Confirmed Minutes of the 201st Meeting of the Advisory Council on the Environment held on 13 October 2014

Present:

Prof Paul LAM, SBS, JP (Chairman)
Dr Gary ADES
Mr Oscar CHOW
Prof FUNG Tung
Prof John NG
Dr Alfred TAM
Prof Nora TAM, BBS, JP
Dr Eric TSANG
Dr Carrie WILLIS, SBS, JP
Mr Luther WONG
Ms Pansy YAU
Dr Eric YIP
Prof Ignatius YU
Mr Andrew LAI (Secretary)

Absent with Apologies:

Prof CHAU Kwai-cheong, BBS, JP (Deputy Chairman)
Dr Dorothy CHAN, BBS
Dr Billy HAU
Dr HUNG Wing-tat, MH
Prof LI Xiang-dong
Mr Anthony LOCK
Miss Yolanda NG, MH
Prof Jonathan WONG, MH, JP
Prof Ray YEP

In Attendance:

Ms Anissa WONG, JP	Permanent Secretary for the Environment/ Director of Environmental Protection
Mr LING Chi-tack	Assistant Director of Planning/ Technical Services, Planning Department (PlanD)
Dr Winnie KWOK	Senior Wetland and Fauna Conservation Officer, Agriculture, Fisheries and Conservation Department (AFCD)

Ms Esther LI	Principal Information Officer, Environmental Protection Department (EPD)
Miss Evelyn LEUNG	Chief Executive Officer (CBD), EPD
Ms Joanne CHIN	Executive Officer (CBD), EPD
Ms Daicie TONG	Executive Manager (CBD), EPD

In Attendance for Item 3:

Mr W C MOK	Assistant Director (Air Policy), EPD
Mr Dave HO	Principal Environmental Protection Officer (Air Policy), EPD

In Attendance for Item 4:

Mr Richard KWAN	Environment Manager, MTR Corporation Ltd. (MTRC)
Ms Felice WONG	Senior Environmental Engineer, MTRC
Mr Henry LEUNG	Senior Environmental Engineer, MTRC
Ms Lisa POON	Senior Environmental Engineer, MTRC
Ms Natalie IP	Senior Environmental Engineer, MTRC
Ms Prudence CHAN	Projects Communications Manager, MTRC

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Action

The Chairman informed Members that apologies for absence had been received from Prof Chau Kwai-cheong, Dr Dorothy Chan, Dr Billy Hau, Dr Hung Wing-tat, Prof Li Xiang-dong, Mr Anthony Lock, Miss Yolanda Ng, Prof Jonathan Wong and Prof Ray Yep.

Item 1 : Confirmation of the draft minutes of the 200th meeting held on 15 September 2014

2. The Chairman informed Members that the Secretariat had received proposed amendments from two Members. Miss Evelyn Leung briefly recapped the proposed amendments which had been incorporated in the revised minutes which was circulated for Members' information before the meeting.

3. A Member informed the meeting that she was currently a member of the assessment panel of the Environmental Fund under the Airport Authority Hong Kong (AAHK). The Environmental Fund was not related to the EIA report of the third runway. She had overlooked this role until she was recently invited to assess a proposal under the Environmental Fund. She suggested to record this declaration as a post-meeting note to the minutes of the last meeting.

4. Members confirmed the minutes of the last meeting with

incorporation of the proposed amendments and the post-meeting note elaborated in paragraphs 2 and 3 above.

Item 2 : Matters arising

5. There were no matters arising from the minutes of last meeting.

Item 3 : Review of the Third Technical Memorandum for Allocation of Emission Allowances for Power Plants
(ACE Paper 8/2014)

6. The Chairman said that the discussion would be divided into two parts. The Presentation and Question-and-Answer Sessions would be opened to the public while the Internal Discussion Session would remain closed.

7. A Member declared that his employing company would engage in a joint venture with CLP Power Hong Kong Ltd (CLP) which he had no direct involvement. Members agreed that the Member could stay and participate in the discussion of this item.

[The presentation team from EPD joined the meeting at this juncture.]

