

**Project :** SCL - Tai Wai to Hung Hom Section  
**Title :** Noise from Haul Road  
**Subtitle :** Kai Tak Barging Activities

**NSR :** KAT-P1-6

Source	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Correction						SPL
						Dist dB(A)	Facade dB(A)	Air dB(A)	Tonal dB(A)	Topo dB(A)	Screen dB(A)	Daytime dB(A)
<i>Daytime</i>												
Lorry (CNP141) vehicle / hr [1]												45
Barge (CNP061) Barging Point 1	104	1	100%	104	1450	-71	3	-4		0		31
Barge (CNP061) Barging Point 2	104	1	100%	104	1550	-72	3	-5		0		31
Barge (CNP061) Barging Point 3	104	1	100%	104	1650	-72	3	-5		0		30
<b>Total Noise Impacts, dB(A)</b>											<b>46</b>	
<b>Criterion, dB(A)</b>											<b>75</b>	
<b>Exceedence, dB(A)</b>											<b>-</b>	

Note:  
 [1] : See separate calculations for noise impacts from haul road

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Source	Period	SWL / Unit dB(A)	Qty Nos	% Util	Total SWL dB(A)	Dist m	Speed kph	[2] Angle deg	Correction [1]						SPL
									Dist dB(A)	Facade dB(A)	Air dB(A)	Speed dB(A)	Angle dB(A)	Topo dB(A)	Daytime dB(A)
Lorry (CNP141) vehicle / hr - Daytime only	II	112	28	100%	126	1350	20	90	-31	3	-4	-13	-3		45
<b>Noise Impacts from Haul Road, dB(A)</b>															<b>45</b>

Note:

I - Daytime, evening and night-time operation

II - Daytime operation only

III - Evening operation only

[1] : Based on BS 5228 Pt 1: 1997 D3.5.2 Method for mobile plant using a regular well defined route (haul road)

$$L_{eq} = L_w - 33 + 10 \log (Qty) - 10 \log (\text{speed}) - 10 \log (\text{dist}) + 10 \log (\text{angle} / 180) + C_{\text{facade}}$$

[2] : A view angle of 90 deg has been assumed for conservative assessment