	**0.086**	**0.000**	**-**	**12.260**	**-**	**0.000**	**-**	**-**
Jul	-	0.000	-	-	-	-	-	-	-	-	-	-
Aug	-	0.000	-	-	-	-	-	-	-	-	-	-
Sep	-	0.000	-	-	-	-	-	-	-	-	-	-
Oct	-	0.000	-	-	-	-	-	-	-	-	-	-
Nov	-	0.000	-	-	-	-	-	-	-	-	-	-
Dec	-	0.000	-	-	-	-	-	-	-	-	-	-
TOTAL	**0.086**	**0.086**	**-**	**-**	**0.086**	**-**	**-**	**12.260**	**-**	**-**	**-**	**-**

Notes :

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 material.

3 - Broken concrete for recycling into aggregates.

4 - Assumed 5 kg per damaged water-filled barrier.

5 - Disposed as Public Fills includes Hard Rock and Large Broken Concrete.

Appendix J

Cumulative Statistics on Exceedances, Complaints, Notifications of Summons and Successful Prosecutions

Appendix J1 Cumulative Statistics on Exceedances

		Total No. recorded in this quarter	**Total No. recorded since contract commencement**
1-Hr TSP	Action	0	0
	Limit	0	2
24-Hr TSP	Action	0	2
	Limit	0	0
Noise	Action	0	0
	Limit	0	0
Water Quality	Action	0	272
	Limit	0	27
Impact Dolphin Monitoring	Action	0	11
	Limit	1	19

Appendix J2 Cumulative Statistics on Complaints, Notifications of Summons and Successful Prosecutions

Reporting Period	**Cumulative Statistics**		
	Complaints	Notifications of Summons	Successful Prosecutions
This quarter	0	0	0
Total No. received since contract commencement	14	0	0

Email message

Environmental Resources Management

2507
25/F
One Harbourfront
18 Tak Fung Street
Hunghom
Kowloon
Hong Kong
Telephone: (852) 2271 3113
Facsimile: (852) 2723 5660
E-mail: jasmine.ng@erm.com

To	Ramboll Hong Kong, Limited (ENPO)
From	ERM- Hong Kong, Limited
Ref/Project number	Contract No. HY/2012/07 Tuen Mun–Chek Lap Kok Link–Southern Connection Viaduct Section
Subject	Notification of Exceedance for Impact Dolphin Monitoring
Date	23 April 2020

Dear Sir or Madam,

Please find attached the Notification of Exceedance (NOE) of the following Log no.:

0215660_December2019/February2020_dolphin_STG&ANI_NEL&NWL

A total of one limit level exceedance was recorded in the quarterly impact dolphin monitoring data between December 2019 and February 2020.

Regards,

Dr Jasmine Ng
Environmental Team Leader

ERM-Hong Kong, Limited

CONTRACT NO. HY/2012/07
TUEN MUN – CHEK LAP KOK LINK – SOUTHERN CONNECTION VIADUCT SECTION

Impact Dolphin Monitoring
Notification of Exceedance

Log No.	**0215660_ Dec2019/Feb2020_dolphin_STG&ANI_NEL&NWL** **[Total No. of Exceedance = 1]**	
Date	December 2019 – February 2020 (monitored) 30 April 2020 (results received by ERM)	
Monitoring Area	Northeast Lantau (NEL) and Northwest Lantau (NWL)	
Parameter(s) with Exceedance(s)	Quarterly encounter rate of dolphin sightings (STG) Quarterly encounter rate of total number of dolphins (ANI)	
Action Levels	North Lantau Social cluster	NEL: STG < 4.2 & ANI < 15.5 or NWL: STG < 6.9 & ANI < 31.3
Limit Levels		NEL: STG < 2.4 & ANI < 8.9 and NWL: STG < 3.9 & ANI < 17.9
Recorded Levels	NEL	STG = 0 & ANI = 0
	NWL	STG = 0.62 & ANI = 1.55
	One Limit Level Exceedance was recorded in the quarterly impact dolphin monitoring at NEL and NWL between December 2019 to February 2020. The exceedance was reported in the approved *Seventy-sixth Monthly EM&A Report* dated 12 March 2020.	
Statistical Analyses	Further to the review of the available and relevant dolphin monitoring data in the EM&A under this Contract, statistical analyses were conducted as follows: • A two-way ANOVA with repeated measures and unequal sample size was conducted using Period (2 levels: baseline vs impact – present impact quarter, December 2019 to February 2020) and Location (2 levels: NEL and NWL) as fixed factors to examine whether there were any significant differences in the average encounter rates between the baseline and present impact monitoring quarter. By setting $\alpha = 0.05$ as the significance level in the statistical tests, significant differences in STG ($p = 0.0035$) and ANI ($p = 0.0239$) were detected between Periods. • A two-way ANOVA with repeated measures and unequal sample size was conducted using Cumulative Period (2 levels: baseline vs impact – cumulative quarters, December 2012 to February 2020) and Location (2 levels: NEL and NWL) as fixed factors to examine whether there were any significant differences in the average encounter rates between the baseline and cumulative impact monitoring quarter. By setting $\alpha = 0.00001$ as the significance level in the statistical tests, significant difference in STG ($p = 0.000000$) and in ANI ($p = 0.00001$) between Cumulative Period (baseline and impact phases) and Location (NEL and NWL) were detected. * Note: The commencement date under *Contract No. HY/2012/07* is 31 October 2013.	
Works Undertaken (in the monitoring quarter)	In the quarter between December 2019 to February 2020, no marine works were undertaken under *Contract No. HY/2012/07.*	