Presentation Session (Open Session)

8. The Chairman welcomed Mr W C Mok and Mr Dave Ho of EPD to join the meeting. Mr Mok briefed Members on the review of the Third Technical Memorandum for Allocation of Emission Allowances for Power Plants, and sought Members' support to the proposal to reduce emission allowances for power plants starting from 1 January 2019 by way of issuing a new Technical Memorandum (TM) (i.e. the Fourth TM) under the Air Pollution Control Ordinance (Cap. 311) (APCO).

Question-and-Answer Session (Open Session)

9. Mr W C Mok made a typo correction to the table in paragraph 10 of the supplementary note to the paper which stated that the "annual electricity output (GWh) from a 300MW gas-fired unit" should be 1 912 instead of 1 922, while the "emission factors" remained to be correct. He confirmed that the update would not affect the arguments presented in the paper.

10. In response to a Member's enquiry about the process of defining and benchmarking the best practicable means (BPM), Mr W C Mok said that in setting the BPM requirements for both existing and new power plants, EPD would make reference to the control technologies and guidelines adopted by environmentally advanced countries such as USA and the European Union (EU) etc.. For the existing power plants which had emission control

equipment in place and no scope for further retrofit of emission reduction devices, they would focus on upkeeping the good condition of the generation equipment (including emission control devices) in setting the BPM and its emission control performance. During the review of the Third TM, it was noted that the emission reduction efficiency of some emission control devices of the existing power plants had performance above the design standards. That would provide scope for further tightening the emission allowances via the Fourth TM.

11. A Member enquired on how the emission reduction targets for power plants proposed in the Fourth TM should be interpreted in the context of the overall emission reduction targets under the Air Quality Objectives (AQOs). He also asked how the compliance with the emission targets set for the power plants could be monitored. Mr W C Mok replied that the attainment of the new AQOs would also depend on the emission reduction from other major emission sources including vehicles and marine vessels. Since the fuel mix of the power sector was a crucial factor in the attainment and maintenance of AQOs, EPD would conduct another review of the TM in 2015 to take into account the results of the fuel mix review as well as the overall emission reduction targets for 2020. Mr Dave Ho said that EPD had a real-time monitoring system which checked the emission level of each power plant unit to ensure that they complied with the emission requirements. Mr Mok added that the data would also be used for checking the annual emissions from power plants.

12. A Member asked about the reduction in carbon dioxide (CO_2) emission under the proposed Fourth TM. Mr W C Mok explained that the proposed Fourth TM did not impose a cap on CO_2 as currently there was no proven emission control technology for it. As the source of CO_2 was mainly from the carbon part of the burnt fuel, reduction in CO_2 emission could be achieved through adjusting the fuel mix by maximizing the use of gas-fired generation units and tapping renewable energy.

13. In response to a Member's question on whether the sulphur content of the natural gas supplied via the West-East Gas Pipeline II (WEP II) was guaranteed to be met or be lower than the stipulated standard, Mr W C Mok said that natural gas inherently had fluctuations in its sulphur content, particularly for the gas in the WEP II because it came from diverse sources. Data collected in the past years indicated that so far the natural gas supplied via WEP II had a sulphur content lower than the stipulated standard in the supply contract. EPD thus considered it possible to further tighten the emission allowance for sulphur dioxide (SO_2) in the Fourth TM.

14. A Member enquired about the measures taken by the two power companies in order to comply with the new emission allowances under the proposed Fourth TM. Mr W C Mok said that both The Hong Kong Electric

Company Ltd. (HEC) and CLP had carried out extensive retrofitting of emission control devices after the First TM review and had committed to using cleaner fuel under the Second TM review, thus leaving little room for further reduction in emissions through these means. As such, the two power companies were required to continue with the emission reduction effort they had been doing under the Third TM, with proper maintenance of the power plants and emission reduction devices. For HEC, electricity demand was projected to reduce by around 4% in 2019 as compared to the projection for 2017 when setting the Third TM. The reduced electricity demand provided scope to further reduce their emissions. For CLP, there was a projected increase of electricity demand by around 4% in 2019 which would have to be met by additional output from coal-fired generation units (i.e. more emissions). While the projected increase in nitrogen oxides (NOx) and respirable suspended particulates (RSP) could be absorbed by properly maintaining the emission reduction devices, the fact that the natural gas supplied via WEP II so far had a lower sulphur content than the stipulated standard could provide room to CLP to further reduce the emission allowance for SO_2 by 4% despite the increase in electricity demand.

