

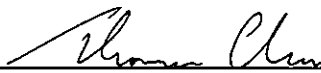
MTR Corporation Limited

South Island Line (East)

Construction & Demolition Materials
Management Plan

December 2011


Verified by:



Thomas Chan

Independent Environmental Checker

Date:



MTR Corporation Limited

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Environmental Team Leader

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- 9 DEC 2011

MTR Corporation Limited

Construction & Demolition
Materials Management Plan
For SIL (E)

December 2011

Environmental Resources Management

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1 INTRODUCTION

1.1 PURPOSE OF THIS SUBMISSION

This Construction & Demolition Materials Management Plan (C&DMMP) is submitted to fulfil the requirements under EP Condition 2.11 pertaining to the handling of construction and demolition materials (C&D materials) arising from the construction of the South Island Line (East) (hereinafter called SIL(E)).

To fulfil the requirements of EP Condition 2.11, the following information has been included in this Plan:

- (a) drawings in the scale of 1:5000 or other appropriate scale as agreed by the Director showing the designated transport routes of C&D materials to and from each of the specific barging points at Telegraph Bay, Lee Nam Road and Western Public Cargo Working Area;
- (b) maximum volume of C&D materials to be handled per day at each specific barging point;
- (c) operation hours and day of each specific barging point throughout the construction period;
- (d) maximum number of truck movements per working day to and from each specific barging point;
- (e) a mitigation plan listing out measures to minimise potential environmental impacts due to truck movements to and from each specific barging point as well as potential environmental impacts due to operation of each specific barging point;
- (f) a monitoring and auditing programme to ensure implementation of the mitigation plan and the EM&A results shall be reported in the monthly EM&A report as required in EP Condition 3.4; and
- (g) results of consultation with relevant Community Liaison Groups (CLGs) as set up under EP Condition 2.7 regarding the proposals in this C&DMMP.

1.2 BACKGROUND OF THE PROJECT

The MTR Corporation Limited (MTRCL) commissioned a comprehensive multi-disciplinary preliminary design study for the SIL(E) in February 2008, following the decision by the Hong Kong SAR Government to proceed with further planning and preparation work for the SIL(E). The SIL(E) is a new extension connecting the existing Island Line and Tsuen Wan Line from Admiralty to the Southern District of Hong Kong.

In parallel with the preliminary design study, the MTRCL has conducted an extensive public consultation programme to seek the views of local communities and to satisfy their demands on the SIL(E) scheme as far as practicable. Through on-going public consultations, it is understood that the local residents and the relevant district councils fully support the SIL(E) project and they have a strong preference for its opening as soon as possible.

The SIL(E) is about 7km long and is a medium capacity railway with stations at South Horizons (SOH), Lei Tung (LET), Wong Chuk Hang (WCH), Ocean Park (OCP) and Admiralty (ADM), comprising underground and elevated structures. The integrated ADM station provides a convenient interchange amongst SIL(E), Shatin Central Link (SCL(NSL)), the existing Tsuen Wan Line (TWL) and the Island Line (ISL).

A depot is required at Wong Chuk Hang to provide maintenance support for the SIL(E) with property development above. This SIL(E) serves not only the resident population in the south but also tourists heading to major existing and future attractions located in the southern part of the Hong Kong Island.

The EIA report was approved with conditions on 26 October 2010 with an Environmental Permit (No.: EP-407/2010) granted to the Project Proponent on 8 December 2010.

The overall plan of the proposed SIL(E) scheme is shown in *Figure 1.1*.

1.3

NEED FOR BARGING POINTS

Barging points are indispensable in minimising length of land-based transport routes by off-loading this to barges to deliver the fill materials to ultimate disposal outlets. These outlets may include local project sites in need of the fill materials, fill banks or other disposal sites outside Hong Kong. Barging points can offer certain environmental benefits by reducing the trip rates and hence nuisances to the affected communities.

The three barging points at Telegraph Bay, Lee Nam Road and Western Public Cargo Working Area to be used for the SIL(E) contracts are strategically located and are close to main sites of fill generation.

2 **DISPOSAL ARRANGEMENTS AT EACH BARGING POINT**

2.1 **TELEGRAPH BAY BARGING POINT**

2.1.1 **Description of the Barging Point**

This barging point is intended primarily for the disposal of inert C&D materials (or public fill) to be generated from the construction of the Nam Fung Tunnel. Trucks will follow designated transport routes to and from the barging point as shown in *Figure 2.1*. The routes are however subject to change occasionally depending on actual traffic conditions.

As presented in the Community Liaison Group (CLG) meetings, the existing barging facilities of DSD's Hong Kong West Drainage Tunnel project will be used as shown in *Figure 2.12* in lieu of constructing a temporary pier to minimize the overall environmental impacts.

2.1.2 **Maximum Handling Capacity, Operating Hours and Days**

Truckloads to this barging point will be capped at 150 truckloads per day and the volume of C&D materials to be handled by the barging point will be about 1,500 m³/day. The barging point will be opened between 09:00 to 15:00 hrs on all weekdays and Saturdays and be closed during Sundays and public holidays. It will operate from January 2012 to December 2013.

2.1.3 **Environmental Mitigation Plans**

The following environmental mitigation measures for the operation of this barging point have been presented in the CLG meetings and will be implemented.

- Incentive Payment Scheme will be adopted to encourage the contactors to use environmental friendly vehicles, i.e. EURO 4 dump truck. Contractor(s) may also be liable to forfeiture of the environmental incentive payment in the event of public complaint received regarding environmental nuisance associated with the operation of the barging point;
- The haul road and access road of the barging point will be dampened by spray water once per hour. The speed of the dump trucks within the site will be controlled to about 10kph in order to minimise dust emission and to ensure safe movement of the trucks within the site;
- Loaded trucks will be equipped with mechanical cover to avoid generation of fugitive dust on their way to the barging point. Wheel washing facility will also be provided at the site exit to minimise prints on the road;
- The unloading bays where the trucks discharge the public fill into barge will be enclosed on three sides and provided with water sprays at the

discharge point to control dust emission during unloading operation. The fourth side will be equipped with a dust curtain;

- A lower tipping hall design will be adopted to minimize the possible nuisance from transferring the materials into the barges;
- A noise enclosure with roof will be provided at the truck reversing area to mitigate the possible nuisance from the truck reversing alarm (*Figure 2.12* and *Figure 2.13* refers).

These measures are in line with and complementary to the recommendations of the approved EIA Report pertaining to operations at this barging point.

2.1.4 EM&A Programme

With these measures in place and taking into account of the separation distance between the barging point and the sensitive receivers, it is anticipated that dust emission and noise impact due to the operation of the barging point will be minimal and will not cause adverse impacts to the identified sensitive receivers. Nevertheless, dust and noise monitoring will be carried out during operation of this barging point. An outline of the impact monitoring program is appended in *Annex A*.

Moreover, regular site audits will be required for this barging point as part of the EM&A program to ensure that the recommended mitigation measures are properly implemented. The dust and noise monitoring results, site inspection results and its associated recommendations on improvements to the mitigation measures will be reported in the monthly EM&A reports to EPD.

2.2 LEE NAM ROAD

2.2.1 Description of the Barging Point

This barging point is intended mainly for the disposal of inert C&D materials (public fill) to be generated from Ap Lei Chau work sites and Wong Chuk Hang work sites. Trucks will follow designated transport routes to and from the barging point as shown in *Figure 2.2* to *Figure 2.9*. The routes are however subject to change occasionally depending on actual traffic conditions.

As the Telegraph Bay Barging Point will only be available in 2012, the inert C&D materials generated from the Nam Fung Tunnel would need to be disposed of at the Lee Nam Road Barging Point as an interim arrangement (See *Figure 2.2*). When the Telegraph Bay Barging Point begins its operation, the C&D materials generated from the Nam Fung Tunnel will primarily be disposed of at the Telegraph Bay Barging Point. In the event that the Telegraph Bay Barging Point has reached its handling capacity at 150 truckloads per day, the excess inert C&D materials will be transported to the Lee Nam Road Barging Point for disposal as an alternative arrangement while its capacity still allows.

A fully covered conveyor belt system will be erected along Lee Nam Road between the construction adit and the barging point site for removal of C&D material generated from the construction of LET station and tunnel to minimise the truck movements and hence the nuisance. It is envisaged that the conveyor belt system will be operated from February 2012 to May 2013, with an estimated volume of C&D materials of 190,000m³ handled. The location of the fully covered conveyor belt system is shown in *Figure 2.15*.

2.2.2 *Maximum Handling Capacity, Operating Hours and Days*

The maximum designed truckloads to this barging point is about 380 truckloads per day and the volume of C&D materials to be handled by the barging point will be about 2,400m³/day, including the volume of spoil materials from the conveyor belt system along Lee Nam Road. Measures will be implemented to reduce the number of truckloads to this barging point to 240 truckloads per day. The barging point will be opened between 07:00 to 19:00 hrs on all weekdays and Saturdays and be closed during Sundays and public holidays. It will operate from July 2011 to July 2014.

2.2.3 *Environmental Mitigation Plans*

In contrast to the situation at Telegraph Bay and taking into account of its location within an industrial area, the following tailored environmental mitigation measures for the operation of this barging point have been presented in the CLG meetings and will be implemented.

- The unloading bays where the trucks discharge the public fill into barge will be enclosed on three sides and provided with water sprays at the discharge point to control dust emission during unloading operation. The fourth side will be equipped with a dust curtain;
- A fully covered conveyor belt system will be erected along Lee Nam Road between the construction adit and the barging point site for removal of C&D material generated from the construction of LET station and tunnel to minimise the truck movements and hence the nuisance;
- The haul road and access road of the barging point will be dampened by spray water once per hour. The speed of the dump trucks within the site will be controlled to about 10kph in order to minimise dust emission and to ensure safe movement of the trucks within the site;
- Loaded trucks will be covered by mechanical cover to avoid generation of fugitive dust on their way to the barging point. Wheel washing facility will also be provided at the site exit to minimise prints on the road.

These measures are in line with and complementary to the recommendations of the approved EIA Report pertaining to operations at this barging point.

2.2.4 *EM&A Programme*

With these measures in place and taking into account of the fact that the barging point is located within an industrial area, it is anticipated that dust emission and noise impact due to the operation of the barging point will be insignificant at sensitive receivers at a distance, which are screened by industrial buildings near Lee Nam Road. Dust and noise monitoring for the operation of this barging point is considered not necessary.

Regular site audits will however be required for this barging point as part of the EM&A program to ensure that the above-mentioned mitigation measures are properly implemented. The site inspection results and its associated recommendations on improvements to the mitigation measures will be reported in the monthly EM&A reports to EPD.

2.3 *WESTERN PUBLIC CARGO WORKING AREA*

2.3.1 *Description of the Barging Point*

This barging point is intended mainly for the disposal of inert C&D materials (or public fill) to be generated from the Admiralty and Hong Kong Park works sites. Trucks will follow designated transport routes to and from the barging point as shown in *Figure 2.10* and *Figure 2.11*. The routes are however subject to change occasionally depending on actual traffic conditions.

2.3.2 *Maximum Handling Capacity, Operating Hours and Days*

The barging point will be used by SIL(E) contracts at initially about 50 truckloads per day to the barging point for the first few months. It will handle about 300 m³/day of public fill initially from SIL(E). The barging point will be opened for the SIL(E) trucks between 10:00 to 16:00 hrs on all weekdays and Saturdays. It will be closed during Sundays and public holidays. It will operate from January 2012 to July 2014 for the SIL(E) trucks.

2.3.3 *Environmental Mitigation Plans*

This is an existing barging point operated under the West Island Line (WIL) contract. The maximum handling capacity will be the same as that for the WIL contract with the intention of not overloading the barging point due to co-use by the two projects. The environmental control measures currently adopted for this barging point will continue to be implemented when the barging point receive public fill from the Admiralty and Hong Kong Park vent shaft works sites. The operation of this barging point under the WIL contract has demonstrated that with the implementation of the mitigation measures, the potential impacts to the sensitive receivers are insignificant. These measures include:

- The unloading bays where the trucks discharge the public fill into barge are enclosed and provided with flexible dust curtain and water sprays at the discharge point to control dust emission during unloading operation;

- The haul road and access road of the barging point are dampened by spray water to keep wet condition. The speed of the dump trucks within the site is controlled in order to minimise dust emission and to ensure safe movement of the trucks within the site;
- Loaded trucks are to be covered by mechanical cover to avoid generation of fugitive dust on their way from SIL(E) works sites to the barging point. A wheel-washing facility has been provided at the site exit to minimise prints on roads.

2.3.4 *EM&A Programme*

The current EM&A programme implemented for this barging point under the WIL contract will continue to be implemented when the barging point receives public fill from the SIL(E) contract. No further EM&A Program is therefore recommended.

2.4 *RESULTS OF CONSULTATION WITH COMMUNITY LIAISON GROUPS*

A total of six Community Liaison Groups (CLGs) have been set up as a direct channel for MTRCL to communicate with the local community, viz.: Admiralty, Ocean Park & Chung Hom Shan, Wong Chuk Hang, Lei Tung, South Horizons and Telegraph Bay, to comply with Condition 2.7 of the Environmental Permit No. EP-407/2010. The CLGs that concern these three barging points in question include the Telegraph Bay, Admiralty and South Horizons.

Key concerns of the local communities are related to potential traffic impacts of truck movements on local road network, the monitoring and control of truck speed, and environmental nuisance (including noise and dust) during the operation of the barging points.

In response to the CLGs' concerns, MTRCL has imposed limits on the number of truckloads per day and barge movements for each barging point in the respective contracts.

In general, the selection of the transportation routes of the dump trucks from the works areas to the barging points has avoided major air and noise sensitive receiver areas as far as practicable. The implementation of the recommended mitigation measures will also be audited through regular site audits.

Further details of consultation with the CLGs are provided in *Annex B* and *Annex C*. As the public consultation will be conducted throughout the construction period, further information can be referred to the MTRC's SIL(E) project website (<http://www.mtr-southislandline.hk>).

SUMMARY

This C&DMMP presents the information required under EP Condition 2.11 pertaining to the handling of C&D materials arising from the SIL(E).

It outlines the designated transport routes, tailored environmental control measures for each of the specific barging points and the EM&A requirements, which have been discussed with and acknowledged by the relevant CLG.

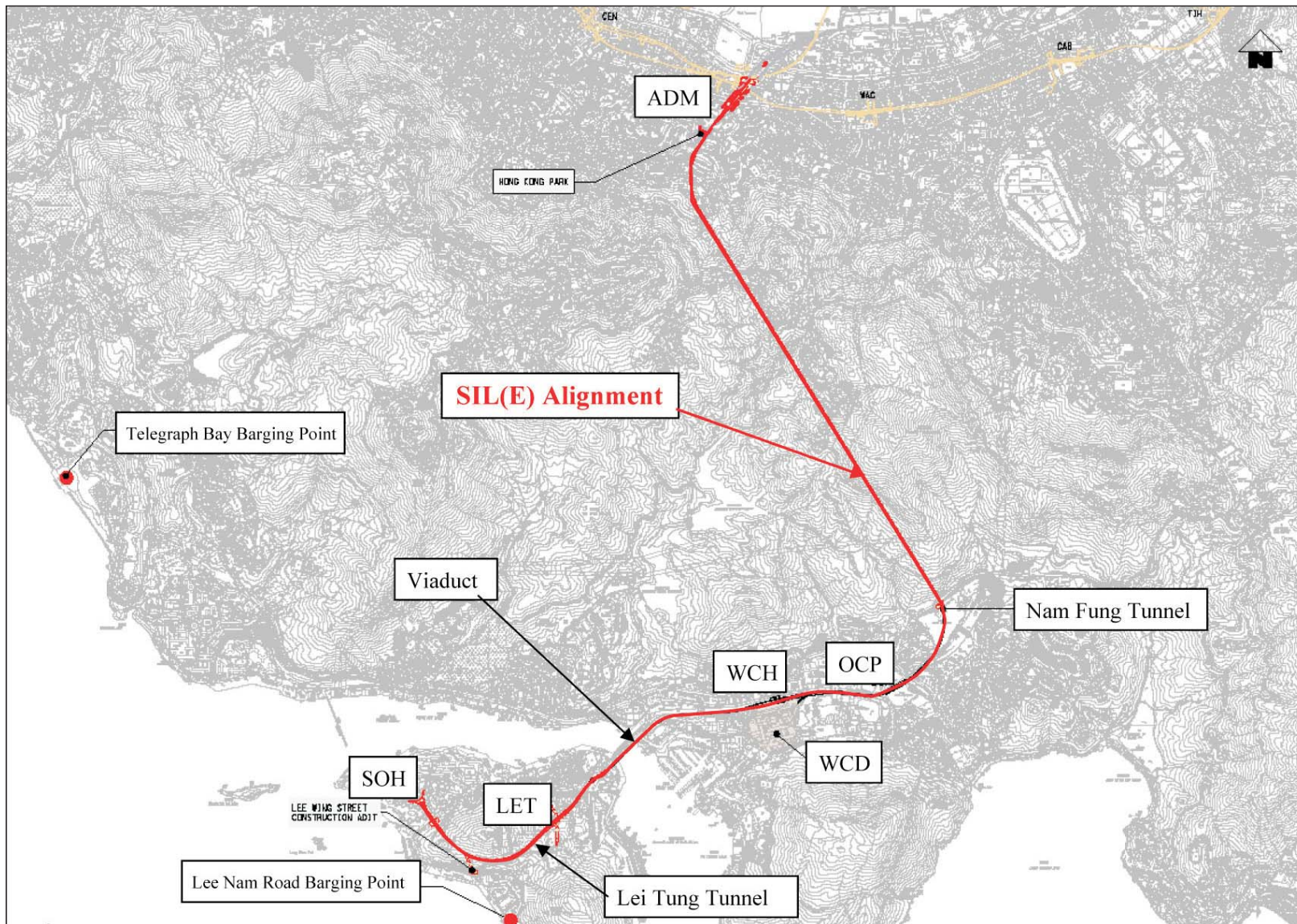


Figure 1.1

An Overview of the Proposed SIL(E)

