

10 IMPACT ON CULTURAL HERITAGE

Marine Archaeology

- 10.1.1 The recent 2007 MAI concluded no further MAI is necessary, yet it did not preclude the possibility that there could be items buried within the Marine Deposit which may be exposed by the dredging works. It is therefore recommended that the dredging contractor(s) should monitor the dredged spoils from those marine works that caused significant impact to the seabed. Guidelines for the Monitoring Brief have been prepared in consultation with the AMO and are attached as **Appendix D**. Marine works in KTD that may cause significant impact to the seabed include the dredging works for the immersed tunnel section of CKR at To Kwa Wan, dredging works for the relocation of the Hong Kong China Gas (HKCG) submarine main, dredging works for the proposed cruise terminal, and dredging works for the immersed tunnel section of Road T2 (including the dredging required for the associated reconstruction of a section of the existing Kwun Tong submarine outfall). Details of the impacts and the recommended mitigation measures for the dredging works for proposed cruise terminal are presented in the corresponding approved EIA Report (EIAO Register No.: AEIAR-115/2007). Whereas the impacts and mitigation measures required for CKR, HKCG submarine main relocation, and Road T2 will be examined under the respective Schedule 2 EIA study.

Terrestrial Archaeology

- 10.1.2 Further archaeological investigation and rescue excavation will be undertaken at Trench AA3. Whereas for Trench AA5, preservation *in situ* of all identified sections of the Longjin Pier will be required after the completion of further archaeological investigation. The implementation of the works will be undertaken by the Hong Kong Government.

Built Heritage

- 10.1.3 No monitoring and audit programme specific for built heritage would be required.