15. In reply to the Chairman's question on the mechanism of fixing the emission cap, Mr W C Mok said that in accordance with the APCO, the Secretary for the Environment should have regard to the use of the BPM when setting the emission caps. EPD would look into measures that were feasible and practicable for the power companies to come up with reduction in emissions when setting the emission caps.

16. Responding to a Member's question about the different units of measurement used for NO_X for AQOs (in micro grams per metre cube) and the BPM (in mega grams per metre cube) and the possibility of translating the BPM into AQOs for consistency of measurement, Mr W C Mok explained that the emission limits in the BPM were related to the concentrations of the pollutants at the emission points such as the stack of the power plant, whereas the AQOs limits governed the concentrations of the pollutants in the ambient air after they had been emitted from their sources and dispersed in the atmosphere. In response to the Chairman's enquiry, Mr Mok confirmed that the proposed tightening of emission caps for power plants would help attain the new AQOs, and a further review would be conducted in 2015 to take into account the outcomes of the fuel mix review.

17. A Member pointed out that the proposed reduction in emissions for power plants under the proposed Fourth TM was small. Mr W C Mok said that for the existing power generation units, there was little room for further retrofit of emission control devices because of the extensive retrofit for meeting the previous TMs. Moreover, the greater use of natural gas and preferential deployment of less polluting generation units had also been adopted. With the exhaustion of all these practicable measures, the scope for further lowering of

emission caps proposed in the Fourth TM was limited. Further tightening of the emission allowances could only be realized by better emission reduction efficiency of the emission control devices than the design level, lower sulphur content in natural gas supplied via the WEP II than the prescribed limit and the phasing out of heavy fuel oil by ultra-low sulphur diesel for coal burning by 2019. That was also the best that could be done within the BPM consideration under the existing legal framework.

18. The Chairman enquired why the setting of emission cap on PM2.5 was impracticable while some countries including the Mainland had real-time data on PM2.5 levels. He asked whether it was viable to calculate the ambient level of PM2.5 to tie in with the new AQOs and incorporate such in the proposed Fourth TM despite it was beyond the legal requirement. Mr W C Mok explained that the real-time data on PM2.5 level were the PM2.5 concentrations in the ambient air. EPD had been monitoring the level of PM2.5 throughout the territory and the data were uploaded on EPD's website for public reference. In the case of the TM, the monitoring was about the emission concentrations in the stack of a power plant. It was far more challenging than monitoring PM2.5 concentration at the ambient level, and the measurement technology was still in development. In the absence of reliable measurement techniques at this stage, it was not meaningful to impose a cap on PM2.5 emissions. Mr Mok further explained that the ambient PM2.5 could come from various sources other than the power sector such as vehicles, the background PM2.5 in this region (including the conversion of sulphur oxides into sulphates and NOx into nitrates, which were also PM2.5). He said that EPD would continue monitoring PM2.5 concentration at the ambient level via the 15 monitoring stations in the territory as well as providing such information on its website so that the general public would also be aware of the overall compliance with the respective AQO limits.

19. In response to the Chairman's comment on the merit of demonstrating the monitoring effect of PM2.5 concentration to the public, Mr W C Mok pointed out that the roadside PM2.5 level had been significantly reduced due to the Government's aggressive programmes in reducing particulate emission from diesel vehicles. While EPD would continue working on the reduction of particulates, the recent major challenge was to reduce the level of roadside NO_2 concentration.

20. A Member opined that the Government should consider imposing control on PM2.5 emission level including the power sector under the proposed Fourth TM. This view was shared by another Member. Mr W C Mok said that the major impediment to imposing an emission cap on PM2.5 was the absence of a reliable measurement method. He assured members that emission control equipment that reduced PM10 such as electrostatic precipitators and Flue Gas Desulphurization could also reduce PM2.5. Furthermore, the control of SO_2 and NOx emissions could also reduce the

formation of PM2.5 after their emission into the atmosphere.

21. The Chairman suggested that in the long run, a strategic sampling monitoring network by the Government should be established to collect sampling data to analyse the impact of the emission cap on the reduction of ambient PM2.5 concentration. Mr W C Mok said that EPD would consider the suggestion and to report the latest monitoring trend to ACE in due course.

