MTR Corporation Limited

South Island Line (East)

Construction & Demolition Materials Management Plan

April 2013

Verified by:

Thomas Chan

Thomas Chan

Independent Environmental Checker

Date:

12 April 2013

MTR Corporation Limited

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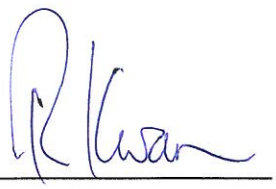
Certified by:



Richard Kwan

Environmental Team Leader

Date: 12 APR 2013

FINAL REPORT

MTR Corporation Limited

Construction & Demolition Materials Management Plan For SIL (E)

April 2013

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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.

Further to EPD's approval on the C&DMMP in December 2011, this revised C&DMMP provides an update to the operation hours and day of the barging points at Telegraph Bay, Lee Nam Road and Western Public Cargo Working Area. The update of operation hours and day of the barging point aims to optimize the use of the barging points.

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. A variation of Environmental Permit (No. EP-407/2010/B) was granted to the Project Proponent on 4 December 2012.

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 as decided on site and directed by Police depending on actual traffic conditions and/or shall be approved by relevant government department(s) for temporary traffic management purpose.

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 m^3/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 September 2012 to September 2014.

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. In addition, if change of transport routes happens, each and every occasion of such changes shall be reported to EPD and shall be included as a Notable Event in the next monthly EM&A report and highlighted in the Executive Summary of same monthly EM&A report.

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 as decided on site and directed by Police depending on actual traffic conditions and/or shall be approved by relevant government department(s) for temporary traffic management purpose.

As the Telegraph Bay Barging Point will 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 September 2012 to December 2013, with an estimated volume of C&D materials of 190,000m^3 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 2,400m^3/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. In order to optimize the use of the barging point and to reduce the truckloads from its maximum designed number, i.e. 380 truckloads per day, to 240 truckloads per day, the barging point will be opened with the use of conveyor belt system between 07:00 to 23:00 hrs on all days including Sundays and public holidays. The barging point will not handle any C&D materials from the truckloads via public roads during 19:00 to 23:00 on all weekdays and Saturdays and 07:00 to 23:00 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.

General construction work carrying out in the restricted hours is controlled by means of a system of Construction Noise Permit (CNP) under the NCO. CNP application will be made and a valid CNP will be obtained from EPD for the use of Powered Mechanical Equipment (PME) and/or carrying out of Prescribed Construction Work (PCW) during restricted hours.

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. In addition, if change of transport routes happens, each and every occasion of such changes shall be reported to EPD and shall be included as a Notable Event in the next monthly EM&A report and highlighted in the Executive Summary of same monthly EM&A report.

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 as decided on site and directed by Police depending on actual traffic conditions and/or shall be approved by relevant government department(s) for temporary traffic management purpose.

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 m^3/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 December 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/B. 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*).

3 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.

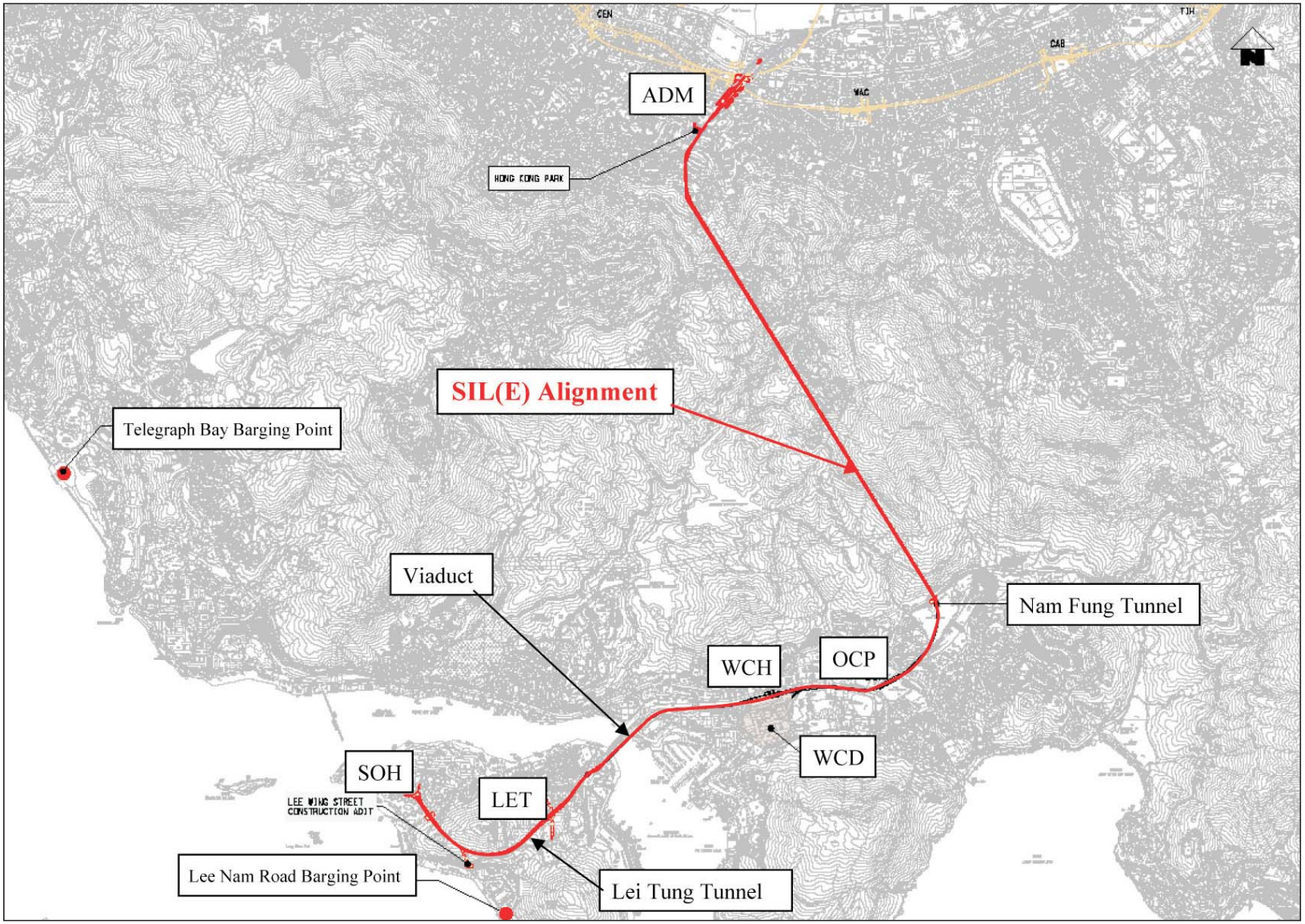

Figure 1.1

An Overview of the Proposed SIL(E)