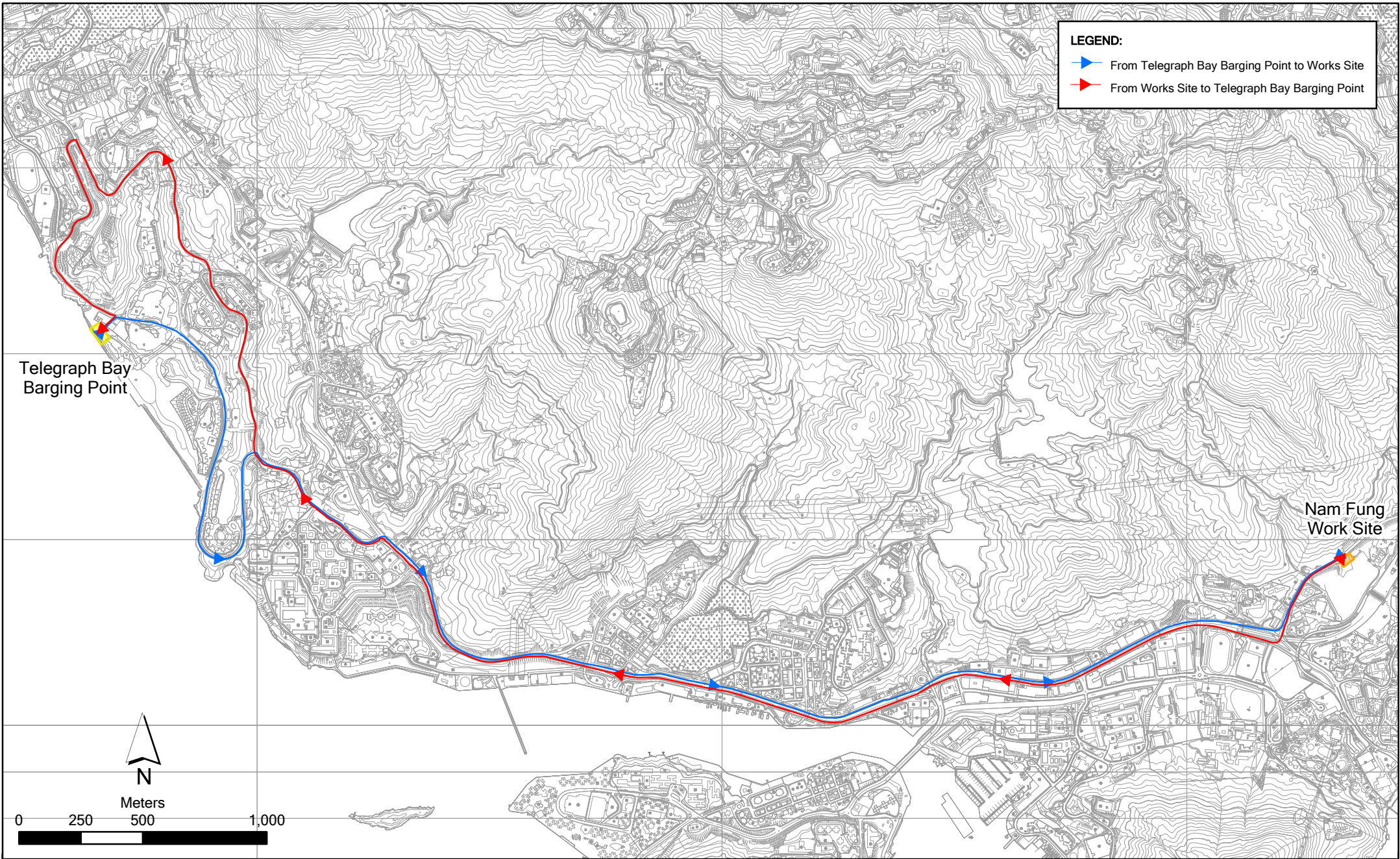


Figure 2.1

Designated Transport Routes to & from Telegraph Bay Barging Point

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 Nam Fung.mxd
 Date: 03/08/2011



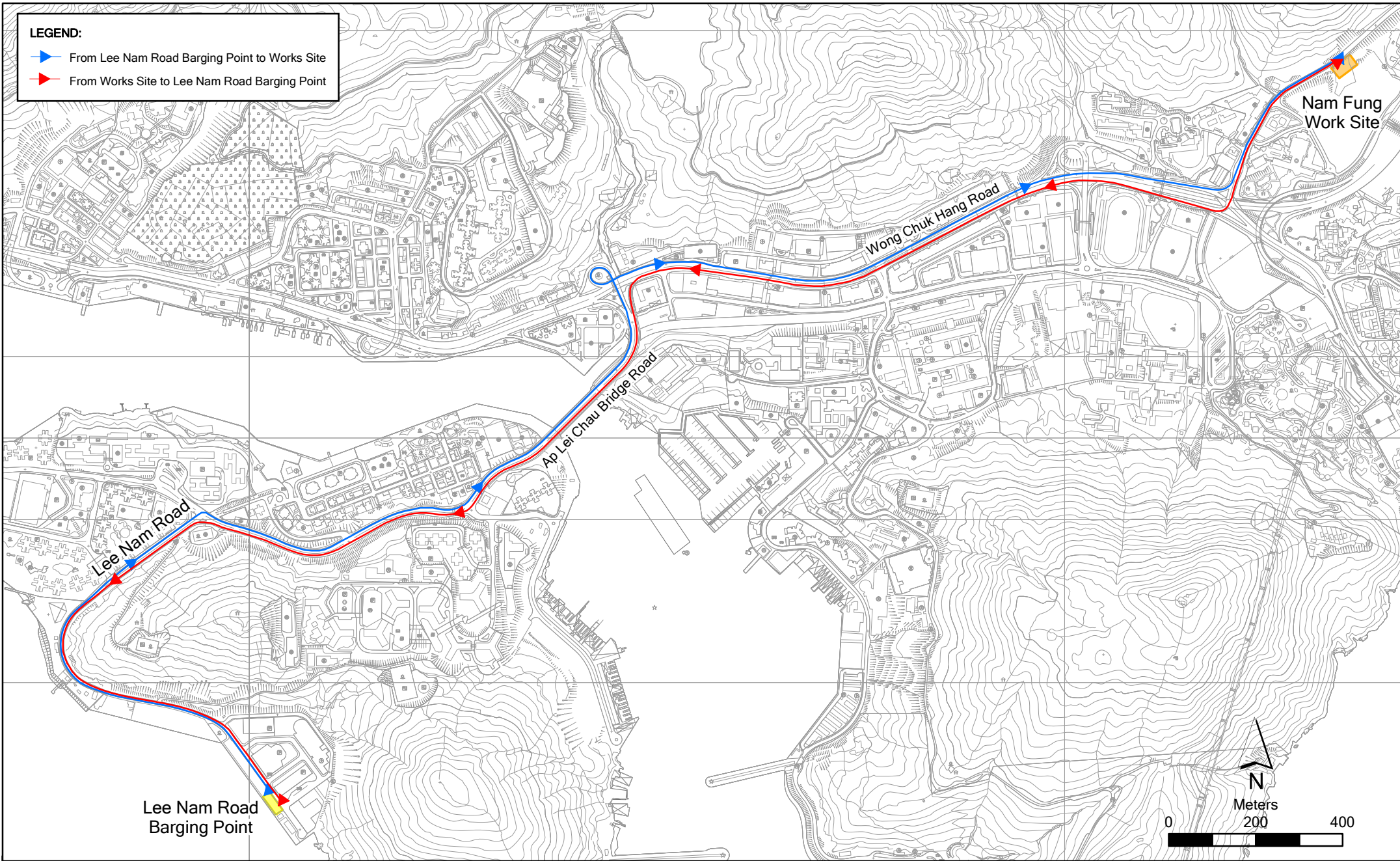


Figure 2.2

Designated Transport Routes to & from Lee Nam Road Barging Point (1 of 8)

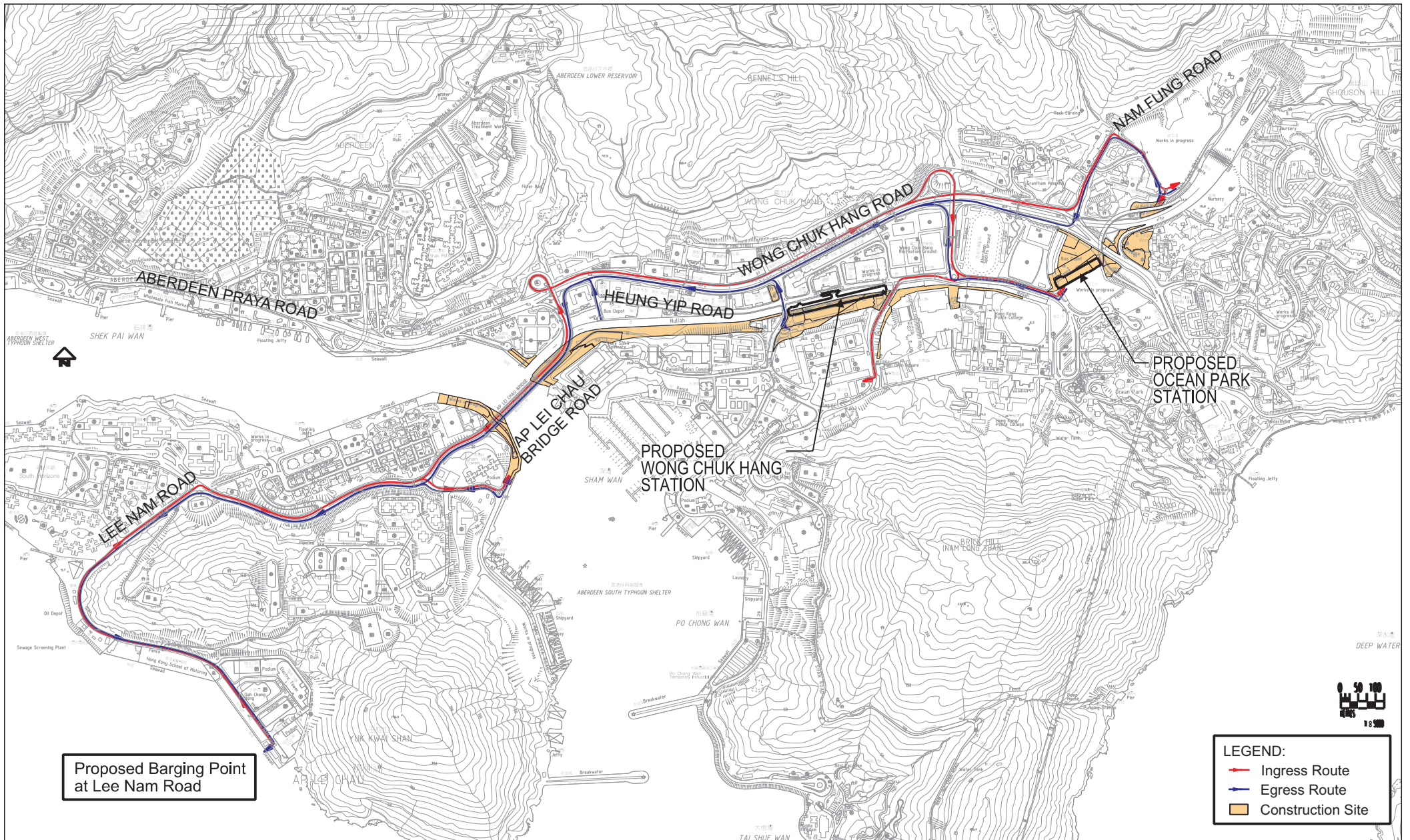


Figure 2.3

Designated Transport Routes to & from Lee Nam Road Barging Point (2 of 8)

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DATE: 08/08/2011



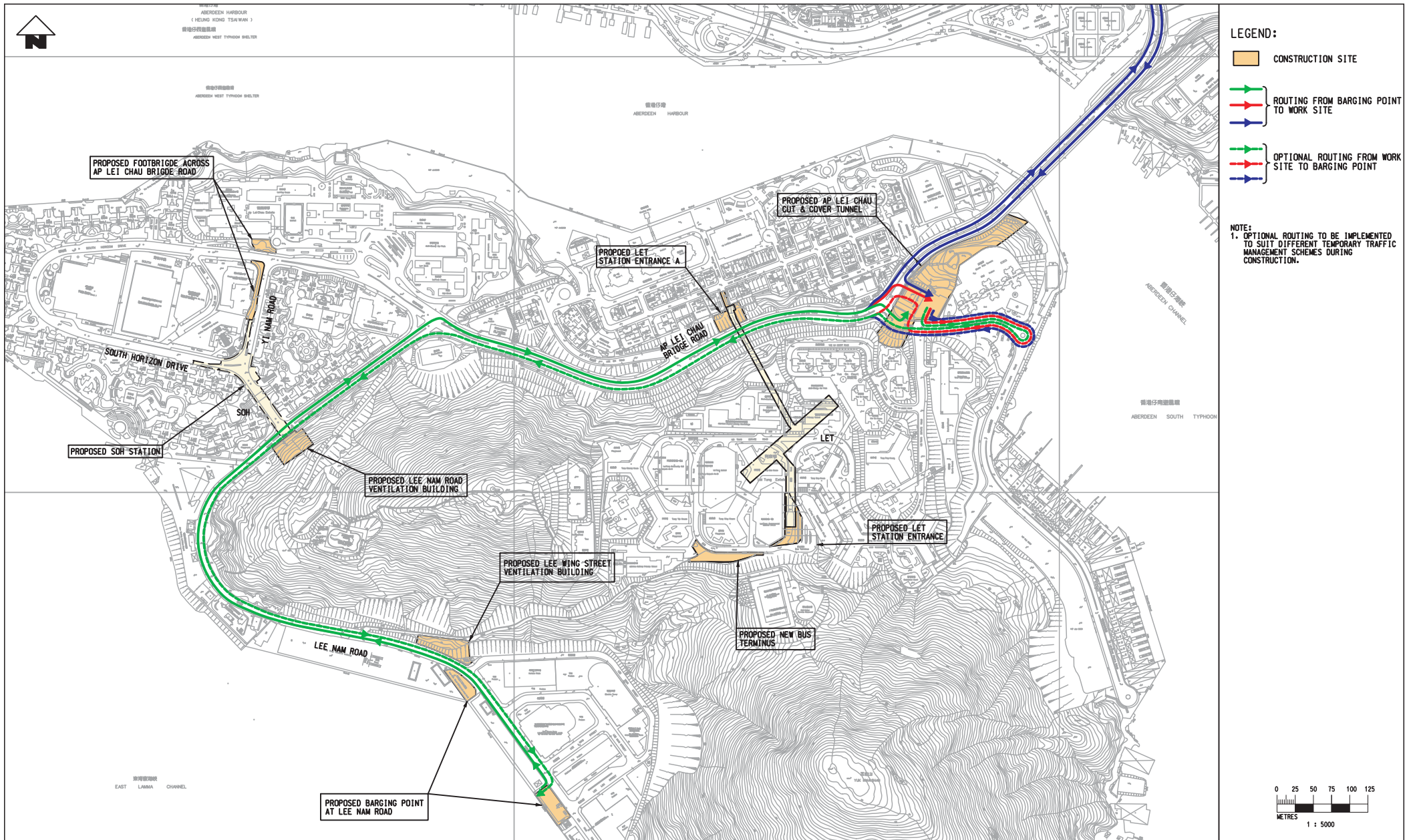


Figure 2.4 Designated Transport Routes to & from Lee Nam Road Barging Point (3 of 8)

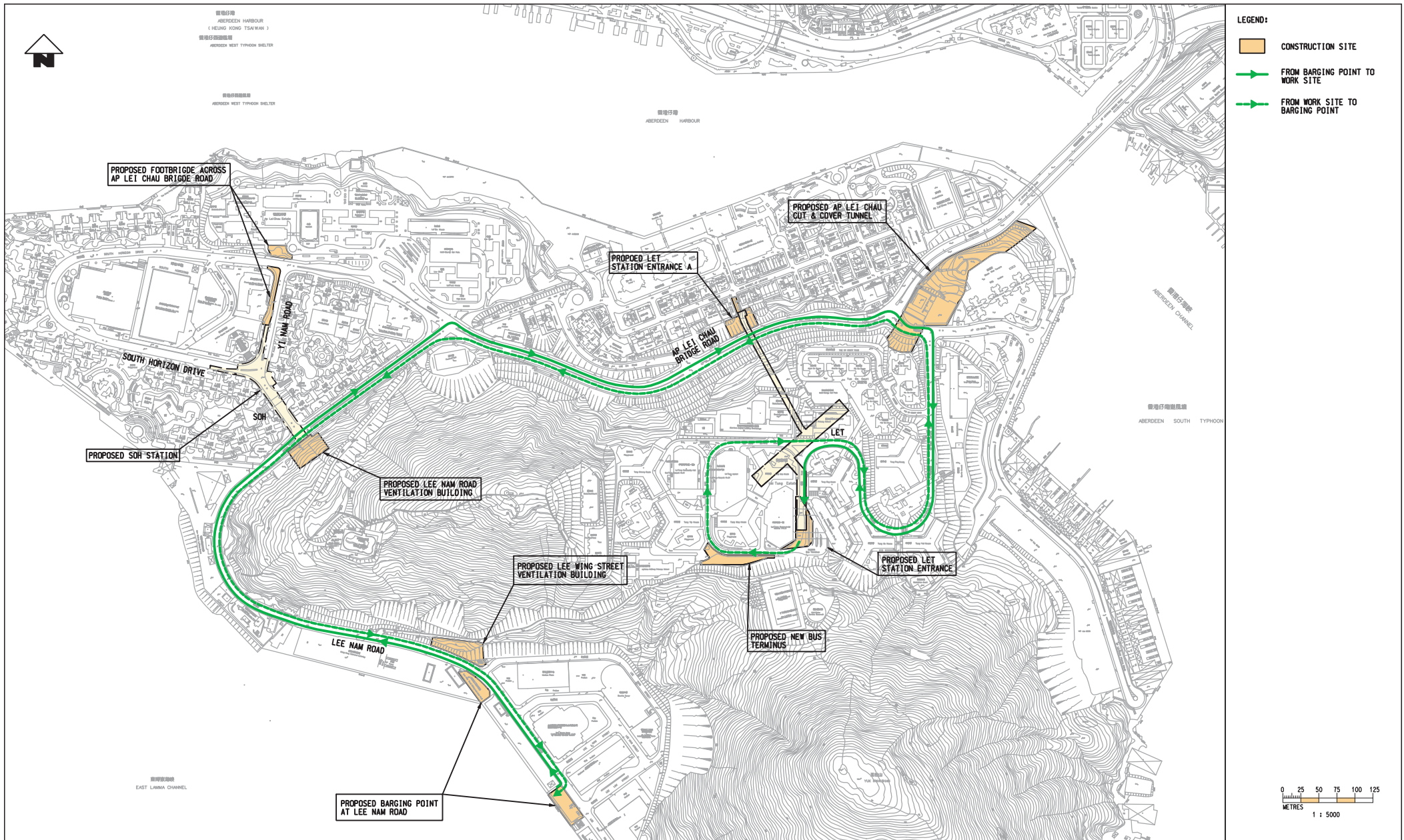


Figure 2.5
 Designated Transport Routes to & from Lee Nam Road
 Barging Point (4 of 8)

