

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 213 ver2

Date of Notification: 23 July 2015

Works Inspected: 24-hr TSP monitoring was undertaken on 8 July 2015 and the test report was issued on 16 July 2015

Monitoring Location: AMS6 – Dragon Air Building

Parameter: 24-hour TSP monitoring

Action & Limit Level (AL & LL) / Measured Level:

PARAMETER	STATION	AL ($\mu\text{g}/\text{m}^3$)	LL ($\mu\text{g}/\text{m}^3$)	MEASURED LEVEL, $\mu\text{g}/\text{m}^3$
24-hr TSP (8:00 – 8:00 hours)	Dragon Air Building (AMS6)	173	260	<i>238</i>

Notes: ***Bold Italic*** means AL exceedance
Bold Italic with underline means LL exceedance

Possible reason for Action or Limit Level Non-compliance:

An Action Level exceedance of 24-hr TSP level was recorded at AMS6, Dragon Air Building, on 8 July 2015.

According to the information provided by the Contractor, the following construction activities were undertaken during the sampling period:

Zone 1

- Transfer of fill materials

Zone 2

- Transfer of fill materials
- Shaft construction works

Zone 3A

- Seawall construction works

According to information provided by the Contractor, water spraying was provided for fill materials to maintain the entire surface in a damp condition before loading and unloading and haul roads were sprayed with water by water trucks regularly. During site observation on 9 July 2015, no observable dust source was noted by ET at construction site near monitoring station AMS6.

The measured 24-hour TSP level at AMS6 was $52 \mu\text{g}/\text{m}^3$ and $27 \mu\text{g}/\text{m}^3$ on 14 and 20 July 2015 respectively which were below the action and limit levels.

Actions taken/ to be taken:

Based on the investigation results, the Contractor has implemented the dust control measures throughout the construction phase. Also, no observable dust source was noted by ET on 9 July 2015 at construction site near monitoring station AMS6 and no exceedances were recorded in subsequent 24-hr TSP monitoring. In this case, no immediate actions are necessary. However, the Contractor is reminded to continuously implement dust control measures throughout the construction phase.

Reviewed by : Claudine Lee

Title : ET Leader



Date : 13 August 2015

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO



Chek Lap Kok Ferry Pier
赤鱸角碼頭

Hong Kong International Airport
香港國際機場

AMS6

Zone 1
區域 1

Zone 2
區域 2

Zone 3A
區域 3A

Zone 3B
區域 3B

Zone 3C
區域 3C

Scenic Hill
觀景山

Tung Chung Pier
東涌碼頭

Tung Chung New Town
東涌新市鎮



環境保護署

噪音管制監督

Environmental Protection Department Noise Control Authority

圖例 Legend



Zone 1
區域 1



Zone 2
區域 2



Zone 3A
區域 3A



Zone 3B
區域 3B



Zone 3C
區域 3C

Contract No. HY/2011/03 -

Hong Kong- Zhuhai- Macao Bridge

Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities

Notifications of Environmental Quality Limits Exceedances

Notification No.: 214

Date of Notification: 4 September 2015

Works Inspected: Data collected from water sampling works on 26 August 2015 and the test report was issued on 2 September 2015.

Monitoring Location: Water Quality Monitoring Stations

Parameter: Dissolved Oxygen (DO)/ Suspended Solid (SS)/ Turbidity (TURB)

Action & Limit Level (AL & LL) / Measured Level:

PARAM	STATION	DEPTH	AL (mg/L)	LL (mg/L)	MEASURED AT MID-EBB TIDE (mg/L)	MEASURED AT MID-FLOOD TIDE (mg/L)
SS	IS5	DA	23.5 and 120% of upstream control station's suspended solid at the same tide of the same day (i.e. CS2: 3.98 x 120% = 4.8 mg/L for mid ebb) AND CS(Mf)5: 5.7 x 120% = 6.8 mg/L for mid flood)	34.4 and 130% of upstream control station's suspended solid at the same tide of the same day (i.e. CS2:3.98 x 130% = 5.2 mg/L for mid ebb) AND CS(Mf)5: 5.7 x 130% = 7.4 mg/L for mid flood)	7.2	27.8

Notes:

DA means depth average.

Bold Italic means AL exceedances.

Bold Italic with underline means LL exceedances.

Possible reason for Action or Limit Level Non-compliance:

On 26 August 2015, an AL exceedance of suspended solid at station IS5 was recorded during the mid-flood tide. The exceedance has been investigated and is considered unlikely to be related to contract works due to the following reasons:

1. Box culvert extension at Zone 1, seawall construction works at Zones 2 and 3A were carried out within silt curtain as recommended in the EIA Report.
2. The ranges of suspended solid at station IS5 during the baseline monitoring are shown as below:

Station	Range of Suspended Solid (mg/L) Mid- Ebb Tide	Range of Suspended Solid (mg/L) Mid- Flood Tide
IS5	8.1 to 25.7	7 to 23.7

The measured value at station IS5 was above the range of suspended solid during baseline monitoring for the mid-flood tide. However, there were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results.