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DATE: 09/06/2011

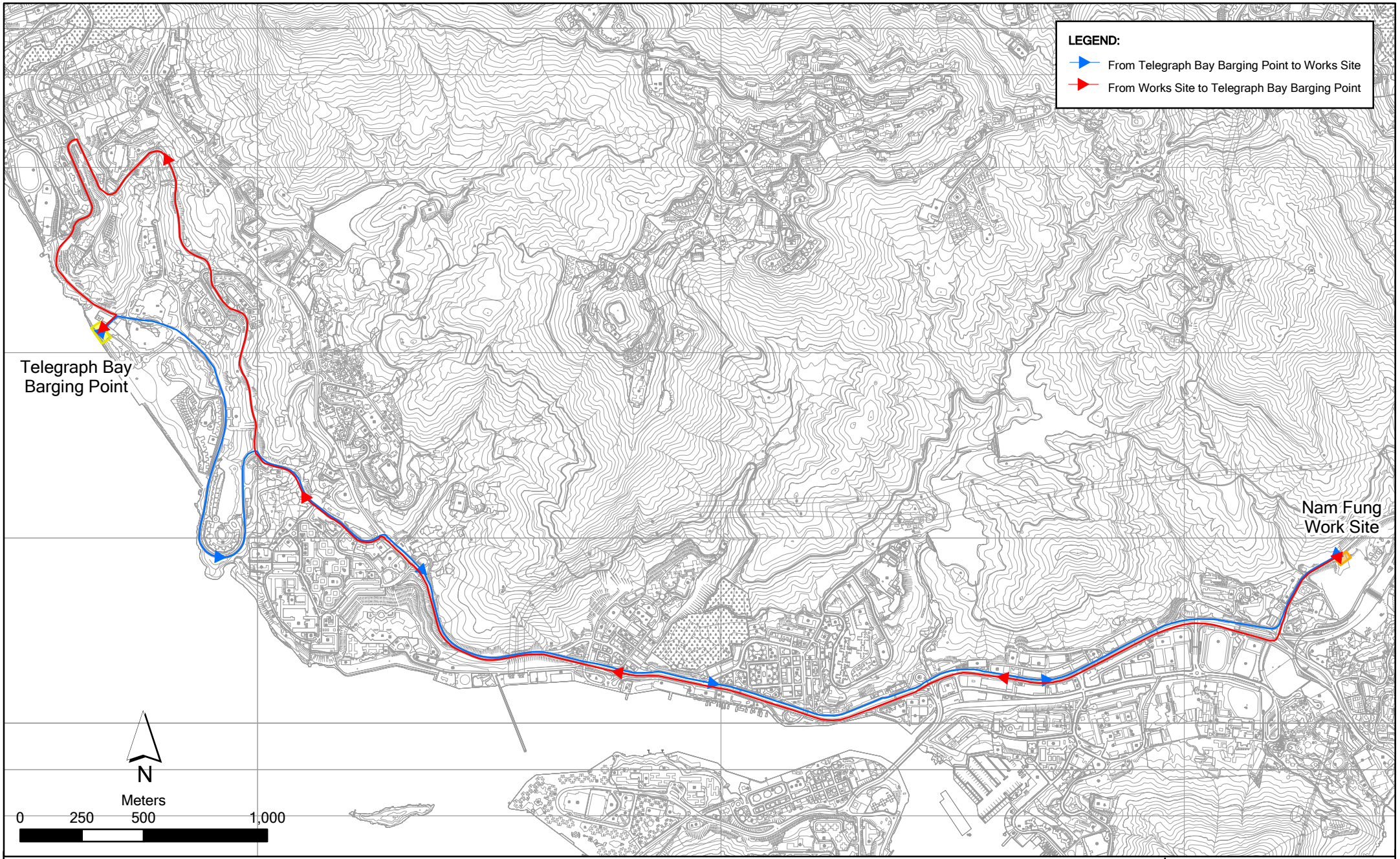

Figure 2.1

Designated Transport Routes to & from Telegraph Bay Barging Point

File: 0132172_TelegraphBay_
Nam Fung.mxd
Date: 03/08/2011

MTR

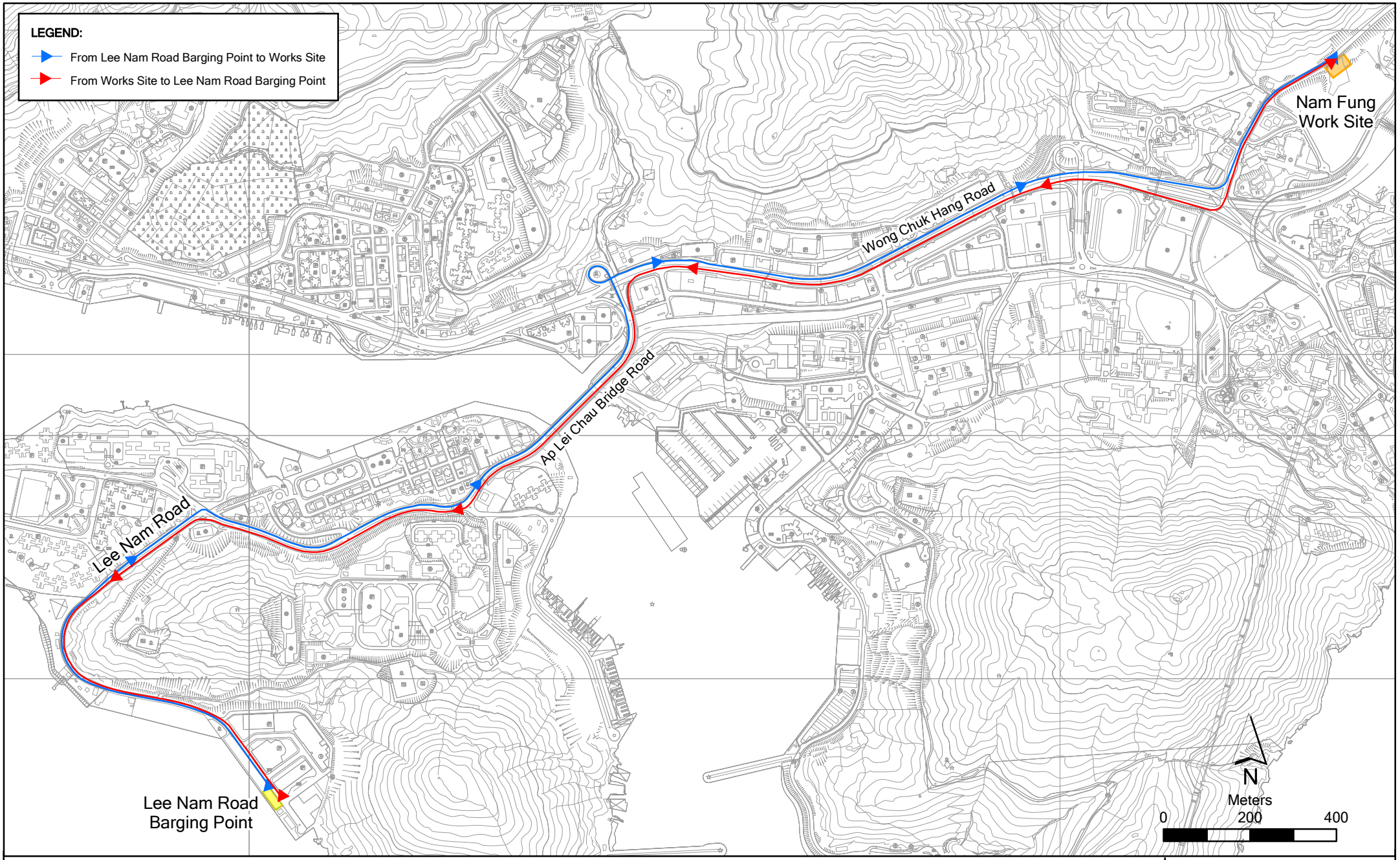

Figure 2.2

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

File: 0132172_Lee Nam Road_ Nam Fung.mxd
Date: 03/08/2011

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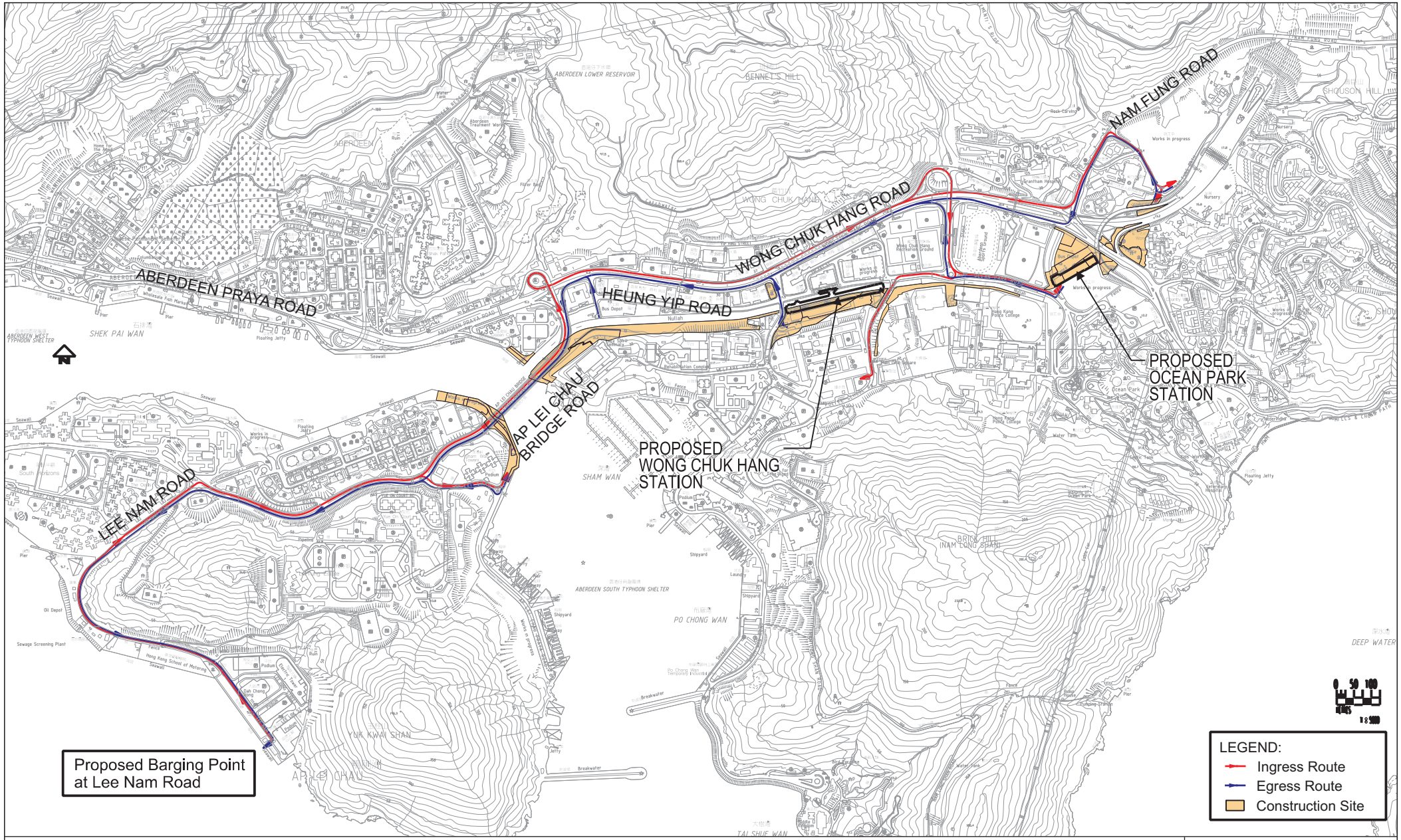

Figure 2.3

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

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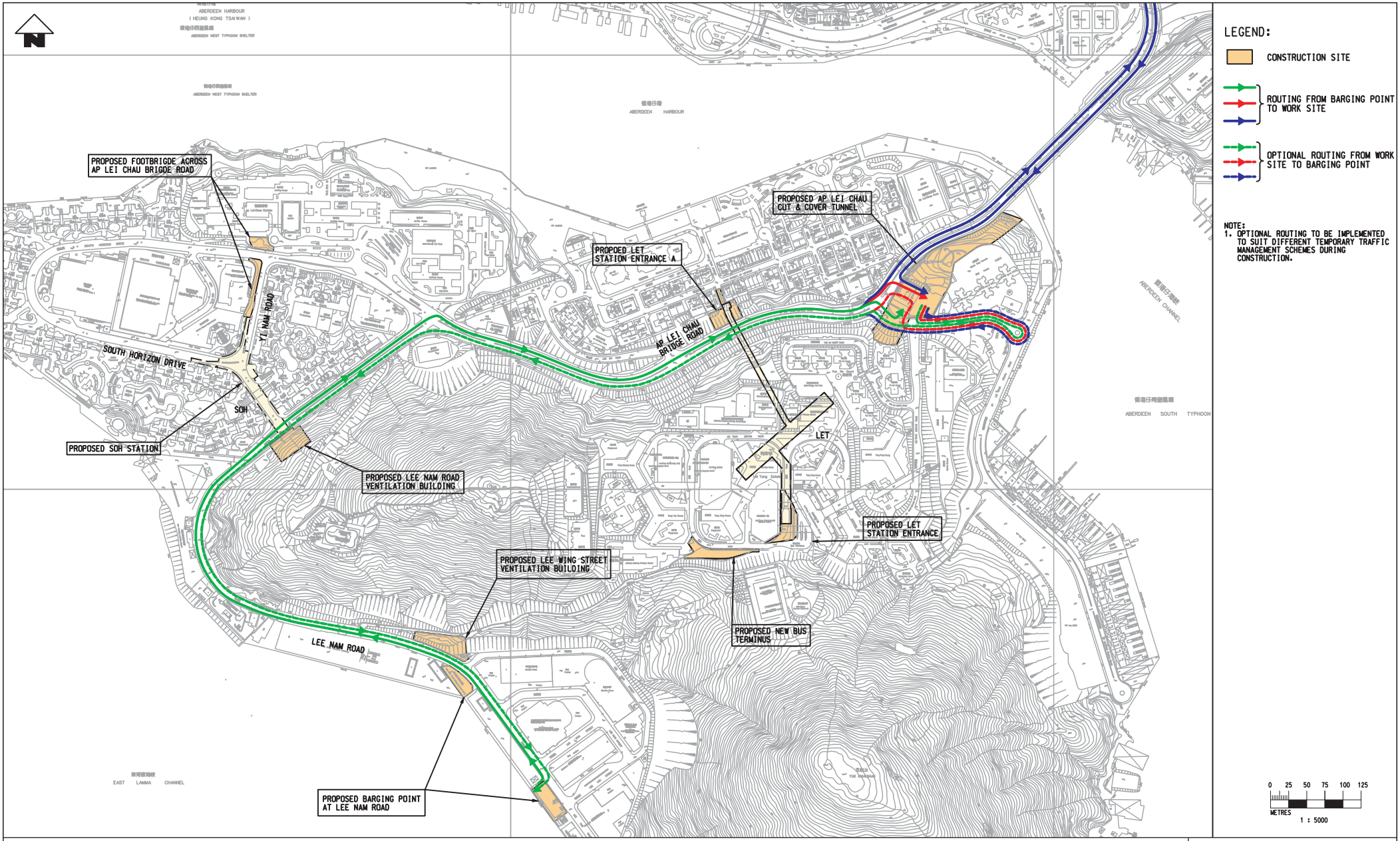