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 DATE: 10/06/2011



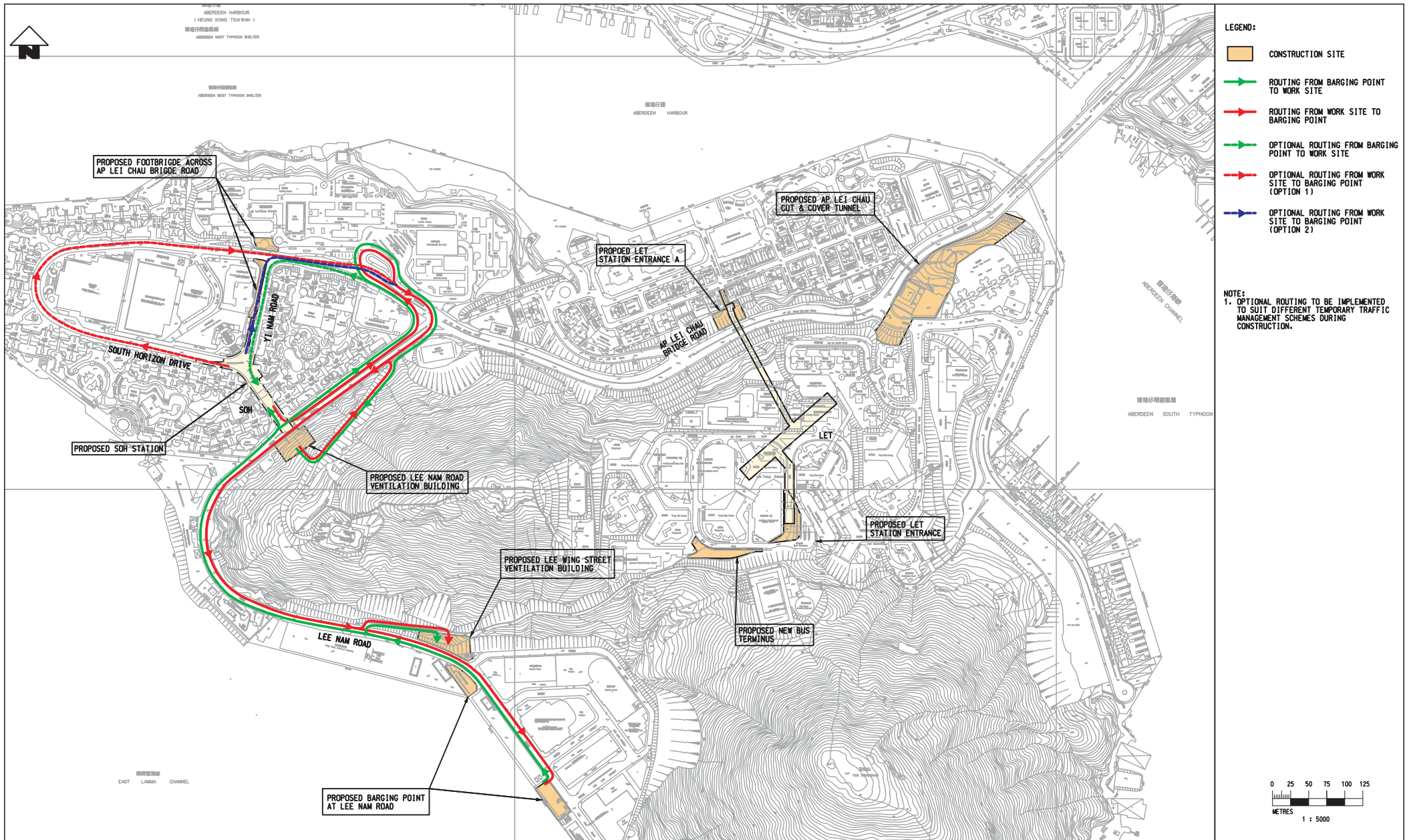


Figure 2.6

Designated Transport Routes to & from Lee Nam Road Barging Point (5 of 8)

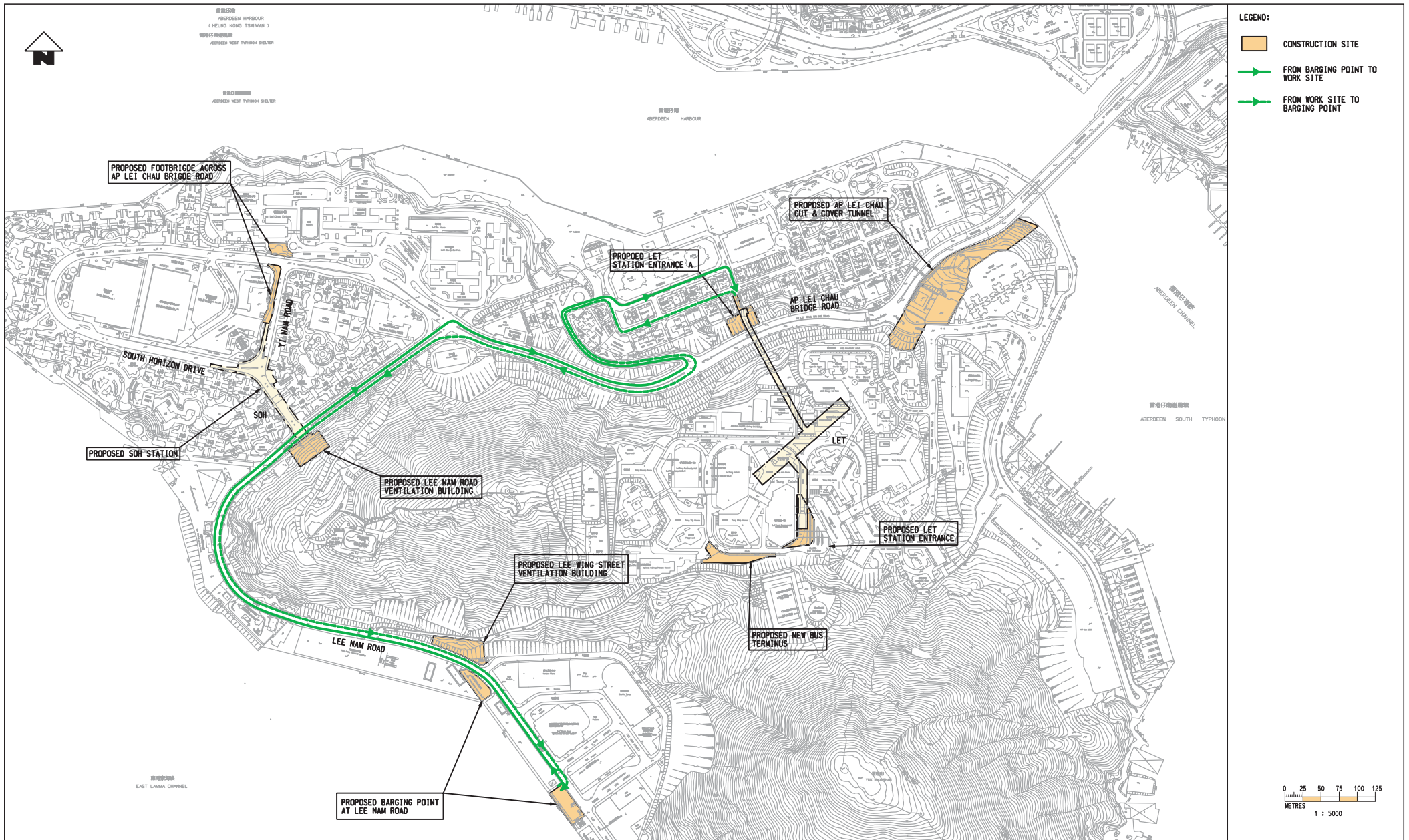


Figure 2.7

Designated Transport Routes to & from Lee Nam Road Barging Point (6 of 8)

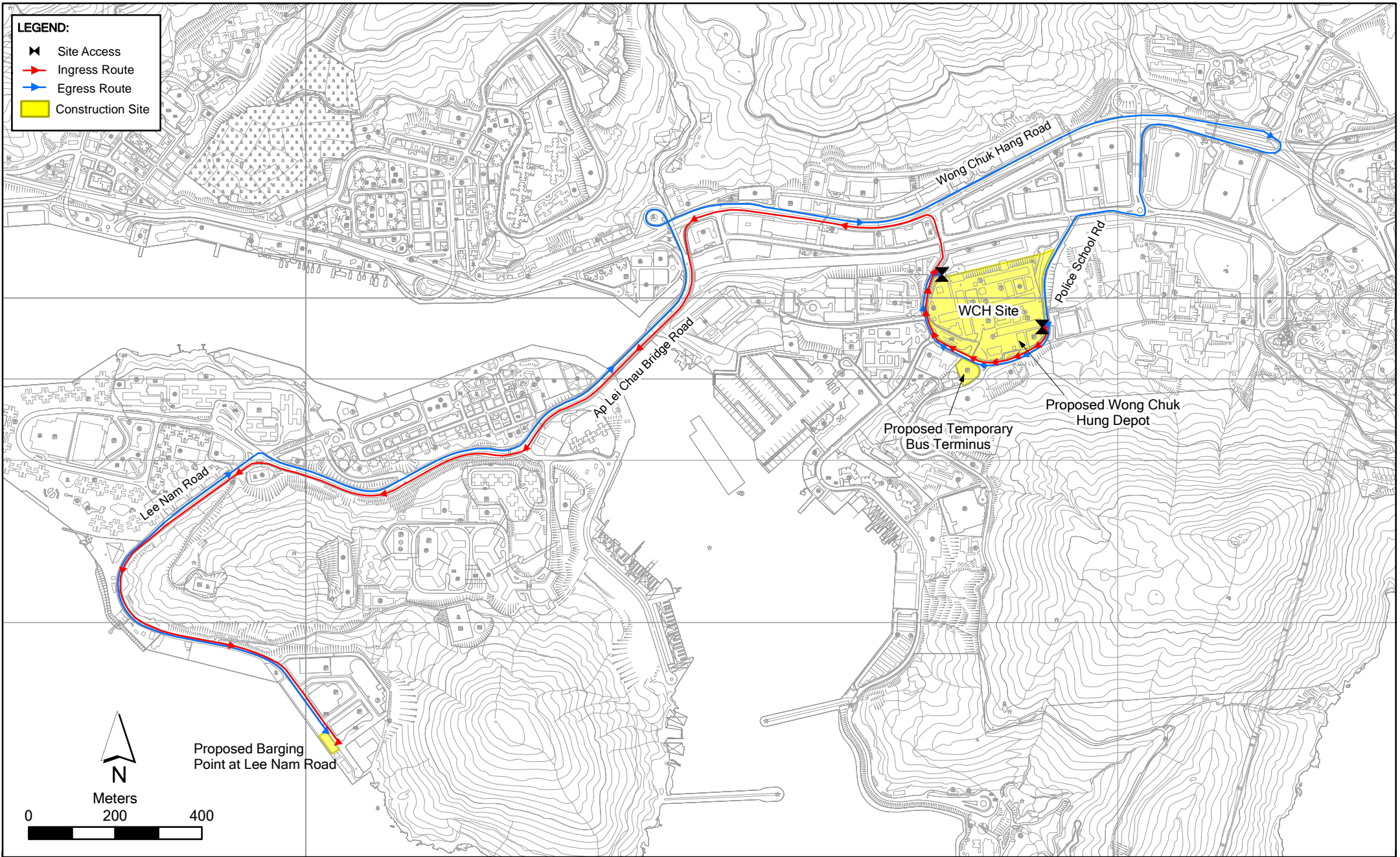


Figure 2.8

Designated Transport Routes to & from Lee Nam Road Barging Point (7 of 8)

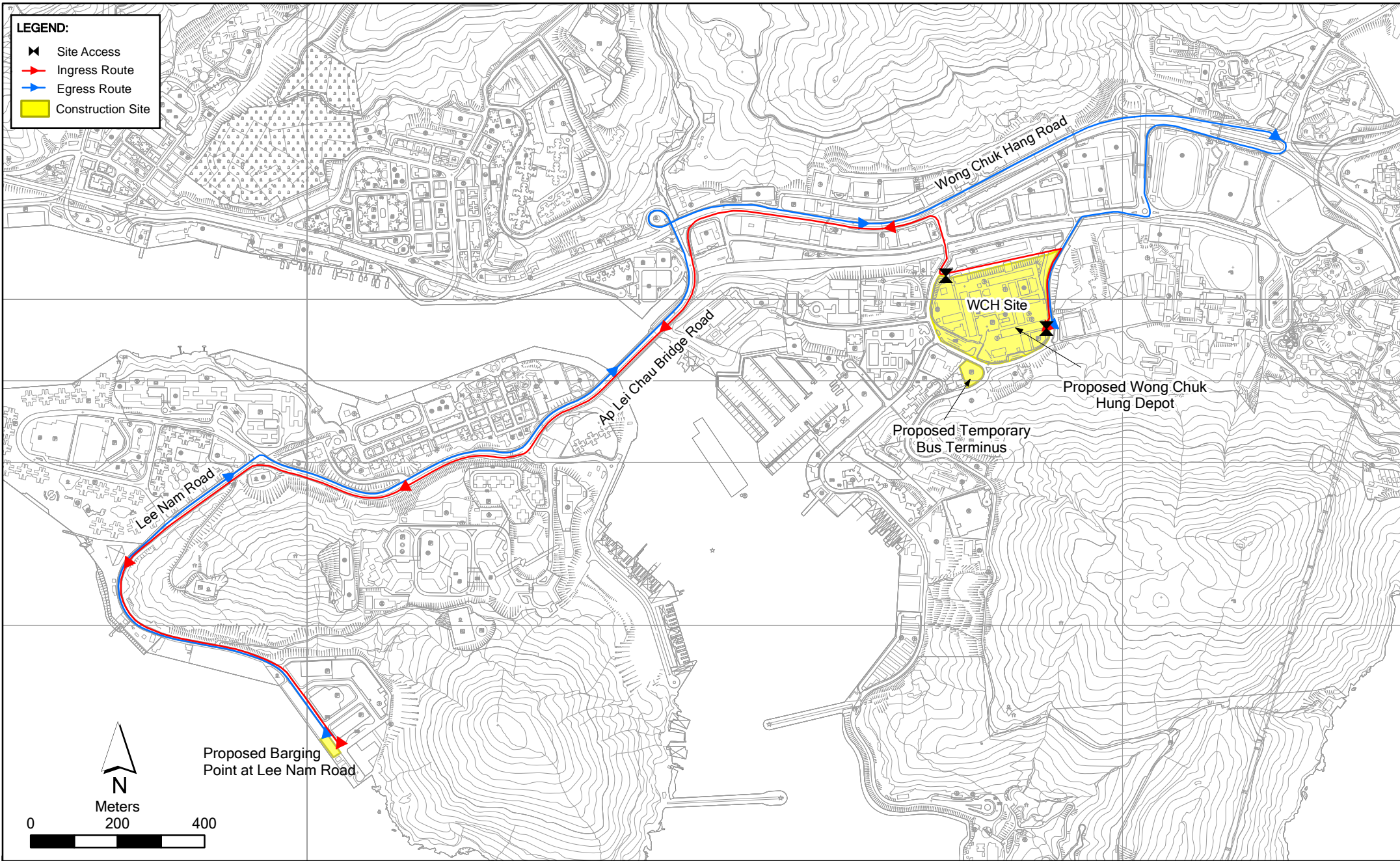




Figure 2.9

Designated Transport Routes to & from Lee Nam Road Barging Point (8 of 8)

LEGEND:

-  From WIL PCWA to Works Site
-  From Works Site to WIL PCWA

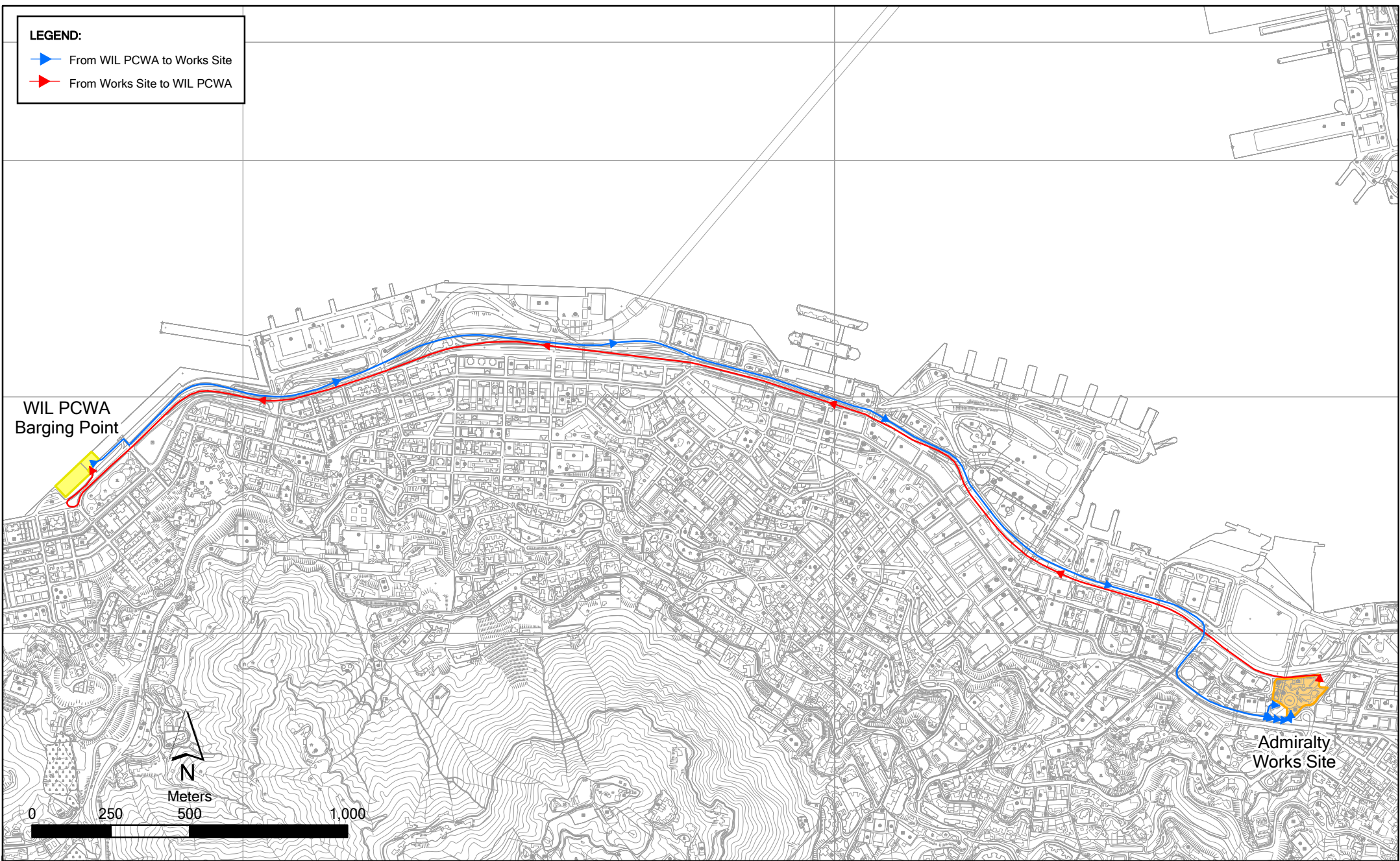


Figure 2.10

Designated Transport Routes to & from Western Public Cargo Working Areas (1 of 2)