22. The Chairman thanked Mr W C Mok and Mr Dave Ho on the presentation and their answers to Members' concerns and comments on the proposed Fourth TM. He concluded that the Council was supportive of the proposal to tighten the emission allowances for power plants and the Government's efforts in setting the best available monitoring standards on emission control for the power sector in Hong Kong.

[The presentation team left the meeting at this juncture.]

Item 4 : Environmental Management and Post EIA Follow Up Programme of Railway Projects
(ACE Paper 9/2014)

23. The Chairman recapped the open meeting arrangements. There was no declaration of interest from Members for this item.

[The presentation team from MTRC joined the meeting at this juncture.]

Presentation Session (Open Session)

24. The Chairman welcomed Mr Richard Kwan and his team from MTRC to the meeting. Mr Kwan briefed Members on the post-Environmental Impact Assessment (EIA) follow-up programme on the five on-going railway projects, namely the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL); Shatin to Central Link (SCL); West Island Line (WIL); South Island Line (East) (SIL(E)) and Kwun Tong Line Extension (KTE). He also gave a presentation on the MTRC's measures to oversee the implementation and environmental performance of the projects as well as their management plans on archaeological resource and ecology.

Question-and-Answer Session (Open Session)

25. In reply to the Chairman's question on those complaints remained unsettled, Mr Richard Kwan confirmed that all of the complaints including those referred by EPD had been settled, though there had been a few occasions where the complainants required further information before settlement.

26. A Member asked about the number of complaints and their nature in

respect of the five railway projects. Ms Felice Wong replied that most of the complaints were related to noise and dust issues. Statistics on complaints could be provided for Members' reference after the meeting. Mr Richard Kwan added that the complaints statistics in a particular time frame could not comprehensively reflect the overall environmental performance of the railway projects as each project was progressing at different stages and would face construction issues at different timelines. MTRC

27. In reply to the question from a Member on how the noise complaints were settled, Ms Felice Wong said that direct communication with the complainants/stakeholders to understand and address their concerns was a crucial approach in settling complaints. They would follow the procedures as set out in the Environmental Monitoring & Audit (EM&A) Manual to investigate the case and to engage their consultant and construction teams to improve the environmental performance and site measures where necessary.

28. A Member enquired about the nature of conviction cases for both statutory and contractual non-compliance. Ms Felice Wong informed that there were only a few conviction cases related to non-compliance of construction noise permit condition. They had also initiated the Continuous Environmental Improvement Programme (CEIP) and conducted knowledge and experience sharing workshops for MTRC staff and contractors on topics including environmental compliance management for achieving continuous improvement and good practices of the construction industry. As requested by the Member, MTRC would provide information of the conviction cases relating to environmental non-compliance, including the conviction clauses, fine level and follow-up actions on the five railway projects for Members' reference after the meeting. MTRC

(Post-meeting note: Supplementary information from MTRC on the number and nature of environment-related complaints referred by EPD on the five railway projects since project commencement as well as the number of environment-related conviction cases on the five projects are at Annex I.)

29. Referring to the handling of the archaeological finds at SCL To Kwa Wan works site, a Member suggested MTRC to consider displaying archaeological information in the relevant MTR stations for public education purpose. This view was echoed by the Chairman and a Member. They opined that the display should be made on a permanent basis. The theme of the displays should not be confined to archaeological aspects but should also cover other aspects including ecology and tree management so as to help instill a sense of involvement and ownership in the community on the railway projects.

30. Ms Prudence Chan advised that there were already displays at various MTR stations to provide information on the construction works and progress of

various projects to the public, e.g. platform modification works along the Ma On Shan Line and East Rail Line for the future operation needs of SCL. Engineers of MTRC would also be arranged to explain to passengers and the general public on the project details in those displaying areas from time to time. Specific to SCL To Kwa Wan works site, Ms Lisa Poon said that the main archeological survey had just been completed in September 2014. MTRC and the archaeologists were in consultation with the Antiquities and Monuments Office (AMO) on the details of the findings. AMO would brief the Antiquities Advisory Board (AAB) before a design proposal and display of artefacts could be determined. They would welcome comments from ACE and members of the public on the archaeological resource management.