Possible Reason for Action or Limit Level Exceedance(s)	The potential factors that may have contributed to the observed exceedance are reviewed below: Blocking of CWD travelling corridor: • The Monitoring of Marine Mammals in Hong Kong Waters (2018 – 19) (1) reported that dolphin usage and traveling activities to the northern side of the airport (dolphin traveling corridor) are affected by frequent high-speed ferry traffic from Sky Pier (not related to this Contract), which is likely one of the factors resulting in the decrease in dolphin abundances in North Lantau. Marine works of the Contract: • As per the findings from the EIA report (Section 8.11.9), the major influences on the Chinese White Dolphin (CWD) *Sousa chinensis* under this Contract are marine traffics and bored piling works. The Monitoring of Marine Mammals in Hong Kong Waters (2018-2019) reported that CWD decline were likely influenced by reclamation works from construction activities. • Based on these possible reasons, implementation of mitigation measures are reviewed. This Contract does not have any reclamation works, thus no habitat loss was caused by reclamation. In the reporting period, the Contractor implemented the marine traffic control as per the requirements in the EP-354/2009/D and the updated EM&A Manual. Most of the vessels of this Contract also worked within the site boundary, in which the area is seldom used by CWD. Disturbance from vessels of this Contract is considered minor. All of the marine bored piling works of this Contract was completed in September 2015. As informed by the Contractor on 1 July 2019 and confirmed by SOR on 21 August 2019, no marine works would be undertaken under the Contract. Thus, underwater noise emission from this Contract had been substantially reduced. During dolphin monitoring in this quarter, no unacceptable impact on CWD due to the activities under this Contract was observed. Impact on water quality: • According to the Updated EM&A Manual, a post-construction water quality monitoring shall be carried out upon completion of all marine-based construction activities. Post-construction water quality monitoring was undertaken three days per week for at least 4 weeks in accordance with the Updated EM&A Manual. The proposal for post-construction water quality monitoring was approved by EPD on 19 November 2019. The post construction water quality monitoring commenced on 27 November 2019 and completed on 23 December 2019. Post-construction water quality monitoring results and graphical presentations are provided in the approved *Seventy-fourth Monthly EM&A Report*. In view of the above, marine ecological mitigation measures were considered properly implemented, and thus no unacceptable impact on CWD or its habitat was associated with this Contract in this quarter.

(1) Hung SKY (2019). Prepared for AFCD. Available at: https://www.afcd.gov.hk/english/conservation/con_mar/con_mar_chi/con_mar_chi_chi/files/Final_Report_2018_19.pdf

Actions Taken / To Be Taken	With reference to the site inspection records in this quarter, the respective marine ecological mitigation measures have been implemented properly by the Contractor throughout the marine works period, including: 1. Acoustic decoupling plan; 2. Training to workers; 3. Offsite vessel routing control in accordance with Regular Marine Travel Routes Plan, including routing control within existing marine park boundaries; 4. Vessels speed limited at 5 knots and 10 knots within existing marine park boundaries and site boundary respectively; 5. Idling and mooring of working vessels within site boundary The existing mitigation measures are recommended to be continuously implemented. Furthermore, it is also recommended to reduce the vessels for marine works as much as possible. The ET will monitor for future trends in exceedance(s). ET shall keep reviewing the implementation status of the dolphin related mitigation measures and remind the contractors to ensure the relevant measures are fully implemented. The marine works of HZMB projects should be completed as soon as possible to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible. The protection measures (e.g. speed limit control) for the BMP shall be implemented so as to provide a better habitat for dolphin recovery. It is noted that even though marine vessels may moor within the mooring site of BMP, commercial activities including loading / unloading / transhipment are not allowed except a permit is obtained. The HZMB works vessels should avoid the BMP. The marine works footprint and vessels for the marine works should also be reduced as much as possible, and vessels idling / mooring in other part of the North Lantau shall be avoided whenever possible. Dolphin specialists of the Projects confirmed that the CWD sighting nearby north of Sha Chau and Lung Kwu Chau Marine Park has significantly declined. The reason for the decline was likely related to the re-routing of high-speed ferry from Sky Pier. The CWDs in the area should be closely followed.
Remarks	The results of impact dolphin monitoring and the status of implemented marine ecological mitigation measures are documented in the approved *Seventy-Fourth* to *Seventy-Sixth Monthly EM&A Reports*.