Figure 2.4

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

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DATE: 10/08/2011

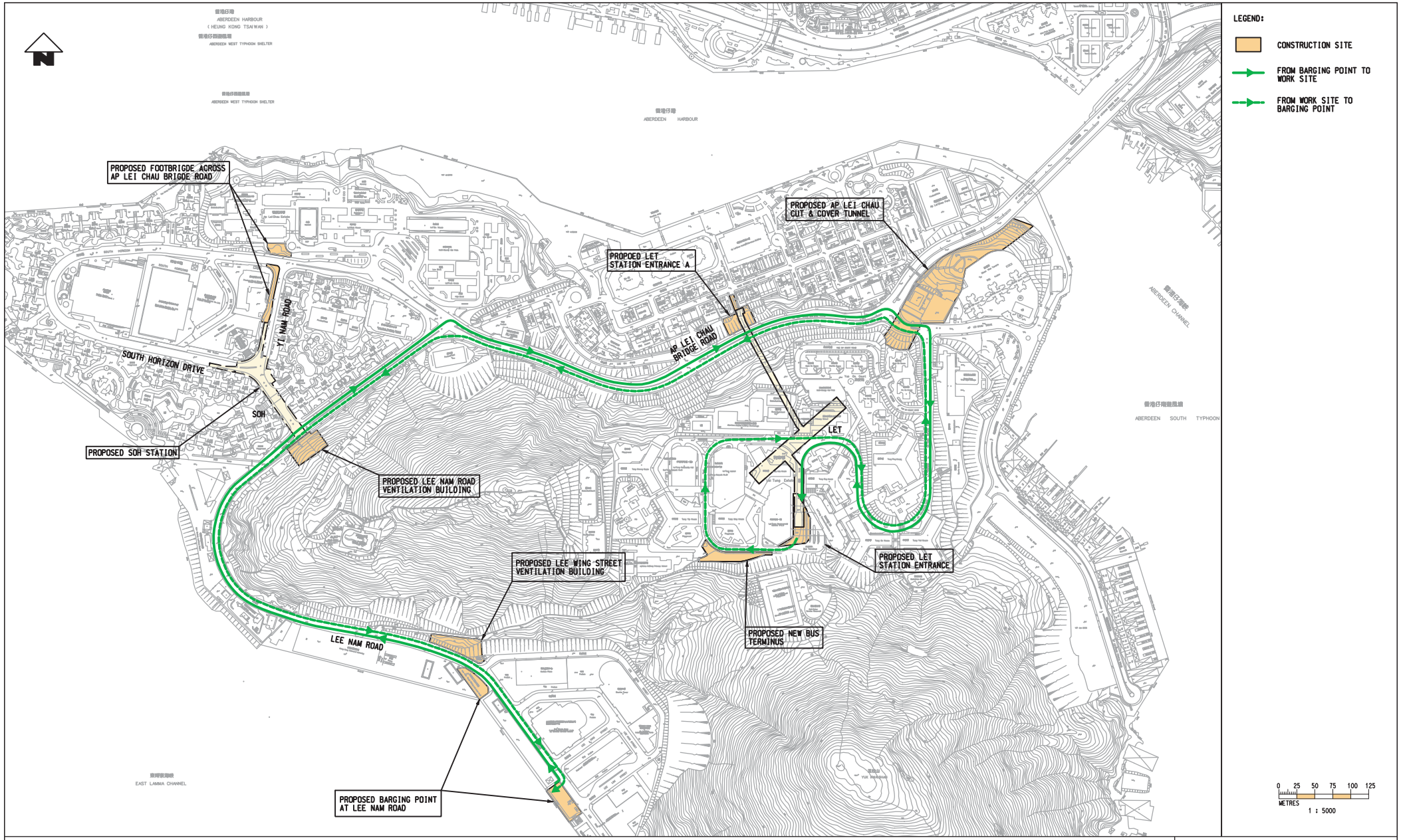

Figure 2.5

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

FILE: 0132172j
DATE: 10/06/2011

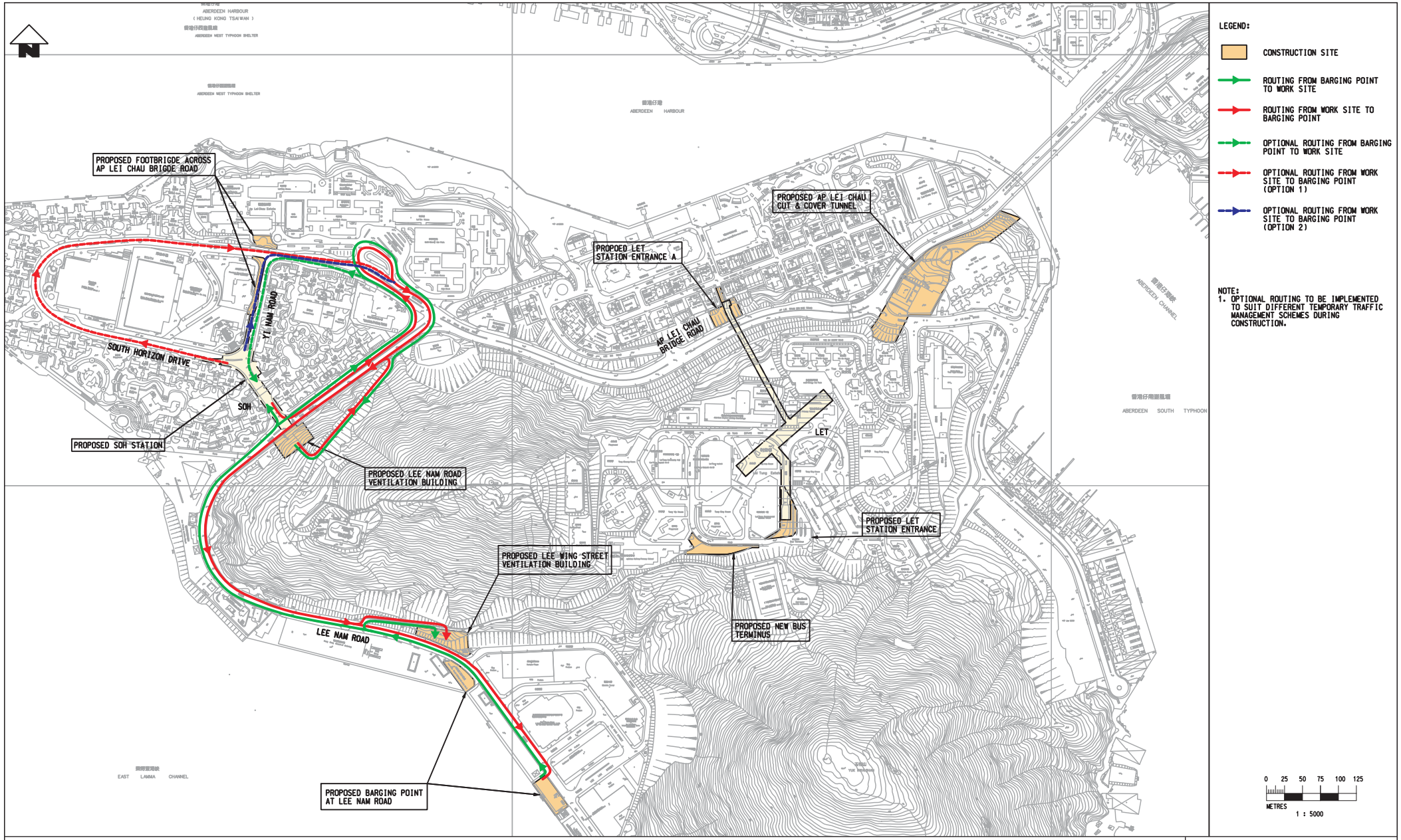

Figure 2.6

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

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DATE: 10/08/2011

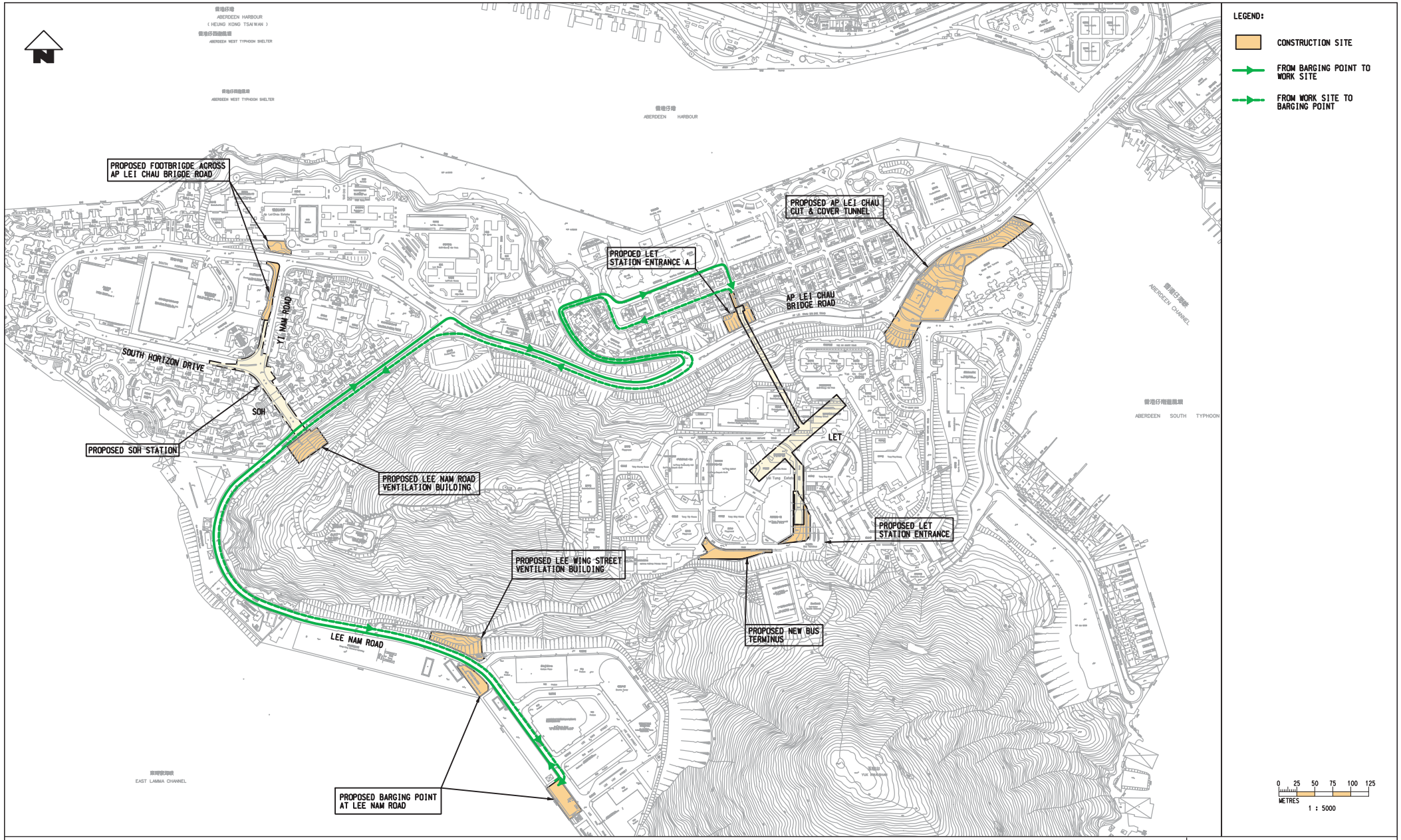

Figure 2.7