31. Replying to a Member's question on the archeological resource at the To Kwa Wan works site, Ms Lisa Poon said that they had conducted the archeological surveys in accordance with the AMO guidelines and were in close communication with their archaeologists and AMO. Findings of archaeological significance were reported immediately to AMO for advice on further actions. She confirmed that MTRC had fully followed the relevant guidelines and undertaken archaeological rescue excavation prior to the construction works. There was an extension of the Archaeological Watching Brief (AWB) during Phase II and III of the project as well as the surveys to assess the archaeological potential in fulfillment of the AMO's requirement.

32. The Chairman asked about the disclosure of archaeological resource information to the public as well as the frequency of meetings of the Community Liaison Groups (CLGs). Mr Richard Kwan confirmed that the Archaeological Action Plan prior to archaeological survey was published on MTRC's website for public information. Regarding the frequency of meetings with stakeholders, Mr Kwan said that they had regular meetings with major green groups once every four months. Ms Prudence Chan supplemented that several CLGs were formed for each railway project which generally would meet on a quarterly basis subject to progress of the construction activities and needs of the specific projects. The scope of participation at each meeting varied depending on the scale of the concerned community, e.g. around 30-50 members including school representatives for the meeting in connection with the project at Ma Tau Wai whereas there were only around a dozen members who participated in the meeting related to the works at Hin Keng.

33. As regards the enquiry from a Member on the construction impact on the stream habitat and ecology at Shek Kong, Ms Natalie Ip advised that mitigation for stream habitat would be provided in-situ within the works area in accordance with XRL's EIA and Environmental Permit (EP) requirements. Stream diversion for allowing the habitat construction works had been completed and the re-contouring of stream bed was in progress. Results of ecological monitoring carried out at locations near the construction site

indicated no adverse impacts. Post-construction monitoring would be carried out to confirm the function of the stream habitat, and AFCD would be consulted in the process. The habitat construction works would commence in the third quarter of 2014 which targeted for completion in 2016.

34. The Chairman thanked Mr Richard Kwan and his team on the presentation and their answers to the questions/concerns raised by Members. The Council would look forward to the next round of report on the environmental management and post-EIA follow-up programme of the railway projects.

[The presentation team left the meeting at this juncture.]

Internal Discussion Session

35. Regarding the environmental monitoring of noise and dust as well as water quality levels, a Member asked whether the 2% valid exceedance rate among the 24 600 monitorings conducted for the five railway projects was within the normal range. Another Member recapped his earlier request for information from MTRC on conviction cases on both statutory and contractual non-compliance.

36. Ms Anissa Wong advised that the enforcement team of EPD could provide information on the environmental monitoring and the complaints received on the five projects as compared with projects of similar scale and nature. As regards the conviction cases, Ms Wong clarified that, in the context of EIA Ordinance, the cases were generally associated with breaches of EP conditions and the associated statutory requirements. Contractual disputes between MTRC and contractors did not fall within the environmental monitoring regime and hence outside EPD's purview. The Chairman shared that the Council should focus on the conviction cases relating to environmental issues and EP compliance. He also echoed a Member's earlier comment that MTRC should be invited to provide information on conviction cases in their reports to ACE in future. EPD

(Post-meeting note: Supplementary information from EPD on the comparison of environmental performance between the five ongoing railway projects and completed railway projects (construction stage) are at Annex II for reference.)

37. The Chairman referred Members to a Member's suggestion and requested the Secretariat to liaise with MTRC in arranging a site visit on various environmental mitigation measures that had been introduced in rail projects relating to noise/air/water quality and conservation aspects, including SCL's To Kwa Wan Station and the stream habitat works at Shek Kong.

(Post-meeting note: MTRC advised that due to various commitments, they

could only arrange the site visit in early 2015.)

Item 5: Any other business

38. There was no other business for discussion at the meeting.

Item 6 : Date of next meeting

39. The Chairman informed Members that the next meeting was scheduled on 10 November 2014. Members would be informed of the agenda in due course.

(Post-meeting note: The meeting on 10 November 2014 was cancelled. The next Council meeting was scheduled on 15 December 2014.)