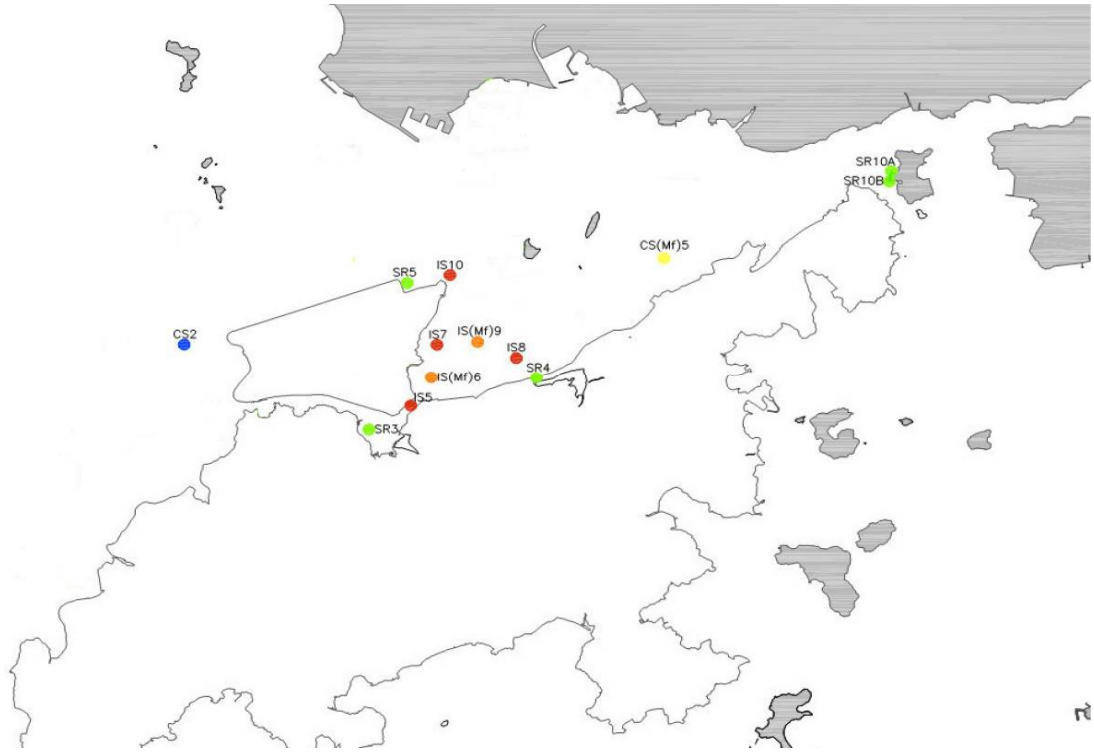
3. No leakage of turbid water or any abnormality or malpractice was observed during the sampling exercise.

As such, the suspended solid level recorded at this station is considered to be attributed to other external factors rather than the contract works.

Actions taken/ to be taken:

As the suspended solid levels recorded beyond the water quality criteria were not related to contract works, no immediate actions are considered necessary.

Location Plan:



Reviewed by : Claudine Lee

Title : ET Leader



Date : 10 September 2015

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 215 ver1

Date of Notification: 14 September 2015

Works Inspected: Not Applicable

Monitoring Location: NEL & NWL

Parameter: Ecology (Chinese White Dolphin Monitoring)

Action & Limit Levels		Monitoring Results
	North Lantau Social Cluster	The quarter of June 2015 – August 2015
	Action Level (AL) Limit Level (LL)	
Northeast Lantau (NEL)	STG < 4.2 & ANI < 15.4	<i>STG = 0.44; ANI = 0.44</i>
Northwest Lantau (NWL)	STG < 6.9 & ANI < 31.3	<i>STG = 2.53; ANI = 9.21</i>

- Notes:
1. STG means quarterly encounter rate of number of dolphin sightings.
 2. ANI means quarterly encounter rate of total number of dolphins.
 3. For North Lantau Social Cluster, AL will be triggered if either NEL or NWL falls below the criteria; LL will be triggered if both NEL and NWL fall below the criteria.
 4. ***Bold Italic*** means AL exceedances.
 5. ***Bold Italic with underline*** means LL exceedances

Possible reason for Limit Level Non-compliance:

According to the contractor's information, the marine activities undertaken for HKLR03 during the quarter of June to August 2015 included reclamation, excavation of stone platform, construction of seawall, temporary drainage diversion and ground investigation.