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

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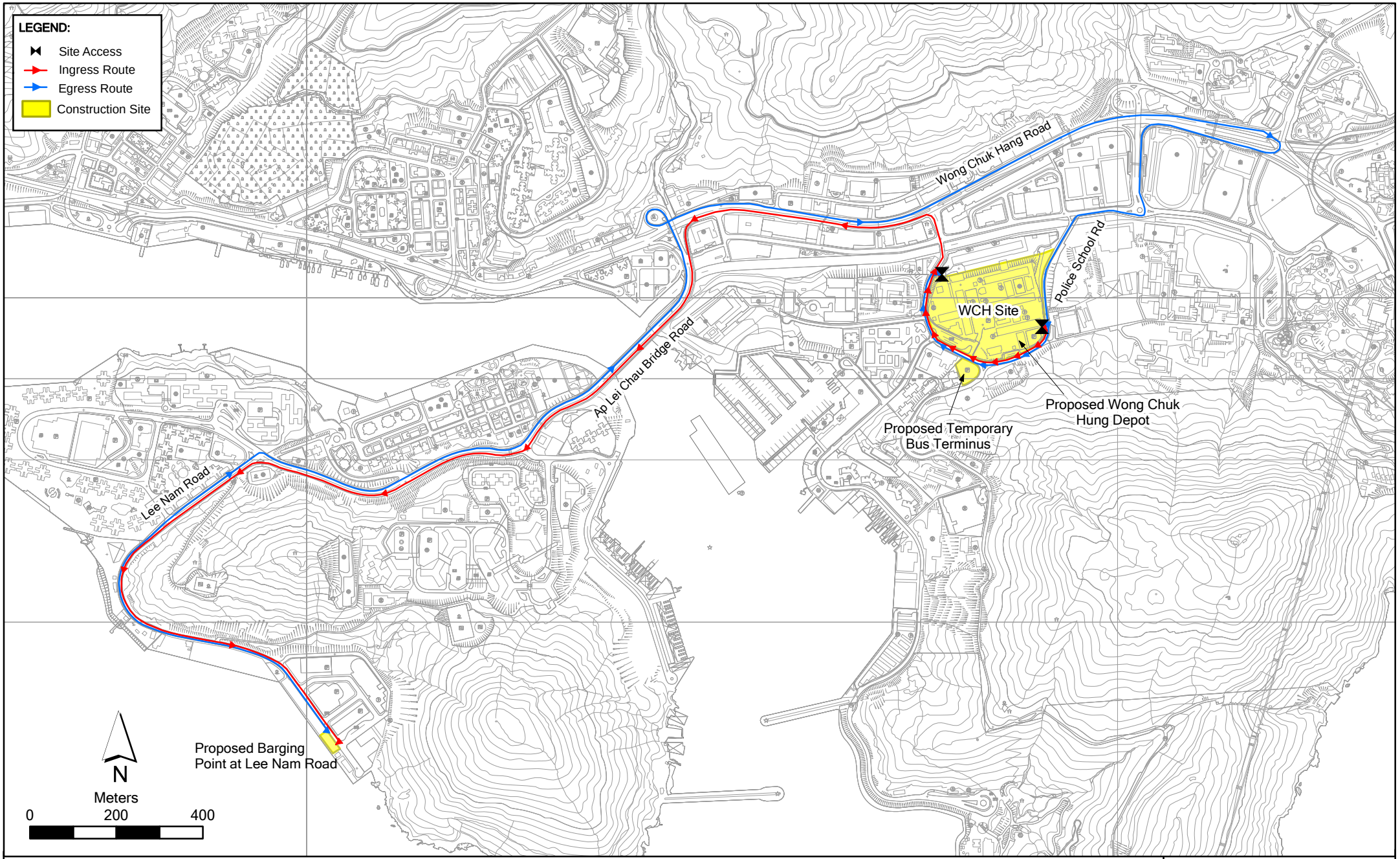

Figure 2.8

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

File: 0132172_Lee Nam Road_ WCHSite.mxd
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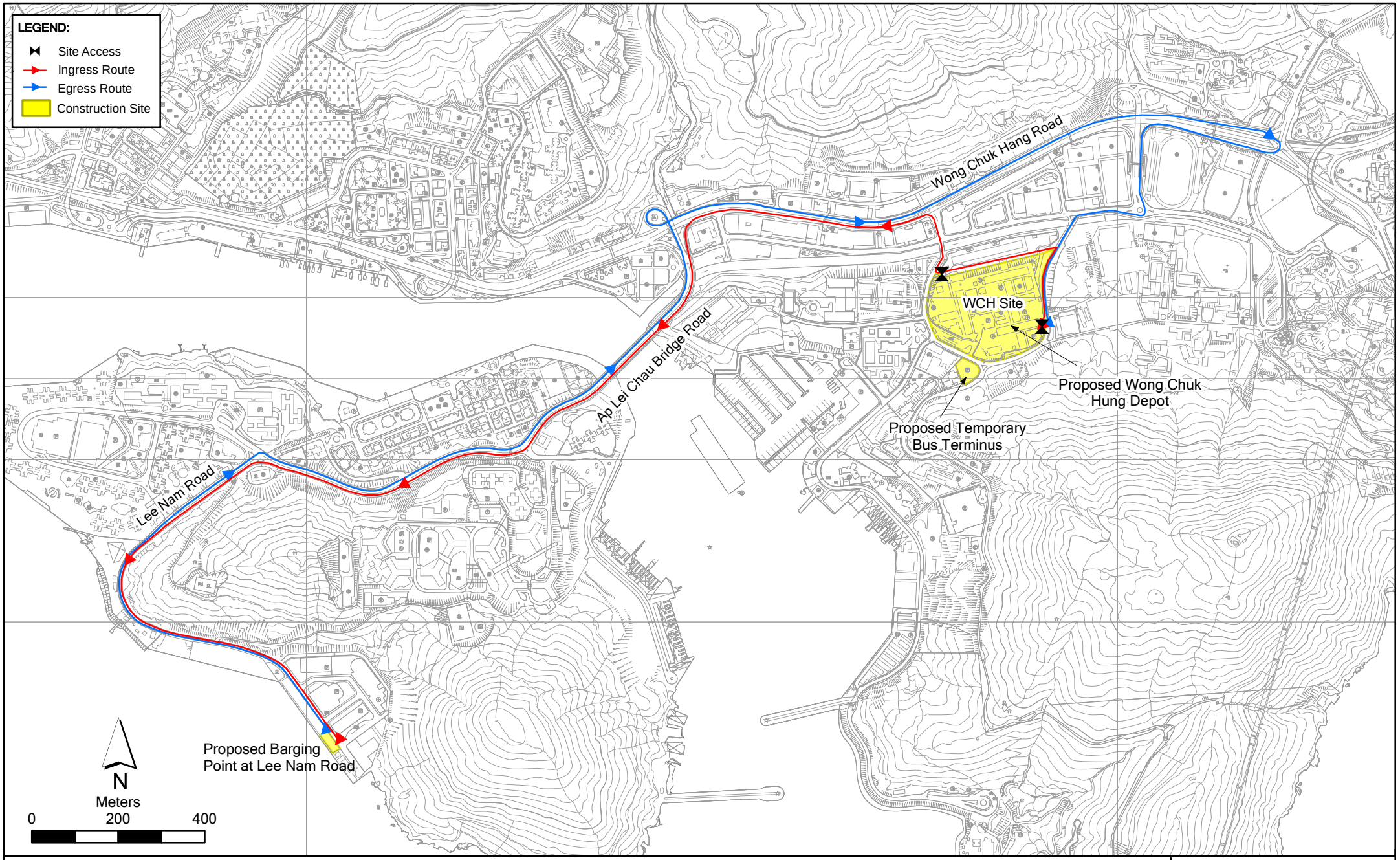

Figure 2.9

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

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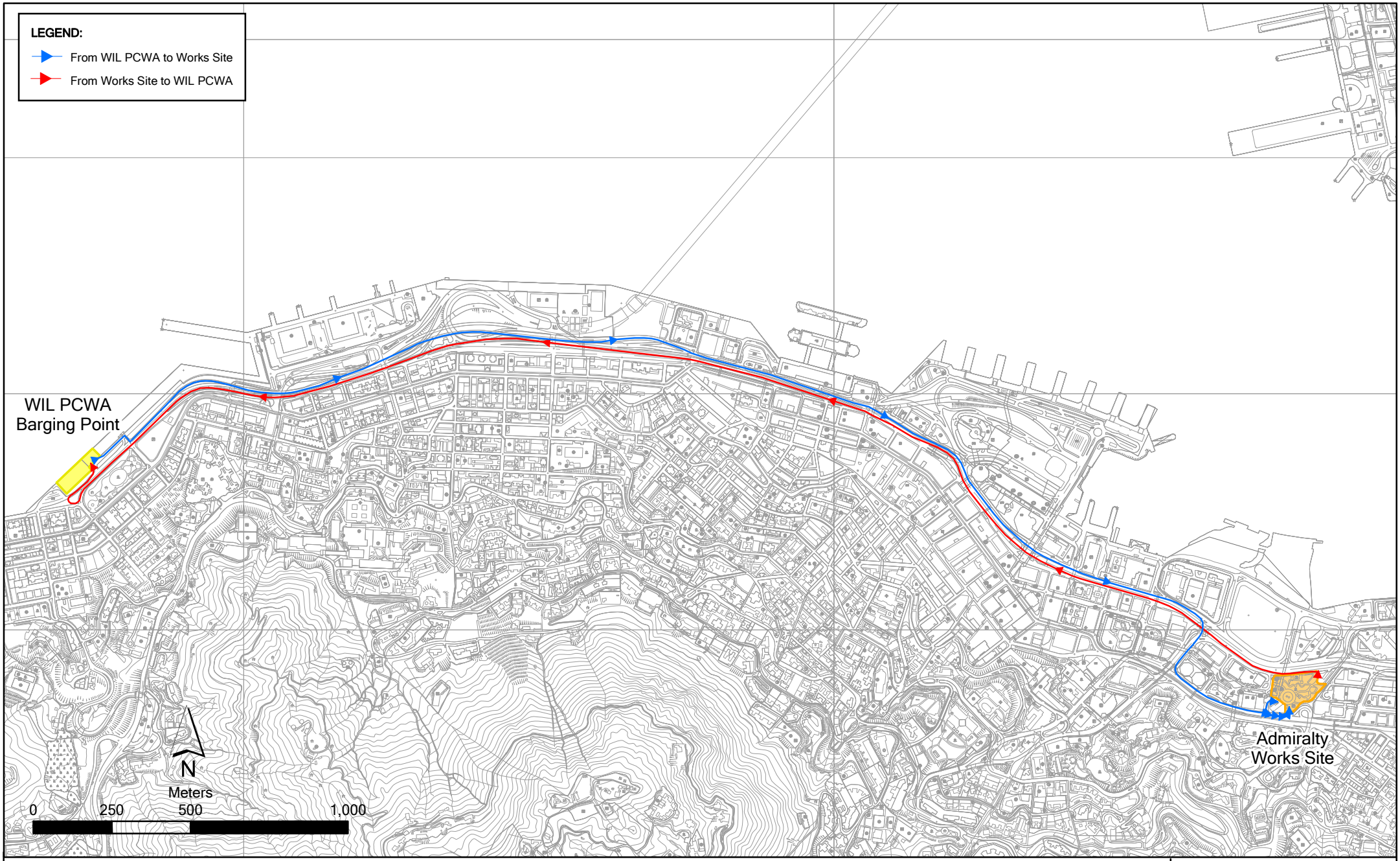