ACE Secretariat
October 2014

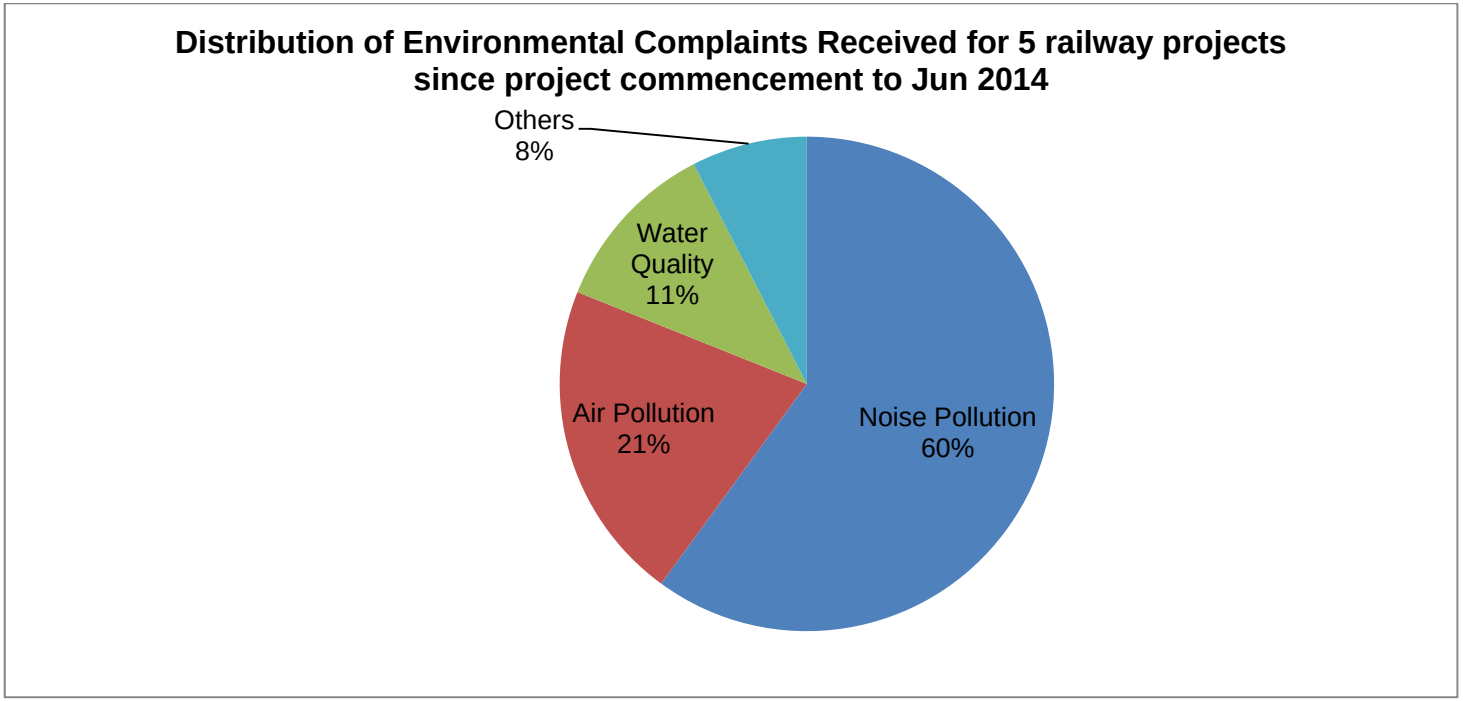
Annex I

Supplementary Information for ACE meeting on 13.10.2014 - Environmental Management and Post EIA Follow Up Programme of Railway Projects

Number of Environmental Complaints Received

	2009	2010	2011	2012	2013	Jan - Jun 2014	Total
West Island Line	**6**	**43**	**53**	**58**	**33**	**9**	**202**
Express Rail Link (Hong Kong Section)	**-**	**24**	**60**	**59**	**38**	**13**	**194**
Kwun Tong Line Extension	**-**	**-**	**3**	**22**	**2**	**5**	**32**
South Island Line (East)	**-**	**-**	**7**	**28**	**30**	**10**	**75**
Shatin to Central Link	**-**	**-**	**-**	**1***	**14***	**4***	**19***