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Western Cargo Area.mxd
Date: 03/08/2011



LEGEND:

- ▶ From WIL PCWA Bargaining Point to Works Site
- ▶ From Works Site to WIL PCWA Bargaining Point

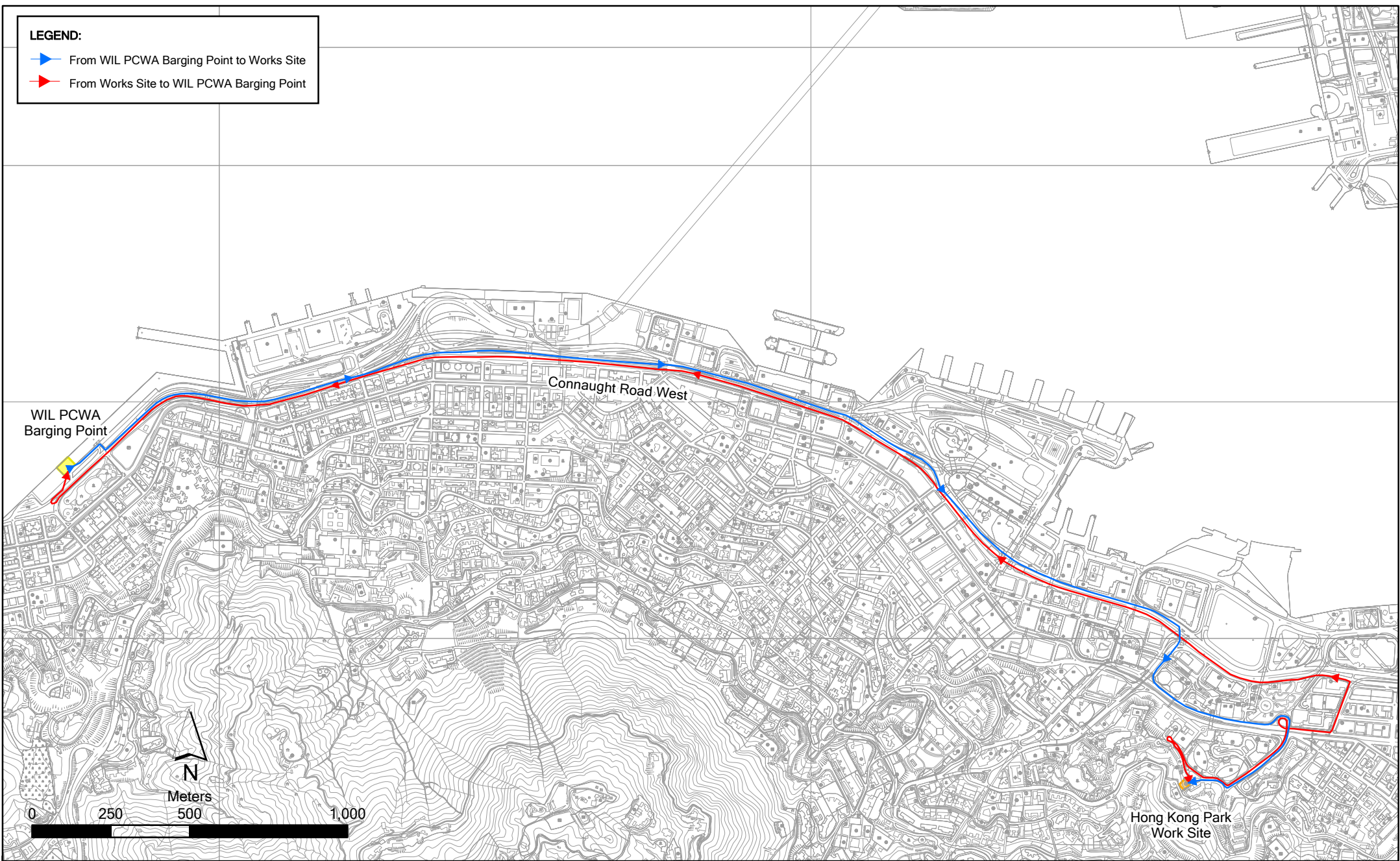
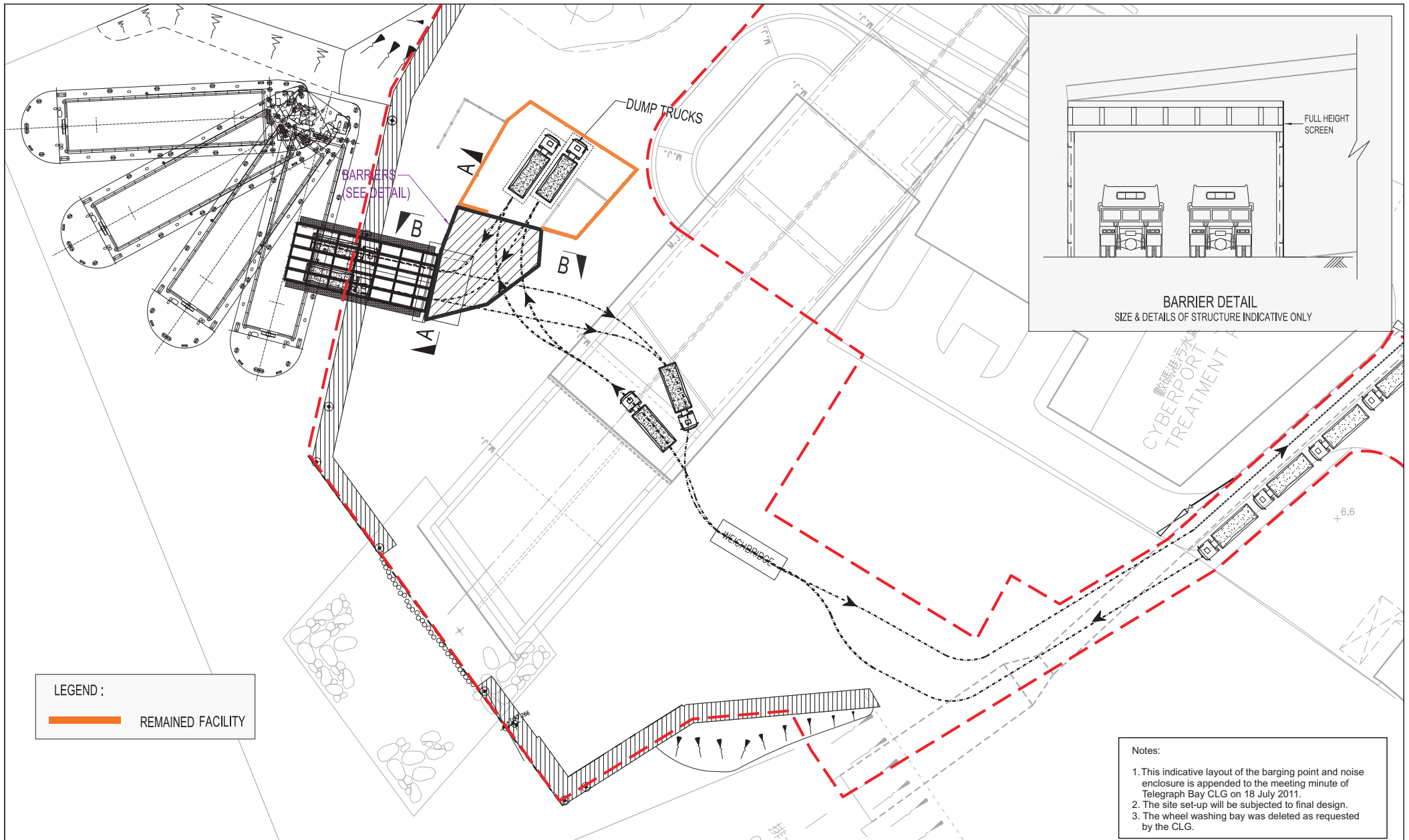


Figure 2.11

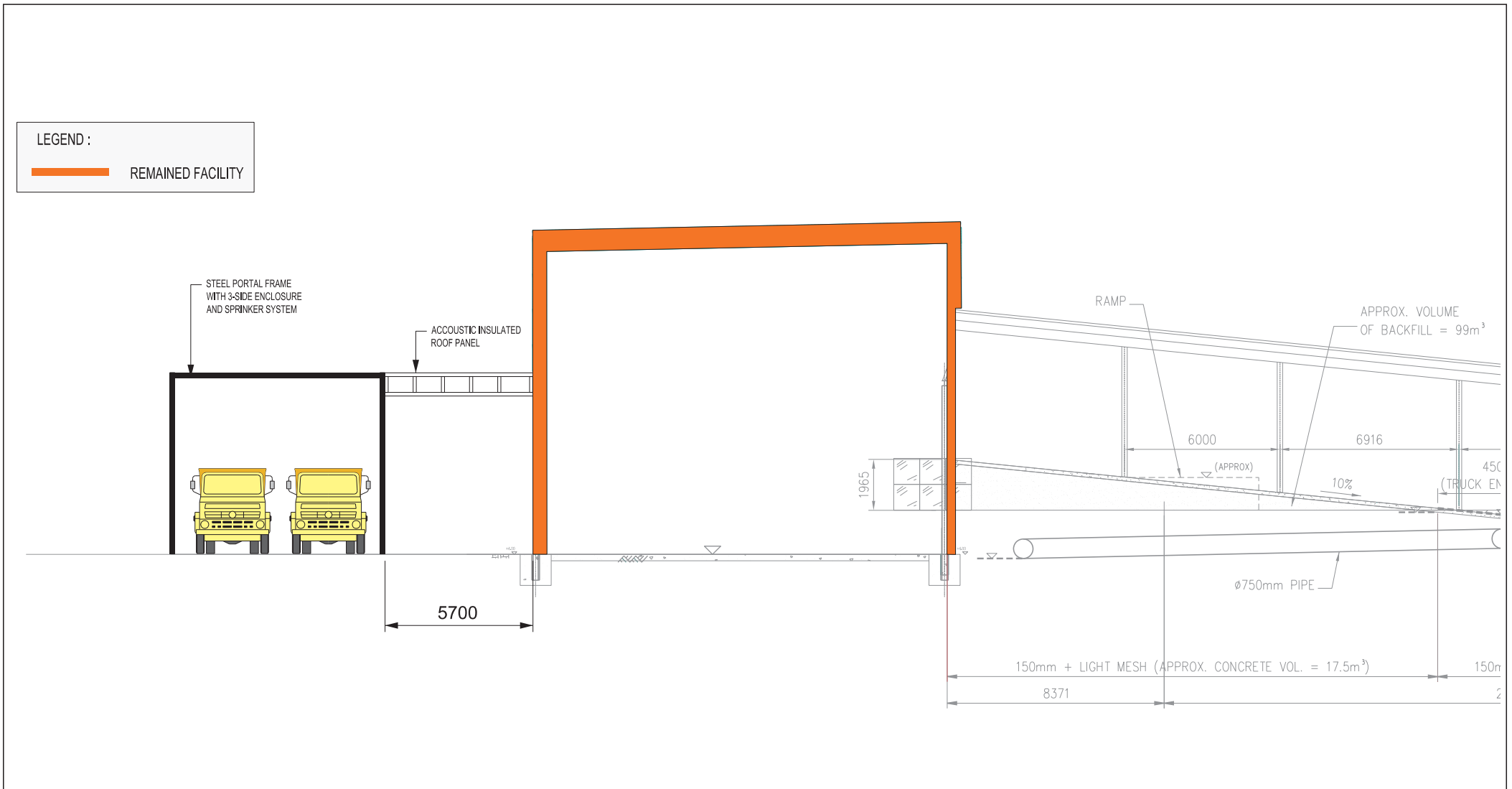
Designated Transport Routes to & from Western Public Cargo Working Area (2 of 2)



- Notes:
1. This indicative layout of the barging point and noise enclosure is appended to the meeting minute of Telegraph Bay CLG on 18 July 2011.
 2. The site set-up will be subjected to final design.
 3. The wheel washing bay was deleted as requested by the CLG.

Figure 2.12

Location of Barging Facilities and Proposed Noise Enclosure at Telegraph Bay Barging Point



SECTION A - A

- Notes:
1. This indicative layout of the barging point and noise enclosure is appended to the meeting minute of Telegraph Bay CLG on 18 July 2011.
 2. The site set-up will be subjected to final design.

Figure 2.13

A Section through the Proposed Noise Enclosure at Telegraph Bay Barging Point



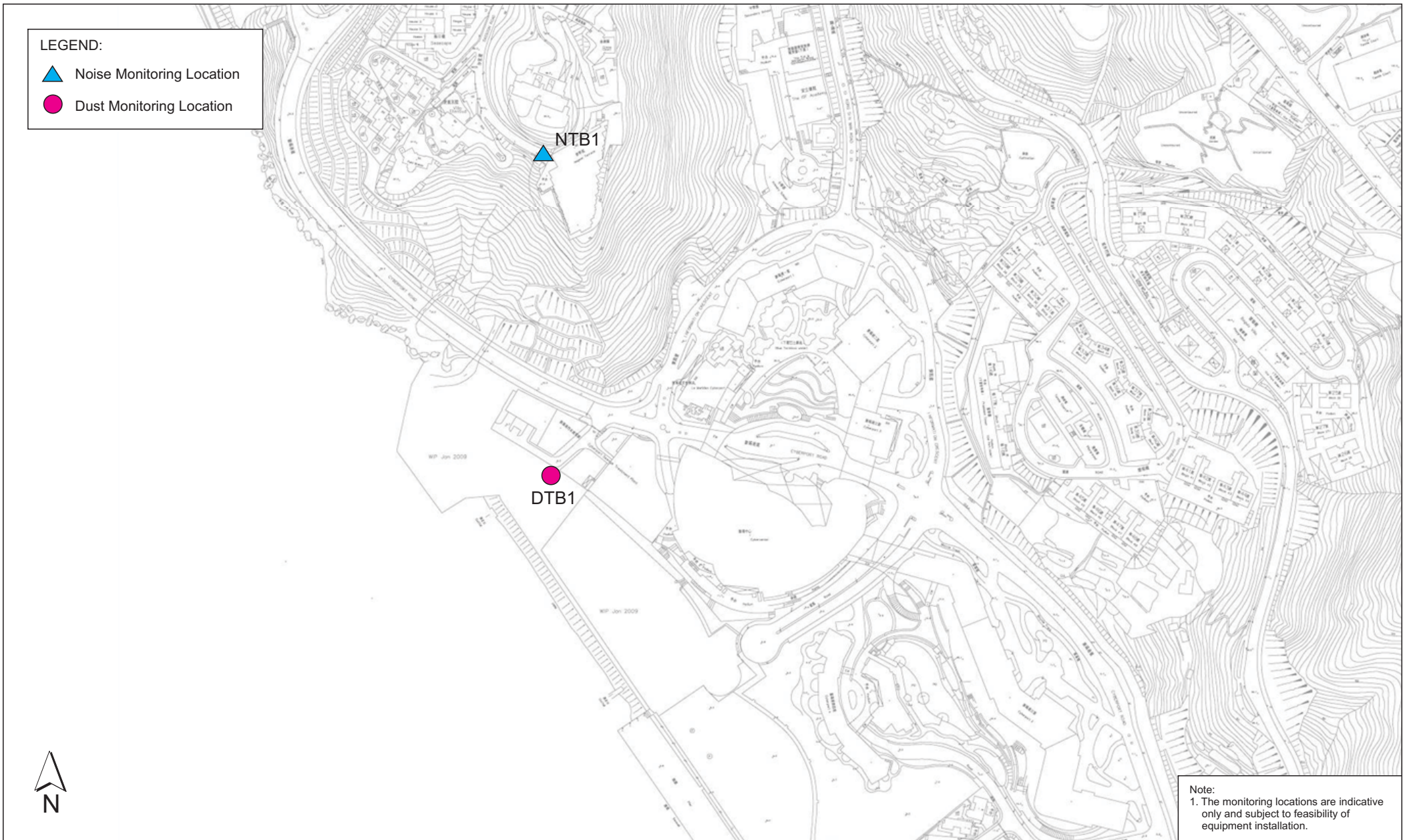


Figure 2.14

Proposed Air Quality and Noise Monitoring Locations for Telegraph Bay Barging Point