Figure 2.10

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

File: 0132172_Transport Route_
Western Cargo Area.mxd
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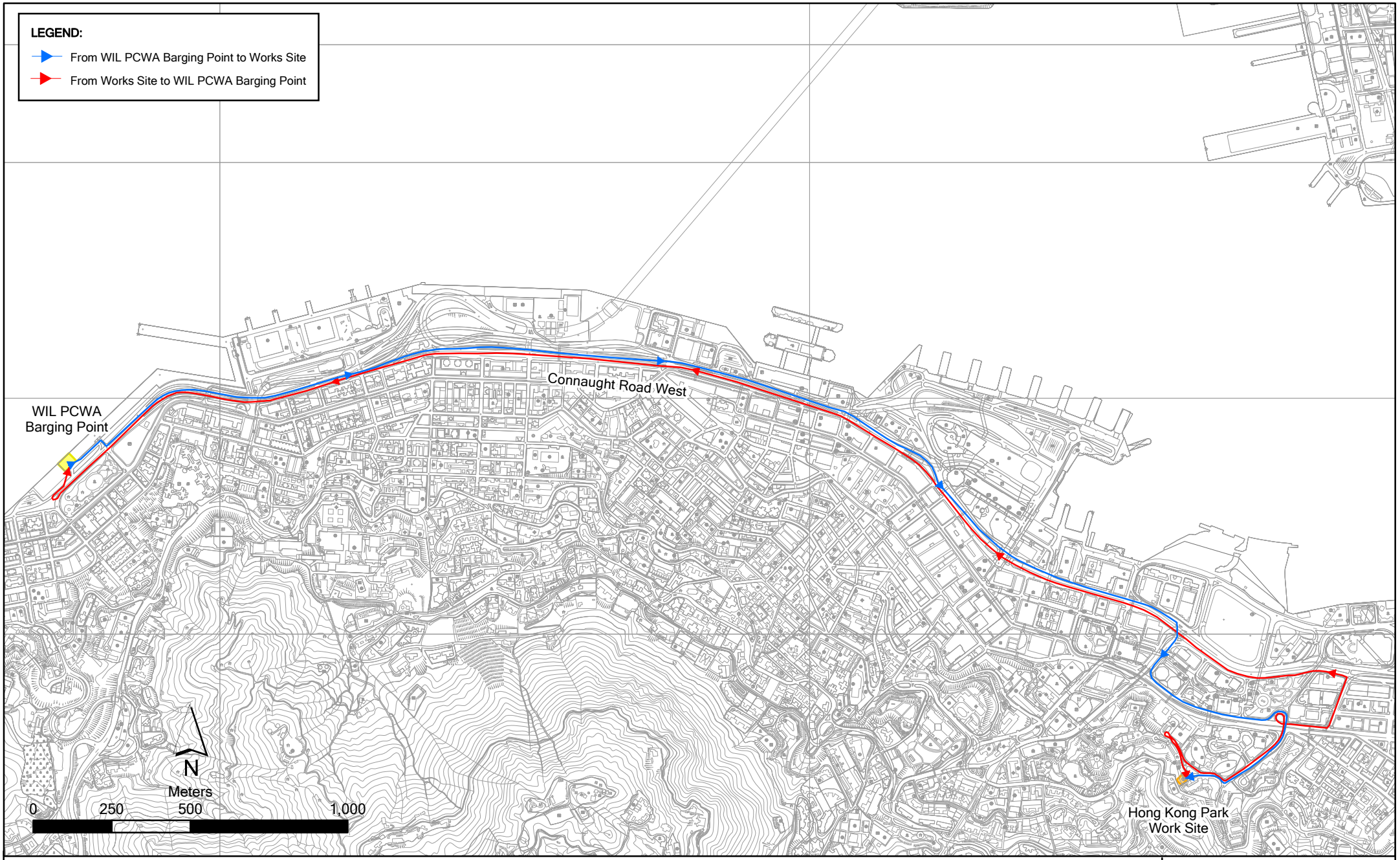

Figure 2.11

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

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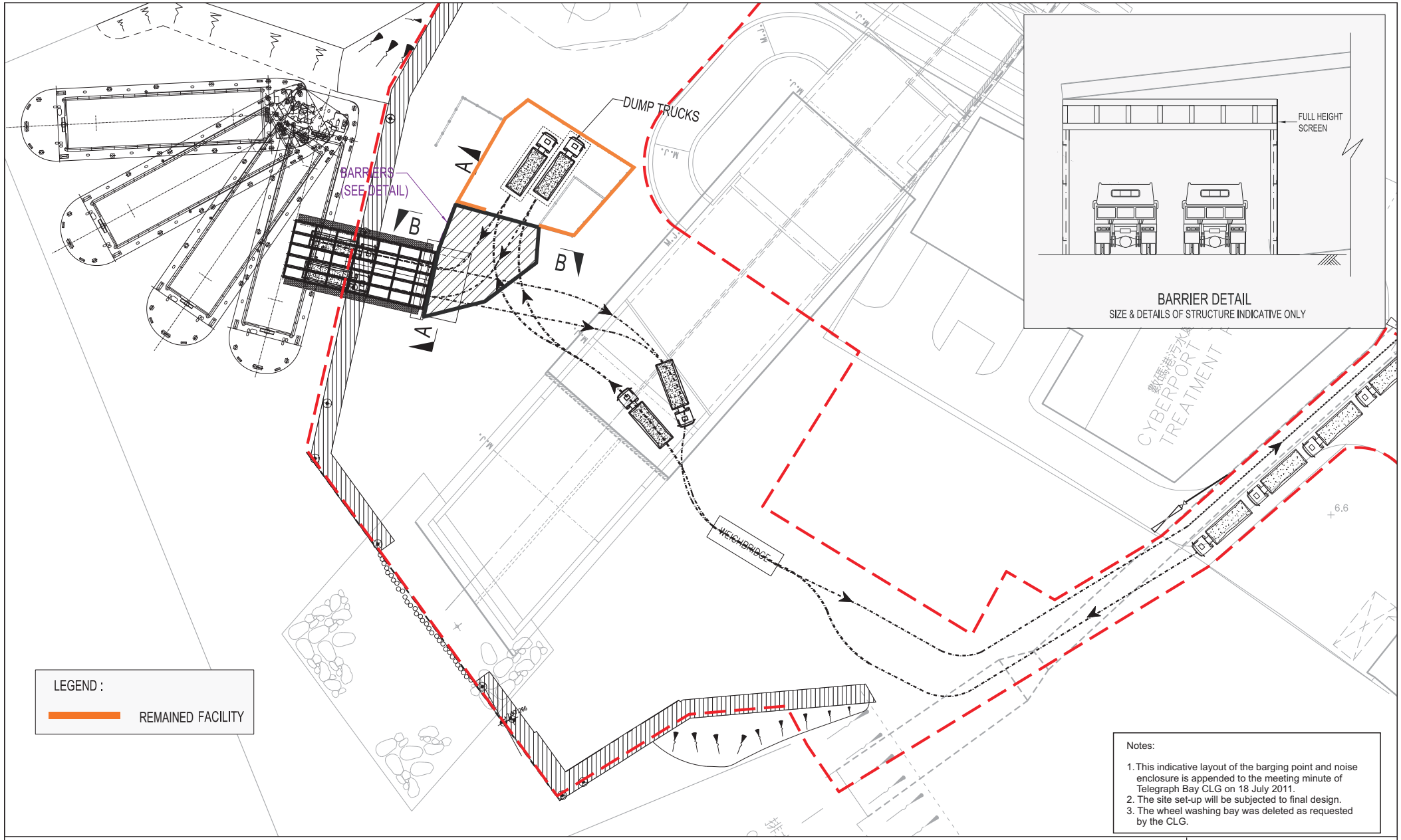

Figure 2.12

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

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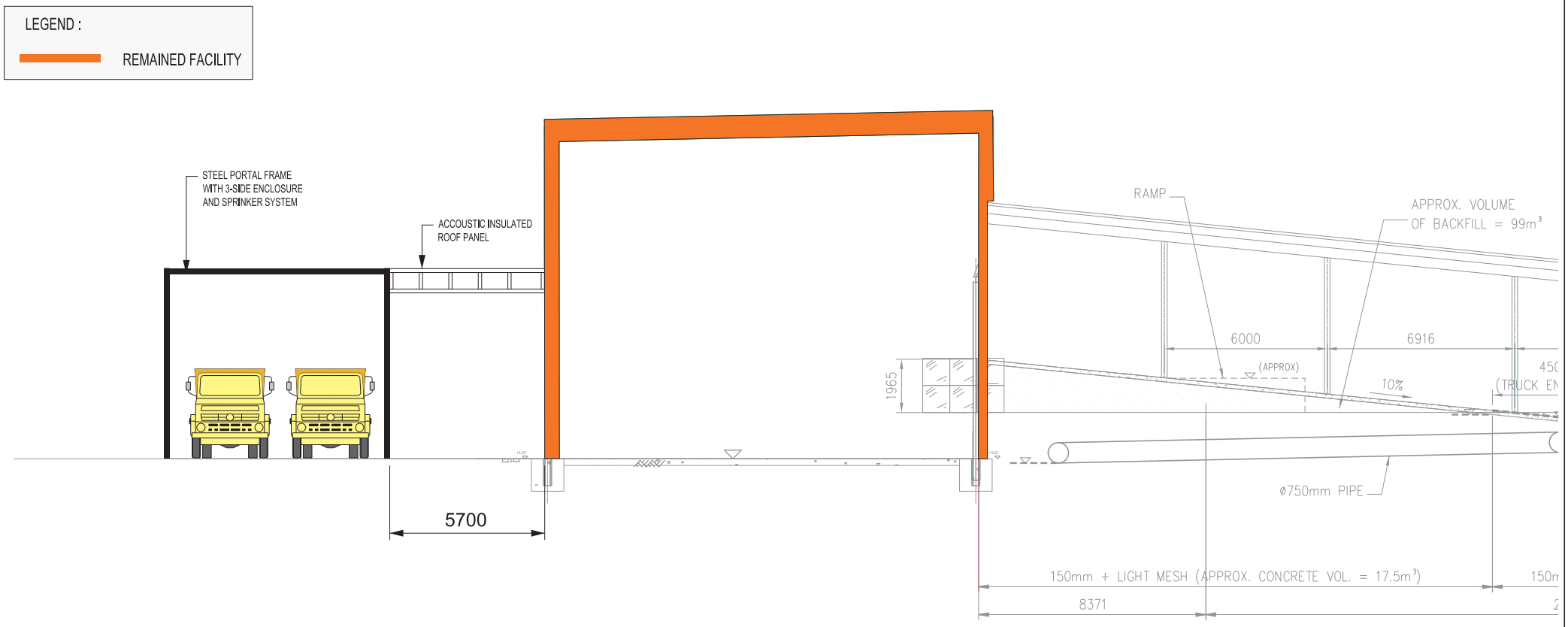
DATE: 21/11/2011