Remarks:
** Other complaints and enquiries received verbally had been handled with the implementation of mitigation measures and replied as appropriate. A review has been undertaken to strengthen the reporting mechanism of simliar future cases.*



Conviction Figures on Environmental-related Cases Related to the Projects

Conviction clause

	2009	2010	2011	2012	2013	Jan - Jun 2014
XRL						
Noise Control Ordinance	0	0	0	4	0	0
Water Pollution Control Ordinance	0	0	0	0	1	0
Waste Disposal Ordinance	0	0	0	0	1	0
SCL	*No conviction on environmental related case for SCL, KTE, SIL and WIL*					
KTE						
SIL						
WIL						

Fine level

- From $8,000 to $100,000 to respective contractors under convictions.

Follow up action

- The contractors have strengthened the CNP management on-site including pre-work briefing and compliance checking.
- The contractors provided sufficient training / workshops to frontline staff to enhance the environmental compliance.
- MTR initiated the Continuous Environmental Improvement Programme (CEIP) and conducted knowledge and experience sharing workshops for MTR staff and contractors on topics including environmental compliance management.

MTRC
November 2014

Annex II

Comparison of Environmental Performance between Ongoing Rail Projects and Completed Rail Projects (Construction Stage)

Projects	Ongoing Projects					Completed Projects (as reference)		
	West Island Line	Express Rail Link	South Island Line (East)	Kwun Tong Line Extension	Shatin to Central Link	Ma On Shan Line	Lok Ma Chau Spur Line	Kowloon Southern Link
Assessment Period	Jul 2009 – Aug 2014	Mar 2010 – Sep 2014	Jun 2011 – Aug 2014	Jul 2011 – Sep 2014	Nov 2011 – Sep 2014	Feb 2001 – Dec 2004	Nov 2002 – Aug 2007	Nov 2005 – Aug 2009
Duration (Month)	62	55	39	39	35	47	58	46
	Total: 230 months or 19.2 years					Total: 151 months or 12.6 years		
Environmental Monitoring (from EM&A reports)								
No. of Datasets	6 995	10 029	3 340	2 865	3 828	7 890	4 453	30 808
	Total: 27 057					Total: 43 151		
Project-related Exceedance (Rate)	10 (0.1%)	392 (3.9%) [1]	15 (0.4%)	24 (0.8%)	22 (0.6%)	0 (0.0%)	73 (1.6%)	448 (1.5%)
	Total: 463					Total: 521		
	Overall: **1.7%** exceedance (463/27 505)					Overall: **1.2%** exceedance (521/43 151)		
Environmental Complaints (recorded by MTRC)								
No. of Complaints	202	194	75	32	19	61	5	31
	Total: 522 (data up to June 2014)					Total: 97		
No. of Complaint per month	3.4	3.7	2.0	0.9	0.6	1.3	0.1	0.7
	Overall: **2.4** complaints per month per project (522 no. /217 months up to June 2014)					Overall: **0.6** complaints per month per project (97 no. /151 months)		

Projects	Ongoing Projects					Completed Projects (as reference)		
	West Island Line	Express Rail Link	South Island Line (East)	Kwun Tong Line Extension	Shatin to Central Link	Ma On Shan Line	Lok Ma Chau Spur Line	Kowloon Southern Link
Environmental Convictions (from EPD records)								
No. of Convictions	0	6	0	0	0	15	2	6
	Total: 7					Total: 23		
No. of Conviction per year	0	1.3	0	0	0	3.8	0.	1.6
	Overall: **0.3** convictions per year (6 no. /19.2 years)					Overall: **1.8** convictions per year (23 no. /12.6 years)		

Note 1: The exceedances recorded in the Express Rail Link (XRL) are predominantly noise (381 out of 392). Out of 381 noise exceedances, 85% occurred during 2010-2012 when major aboveground works were being conducted. The noise exceedances also occurred mainly in the urban areas (West Kowloon, Sham Shui Po and Kwai Chung) where the background noise level is high. Considering the massive scale and complexity of works of the XRL project, the exceedance rate is not considered to be excessively high. It is noted that mitigation measures have been implemented by MTRC to minimize disturbance to the nearby Noise Sensitive Receivers.

Environmental Protection Department
November 2014