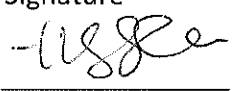
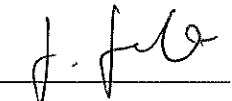


**Project Title:  
Shatin to Central Link – Tai Wai to Hung Hom Section**

**Environmental Impact Assessment Ordinance (Cap 499)**

**Application for Variation of an Environmental Permit  
(Application No. VEP-638/2024)**

**Record of Consideration**

		Signature	Date
Prepared by:	Tiffany CHAN E(TS)41	 _____	<u>6 August 2024</u>
Checked by:	Leo LUK S(TS)4	 _____	<u>6 August 2024</u>

Application No.	Key Proposed Variation(s)	Reasons for Variation(s)	With reference to section 6.2 of the EIAO-TM, there is <b>no</b> material change to the environmental impact of the project with the mitigation measures in place	The project complies with the requirements described in the EIAO-TM	The Director agreed to amend the environmental permit under s13(5) of the EIAO in consultation with relevant Authorities (Please check the box below)
VEP-638/2024  (Shatin to Central Link – Tai Wai to Hung Hom Section SCL(TAW-HUH))	<ul style="list-style-type: none"> <li>Remove the requirement on maximum train frequency operating on the Project under condition 2.26.</li> </ul>	<ul style="list-style-type: none"> <li>Since the SCL(TAW-HUH) is already in operation which is subject to control under the Noise Control Ordinance (NCO), it is therefore proposed to remove the requirement on maximum train frequency operating on the Project under condition 2.26 to avoid unnecessary duplicate legislative control.</li> </ul>	Yes <ul style="list-style-type: none"> <li>The proposed variation is to remove the train frequency restriction with no actual change of alignment or other operational parameters of the Project itself. The key environmental issue of the proposed variation is the operational rail noise. No other environmental issue arising from the proposed variation is anticipated.</li> <li>The permit holder (MTRC) prepared an Environmental Review Report (ERR) to address the operational rail noise issue. In view of the forecast growth in train demand and to suit the operational needs of Tuen Ma Line (TML), which covers SCL(TAW-HUH), MTRC also proposed to increase the daytime and evening, as well as night-time train frequency.</li> <li>Airborne and groundborne rail noise have been predicted in the ERR with the latest increased train frequency (day and evening time from 24 trains per hour per direction (tphpd) to 28 tphpd, night-time from 12 to 24 tphpd) and are found to comply with the relevant noise criteria. No additional noise mitigation measure is required. Adverse airborne and groundborne rail noise impact are not anticipated.</li> <li>On the above basis, the environmental requirements set out in the EIA report for this project is not exceeded or violated. Hence, there is <b>no material change</b> to the environmental impact of the SCL(TAW-HUH).</li> </ul>	Yes	<input checked="" type="checkbox"/> EPD/ Environmental Assessment <input type="checkbox"/> EPD/Air <input checked="" type="checkbox"/> EPD/Noise <input type="checkbox"/> EPD/Water <input type="checkbox"/> EPD/Waste <input type="checkbox"/> EPD/Sewerage <input type="checkbox"/> EPD/Hazard <input type="checkbox"/> EPD/Landfill Gas <input type="checkbox"/> AFCD <input type="checkbox"/> CAD <input type="checkbox"/> DoH <input type="checkbox"/> DSD <input type="checkbox"/> EMSD <input type="checkbox"/> FEHD <input type="checkbox"/> FSD <input type="checkbox"/> DoH <input type="checkbox"/> LCSD/AMO <input type="checkbox"/> MD <input type="checkbox"/> PlanD <input type="checkbox"/> TD <input type="checkbox"/> WSD <input type="checkbox"/> Others: Please specify