There is no evidence showing the current LL non-compliance directly related to the construction works of HKLR03 (where the amounts of working vessels for HKLR03 have been decreasing), although the generally increased amount of vessel traffic in NEL since the impact phase (October 2012). It should also be noted that reclamation work under HKLR03 (adjoining the Airport Island) situates in waters which has rarely been used by dolphins in the past, and the working vessels under HKLR03 have been travelling from source to destination in accordance with the Marine Travel Route to minimize impacts on Chinese White Dolphin. In addition, the contractor will implement proactive mitigation measures such as avoiding anchoring at Marine Department's designated anchorage site – Sham Shui Kok Anchorage (near Brothers Island) as far as practicable.

Actions taken/ to be taken:

Inform the IEC, ER/SOR and Contractor

The ETL informed IEC, ENPO, SOR and Contractor via email on 14 September 2015.

Repeat statistical data analysis to confirm findings and check monitoring data:

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 impact monitoring periods. The two variables that were examined included the two periods (baseline and impact phases) and two locations (NEL and NWL).

For the comparison between the baseline period and the present quarter (eleventh quarter of the impact phase being assessed), the p-value for the differences in average dolphin encounter rates of STG and ANI were 0.0064 and 0.0270 respectively. If the alpha value is set at 0.05, significant differences were detected between the baseline and present quarters in both dolphin encounter rates of STG and ANI.

For the comparison between the baseline period and the cumulative quarters in impact phase (i.e. first eleven quarters of the impact phase being assessed), the p-value for the differences in average dolphin encounter rates of STG and ANI were 0.0002 and 0.00005 respectively. Even if the alpha value is set at 0.01, significant differences were detected in both the average dolphin encounter rates of STG and ANI (i.e. between the two periods and the locations).

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:

The AFCD monitoring data during June 2015 to August 2015 has been reviewed by the dolphin specialist. During the same quarter, no dolphin was sighted from 48.04 km of survey effort on primary lines in NEL, while five groups of 25 dolphins were sighted from 100.65 km of survey effort on primary lines in NWL. This review has confirmed that the low occurrence of dolphins reported by the HKLR03 monitoring surveys in summer 2015 in NEL survey area is accurate.

Identify source(s) of impact:

There is no evidence showing that the sources of impact directly related to the construction works of HKLR03 that may have affected the dolphin usage in the NEL region.

Recommendations/ mitigation measures/ actions if necessary:

Review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary:

All dolphin protective measures are fully and properly implemented in accordance with the EM&A Manual. According to the Marine Travel Route Plan, if vessels are crossing along edge of the proposed marine park, the travelling speed will keep not exceeding 5 knots when crossing the edge of the proposed marine park. The Contractor will continue to provide training for skippers to ensure that their working vessels travel from source to destination to minimize impacts on Chinese White Dolphin and avoid anchoring at Marine Department's designated anchorage site - Sham Shui Kok Anchorage (near Brothers Island) as far as practicable. Also, it is recommended to complete the marine works of the Contract as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

A meeting was held on 6 October 2015 with attendance of representative of Highways Department, ENPO, Resident Site Staff (RSS), Environmental Team (ET) and dolphin specialist for Contract Nos. HY/2010/02, HY/2011/03, HY/2012/07, HY/2012/08. Also, main Contractor for Contract Nos. HY/2012/07 and HY/2012/08 attended the meeting. The discussion/recommendation as recorded in the minutes of the meeting, which might be relevant to HKLR03 Contract are summarized below.

It was concluded that the HZMB works is one of the contributing factors affecting the dolphins. It was also concluded the contribution of impacts due to the HZMB works as a whole (or individual marine contracts) cannot be quantified nor separate from the other stress factors.

It was reminded that the ETs shall keep reviewing the implementation status of the dolphin related mitigation measures and remind the contractor to ensure the relevant measures were fully implemented.

It was recommended that the marine works of HZMB projects should be completed as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

It was also recommended that the marine works footprint (e.g., reduce the size of peripheral silt curtain) and vessels for the marine works should be reduced as much as possible, and vessels idling / mooring in other part of the North Lantau shall be avoided whenever possible.

It was suggested that the protection measures (e.g., speed limit control) for the proposed Brothers Island Marine Park (BMP) shall be brought forward as soon as possible before its establishment so as to provide a better habitat for dolphin recovery. It was noted that under the Regular Marine Travel Route Plan, the contractors have committed to reduce the vessel speed in BMP.

There was a discussion on exploring possible further mitigation measures, for example, controlling the underwater noise. It was noted that the EIA reports for the projects suggested several mitigation measures, all of which have been implemented.

Reviewed by : Claudine Lee Title : ET Leader


Copied to : Supervising Officer, ENPO, IEC, EPD, Contractor Date : 2 December 2015