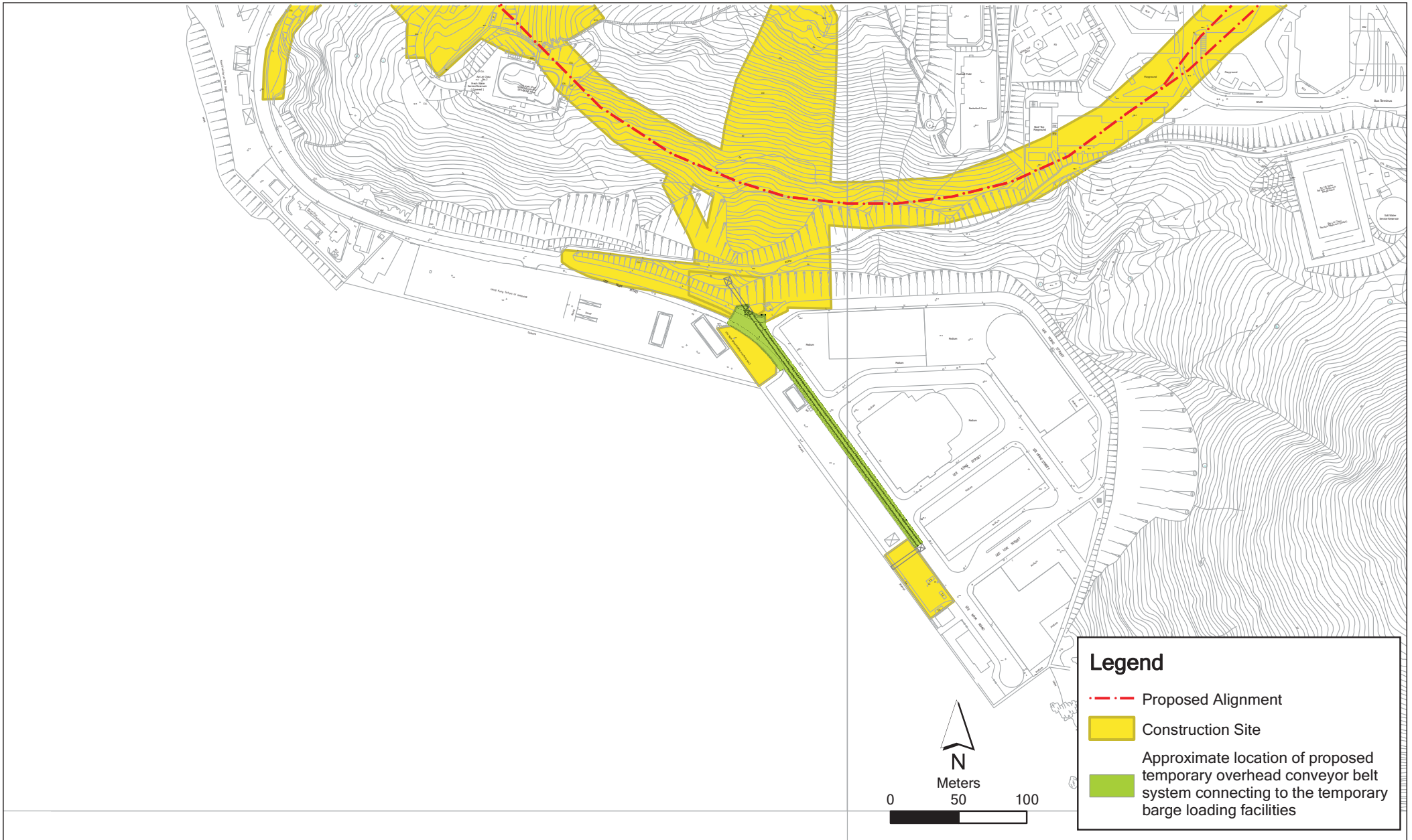


Figure 2.15

Location of Fully Covered Conveyor Belt System near the Barging Point at Lee Nam Road

Annex A

Outlined Impact Monitoring Program

It is anticipated that dust emission and noise impact due to the operation of the Telegraph Bay Barging Point will be minimal and will not cause adverse impacts to the identified sensitive receivers with the environmental mitigation measures in place and taking into account of the separation distance between the barging point and the sensitive receivers. Nevertheless, dust and noise monitoring will be carried out during operation of this barging point.

A1.1.1 Air Quality (Dust) Monitoring

Dust Monitoring Location

Dust monitoring location is proposed at the site boundary of the barging point nearest to the identified sensitive areas subject to the availability of electricity supply for dust monitoring equipment installation. The dust monitoring location (DTB1) is indicated in *Figure 2.14*. If alternative monitoring location is proposed, the ET should seek an agreement from EPD.

Baseline Monitoring

The Telegraph Bay Barging Point has already been in use by DSD for the Hong Kong West Drainage Tunnel (HKWDT) project [EIA Report Registered no.: AEIAR-099/2006] and the SIL(E) will take over the site as soon as it can be handover to the SIL(E) contractors. The baseline dust level will therefore have to refer to earlier data taken as part of the baseline air quality monitoring conducted for the DSD's HKWDT project.

Impact Monitoring

The ET is responsible for conducting the impact monitoring during the operation of the Telegraph Bay Barging Point. According to the EM&A Manual, for regular impact monitoring, 24-hr TSP monitoring should be in the sampling frequency of at least once every week. In case of non-compliance with the air quality criteria, more frequent monitoring exercise adopting 1-hr TSP monitoring undertaken when the highest dust impact occur, as specified in the Event and Action Plan in the EM&A Manual, should be conducted. This additional monitoring should be continued until excessive dust emissions or the deterioration in air quality is rectified.

Event and Action Plan

As noted above, the baseline monitoring results for the DSD's HKWDT project form the basis for determining the air quality criteria for the impact monitoring. The Action and Limit Levels are stipulated in *Table A1.1*. The ET should compare the impact monitoring results with air quality criteria for 24-hr and 1-hr TSP levels.

Table A1.1 Action and Limit Levels for Air Quality

Parameter	Action Level, μgm^{-3} [1]	Limit Level, μgm^{-3} [2]
24-hour TSP Level in $\mu\text{g}/\text{m}^3$	156	260
1-hour TSP Level in $\mu\text{g}/\text{m}^3$	321	500

Note [1] - refer to Baseline Monitoring Report of the DSD's HKWDT project.

Note [2] - TSP criterion recommended in the EIAO-TM.

Should non-compliance of the air quality criteria occurs, actions in accordance with the Event and Action Plan in the EM&A Manual should be carried out.

A1.1.2 Noise Monitoring

Monitoring Location

Noise monitoring station is proposed outside the Aegean Terrace as shown in Figure 2.14. If alternative monitoring location is proposed, the ET should seek an agreement from EPD.

Baseline Monitoring

The baseline noise level has to refer to earlier data taken as part of the baseline noise monitoring conducted for the DSD's HKWDT project, as the Telegraph Bay Barging Point has already been in use by DSD for the HKWDT project and the SIL(E) will take over the site as soon as it can be handover to the SIL(E) contractors.

Impact Monitoring

The ET shall be responsible for conducting the impact monitoring during the operation of the Telegraph Bay Barging Point. According to the EM&A Manual/ Updated EM&A Manual, monitoring of $L_{Aeq,30min}$ noise levels should be carried out once every week during normal construction working hour (07:00-19:00 Monday to Saturday).

Event and Action Plan

The Action and Limit Levels for construction noise are defined in Table A1.3 below. Should non-compliance of the criteria occurs, action in accordance with the Event and Action Plan in the EM&A Manual/ Updated EM&A Manual should be carried out.

Table A1.3 Typical Action and Limit Levels for Noise

Time Period	Action Level	Limit Level
07:00 - 19:00 hrs on normal weekdays	When one valid documented complaint is received	75 dB(A) [1]

Note [1] - 70 dB(A) for schools and 65 dB(A) during school examination periods.

Annex B

Summarised Results of Consultation of CLGs

Six Community Liaison Groups (CLGs) have been set up as a direct platform for MTRCL to communicate with the local communities including Admiralty, Ocean Park & Chung Hom Shan, Wong Chuk Hang, Lei Tung, South Horizons and Telegraph Bay. Reports on the construction plans and progress of the SIL(E) have been presented regularly at CLG meetings. CLG membership includes local district council members, representatives of owners and management office of residential estates, representatives of schools, institutions and organizations along the SIL(E) alignment and representatives from government departments etc.

The first round of the CLG meetings was held from 19 January to 24 February 2011 while the second round of the meetings was held from 28 April to 24 May 2011. The third round of the CLG meetings was held from 18 July to 29 August 2011 and the fourth round of the CLG meetings was held from 27 October to 29 November 2011. The CLG meetings will be held according to work progress of the SIL(E), normally on a quarterly basis.

The CLGs that concern the three barging points in question include the Telegraph Bay, Admiralty and South Horizons. Various comments have been raised during the meetings regarding the arrangements for off-site disposal of surplus C&D materials and the operation of barging points. The key concerns of these CLGs are summarised below. As the public consultation will be conducted throughout the construction period, further information can be referred to in the SIL(E) project website (<http://www.mtr-southislandline.hk>).

Table B.1 *Telegraph Bay CLG*

Questions/ Suggestions from the CLG	Replies/ Comments/ Information from MTRCL
Delivery Trucks	
<ul style="list-style-type: none"> Use of maximum payload vehicles available in Hong Kong Suggest to specify vehicle engines at a minimum of Euro 4 Use GPS enable tachographs to monitor the speeds of dump trucks Publish a list of license numbers of vehicles deployed Suggest to alternate the truck routes on a monthly basis to share the traffic impacts among residents 	<ul style="list-style-type: none"> Contractor intends to use 30T trucks for spoil removal The number of truckloads will be limited to 150 per working day Incentive Payment Scheme will be proposed for usage of environmental friendly vehicles, i.e. EURO 4 dump truck Monitoring on the running speeds of dump trucks with the use of tachographs Clear label displayed on trucks to identify the trucks to be used Agreed in the third CLG meeting that the designated truck routes as specified in the Contract will be adopted as the only single truck route to be used by the Contractor

Questions/ Suggestions from the CLG	Replies/ Comments/ Information from MTRCL
Operation of Telegraph Bay Barging Point	
<ul style="list-style-type: none"> Specify the design of the extension of the barging point enclosure Suggest to restrict the operating hours of the trucking and barging point Specify the environmental protection measures for all the activities of the barges 	<ul style="list-style-type: none"> Operating hours of the barging point and trucking will be between 09:00 – 15:00 hrs on Monday to Saturday (except Sunday and Public Holiday) The barge movements will be limited to 1 to 2 barge loads per day The barge operation will comply with the statutory regulations Three-sided screen (with provision of water sprays) will be provided at the discharge point for the unloading of spoil from trucks. The fourth side will be equipped with a hanging dust curtain A noise enclosure with roof will be provided at the truck reversing area to mitigate the possible nuisance from the truck reversing alarm (refer to <i>Figure 2.12</i> and <i>Figure 2.13</i>)
Environmental Concerns of Barging Point	
<ul style="list-style-type: none"> MTRCL to provide monitoring, control and sanction measures in the event of exceedances of these parameters Specify the contractual limits for noise and dust generated in all barging point activities 	<ul style="list-style-type: none"> Dust and noise monitoring will be conducted during the operation of Telegraph Bay barging point (refer to <i>Annex A</i> for the outlined impact monitoring program) Regular site inspections will be conducted to ensure that appropriate mitigation measures are implemented Shall any deficiencies occur, actions will be taken according to the event & action plan and contractor will report on the remedial measures to be implemented Contractor will be liable to forfeiture of the environmental incentive payment in the event of public complaint against environmental nuisance
Reinstatement Works	
<ul style="list-style-type: none"> Prior to the completion of disposal activities, proposals for demolition of the barging point and the reinstatement works are designed in consultation with resident and Telegraph Bay Community Liaison Group 	<ul style="list-style-type: none"> The demolition of the barging point and the reinstatement works will be conducted according to the design adopted for the Hong Kong West Drainage Tunnel project.

Table B.2 Admiralty & Hong Kong University (*) CLGs

Questions/ Suggestions from CLG	Replies/ Comments/ Information from MTRCL
Operation of Western Public Cargo Working Area	
<ul style="list-style-type: none"> • Questions raised on the operating hours of the spoil truck • Suggestions on alternative barging point at Wan Chai, Tamar or Chai Wan 	<ul style="list-style-type: none"> • Operation of barging point and spoil trucking will be restricted to between 10:00 to 16:00hrs and on Monday to Saturday (except Sunday and Public Holiday). • The current truck route to be disposed at PCWA barging point is the shortest route from the works sites.
Environmental Concerns of Barging Point	
<ul style="list-style-type: none"> • Questions raised on environmental concerns 	<ul style="list-style-type: none"> • Regular site inspections will be conducted to ensure that appropriate mitigation measures are implemented.
Truck numbers and truck routes	
<ul style="list-style-type: none"> • Questions raised on truck numbers and truck routes 	<ul style="list-style-type: none"> • The barging point will be used by SIL(E) contracts at initially about 50 truckloads per day at the barging point for the first 6 months. • A designated truck route has been introduced to minimise the traffic impact in Kennedy Town from Admiralty. A U-turn will be introduced at Shing Sai Road.
(*) A Hong Kong University CLG meeting, as set up under the West Island Line EP, was held on 31 May 2011 to present about the use of the barging point at Western Public Cargo Working Area.	

Table B.3 South Horizons CLG

Questions/ Suggestions from the CLG	Replies/ Comments/ Information from MTRCL
Number of truckloads and measures to minimize impact to Ap Lei Chau area	
<ul style="list-style-type: none"> • Justify the need of having a maximum of 380 truckloads at the Lee Nam Road Barging Point • List out possible measures to minimize the impact to the roads within Ap Lei Chau area 	<ul style="list-style-type: none"> • Since the design of the Lee Nam Road Barging Point can handle about 380-400 truckloads per day, the maximum truckload for the barging point will be capped at 380. • The existing Telegraph Bay Barging Point is being operated by DSD's Contractor at the moment, and it will only be available for the spoil disposal for SIL(E) from 2012. Lee Nam Road Barging point will serve as the barging point for Wong Chuk Hang, Nam Fung and Ap Lei Chau Works areas for approximately the first year of the construction. • Construction traffic impact assessment has been carried out and submitted to Transport Department for approval. The capacities of the concerned roads within Ap Lei Chau area are

Questions/ Suggestions from the Replies/ Comments/ Information from MTRCL CLG

capable to handle the additional construction traffic.

- The trucks from works area outside of Ap Lei Chau will only be using the Ap Lei Chau Bridge from 9:30am to 4:30pm in order to minimize the impact to the major roads within Ap Lei Chau area during peak hours.
- Coordination between the barging point and the spoil mucking out points will be carried out to minimize queuing of trucks near the barging point area.

Operation of Lee Nam Road Barging Point

- Questions about the truck routes to the Lee Nam Road Barging Point.
- The potential truck routes to the Lee Nam Road barging point (both within and outside of South Horizons area) are presented.
- MTRCL will optimize the truck routes by minimize the routes distance through the planning of the temporary traffic management schemes.

Temporary Road Arrangement at Lee Nam Road near the Barging Point

- Questions about the temporary road/ traffic arrangement
 - Fully-covered overhead conveyor belt system will be built along Lee Nam Road near the industrial area for transferring spoil from work site.
 - Details of the temporary traffic management scheme for Lee Nam Road will be discussed and approved in Site Liaison Group.
-

Annex C

Latest Record of Meeting Minutes of Relevant CLGs

- Minutes of 3rd Telegraph Bay
CLG Meeting
- Minutes of 3rd Admiralty CLG
Meeting
- Minutes of Special Meeting of
Hong Kong University CLG
- Minutes of 3rd South Horizons
CLG Meeting

MTR South Island Line (East) Community Liaison Group – Telegraph Bay
Minutes of the Third Meeting

Date: 18 July 2011 (Monday)

Time: 8:00 pm – 9:30 pm

Venue: Meeting Room 1-3, L4, Cyberport 1

Present:

District Council Advisor

Mr Paul Zimmerman

Southern District Councillor

Local Stakeholder Representatives

Mr Denis Leung

Assistant to Councillor

Dr Edmund Li

Bel-air

Mr Anthony Yeung

Bel-air

Mr Spencer Chao

Bel-air

Mr Michael Tse

Baguio Villa

Mr Waillen Chui

Baguio Villa

Mr Lionel Krieger

Aegean Terrace

Mr CP Ho

Aegean Terrace

Mr Raymond Hui

HKU Estates Office

Mr Andy Ho

Cyberport

Government Representatives

Ms Chiu Sau-chan

Officer in-charge of Wah Kwai
Sub-office, Southern District Office

Mr Albert Wong

Engineer, Highways Department

Mr John Cho

Engineer/ Priority Railway 3, Transport
Department

MTR Corporation Representatives

Mr Mark Cuzner

Project Manager – SIL Civil

Mr Siu Kam-hang

Projects Communications Manager

Mr Ken Wong

Construction Manager – SIL Civil

Mr Bernard Wong

Senior Liaison Engineer

Apology:

Dr Peter Cunich

HKU Staff Quarters

Mr Clement Wong

HKU Estates Offices

Ms Susie Cheung

Aegean Terrace

Dr Robert Collins

Scenic Villa

Mr William Fok

United Barging Point Taskforce

Mr Napoleon Chung

Bel-air

In attendance: 2 persons

Meeting Minutes

Confirmation of the minutes of the 2nd CLG meeting

1. Mr Siu Kam-hang, Projects Communications Manager, MTR Corporation welcomed the members to attend the third meeting of the South Island Line (East) (SIL(E)) Telegraph Bay Community Liaison Group (CLG), and introduced representatives of the MTR Corporation and the Government.
2. Regarding the minutes of the second CLG meeting, Mr Lionel Krieger suggested to revise the point 20 of the minutes as the responsibility should be shared between Transport Department and the Corporation for the change on Sha Wan Drive junction.