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

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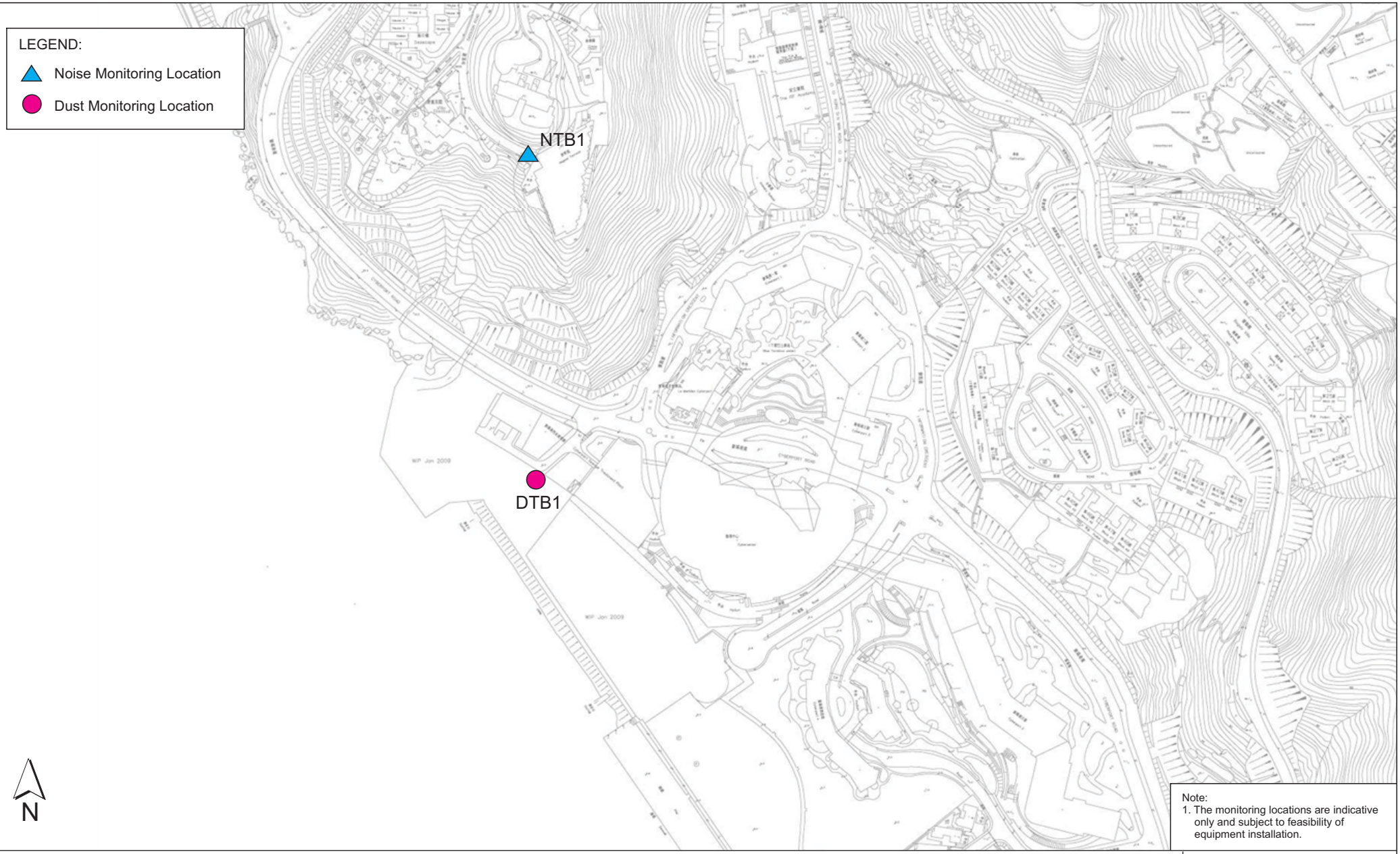
DATE: 09/08/2011



Note:
1. The monitoring locations are indicative only and subject to feasibility of equipment installation.

Figure 2.14

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

FILE: 0132172q
DATE: 08/08/2011

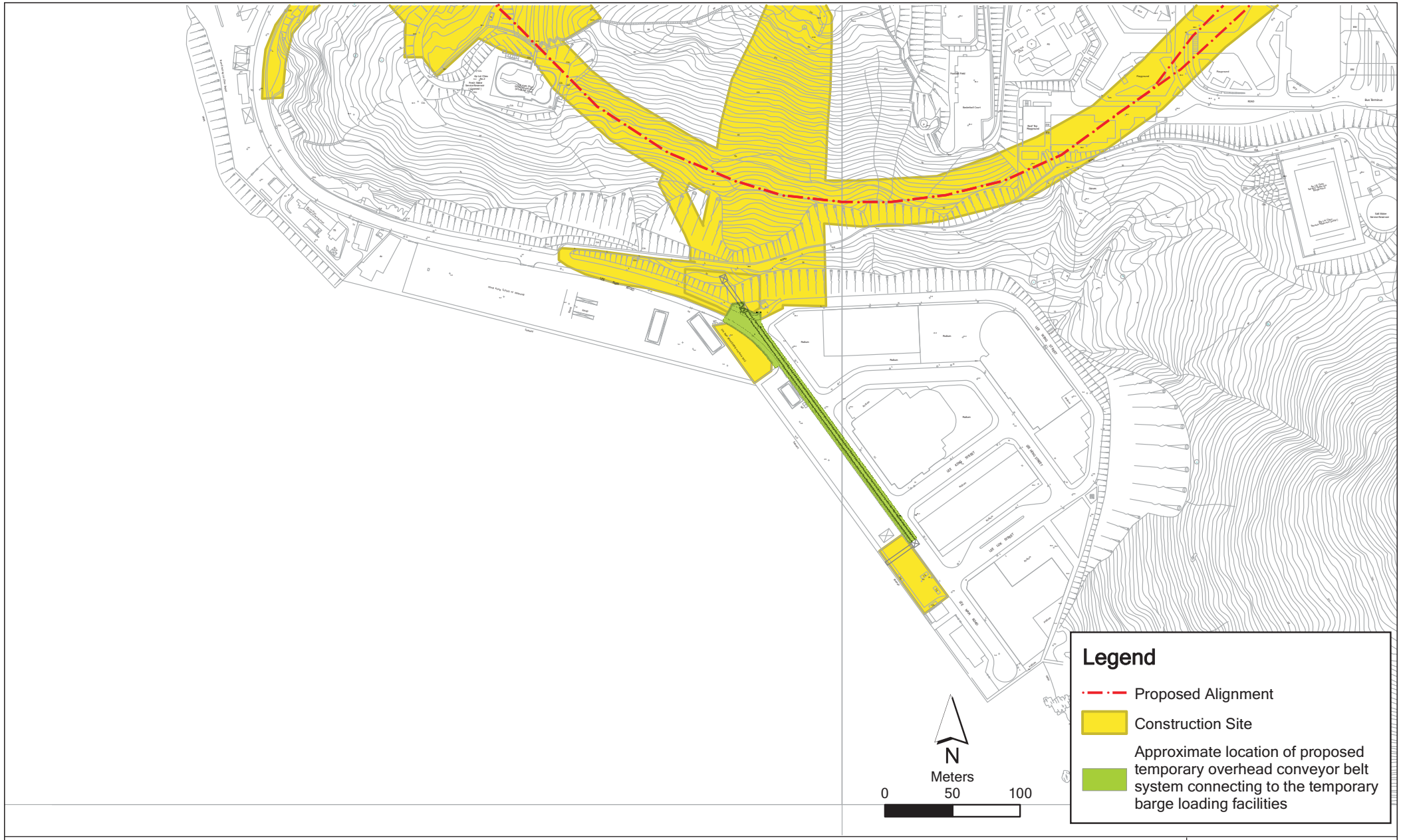


Figure 2.15

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

FILE: 0132172r
DATE: 08/08/2011

Annex A

Outlined Impact Monitoring Program

A1 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 $\mu g/m^3$	156	260
1-hour TSP Level in $\mu g/m^3$	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

B1 RESULTS OF CONSULTATION WITH RELEVANT 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 CLG meetings will be held according to work progress of the SIL(E), normally on a quarterly basis. Eight rounds of the CLG meetings had been held since January 2011 to December 2012. The ninth round of the CLG meeting was held from 21 February to 13 March 2013.

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	
• 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	• 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
Operation of Telegraph Bay Barging Point	
• Specify the design of the extension of the barging point enclosure	• Operating hours of the barging point and trucking will be between 09:00 – 15:00 hrs on

Questions/ Suggestions from the CLG	Replies/ Comments/ Information from MTRCL
• Suggest to restrict the operating hours of the trucking and barging point • Specify the environmental protection measures for all the activities of the barges	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 *Figure 2.12* and *Figure 2.13*)
Environmental Concerns of Barging Point	
• 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	• Dust and noise monitoring will be conducted during the operation of Telegraph Bay barging point (refer to *Annex A* 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	
• 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	• 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	
• Questions raised on the operating hours of the spoil truck • Suggestions on alternative	• 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).

Questions/ Suggestions from CLG	Replies/ Comments/ Information from MTRCL
barging point at Wan Chai, Tamar or Chai Wan	• The current truck route to be disposed at PCWA barging point is the shortest route from the works sites.
Environmental Concerns of Barging Point	
• Questions raised on environmental concerns	• Regular site inspections will be conducted to ensure that appropriate mitigation measures are implemented.
Truck numbers and truck routes	
• Questions raised on truck numbers and truck routes	• 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	
• 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	• 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 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

Questions/ Suggestions from the CLG	Replies/ Comments/ Information from MTRCL
	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 8th Telegraph Bay CLG Meeting
- Minutes of 8th Admiralty CLG Meeting
- Minutes of Special Meeting of Hong Kong University CLG
- Draft minutes of 9th South Horizons CLG Meeting

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

Date: 13 December 2012 (Thur)
Time: 8:00pm
Venue: Meeting room 1-3, 4/F Cyberport 1, 100 Cyberport Road

Present:

District Council Advisor

Mr Paul Zimmerman	Southern District Councilor

Local Stakeholder Representatives

Dr Edmund Li	Bel-air
Mr Napoleon Chung	Bel-air
Ms Monica Leung	Bel-air
Mr William Fok	Bel-air
Ms Winnie Wong	Bel-air
Ms Veronica Li	Bel-air
Mr Michael Tse	Baguio Villa
Mr Francis Lee	Scenic Villa
Mr Pindar Wong	Scenic Villa
Dr Peter Cunich	HKU Staff Quarters
Mr Eddie Yiu	HKU Estates Offices

MTR Corporation Representatives

Mr Ken Wong	Construction Manager – SIL Civil
Mr MK Cheung	Environmental Engineer
Mr Gregory Lo	Senior Construction Engineer – SIL Civil
Ms Jackie Chow	Public Relations Manager – Projects and Property
Mr Bernard Wong	Senior Liaison Engineer

Government Representatives

Ms Chiu Sau-chan	Southern District Office
Ms Yanny Li	Railway Development Office, HyD
Mr Sidney Lee	Transport Department

Minutes of Meeting

Confirmation of the minutes of the 7th CLG

1. **Ms Jackie Chow, Public Relations Manager – Projects and Property, MTR Corporation,** welcomed members for attending the eighth meeting of the South Island Line (East) (SIL(E)) Telegraph Bay Community Liaison Group (CLG), and introduced representatives of the MTR Corporation.

Monitoring of truck operation

2. **Mr Gregory Lo, Senior Construction Engineer–Civil, MTR Corporation**, highlighted the progress of tunnel blasting. Around 400m of tunnel excavation has been completed from the Nam Fung tunnel portal. Excavation will be at peak at the start of the second quarter in 2013. By then, 150 truck load of spoil will be transported daily to the barging point at Telegrapy Bay. Some enhancement works onsite of the tipping hall will be done in the next few weeks, including extending the length of the dust curtain. The MTR Corporation would also look into measures to reduce the noise from the initial tipping, such as by thickening the bottom ballasting layer of the barge to buffer the sound.

3. **Mr Lo** gave a summary of the barging operation. From the beginning of September 2012, a maximum of 138 truck trips a day were made to the barging point. Currently three blasts in two days are being carried out.

4. **Mr Lo** reported on the truck monitoring. There were a few cases of non-compliance as shown in the presentation, including a driver not adhering to the truck route and another suspected case of speeding / malfunctioning of tachometer. As the principal of the system is to have a deterrent effect, truck with tachometer not functioning properly and not reported is considered non-compliance and will be removed from the project. Investigation on the newly reported case will be completed in two weeks time.

5. The truck and radar gun monitoring records were presented. **Mr Lo** said the SIL(E) team had kept CLG members informed of the latest truck registration participated in barging point operation at Telegraphy Bay. A summary of the speed / route checking via radar gun and tachometer records at different locations with each truck on a particular day was presented. The areas concerned are also highlighted for easy checking. Random checking of the collected speed and location data of each truck is performed twice a week. Due to the huge pile of record, only an extract of key data with a summary was presented in the meeting. **Mr Lo** added that relevant summary in similar format will be presented in the future presentation.