Updates on the Temporary Barging Point at Telegraph Bay

3. Mr Ken Wong, Construction Manager - SIL Civil, MTR Corporation began by responding to the suggestions raised by members at the last CLG meeting: i) "Incentive Payment Scheme"; ii) operating hours; iii) adopting the design of the Hong Kong West Drainage Tunnel Project; iv) provision of mitigation measures when operation started.
4. Mr Wong updated on: i) the noise mitigation measures at the barging point, and ii) the scheme of the Sha Wan Drive Improvement Work.
5. Regarding the truck reversing operation, Mr Wong presented the layout of barging point site. The tipping hall will be enclosed and the existing DSD's noise enclosure would be utilised to mitigate truck reversing noise. Roof noise screen would be built on top of the existing noise enclosure in order to block the sight-line from Aegean Terrace as well as the noise. He went on to elaborate on the noise monitoring near Aegean Terrace, dust monitoring, and the Sha Wan Drive junction improvement work.
6. Mr Krieger was generally satisfied with the MTR's responses heading to the right direction and expected the supervision and regular monitoring by use of tachograph. He suggested a full enclosure at the truck reversing location to enhance the noise mitigating effect. Mr Mark Cuzner, Project Manager-SIL Civil, MTR Corporation said it was not the issue of cost but would pose the safety hazard since lots of truck movements going from different directions. Mr Krieger queried why the roof gap between the enclosures would not be bridged but merely the vertical barrier which could not eliminate the noise. Mr Cuzner explained it was quite a large distance and would attract the wind load by putting up any structure. He was confident that the residents would see less distraction when the barging point started operating. He reiterated that MTR would monitor and enforce it on truck movements so the noise would be mitigated.
7. Mr Krieger expressed concerns on the noise of the reversing alarms which could not be mitigated by the vertical barrier and found it hard to believe there would be no form of support that could equally eliminate the noise of the reversing alarms. Mr Wong explained that the Corporation would use the noise panel which was currently being used by Drainage Services Department (DSD) for the noise enclosure and the same panel would also be used for the screen roof. He stated that the 15-metre high noise barrier would be effective enough which could not be found

anywhere else in Hong Kong. With such a height of enclosure, it could block the sight-line while at the same time mitigate the noise.

8. **Mr Krieger** was concerned about the noise from discharging the materials into the barge. **Mr Wong** said it was not easy to eliminate the noise from dropping the materials into the barge but some measures for improvements would be considered.
9. **Mr Krieger** requested to examine the complete enclosure as MTR offered the complete enclosure when the truck reversing only. He opposed to build the roof screen on vertical barrier which was not effective. **Mr Cuzner** explained that the vertical noise barriers adjacent to the highways all over Hong Kong were effectively mitigating the noise. He added that the Corporation remained neutral on the co-use of barging point with HATS vehicles and it was up to the Government to determine the use of barging point facility.
10. **Mr Krieger** requested the dust monitoring point to be placed closer to the roads. **Mr Wong** explained it depended on the electricity supply point for the above monitoring point but would consider placing dust monitoring point closer to the roads where possible.
11. **Mr Paul Zimmerman** indicated that Environmental Protection Department (EPD) would appraise the waste management plan by considering the comments from the CLG meetings. He pointed out that all representatives were supportive of delegating the representatives of Aegean Terrace with the task of resolving the design of the barging point directly with MTR. **Mr Krieger** requested MTR to produce the waste management plan before submission to EPD for approval. He indicated that EPD would request the project proponent to communicate with the affected residents in relation to the material management plan before the submission. **Dr Edmund Li** and **Mr CP Ho** agreed that MTR should come up with the document showing the agreements which have been reached during the CLG meetings before the submission to the EPD.
12. **Mr Cuzner** understood that every representative supported the residents of Aegean Terrace. He indicated that the consultation with the relevant Community Liaison Groups needed to be carried out as stated under EPD's conditions regarding the proposal of waste management plan. He explained EPD would post the plan on its website once it was approved which was subject to the outcome of the CLG meetings. In response to the request from the members, he promised MTR would circulate the summary of the Waste Management Plan to the members with the details which have been discussed in terms of how the barging point will be operated and the mitigation measures. (Post-meeting note: agreement was reached on the extent of the noise barrier during the meeting with Mr Krieger on 27 July 2011 as shown by the attached email from Mr Krieger and revised drawings)

Improvement Work of Sha Wan Drive

13. **Mr Zimmerman** pointed out that the residents were concerned about the capacity of the junction for vehicles leaving Sha Wan Drive onto Victoria Road. He noted that he had asked Transport Department (TD) to improve the junction as a whole not just for the downturn for the trucks. He reminded the members that there would be issue of timing of the process of approval of the permanent improvements. In the meantime, MTR would temporarily improve the existing road by making

minor changes in order for trucks to turn into Sha Wan Drive from Victoria Road without crossing into the opposite lane.

14. **Mr Zimmerman** indicated that Dr Peter Cunich supported the option after the site visit with MTR on 12 July 2011 but worried that a long bus might still cross into the plastic traffic cylinders.
15. **Mr John Cho, Engineer/Priority Railway 3, Transport Department** said the operation of the barging point would be ceased by end 2013. TD has started the preliminary review on permanent junction improvement but a cost estimate was to be provided by MTR before proceeding with the funding application and detailed design if the support from the local communities was given.
16. **Mr Wong** added that all dump truck movements including the dump trucks from MTR site to Telegraph Bay were checked. He confirmed the design of the junction could accommodate the truck movements from any directions. He added that the first two cylinders at the junction could be deleted and the trucks could turn around without knocking down the cylinders. Members at the meeting confirmed to give their support to the option.

AOB

17. **Mr Zimmerman** repeated the community's request for a continuous promenade, and the need to connect the promenade in front of the University of Hong Kong's sports fields and Cyberport park and urged MTR to include the design of the footpath and provide a revised reinstatement plan. **Mr Cuzner** said that the Government would discuss with MTR Corporation to ensure the reinstatement works to be consistent with the overall development scheme.
18. **Mr Ho** enquired about whether it was the obligation or incentive for the contractors to use EURO4 trucks. **Mr Wong** explained that the contractors would have incentive payment if using EURO4 trucks, subject to its market availability.
19. **Mr Siu** adjourned the meeting at 9.30pm. Members were informed of the date of the next meeting in the week commencing 18 October 2011.

From: Lionel and tricia [krieger@netvigator.com]
Sent: Wednesday, July 27, 2011 7:32 PM
To: etsli; Michael Tse; pacunich@hkusua.hku.hk; susie_cheung@hkmc.com.hk; John Po; hernald@netvigator.com; mimicheng@mvltd.com; charogers@gmail.com; chaml2006@hotmail.com; Mr. Roger To Wing Fu; Paul Zimmerman
Cc: CUZNER Mark Jeremy; WONG Ken Kin Wai (黃健維); kenwong@epd.gov.hk
Subject: MTRC South Island Line - Export of material via Telegraph Bay

At the Community Liaison Group Meeting with the MTRC held on 18th July, the MTRC outlined several additional measures that will be incorporated into that part of its Construction & Demolition Materials Management Plan ("C&DMMP") relating to Telegraph Bay.

The measures reflected nearly all the nuisance mitigation measures requested by the community Task Force. They include restrictions on the daily operating hours (there being no operation on Sundays), maximum number of vehicles per day, vehicle route, minimised interference with the Sha Wan Drive/Victoria Road intersection, tachograph monitoring of vehicle speeds, and noise and dust monitoring of the Telegraph Bay ("TB") site. The MTRC presentation and the Minutes of the meeting will be circulated in due course: these will describe all the measures more comprehensively.

One key item remained: namely, the enclosure of the area in the TB site within which vehicles will reverse and discharge material into an awaiting barge. It was agreed at the meeting that the MTRC would further review this issue and would discuss a more effective proposal with representatives of Aegean Terrace. At short notice, I duly met Mark Cuzner and his colleagues this afternoon. The revised plan shows continuous roofing between a new discharge ramp enclosure and the existing Drainage Services Department vehicle enclosure (which will be modified when taken over by the MTRC). The design should prove effective in mitigating noise and visual nuisance created by vehicles manoeuvring and reversing.

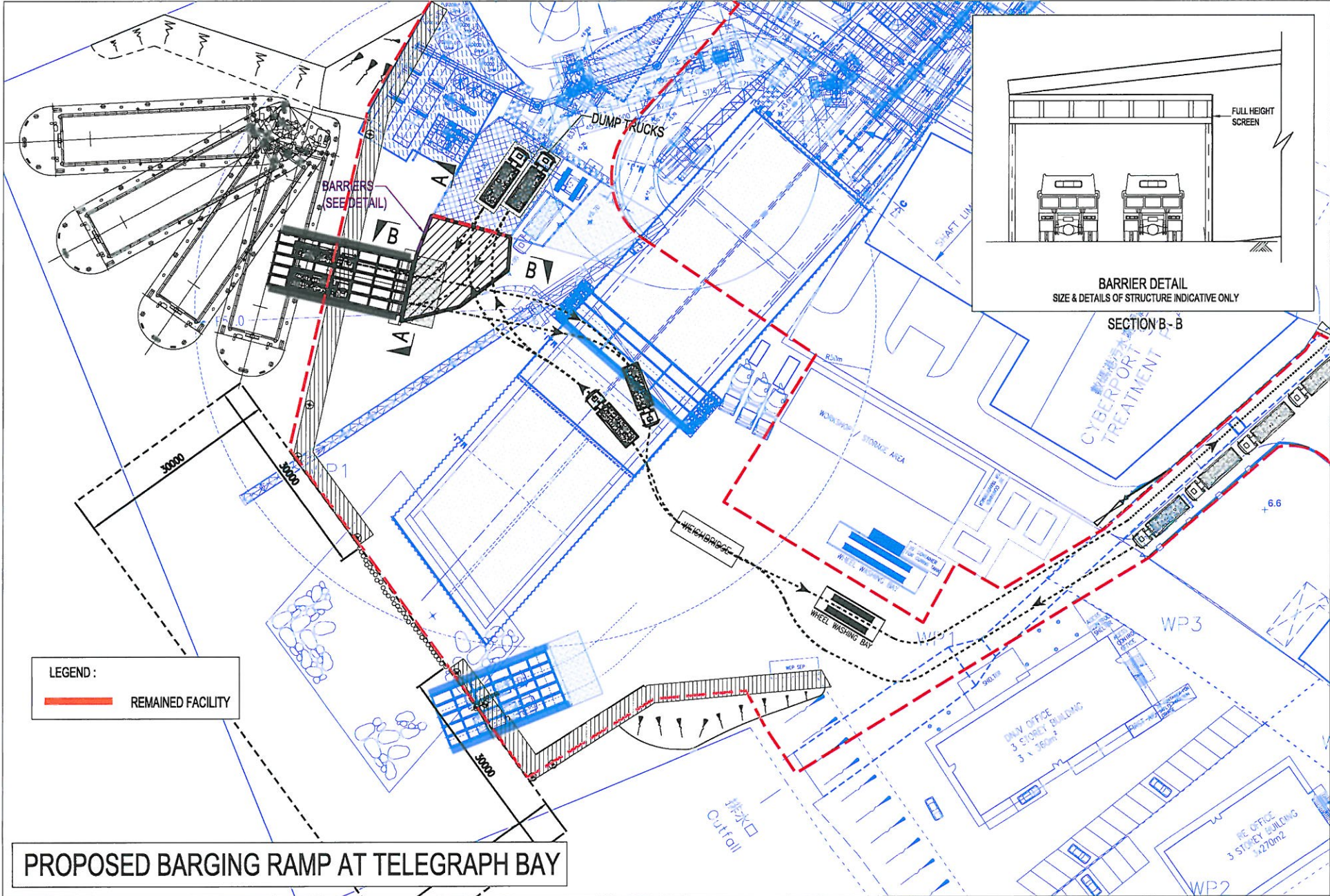
Assuming that all these measures (including the revised TB covered area) are set out in the C&DMMP, I would recommend that the MTRC's C&DMMP (relating to TB) be endorsed.

Two further observations:

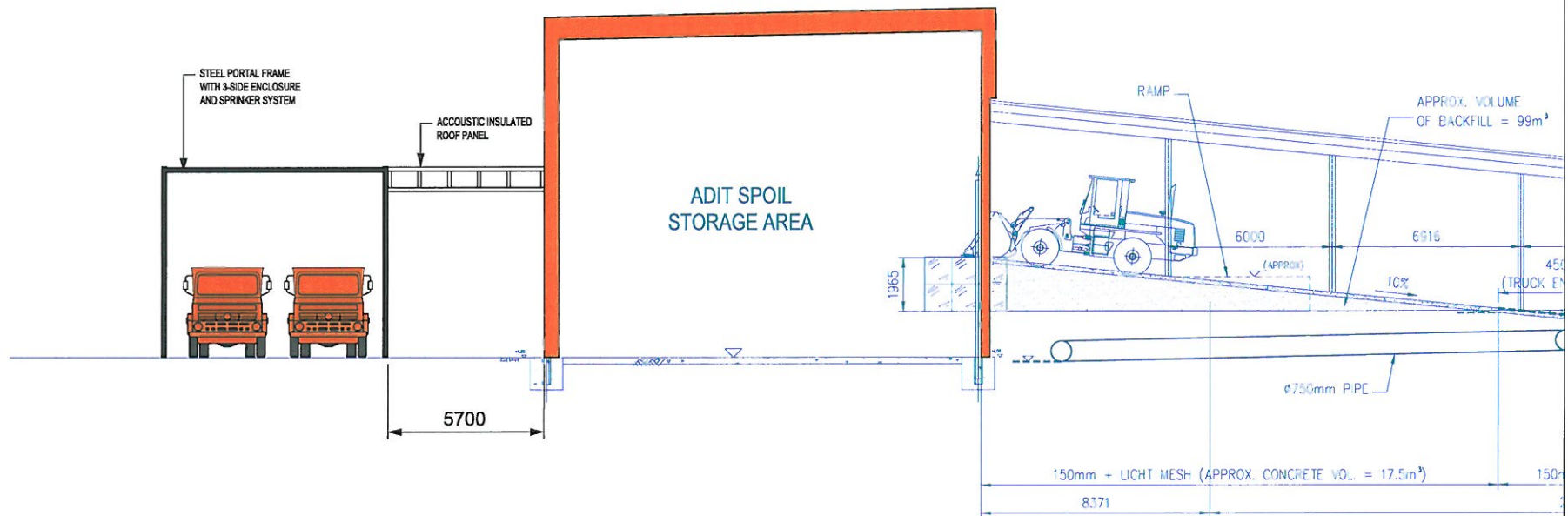
- (1) The drawing of the TB site that I was shown today indicated the installation of a truck wheel wash. The MTRC has not hitherto offered such a facility at TB. Since vehicles will be travelling only on public roads and paved areas, a wheel wash facility appears to be unnecessary. It would interrupt the smooth flow of vehicles, causing unintended noise nuisance generated by vehicles braking and accelerating.
- (2) MTRC undertook to study and manage the barging operation to ensure that noise generated by the barges does not negate all the other mitigation measures implemented.

Lionel Krieger

25/08/2011



LEGEND :
 REMAINED FACILITY



SECTION A - A

港鐵公司南港島綫(東段)社區聯絡小組 (金鐘段)

第三次會議

會議摘要

日期: 2011 年8 月24 日 (星期三)

時間: 下午三時三十分時至五時

地點: 灣仔軒尼詩道15 號溫莎公爵社會服務大廈2 樓203 室

出席者:

區議會顧問:

阮品強議員

中西區區議會(中環)

地區代表:

葉瑞珠小姐

統一中心

陳耀明先生

統一中心

麥美恩小姐

英國文化協會

關俊華先生

ISS Eastpoint (英國文化協會)

麥俊燦先生

中信大廈

蔡嘉穎小姐

太古地產

黃國榮先生

港島香格里拉酒店

Ms Ivy Chow

新昌管理服務有限公司(金鐘道政府合署)

政府部門代表:

凌詠思小姐

地政總署鐵路發展組項目測量師

曹中翰先生

運輸署工程師

黃文達先生

路政署鐵路發展處工程師

滑維青先生

路政署鐵路發展處高級工程師

張晚成先生

警務處中區行動主任

麥振寧先生

中西區區民政事務處聯絡主任

陳光明先生

警務處中區警區交通隊主管

麥振寧先生

中西區民政事務處聯絡主任

陳延婷小姐

司法行政主任(產業)

港鐵公司代表:

蕭錦行先生

港鐵公司項目傳訊經理

黃偉倫先生

港鐵公司高級統籌工程師

朱俊立先生

港鐵公司高級設計管理工程師-土木

魯錦明先生

港鐵公司高級建造工程師-土木

陳智遠先生

港鐵公司一級建造工程師-土木

列席者:

2 位區內人士

會議內容

1. **港鐵公司項目傳訊經理蕭錦行先生**歡迎小組成員及其他人士出席南港島綫(東段)社區聯絡小組(金鐘段)的第三次會議，並介紹港鐵公司和政府部門代表及會議議程。會上通過南港島綫(東段)社區聯絡小組(金鐘段)的第二次會議會議紀錄，有關會議紀錄於會後會上載於港鐵公司南港島綫(東段)網頁供公眾參考。
2. **港鐵公司一級建造工程師 - 土木陳智遠先生**講解金鐘段夏慤公園的建造工程進度和有關援解措施。
3. **港鐵公司高級建造工程師 - 土木魯錦明先生**講解金鐘段香港公園的建造工程，香港公園工地將興建南風隧道的通風設施，深約 85 米。現時，因工程關係，部份法院道行人路封閉，港鐵公司已於現場安排交通大使，協助行人過路。
4. **港鐵公司高級設計管理工程師 - 土木朱俊立先生**講解金鐘連接中信大廈的天橋改動工程。在擴建金鐘站期間，港鐵公司會興建一條臨時行人天橋，橋面闊約四米連接中信大廈。當金鐘站擴建工程完成，新行人天橋將連接夏慤平台花園，而臨時行人天橋將會拆卸。
5. **蕭錦行先生**邀請小組成員發言，重點如下：

工程進度

6. **張晚成先生及麥振寧先生**關注臨時行人天橋由原本的六米闊減至四米闊是否足夠應付來往中信大廈及新政府總部的人流，會否對安全造成影響。**朱俊立先生**回應指，港鐵公司就行人天橋設計與路政署及運輸署溝通，天橋的服務水平將達 A 級水平，可為行人提供暢通的通道。**陳智遠先生**補充，現時連接統一中心的一段行人天橋亦是四米闊，人流亦暢通，因此相信臨時行人天橋部份亦可應付現有人流。此外，在設計臨時天橋時，港鐵公司已考慮到新政府總部所增加的人流。臨時行人天橋的設計必須合乎現有的行人天橋標準，以及經屋宇署審批。臨時行人天橋的建造工程已經展開，預計於二零一二年第一季完成。
7. **黃國榮先生**查詢香港公園工地的樁柱工程(pipe-piling)何時展開。**魯錦明先生**回應，樁柱工程探土工作進行中，以檢查石層深度，預計九月於較淺石層展開樁柱工程。此外，香港公園工地未來三個月主要進行管綫改道(drainage diversion)工程。港鐵公司將定期透過社區聯絡小組會議向社區提供工程進度資料。

臨時交通管理措施

8. **黃國榮先生**查詢法院道樹木移走後，工程會否影響行人路闊度。**魯錦明先生**表示行人路將不受影響，工程預計會於年底展開。**黃偉倫先生**補充，港鐵公司會就樹木保育工程與社區保持聯絡，並會實施相應援解措施。
9. **關俊華先生**關注英國文化協會外的臨時交通管理措施，若有大型車輛在該位置迴轉，會十分接近行人路，建議擴闊港島香格里拉酒店外行人路。**陳光明先生**查詢

工程期間，英國文化協會外的禁區安排。魯錦明先生表示，香港公園工地的範圍會減少，以擴闊行車路，而英國文化協會外的禁區安排將與現時相若。另一方面，由於擴闊行人路的效果不大，因此將不會擴闊港島香格里拉酒店外的行人路。港鐵公司於八月十五日曾作實地監察，現時的行人路足以應付英國文化協會學生及其他行人的人流。港鐵公司亦已於現場安排交通大使，協助行人過路。港鐵公司將繼續觀察情況。

10. 關俊華先生表示現時香港公園落車處，對迴旋處造成樽頸效應。魯錦明先生表示現時香港公園落車處已經飽和，港鐵公司會與運輸署溝通，期望可改善情況。
11. 會議於下午五時正結束，下次會議的日期及地點將另行以書面通知成員。

港鐵公司西港島綫社區聯絡小組 (香港大學段)

特別會議

會議摘要

日期： 2011年5月31日(星期二)
時間： 晚上八時至十時
地點： 高街97號A基督教香港崇真會救恩堂

社區聯絡小組成員

出席者：

區議會 / 分區委員會 / 地區代表：

楊浩然先生	中西區區議會議員
林懷榮博士	中西區發展動力代表
余瑞華先生	西港島綫居民關注組代表
趙泳超先生	明愛莫張瑞勤社區大使隊代表
李雲彪教授/李太	寶翠園代表
張楚晞先生	香港大學學生會代表
莊榮輝先生	爭取地鐵西區支線行動代表
張伯勳先生	中環及半山分區委員會主席

政府部門代表：

廖秉成先生	路政署鐵路拓展處高級工程師
余漢忠先生	運輸署優先鐵路發展部工程師

港鐵公司代表：

蕭錦行先生	項目傳訊經理
梁家華先生	高級統籌工程師
黃偉倫先生	高級統籌工程師
林偉德先生	高級建造工程師
鄭啓聖先生	高級建造工程師
Mr Kristian Murfitt	高級建造工程師
利善文先生	一級建造工程師
符氣揚先生	二級統籌工程師

缺席者：

陳特楚先生	中西區區議會主席
陳捷貴先生	中西區區議會副主席
陳財喜先生	中西區區議會議員
盧懿杏小姐	中西區區議會議員

黃堅成先生	中西區區議會議員
楊少銓先生	上環及西營盤分區委員會主席
李正雅女士	西營盤街坊福利會代表
何建宗先生	香港大學傳訊及公共事務處高級經理
朱曉君小姐	香港大學傳訊及公共事務處助理外務主任
李豐年先生	香港西區業主聯誼總會代表
戴鴻瑜先生	爭取地鐵西延大聯盟代表
吳華女女士	中西區民政事務處聯絡主任主管
左新民先生	地政總署產業測量師

列席者：約 20 位區內人士

會議內容

1. **港鐵公司項目傳訊經理蕭錦行先生**歡迎小組成員及其他人士出席西港島綫社區聯絡小組（香港大學段）的特別會議，並介紹港鐵公司及政府部門代表。
2. 由於**寶翠園代表李太**表示未曾收到第八次會議摘要，而**中西區區議會楊浩然議員**認為會議摘要並未有載錄他提出有關延遲爆破時間和到寶翠園舉行會議等要求，故第八次會議摘要暫未能通過。**蕭錦行先生**回應，港鐵公司以電郵將會議摘要再次寄予各小組成員再作修訂，並會將會議的錄影交予**李太及楊浩然議員**，修訂的會議摘要會再次以電郵傳閱供各小組成員通過。（會後跟進：經修訂的第八次會議摘要已於六月十日通過及上載至西港島綫網頁。）

香港大學段工程進展及西港島綫相關工程

3. **港鐵公司二級統籌工程師符氣揚先生**利用電腦投影片介紹西港島綫香港大學段工程進展，包括於堅尼地城海傍及山道隧道爆破工程、全密封式輸送帶建造工程、屈地街、黃克競樓、薄扶林道及卑路乍街的车站出入口工程、工地採用的緩解措施、西港島綫爆破工程進度及位置、臨時交通管制措施以及上環站車站環境提升工程。
4. **蕭錦行先生**邀請小組成員發言。重點如下：
5. **中西區發展動力林懷榮博士及楊浩然議員**表示，居民多次反映卑路乍街工地的噪音問題，但聲響並沒有減低，要求與山道工地一樣安裝大型隔音罩。**港鐵公司高級建造工程師鄭啓聖先生**回應，正如上次會議上解釋，山道工地面積比卑路乍街工地大接近一倍，而卑路乍街工地大部分位置需進行挖掘工程，沒有足夠空間建造隔音罩的地基。
6. **李太**表示於上次會議中指出，在寶翠園附近，深夜及凌晨時段仍然聽到如飛機聲的工程噪音，問題至今仍未改善。**港鐵公司高級建造工程師林偉德先生**回應，他早前於凌晨四時到寶翠園附近實地視察，並未有發覺有西港島綫工程產生的聲響。據觀察，聲響可能源自附近老人院後面一組巨型中央空調散熱器。

7. **李太**指出在長假期期間，卑路乍街工地並沒有用帆布覆蓋，工地只每週灑水一次，而不是每天灑水。另外，泥塵和噪音問題持續，工人於寶翠園附近用餐和休息的地方亦有蟲鼠出沒。**鄭啓聖先生**回應，當工地有沙石存放在地面時會用帆布覆蓋，亦會定期進行灑水以減少泥塵。工地現正進行打石工程，以建造隔音層板覆蓋大部分工地。他指出自上次社區聯絡小組會議後，已立即於翌日與寶翠園管理處代表作實地視察了解衛生情況，並即時派員清理水馬附近的煙頭及垃圾，及會繼續檢討工地衛生情況。如發現衛生情況受影響，可立即通知港鐵公司。**李太**及**楊浩然議員**要求即使工地沒有工程進行時亦需以帆布覆蓋工地，**鄭啓聖先生**回應會與承建商再檢討。
8. **林懷榮博士**表示爆破工程的銅鑼聲太大，**楊浩然議員**及**李太**亦指爆破的聲響擾民，要求延遲爆破工程時間至早上八時。**林偉德先生**回應，現時寶翠園附近的爆破工程已達薄扶林道地底，深入地面以下 65 至 70 米進行，其震動和聲量會相對減低，亦已指示工程人員將銅鑼聲浪盡量減低。**林偉德先生**解釋，因考慮到運藥時間的限制和每天早晚兩次爆破之間需要預留足夠時間清理泥石及進行預備工序，同時亦需安排每天第二次爆破於下午七時前進行，因此延遲早上爆破工程時間技術上存有困難。
9. **李太**詢問為何山道爆破工程可延至八時左右進行。**林偉德先生**回應，山道爆破工程為每兩天三次，因此工序上與海傍的爆破工程有所不同。**李太**建議，港鐵公司可向礦務部申請延遲晚上運藥時間一小時。**林偉德先生**回應，礦務部需要於特定時間運藥，可能會延遲第二次爆破的時間，但會與承建商研究，將行人隧道早上的爆破工程延遲一小時的可行性。
10. **李太**詢問寶翠園附近的爆破工程進度。**林偉德先生**回應，根據現時工程進度，預計 8 至 11 月會在薄扶林道開始進行香港大學站的行人隧道爆破工程，當工程接近卑路乍街出入口位置時，則會改用機械挖掘方法，預計於 11 月至明年 4 月進行。**林偉德先生**補充，機械挖掘與爆破方法所產生的震盪相若，但爆破工程只維持數秒，而機械式挖掘需要持續進行，對居民的影響可能比較大；但採用機械挖掘方法，是按寶翠園業主於西港島綫項目諮詢期間，反對使用爆破方法而修訂的。**李太**擔心機械挖掘工程產生的聲響更大，希望雙方可就該段隧道可否改回使用爆破方法再商討。**林偉德先生**表示，港鐵公司需要再研究。
11. **楊浩然議員**、**寶翠園代表李雲彪教授**及有寶翠園業主要求港鐵公司派代表到寶翠園舉行會議，向寶翠園住戶講解爆破風險。**李雲彪教授**亦認為此安排能避免寶翠園代表佔去社區聯絡小組會議的大部分時間。**港鐵公司高級建造工程師 Mr Kristian Murfitt** 回應，港鐵公司已向寶翠園發出邀請，若個別業主欲查詢與其物業相關的資料，則可安排在堅尼地城西港島綫工程辦事處查閱爆破風險評估報告，工程師會詳細解答個別業主的疑問，相信有關安排較居民會更合適。**蕭錦行先生**補充，爆破風險評估報告摘要已上載於西港島綫網頁。
12. **爭取地鐵西區支線行動主席莊榮輝先生**詢問全密封式輸送帶現時仍未投入運作的原因。**港鐵公司高級統籌工程師梁家華先生**表示，全密封式輸送帶現正進行測試，並已進入最後階段，在全面運作前須向環境保護署（環保署）申請牌照，當環保署就環保方面完成評估後便可投入服務。

13. 西港島綫居民關注組代表余瑞華先生詢問，每次爆破後是否有人巡查附近建築物。利善文先生回應，港鐵公司已在爆破工程附近的樓宇安裝監測點，及承建商於每次爆破工程後，會檢查監測點數據，確保樓宇安全。

金鐘站擴建工程進展

14. 港鐵公司高級統籌工程師黃偉倫先生介紹，金鐘站需要進行大型擴建工程，使金鐘站成為港島綫、荃灣綫與日後的南港島綫及沙田至中環綫交匯。工程所產生的泥石會經西港島綫位於城西道西區貨物起卸區的臨時躉船轉運站以海路運走，建造初期泥車數量每天不多於 50 架次。泥車會由夏慤公園和香港公園工地直接駛往高架橋到臨時躉船轉運站，並經同一路綫返回金鐘，以及安排避免於繁忙時間運送泥石。考慮到堅尼地城交通繁忙，港鐵公司將於城西道近山市街及新海傍街，建造一個掉頭的位置，讓城西道西行車輛可掉頭往東行，及前往西區貨物起卸區。該掉頭位置將開放讓所有駕駛人士使用，前往西區貨物起卸區的車輛無需駛入堅尼地城，亦有助舒緩區內交通。黃偉倫先生補充，已通知附近商戶有關交通安排。
15. 蕭錦行先生邀請小組成員發言。重點如下：
16. 爭取地鐵西區支線行動主席莊榮輝先生、楊浩然議員、李雲彪教授及李太認為泥石運到西區的臨時躉船轉運站，途經中區的心臟地帶，會令干諾道中的塞車問題加劇，令海傍沙石飛揚，每日 50 架次更會為西環帶來塞車問題，他們認為西區居民不應承擔沙中綫及南港島綫所製造的泥石，建議在灣仔或添馬艦將泥石運走。林懷榮博士認為泥頭車車速慢，令西區交通問題加劇，堅尼地城海傍亦會因而出現沙塵，提議使用柴灣的公眾躉船轉運站。
17. 黃偉倫先生表示，有關安排是希望使用最短路綫將泥石運走，而西區貨物起卸區是最接近金鐘站工程的臨時躉船轉運站，與政府部門商討及考慮，認為最合適的可行方案。早前港鐵公司提交予運輸署的交通評估顯示，泥車使用的路綫不會導致塞車。而港鐵公司在措施實施時會密切監察路面情況。此外，港鐵公司亦會採取有效措施減少泥塵問題，包括使用有覆蓋的泥車及工地出口設置灑水設施。港鐵公司亦正與其他大型工程商討重用金鐘泥石的可行性，盡量減少泥石運送至西區。
18. 莊榮輝先生查詢，於堅尼地城新海傍街行車方向逆轉以疏導卑路乍街交通的研究計劃，會否因港鐵公司運泥的安排而擱置。運輸署優先鐵路發展部工程師余漢忠先生表示該研究計劃的主要部份是打通城西道，讓西行車輛可以直接轉入士美菲路，這部份與港鐵公司建議的安排並沒有衝突。待港鐵完成工程後，便會進行計劃的餘下部份，讓城西道東行車輛直接轉入山市街。

其他事項

19. 蕭錦行先生邀請其他與會者提問。

20. **余瑞華先生**表示山道適安大廈附近建有一個石屎高台上落貨，兩旁的防撞欄有裂痕，要求港鐵公司與有關政府部門跟進。**港鐵公司一級建造工程師利善文先生**回應，該防撞欄屬於路政署，會立即與路政署跟進。
21. 有與會者詢問山道行人路何時重開。**利善文先生**回應，會與承建商商討重開山道行人路的可行性。
22. 有與會者指南里人車爭路問題嚴重，除了行人路太斜不方便長者，亦缺乏交通燈和經常有貨車和泥頭車倒車。**梁家華先生補充**，南里本身路面有限制，港鐵公司已加建行人設施，並設置扶手，一方面方便長者，另一方面亦將人車分隔。
23. 會議於晚上 10 時正結束，下次會議將於 2011 年 7 月舉行，詳細日期及地點將另行通知。

港鐵公司南港島綫(東段)社區聯絡小組 (海怡半島段)
第三次會議
會議摘要

日期: 2011年8月29日(星期一)

時間: 晚上八時至十時半

地點: 海怡半島社區中心

出席者:

區議會顧問:

林啟暉先生	南區區議會議員
馮煒光先生	南區區議會議員
林玉珍女士	南區區議會議員

地區代表:

許湧鐘先生	海怡半島業主委員會主席
徐惠珍女士	海怡半島東商場業主委員會主席
畢理成先生	海怡半島管理有限公司高級物業經理
梁柏洪先生	鴨脷洲邨利怡樓互助委員會主席
盧惠芬女士	鴨脷洲邨利福樓互助委員會副主席
陳順喜先生	香港駕駛學院代表
施俊輝先生	維多利亞(海怡)國際幼稚園代表

政府部門代表:

尹應鵬先生	南區民政事務處聯絡主任主管
曹中翰先生	運輸署優先鐵路發展部工程師
梁家聰先生	路政署鐵路拓展處工程師
陳利益先生	地政總署產業測量師
陳天強先生	房屋署鴨脷洲邨副房屋事務經理

港鐵公司代表:

蕭錦行先生	項目傳訊經理
黃偉倫先生	高級統籌工程師
李子衡先生	高級建造工程師 - 土木
李光華先生	高級建造工程師 - 土木
甄基志先生	一級建造工程師 - 土木

缺席者：

李貴發先生
余子平先生
劉志光先生
李偉文先生

鴨脷洲邨利滿樓互助委員會主席
鴨脷洲邨利澤樓互助委員會主席
鴨脷洲邨利添樓互助委員會主席
鴨脷洲邨利寧樓互助委員會主席

列席者：

約 8 位公眾人士

會議內容

1. **港鐵公司項目傳訊經理 - 蕭錦行先生**歡迎小組顧問、成員及其他人士出席南港島綫(東段)社區聯絡小組(海怡半島段)的第三次會議，並介紹港鐵公司和政府部門代表。

簡介建造工程進度及未來半年會進行之工程

2. **一級建造工程師 (土木) 甄基志先生**介紹未來半年會進行之工程。接近海怡半島第三期行人路有明挖工程進行，為地下管線(包括高壓電線)遷移工程，預計 11 月會完成。近海怡半島第四期及海怡東商場一邊，亦會進行明挖工程。在海怡路底的地下管線遷移工程，預計 11 月底開始分階段進行以興建 B 出入口。
3. 海怡半島第四期對出利南道會進行幾條大型水管永久改道工程。工程於本年 7 月開始，預計於本年 12 月可以鋪設好並完成改道。鴨脷洲橋道及利南路交界，原來的鴨脷洲橋道足球場，現時正搭建地盤辦公室 (如圖示)。將來這個地盤的出入口會輕微擴闊，主要供一般車輛出入，亦會有運送工程物料的工程車輛出入。因應該地盤出入口的擴闊，有兩棵樹需要暫時移植。
4. 由於海怡半島站的位置正處於利南道及怡南路交界，現時位於利南道地底的煤氣管道因此需要臨時改至玉桂山，而最終會復修遷回利南道地底。預計 9 月份會進行相關工程。預計 10 月時，會將怡南路利南道路口封閉，以設置臨時樁柱和行車夾板。玉桂山機房的大型挖掘工程則預計於 11 月開始進行。
5. **甄基志先生**表示，為回應在實施第二階段的臨時交通管理措施時，議員對泥車行走路線的關注，工程隊伍特別優化了相關泥車路線，盡量減少泥車駛經至鴨脷洲西邨對出的道路，再駛至利南道至躉船轉運站。主要的工地出入口會盡量設於工地的南端，使往利南道南行的泥車不需要駛至西邨範圍作掉頭。屆時，承建商會安排交通大使在現場指揮交通。
6. **徐惠珍女士**指，海怡東商場的牌樓現時在工程期間每月清潔一次，查詢明年港鐵在商場附進行打樁工程時，如何解決牌樓的清潔問題，及牌樓上之射燈如要拆除，會重新安裝在何處。**林啟暉先生**補充商場須使用透明及不太高的圍板。**畢理成先生**表示，海怡第 20、25 及 33A 座或會因工程關係難以進行清潔，須與港鐵商討安排。
7. **陳順喜先生**提到香港駕駛學院對出、利榮街與利南道交界的山坡挖掘工程，以及通往利東邨一條路的鑽地工程均帶來噪音滋擾，要求港鐵公司採用足夠的緩解措施減少影響。另外，工地外無圍板，只是鐵網，沙石可能彈出地盤範圍，並指出上週四(8 月 25 日)在工地及學院附近有城巴經過，有沙石彈中巴士玻璃，既然工程連續數年，希望可用密封、約 5-6 米高之圍板分隔工地。另外，卸泥口開