6. **Mr Paul Zimmerman** asked if MTR could provide the maximum speed recorded for a particular section of road. **Mr Michael Tse** reminded that no trucks should be seen before 9am and asked MTR to look at the truck queue seen at the junction turning to upper Baguio Villa. **Mr Pindar Wong** asked if MTR could provide the peak production period (i.e. with 150 trucks running per day) over the rest of the

project. **Mr Gregory Lo** said the peak period will remain for most of the time until the end of the project.

7. **Mr Napoleon Chung** raised concern on truck drivers' attitude. Two parallel trucks were spotted driving restively and cutting lanes. They were driving not only fast but in an undesirable manner. **Mr Chung** asked MTR to look into the drivers' attitude and see if any sorts of incentives could help. **Mr Pindar Wong** reminded MTR that it needed to proactively manage safety to prepare for the peak operation period. **Mr Greg Lo** responded that further enhancement plan will be devised to encourage a safer and more courteous driving manner.

Noise and dust monitoring

8. **Mr MK Cheung** said the noise and air quality monitoring stations are located respectively outside the Aegean Terrace and at the site boundary of the barging point. The baseline reading, average, was 58dB(A), adopted from Drainage Services Department before their work started in 2008. Random sampling is being taken on a weekly basis over the last three months. The highest level is 62dB(A) while the average was below 60dB(A). The day time noise level limit is 75dB(A). The reading in the monthly report submitted to the Environmental Protection Department (EPD) is available on the website for public inspection.

9. As for dust monitoring, the baseline level, average, was 40μg/m^3. The limit and the action levels are 260μg/m^3 and 156μg/m^3 respectively and the average level for SIL(E) operation was around 100μg/m^3. It is observed that both noise and dust impact was well within EPD's limit.

10. **Mr Pindar Wong** asked about the time the samples are taken. **Mr Cheung** replied the samples were taken randomly around 10am. **Mr Zimmerman** and **Mr Cunich** expected MTR to measure the noisiest moment when the spoil first hit the barge. **Mr Cheung** said the random sampling would reflect the worst case scenario hence this method is widely adopted. **Mr Peter Cunich** said the loudest noise was generated at around 9am so the sampling should be done at this time to reflect the actual impact and his view is echoed by **Mr Zimmerman**. **Mr Cunich** requested for continuous monitoring so that a complete record including noise exceedance could be kept.

11. **Mr Cunich** asked why the day time limit for noise monitoring is 75dBA and **Mr Edmund Li** asked for a range of the noise/ dust level recorded instead of a mean of the noise and dust level as the former is more meaningful. **Mr Paul Zimmerman** asked if it is possible to do the noise monitoring based on a 5-minute interval, as raised by **Mr Kreiger** in his email. If it is not possible, would MTR please let the CLG members know the noise impact at the operation peak.

12. **Mr Cheung** confirmed that the monitoring could be conducted at around 9am. The noise and dust monitoring is being conducted according to the requirement of EIA approved by EPD. Apart from regular monitoring, investigation is being conducted once complaints are received. **Mr Zimmerman** asked if the monitoring

device is a permanent machine and if it is possible for MTR to produce a report for the community, monitoring the period for a bit longer time, using requirements like leq5min. **Mr Peter Cunich** asked about the rationale of classifying the Telegraph Bay neighbourhood as a high density area. **Mr Pindar Wong** said MTR should provide data that is relevant, asking how frequent we would see the noise level exceeding 75dBA.

13. **Mr Cheung** responded that a portable sound level monitoring device was used for noise monitoring over a 30-minute interval, which is a commonly adopted method in Hong Kong. He elaborated that according to the Technical Memorandum, noise control is necessary during day and night time. The 75dB(A) limit applies to general domestic premises, while a lower limit of 70dB(A) applies to schools. Such classification is adopted by the EPD. **Mr Bernard Wong** and **Mr Cheung** supplemented that the 75dB(A) Leq30 minutes is a widely adopted standard across the territory. Noise level is measured using a continuous analogue signal and hence the averaged figure is used for the monitoring. While the sampling team would make their best to collect reading at 9am, some flexibility should be allowed as they have to coordinate among other sites.

14. On the limit of noise level, **Mr Cheung** said it depends on where the works are and how close they are to the residents. Slight exceedance did occur at some noise sensitive receivers which are very close to work sites, say within a distance of around 2 meters. **Mr Ken Wong** added that apart from the statutory limit, the team also has the baseline reading as a reference when monitoring the noise level. **Mr Cunich** reminded that it is necessary to reflect the nosiest situation.

15. **Mr Ken Wong** supplemented that the noise monitoring is conducted independently which did not involve the construction team. The truck operation peak is in the morning hence the monitoring is usually conducted in the morning. With comments received from the community, the dust enclosure will be extended longer to enhance the dust mitigating effectiveness. On the noisiest situation, **Mr Wong** said it would be reported in the next meeting. **Mr Paul Zimmerman** asked MTR to directly liaise with **Mr Krieger** and keep the members informed.

16. **Ms Monica Leung** asked if the SIL(E) team can measure the noise level (of surrounding environment) just before the loading and do the comparison afterwards. **Ms Leung** also asked for a photo showing the water-spraying during barging. **Mr MK Cheung** agreed that measurement of the noise level before and after the loading could be conducted. **Ms Leung** also confirmed with **Mr Ken Wong** that there is no truck parking overnight at the Telegraph Bay.

Others

17. **Mr Peter Cunich** asked if the A-frame barges are going to be used for the rest of the operation. **Mr Gregory Lo** said it is the only barge type that could take 150 trucks in one go. **Mr Peter Cunich** asked if two self-winching barges could be used instead to reduce the noise generated by one large A-frame. **Mr Greg Lo** explained that it was the only way to fill up a barge within 6 hours. If two barges are involved,

it takes at least 30 minutes to change the position and it cannot meet the tight cycle. The team will revisit ways to reduce the noise of A-frame barge.

18. **Mr Cunich** appreciated MTR's effort in introducing more Euro 5 trucks than Euro 4 trucks.

19. **Mr Paul Zimmerman** reminded MTR to liaise with the new St. Paul's College Primary School at Pokfulam to get the school calendar so that the team could coordinate the truck operation to minimize impact on the traffic.

AOB

20. **Mr Paul Zimmerman** asked about the reinstatement plan. **Ms Yanny Li** said Highways Department is having on-going liaison with the DSD. DSD's view is that for anything additional to the original reinstatement scheme, maintenance issue has to be sorted out. DSD is trying to identify a party to look after the maintenance of the additional trees to the original reinstatement plan but there is no conclusion yet. **Mr Zimmerman** asked for a meeting with DSD, Lands Department and the Leisure and Cultural Services Department to sort out. It could be either Cyberport Management or LCSD.

21. The meeting was adjourned at 9:15pm. The exact date and venue would be communicated to CLG members via email.

港鐵公司南港島綫(東段)社區聯絡小組（金鐘段）
第八次會議
會議摘要

日期：2012年12月6日（星期四）
時間：下午三時至四時
地點：香港灣仔軒尼詩道22號循道衛理中心303室

出席者：

地區代表：

Mr Patrick Ng	Swire Properties
Ms Janet Choi	Swire Properties
Mr Michael Lo	Swire Properties
Mr Ringo Chor	CITIC Towers
Mr Tommy Kwan	British Consulate General Development
葉瑞珠小姐	統一中心

政府部門代表：

李靄賢女士	路政署鐵路拓展處工程師
凌詠思女士	地政總署鐵路發展組項目測量師
陳光明先生	香港警務處中區警區交通隊主管
李振聲先生	運輸署優先鐵路發展部工程師
麥振寧先生	中西區民政事務處聯絡主任

港鐵公司代表：

周嘉慧女士	港鐵公司公共關係經理–工程項目及物業
黃偉倫先生	港鐵公司高級統籌工程師
張子平先生	港鐵公司建造工程師–土木
趙志強先生	港鐵公司高級建造工程師–土木

會議內容

1. **港鐵公司公共關係經理-工程項目及物業周嘉慧女士**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)的第八次會議，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)的第七次會議紀錄，有關會議記錄於會後已上載於港鐵公司南港島綫(東段)網頁供公眾參閱。

工程進度

2. **港鐵公司高級建造工程師–土木趙志強先生**講解金鐘段夏慤花園的金鐘站擴建工程進度，在現有金鐘站下加建南港島綫(東段)及沙田至中環綫的月台及隧道。現時於工地主要進行大型挖掘工程，新車站結構的第一層樓面工程亦接近完成，其後的挖掘工程會在樓面下繼續進行。工地的豎井及隧道爆破工程已於 2012 年 11 月開展，以全密封隔音罩緩減聲響及震盪等影響。

3. 配合金鐘站擴建，金鐘站部份現有設施亦須進行提升工程。其中連接上層月台與大堂的 S1 樓梯，已由原有 2 米闊擴至 4 米，工程已完成而樓梯亦已重新開放予公眾使用。E4 扶手電梯翻新工程亦已開展，預計 2013 年年中重新開放予公眾使用。

4. **港鐵公司建造工程師–土木張子平先生**講解金鐘段香港公園通風設施建造工地的工程進度。康樂文化事務署的變壓房重置工程已於 2012 年 8 月份完成並於 2012 年 10 月份交還香港公園管理。工地現時主要進行機械挖掘工程及準備爆破密封隔音設施的建造工程，為預計於 2013 年 2 月份進行的豎井爆破工程作準備。密封隔音設施將設有隔音物料，可大大緩減爆破聲響。另外亦會重新建造圍板及改動工地出入口。為進一步減低工地挖掘聲響的影響，港鐵公司已剛完成整個工地的隔音布裝置工序。

爆破安排

5. **趙志強先生**表示，配合南港島綫(東段)及沙田至中環綫月台、大堂及隧道的興建，夏慤花園工地於已 2012 年 11 月進行地底爆破工程。首幾次爆破工程於晚上 8:30 左右進行，期間正義道上行段行車線及小部份金鐘道行人路臨時封閉數分鐘，車輛亦繞道至軍器廠街及分域街，經金鐘道上正義道，交通情況仍見暢順。監測結果亦合乎預期，符合屋宇署及礦務部的要求。爆破工程最多會每天進行一次，視乎工程進度而定。**趙先生**預計至 2013 年 3 月份左右，當豎井達至地底 40 多米後，爆破將橫向往香港公園方向進展。按現時進度，在 2013 年第二季左右爆破工程會較接至太古廣場。此工地的爆破工程預計於 2014 年年中左右完成。

6. 另一方面，**張子平先生**指香港公園工地的機械挖掘工程將於 2013 年年初完成，餘下的石層會以爆破方式挖掘，預計工程會於 2013 年 2 月開展，直至 2014 年完結，每天下午約 6-7 時左右進行一次。首幾次爆破工程進行時須短暫封路數分鐘，確實的爆破日期、封路時間及相關安排稍後將以通告形式通知附近機構、商廈及居民。

臨時交通管理措施

7. **趙志強先生**指夏慤花園的工地出口設於夏慤道，工地入口分別設於樂禮街及金鐘道，行人路維持不變。**張子平先生**指法院道的臨時交通管理措施亦大致相同，工地兩個出入口位置稍有改動，以便工程車出入，減少對路面交通的影響。工地圍板範圍亦會相應改動。

小組成員發言

8. **周嘉慧女士**邀請小組成員發言，重點如下：

9. **太古地產代表盧先生**查詢香港公園工地的爆破工程會否向太古廣場方向推進。**英國文化協會代表關先生**查詢，香港公園工地入口是否靠近行人路，而文化協會的工地緊急出口旁會否興建築物。**警務處陳光明先生**查詢法院道工地入口的工程車流量會否增加，影響法院道交通，如有需要，工程車須加盡快進入工地。