始運作，學院方面數過每小時約有 24 架次，而往往見到有 5-6 架泥車在躉船轉運站外排隊，影響利南道交通。

8. **林玉珍議員**感謝有關部門盡力使泥車毋須駛經鴨脷洲邨。怡南路 11 月開始封路至 3 月，查詢部份駛往鴨脷洲邨的泥車會持續至何時，及指出鴨脷洲邨的路面狀況只能承受普通的車輛來往，未必能供泥車長時間行走。
9. **甄基志先生**承諾港鐵會提供升降台予海怡東商場進行每月一次的清潔，詳細安排會與管理公司商討。牌樓燈方面，港鐵公司會研究施工方法以避免拆燈的需要，暫未確定是否必須拆除。東商場外圍板高度為 2.4 米高（一般標準）、上半截透明、下半截用實色圍板。詳細位置、高度會再與商場業委交代設計。至於**畢先生**提到會受工程影響清潔的幾座海怡屋苑，會同樣由港鐵公司提供升降台或臨時棚架供管理處進行清潔，時間再與管理處商討。如因工程受影響，港鐵公司會配合。
10. 有關鴨脷洲邨路面狀況的問題，**梁家聰先生**補充指會盡快與地區分部同事研究修復鴨脷洲邨路面；至於怡南路的非正式的土上落，已聯絡警方加強執法。**林玉珍議員**補充指，如 A10 及 95C 總站遷移後造成問題，可考慮 95C 作為環線。
11. 關於怡南路的運泥車，**甄基志先生**表示由於挖掘工程就在該路附近進行，無可避免會有泥車短暫停泊進行起卸。港鐵公司會密切留意，指示泥車泊於適當位置、放置足夠交通指示牌、請交通大使協助指揮，從而盡量避免影響交通；而現階段行人路明挖工程已接近尾聲，即將進行的是港燈公司的電纜遷移工程，故進出怡南路之泥車數目會大減，但仍會偶然需要使用。有關工人休息方面，港鐵公司已提醒工人避免於海怡私人範圍休息，而利南道工地及快將落成使用的鴨脷洲工地辦公室，亦有地方予工人休息。
12. **高級建造工程師李子衡先生**承諾會再嘗試為駕駛學校研究不同的緩解噪音的措施，減低影響。至於校方指由地盤彈出的沙石擊中停泊城巴玻璃一事，**李子衡先生**表示事發時正值地盤工人用膳時間，沒有工程進行，另外可見城巴玻璃是由內向外爆，故此未能證明與地盤有關。臨時躉船轉運站前路盡頭會實施雙黃線禁區措施，大量車輛停泊的情況相信會大為改善。**陳順喜先生**表示有理由相信事件由地盤沙石造成，現交由警方調查。**李子衡先生**表示地盤外圍鐵絲網，內圍綠色保護網以免沙石彈出，並承諾在工地控制泥車數目避免。**黃偉倫先生**表示曾約見駕駛學校，校方表示暫時未有需要。

臨時交通管理措施、受措施影响的巴士及小巴路線問卷調查結果

13. **甄基志先生**介紹將會實施之臨時交通管理措施。海怡半島第三、四期部份行人路須改道，以進行地下管線工程；利南道在未來數月亦會維持兩線行車。2011 年下半年，利南道及怡南路路口預計於 11 月封閉，屆時四期與海怡東商場中間

的道路將為單線單向行車，並會以水馬或圍街板形式提供臨時行人通道供公眾使用，並有地盤交通大使協助路人過馬路以確保安全。受封路影響的巴士及小巴，如 A10、95C 及其他綠色小巴的線路，會按較早前向海怡居民進行的問卷調查結果進行改道。確切實施時間須再與運輸署磋商。相關措施已剛於 8 月份的地盤聯絡小組提交。

14. **甄基志先生**向大家講解受臨時交通管理措施影响的巴士及小巴路線問卷結果。小巴 37/37A 不駛經海怡範圍，63 號小巴會經海怡範圍。A10 及 95C 的巴士總站會遷至 18、19 的巴士停車處，N90 則不駛經海怡範圍。
15. **施俊輝先生**查詢 63 號線綠色小巴士站將來搬遷至海怡寶血小學對出的確實位置為何，指經怡南路出鴨脷洲橋道的車輛常在該處附近加速，在此設小巴士站恐對影響安全。
16. **許湧鏞先生**查詢問卷最終結果是由何方決定。有關方面應該發信正式通知業主委員會，好讓居民得知最終方案。另外，因應一些巴士路線的總站會搬至海怡範圍(例如 A10 及 95C)，港鐵公司及海怡有關方面須研究如何安排有關巴士站的位置。
17. **林啟暉議員**指第三期外臨時行人路與馬路只是水馬之隔，居民繁忙時間上班時險象橫生，另外第三期居民輪候搭的士時，往往會排到馬路上，易生意外，是否可臨時把的士站搬往巴士總站內？請運輸署研究。
18. **畢理成先生**表示，工程開展後，運泥車每日出入造成利南道出現阻塞情況。另外亦請港鐵關注工人進入海怡私家地段休息的問題，希望港鐵盡量提供地方予工人休息。就小巴及巴士路線方面，**畢理成先生**及**馮焯光議員**認為，如小巴乘客在海怡路不適合停站之位置(如會所外)要求落車，海怡管業處在執法上有困難。**畢先生**亦關注巴士站搬遷至 19 座對出後，如何處理校巴、私家車、再加上巴士行走時的阻塞情況。**畢先生**亦請港鐵公司盡量提供更多未來的工程進度及資料，以便配合。有關問卷方面，**畢先生**表示，問卷是由社區聯絡小組名義發出，海怡半島管理公司若算是小組成員，發出問卷時應先諮詢管理公司，否則居民對管理公司在小組的角色會不清晰，希望港鐵公司日後留意這方面的諮詢程序。**馮焯光議員**同意畢先生之意見。
19. 有關 63 號臨時小巴士站之位置，**甄基志先生**回應指由於該段雙線雙程的鴨脷洲橋道路面較一般規格為闊，因此才向運輸署建議小巴士站臨時設在此處。港鐵公司將與相關政府部門再研究因應小巴士站臨時位置可作的改善措施。因應 A10 及 95C 總站的搬遷，海怡路巴士停放處將會擴闊，而相關工程亦會與 B 出口工程配合。

甄先生亦請運輸署代表就小巴及巴士站問題作補充。

20. **曹中翰先生**補充，運輸署要求小巴只可於指定站頭上落，如果小巴有違法情況出現，運輸署會與營辦商適當跟進。而海怡路屬私人地段，管理公司能予以協助將可達致更佳效果。另外，18 座對出巴士停放處延長 8-9 米後可停泊約 3 部巴士，運輸署亦要求巴士公司每站頭每條線只可停泊一部車，另一巴士停放處則可彈性處理，以不阻塞交通為大前提。署方已開始與巴士公司就搬巴士站及校巴上落問題溝通。
21. **畢理成先生**補充，剛才運輸署／港鐵指因為鴨脷洲橋道相對較闊，因此 63 號小巴線現擬設之臨時位置合適，但忽略了這變相是鼓勵車輛駛越旁線再回本線的問題。另外，海怡寶血小學開學時將有保姆車在該處停泊，遇上小巴經常上落客會產生問題，建議政府考慮在行人路預留位置提供彎位供小巴停泊上落客。
22. **甄基志先生**回應**林啟暉議員**提議是否可於 33A 座下怡南路面預多點位置作臨時行人路，指現階段仍有許多工程進行，暫時不可行。**甄先生**強調臨時管理措施均經過詳細研究及地盤聯絡小組審批，並會不時檢討作出改善。此外，由於第三期對出的士站並非指定上落客位置，期望隨著第二、第三階段臨時管理措施落實，的士司機可慢慢適應。**曹中翰先生**指 63 號小巴士位置大致定案，港鐵公司會向署方提交方案，另外亦有各方面的配合、例如圍欄、路面鬆線等。另外畢先生剛才提及的彎位及**林啟暉議員**搬的士站的建議，亦可一併研究。**許湧鏜先生**表示 95C 如變成循環線，票價應有調整。

樹木保育及相關移植事項

23. 受南港島綫(東段)工程影響的樹木，位於海怡半島私家地段有 29 棵。因應海怡半島站的明挖工程及機房大樓的挖掘工程，有樹木需移植及移除。經樹木專家詳細考慮多個因素，包括樹木之形態、健康、結構、品種、移植後的存活率等等因素後，有 24 棵可進行移植，有 5 棵會移除。工程完成後會進行補償種植，屆時將與管理公司磋商詳細方案。非海怡半島範圍的樹亦有部份須移除，主要是玉桂山進行機房大樓工程的範圍。另有 2 棵屬政府的樹木需要移植。在怡南路對出有 5 棵樹，其中 4 棵須進行移植。由於這幾棵樹較高，9 月中兩至三天會短暫封閉（早上 10 時至 4 時）巴士站對開的一段怡南路，以進行搬遷樹木工程。
24. **林啟暉議員**表示，港鐵為何未有保留前海面傳導會小學舊址一些大而有價值的樹？日後在海怡半島進行樹木移除，必須先通知居民。**甄基志先生**回應，港鐵公司會視乎健康、形態、結構、存活率等決定是否可移植，並非大樹即可移植。有關海怡半島一帶的樹木移除及保育計劃，在會議開始時已介紹。

海怡半島站 B 出入口工程及地役權簡介

25. **高級建造工程師李光華先生**介紹 B 出入口工程。由於工地狹窄的限制，興建 B 出入口須於海怡路路底進行樁柱工程，其後需清拆部份路底結構，而在清拆前需進行結構改動工程，須安裝數支永久鋼柱及鋼樑，以承托此部份的結構。方案已獲屋宇署審批，亦已與屋苑管理處交代工程大概的安排。整個出口完成後，路底結構會連接至海怡站大堂，路面會修復。工程完成後，由海怡半島管理公司保養的海怡路底結構受影響部份，會由工程前約 400 平方米加上 4 支混凝土柱，縮減至約 100 平方米，包括八支外包混凝土的鋼柱及相關鋼樑，而部份結構已成為車站出入口設施，會由港鐵公司保養。日後整體需要由管理公司保養的範圍其實會縮減。
26. **馮焯光議員**查詢港鐵公司是否可以混凝土柱進行支撐而非鋼柱，避免增加海怡半島業主的維修費用。**畢理成先生、許湧鐘先生、施俊輝先生、馮焯光議員、林啟暉議員、及林玉珍議員**指因為興建 B 出口而進行改動，港鐵公司應永久負擔維修費用。另外，**畢理成先生、許湧鐘先生、林啟暉議員及施俊輝先生**指，雖然地役權設定該出入口可佔空間至主水平基準上 33 米是供鐵路設施圍維修之用，然而未能釋去居民對港鐵日後會否利用車站對上空間作廣告位的疑問，希望港鐵能就此提供書面承諾。**畢先生**要求港鐵提供更多有關建議樁柱工程的詳細資料，並擔心海怡路底公用設施包括水、電、冷水等供應會因改道受影響，希望盡早得知改動詳情。**畢先生**指管理處曾去信地政署，建議署方或港鐵如在車站出口 7-8 米高度以上進行永久裝置，必須先得小業主及管業處同意。
27. **黃偉倫先生**指出，興建 B 出入口必須在海怡路底進行結構改動，經過詳細研究後建議鋼柱代替混凝土柱及樑，因為結構改動後空間未能容納混凝土柱。此安排曾與屋宇署及管理公司商討，大家均同意是唯一可行方法。至於維修保養問題，港鐵及管理公司暫未深入研究/討論。就保養而言，海怡半島須承擔的保養範圍有所縮減，而支柱及鋼樑方面的保養亦無特別大的分別。建議管理公司向港鐵公司提供資料，顯示結構改動後對保養維修費用的影響，港鐵公司會詳細研究，同時亦會向管理處提供詳細資料，希望雙方技術人員研究後再討論。至於地役權方面，港鐵公司無計劃亦無意圖要在此車站出入口上方賣廣告，而在現時營運的港鐵站，如有這種建議須獲地政署長審批。預留主水平基準 33 米設定，車站出口上方空間純粹是技術上如有緊急維修時，需要盡快搶修/重建出入口。
28. **陳利益先生**補充，在海怡半島設置地役權，作用是為興建、安裝、維修、營運和視察有關鐵路車站及設施，包括政府人士或獲許可公眾人士的通行權。一般而言，地政總署不會批准港鐵於車站出口上方擺放商業廣告及不關於南港島綫的廣告設施。署方正處理海怡半島管理處來函，稍後回覆。

[會後補註：地政署已於 2011 年 8 月 31 日正式書面回覆海怡半島物業管理公司 2011 年 8 月 23 日之來信。]

29. **施俊輝先生**要求港鐵提供將來維修費用的計算。**許湧鐘先生**想確定保養維修問題仍有商討空間？據他所知，現時的混凝土柱基本上是零保養支出。**畢理成先生**及**許湧鐘先生**及**林啟暉議員**表示工程由港鐵提出及進行，應由港鐵提供而非管理公司提供有關估算。**許先生**希望港鐵同時亦就此諮詢業主委員會。**馮焯光議員**要求在區議會復會後，港鐵公司再書面交代樁柱的保養問題。**陳利益先生**補充，運輸及房屋局制定地役權的範圍，是按港鐵工程所需要範圍而定，而南港島線方案包括設置地役權範圍最終獲行政長官會同行政會議批准。地政總署是根據批准方案而於海怡半島設置地役權。
30. **黃偉倫先生**補充，混凝土結構的維修保養，相較其他建築結構和系統的保養，支出很有限，因此港鐵公司需先了解管理公司以現行保養混凝土柱的基礎為基本，估算將來的成本；而不同的工程人員對維修保養及相關支出的觀點角度亦不一樣，因此較難由港鐵公司直接進行估算。**蕭錦行先生**補充，港鐵公司是以對現時結構最少的改動、盡量不增加維修費用為原則，去興建 B 出口。

利南道建議爆破工程簡介

31. **高級建造工程師李光華先生**表示，利南道機房大樓的建造，原擬採用機械挖掘進行平整工地工程。在承建商詳細研究施工環境後，建議採用爆破安排，此建議於 2011 年 5 月的社區聯絡小組亦曾提及。在表中可見，採用爆破安排所產生噪音之時間只是一至兩秒，而機械挖掘運作朝八晚六進行，噪音影響相對較長；使用爆破技術亦可縮短工程期，較機械挖掘減少 30%-50%。建議爆破時間為星期一至六，於下午至黃昏進行，每日兩次。屆時會實施臨時管理措施，部份利南道、怡南路及鴨脷洲橋道需暫時封閉約 5-10 分鐘。根據礦務處技術指引，爆石時會設置合適的保護措施及防護工作，減少震盪及泥塵的影響。
32. **林啟暉議員**指港鐵公司較早前亦曾提出以爆破取代機械挖掘的建議，請港鐵公司向居民清楚解釋兩方案的利弊，再由議員諮詢居民意見。**馮焯光議員**及**林啟暉議員**問何時要做爆破？不要以需做諮詢為延遲落成的藉口，希望真正有機會給居民提意見。**林啟暉議員、畢理成先生**查詢機房大樓內有甚麼設施，以及機房會否發出低頻聲音，有幾多人在內工作。
33. **李光華先生**回應，因應居民的關注，玉桂山的通風及機房大樓的設計已而大大改變，非車站必須的支援設施已遷至利榮街機房大樓，玉桂山機房大樓的闊度因而大幅縮減至 40 米左右，設計上機房亦會藏於玉桂山中以減少景觀影響。機房內的設施包括供使用之風扇、消防設施、通風管道、電壓房等海怡車站必

備設施，網頁有相關資料。機房亦設有吸音及隔音措施，在環境影響評估方面亦有詳細評估，並有緩解措施。**黃偉倫先生**指現時運作的車站亦有通風設施，普通市民可親身感受其聲響、空氣等是否有影響，如有需要可安排參觀現時通風設施。

34. **李光華先生**續指，2011年年底仍會進行機械挖掘平頂等前期工程，需時 4-5 個月，現時仍需 3-4 個月時間做公眾諮詢及向政府有關部門申請，最快 2012 年初方會進行爆破，而機房大樓工程則為期年半至兩年。**黃偉倫先生**指需要先取得社區意見方向，如社區無太大反對意見，在下一輪社區聯絡小組會港鐵提供更多有關爆破安排的資料作詳細介紹。
35. **林啟暉議員、馮煒光議員及施俊輝先生**希望港鐵早一步提供更多資料，包括機械挖掘及爆破時間的比較等等，因為 11 月才提供資料，2012 年初便要進行爆破，諮詢時間緊迫。**蕭錦行先生**補充，承建商於 2012 年第一季才開展工程，之前會進行技術研究，確保爆破對安全及進度均無影響。

其他事項

36. 會上通過南港島綫(東段)社區聯絡小組(海怡半島段)的第二次會議會議紀錄，有關會議紀錄於會後會上載於港鐵公司南港島綫(東段)網頁供公眾參考。**陳利益先生**提醒第 16 段，即是就海怡半島可發展樓面面積是否可因應興建鐵路設施而獲豁免該段，應為會後補註而非會面記錄，並清楚闡明路政署回覆，根據香港鐵路條例第 54 條，就《建築物(規劃)規例》而言，屋宇署原則上不反對豁免位於海怡半島內的鐵路設施的總樓面面積。]
37. **畢理成先生**希望會議內容能盡量記錄在案，並希望盡量在會議傳閱草擬本予與會者，有意見一次過改，完成後大家再看一次，於會上通過就會較快捷。另外畢先生提到，上次會議希望運輸及房屋局擔當港鐵公司及海怡半島管理處的協調角色，希望在會議記錄上反映。**蕭錦行先生**指現時做法是參照區議會做法。大家如對上一次會議記錄有意見可提出，修改後會放上網供公眾查閱。
38. **林玉珍議員**查詢，連接鴨脷洲西邨及海怡半島的行人天橋，在西邨的橋躉確實位置為何，是否可以在利怡樓工程進行時一併進行。**李光華先生**會議後會與**林玉珍議員**聯絡工程的配合。
39. 會議於晚上十一時結束。下次會議日期及地點將另行通知。