10. **港鐵公司高級統籌工程師黃偉倫先生**預計，爆破工程開始後一日約為 70 車次，對整體路面交通流量影響甚微，而運泥車亦會盡量於非繁忙時間運送，工地與運泥車亦會有足夠協調與溝通，避免泥車運作影響路面交通。**張子平先生**回應，工地出入口主要供車輛使用，而現有工人出入口則繼續維持。文化協會的工地緊急通道旁亦會維持暢通，不會被工程影響。**關先生**請港鐵公司注意工程車出入以免阻礙行人過馬路。**張先生**指工地內會預留緩衝區預工程車使用，避免影響法院道行人及交通。

11. **趙志強先生**回應，香港公園工地會進行通風設施的豎井及隧道爆破工程，該工地以北為金鐘站擴建工程的主要工地，而往南則主要為南風隧道工地，因此該工地的爆破工程有機會向太古廣場方面推展，視乎由夏慤花園開始的爆破工程進度而定。**中信大廈代表左先生**查詢中信行人天橋的漏水維修及傷健人仕設施工程進度如何。**趙先生**回應有關工程已完成。

12. 會議於下午三時五十分結束，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**認爲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車站出入口工程、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**亦認爲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，亦有助紓緩區內交通。**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**認爲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，他們認爲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**認爲泥頭車車速慢，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作上落貨，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）
第九次會議
會議摘要

日期: 2013 年 3 月 5 日（星期二）
時間: 晚上 8 時至 10 時
地點: 海怡半島康體大樓 3 樓 2 號活動室

出席者:

區議會顧問:

林玉珍女士	南區區議會議員
湯子霈先生	馮煒光區議員辦事處代表
林啟暉先生	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
冼榮耀先生	海怡半島東商場業主委員會代表
畢理成先生	海怡半島管理有限公司總物業經理
曹志昌先生	香港駕駛學院代表
梁柏洪先生	鴨脷洲邨利怡樓互助委員會主席
李貴發先生	鴨脷洲邨利滿樓互助委員會主席
盧惠芬女士	鴨脷洲邨利福樓互助委員會副主席
余子平先生	鴨脷洲邨利澤樓互助委員會主席

政府部門代表:

余忠漢先生	運輸署優先鐵路發展部工程師
余詩奇先生	路政署鐵路拓展處工程師
陳天強先生	房屋署鴨脷洲邨副房屋事務經理
梁健榮先生	地政總署項目測量師

港鐵公司代表:

周嘉慧女士	公共關係經理 – 項目及物業
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
陳偉傑先生	一級建造工程師 – 土木

黎偉明先生	二級建造工程師 – 土木

缺席者:

周漢輝先生	南區民政事務處聯絡主任
陳文俊先生	南區南分區委員會主席
劉志光先生	鴨脷洲邨利添樓互助委員會主席
李偉文先生	鴨脷洲邨利寧樓互助委員會主席

會議內容

1. 港鐵公司公共關係經理周嘉慧女士歡迎小組顧問、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)的第九次會議，並介紹港鐵公司和政府部門代表。
2. 周嘉慧女士讀出有關海怡半島管理有限公司較早前提出以下關於第七段、第十段、第十一段、第十二段、第十五段會議記錄的修訂內容。她續讀出有關林玉珍議員提出第六段會議記錄的修訂內容。
3. 周嘉慧女士表示剛讀出的會議記錄修訂已獲得組員一致通過，港鐵公司會把修訂的會議記錄上載至南港島綫(東段)的網頁。
4. 第一部份由一級工程師陳偉傑先生講解工程進度及臨時交通管理措施，第二部份由二級工程師黎偉明先生講解玉桂山明山爆破及鴨脷洲隧道工程。

工程進度

5. 陳偉傑先生介紹海怡半島站現時及未來半年的主要工程進度。他表示怡南路接近 23A 座及 33A 座附近現正進行臨時馬路鋼板安裝工程和地下挖掘工程。在利南道近玉桂山的大型水管工程已完成，餘下將會興建圍網及繼續進行綠化工程。接近 33A 座和海怡東商場的一段怡南路現正進行臨時樁柱工程。寶血小學內的地基工程現正進行。在怡南路近鴨脷洲橋道正進行人天橋樁柱工程。他續講解海怡路的地底結構工程已經展開，Y 字路口會繼續進行樁柱及臨時馬路板安裝工程。鴨脷洲邨休憩公園位置將會進行建造行人天橋的前期工程。他續介紹海怡半島於怡南路及利南道的臨時交通管理措施。他表示在利南道與怡南路交界已於 2 月 2 日重開路口， 所有車輛可右轉入海怡路。

6. 林玉珍議員查詢連接寶血小學及鴨脷洲邨行人天橋及休憩公園的設計模擬圖，以供房署及業委會參考。李光華先生表示早前與林議員， 路政署及房署進行實地視察， 並已按有關的意見修改休憩公園的設計圖及提交予路政署審批， 若有進一步資料會向林議員講解。

7. 鴨脷洲邨利怡樓互助委員會主席梁柏洪先生及房屋署鴨脷洲邨副房屋事務經理表示基於安全理由， 建議港鐵公司提早拆卸休憩公園的木方上蓋， 以免木方繼續因受白蟻注蝕而損毀。 此外， 他表示鴨脷洲邨外因港鐵工程產生的噪音， 希望港鐵可以調整工序， 以減低對居民的影響。 黃偉倫先生回應會繼續跟進鴨脷洲邨的行人通道上蓋的木方蛀蝕情況， 基於安全考慮， 有需要時會先拆卸已受損的木方。 李光華先生表示有關的打樁工程將會於 4 月底完成， 而護土牆的鑿石工

程， 由於技術上的限制， 工程需要採用小型機器進行， 預計於 5 月完成。 現時港鐵的承建商已於工地附近設置隔音設備， 以有效減低噪音對居民的影響， 我們會密切監督承建商施工及加強相關的緩解措施， 而相關的工程亦會儘快完成。

8. 鴨脷洲邨利澤樓互助委員會主席余子平先生表示海怡半島的巴士脫班問題嚴重， 其於晚上 6 時至 7 時 30 分的繁忙時間， 希望港鐵公司監測巴士公司的班次問題。 黃偉倫先生回應指港鐵公司一直與巴士公司溝通及繼續改善巴士脫班問題。

9. 海怡半島業主委員會主席許湧鐘先生期望港鐵可於 2015 年如期通車。他表示在海怡東商場對出將會實施的臨時交通管理措施，建議增加路面指示牌，以提示駕駛者減低車速。陳偉傑先生回應上述位置接近兩綫車輛交滙處，為增加駕駛人士的視線範圍，已拆除注水圍欄上較高的透明膠板。此外，分別於利南道及鴨脷洲橋道轉入海怡範圍的路口，亦設置路牌提醒駕駛者將會有交匯處。至於日後轉換臨時交通管理措施時，亦會設立相關路牌及避免安裝透明膠板於注水圍欄上。如新措施有需要改善，港鐵公司會樂意配合。

10. 海怡半島管理有限公司總物業經理畢理成先生希望與港鐵公司保持友好關係，對於南港島綫(東段)經理姜盛南先生出席於 2013 年 1 月 4 日的業委會會議，姜先生曾於會議中提及若海怡半島的工程進度延誤，有可能會引致南港島綫(東段)通車後海怡半島站不能同時開通，希望管業處可盡快讓工程繼續順利進行。他要求港鐵公司於海怡半島私家路進行工程前及就維修保養的合約方面， 給予充分的時間供管業處向業委會作諮詢及取得相關的共識。他補充簽訂合約前需要很多時間細閱當中的條款，亦要研究如何保障業主的利益。故此，他希望港鐵公司能夠明白過程中必須要一定的時間。

11. 許湧鐘先生明白建造工程的進度較快，但必須有足夠的時間諮詢業委會，他強調簽訂合約並非他個人或管理公司可以單獨作出決定。他續表示在協議書上很多條款上的責任問題，雙方律師亦有很多爭論。他期望和港鐵繼續保持一個良好的合作關係。他希望除了港鐵順利完工，亦能照顧海怡居民的利益，並認為港鐵公司在雙方合作上可以做得更好。

12. 黃偉倫先生綜合闡述南港島綫項目經理姜盛南先生希望各成員明白建

造工程需要各持份者的配合，項目團隊有必要匯報工程進度，若工程進度有所延誤，海怡半島站的開通將會受影響。他續指有關合約條款的細節。他表示港鐵公司較早前跟業委會商討後，於私家路安裝樁柱的方案未如理想，因此項目團隊和設計顧問在設計上作出更改，將原來於海怡半島私家路的樁柱納入地役權範圍內。由於工程與原來的設計有差別，從而引申有關合約條款上有所調整，現階段港鐵公司正積極與業委會和管業處商討有關地役權範圍的維修保養責任條款。為保持工程進度，港鐵公司會一方面展開工程，另一方面繼續與業委會和管業處商討合約條款事宜，港鐵公司是十分樂意與管業處進行溝通。他還指出在海怡半島 33A 座的樁柱問題不會影響海怡站 C 出口的開站進度。另外，他亦表示感謝畢先生及許先生的支持， 港鐵公司希望能夠與業委會和管業處繼續保持良好的關係。

13. 畢理成先生促請港鐵盡快完成公共地方的樓宇勘察報告及要求港鐵公司在會議前向所有成員提供會議資料， 以及盡快維修第四期巴士總站旁已損毀行人天橋底鋼板。陳偉傑先生對於尚未更換行人天橋底非結構鋼板事宜表示抱歉。他回應承建商於事故後已立即向內地廠房訂購該塊非結構鋼板，礙於新年假期延誤了送貨時間。經港鐵公司檢視後，顏色方面亦未如理想， 要求承建商重新訂造。他表示於會議後會繼續督促承建商盡快維修。對於公共地方的樓宇勘察報告，黃偉倫先生表示抱歉， 港鐵公司會繼續與測建行跟進。他續表示希望在會議上發放最準確的會議資料給予各成員，避免產生誤會。

14. 林啟輝議員反映有關黃竹坑物業上蓋發展的意見及期望港鐵公司與海怡半島及業委會保持友好關係。黃偉倫先生表示港鐵公司會繼續與區議會商討黃竹坑車廠上蓋的未來發展。

15. 湯子霈先生提及如何避免再次發生石油氣喉損毀事故。 他指該次事故需要封路，令當日的交通亦變得非常擠塞和混亂。陳偉傑先生就損毀石油氣喉事件致歉，他回應指該石油氣喉為膠喉，故此勘察時未能偵測該喉位置。至於交通方面，他指利南道及怡南路路口現已重開， 於任何情況下亦可以疏導交通。該次事故後， 港鐵公司及承建商已同意日後開挖前，必須要進行全面及完整的地質勘察。另外，亦須與有關公用設施公司現場確認管綫的路徑，內部的指引亦會嚴格實施， 務求開挖前要確認周邊的公用設施。

16. 許湧鐘先生及畢禮成先生表示如果日後再有類似事件發生， 港鐵公司

會否有任何應變計劃及查詢緊急車輛能否進入被封閉的怡南路路段。陳偉傑先生指港鐵公司一直與消防處緊密聯繫及安排演習，於今年年初已舉行一次演習，以確保消防車能到達區內每一個位置。他表示現在已重開利南道及怡南路路口及緊急車輛可以逆綫而行或可移開附近的注水圍欄，而未來實施的臨時交通管理措施大致上與現時相似，應變路綫安排的彈性較大。李光華先生補充指實施相對大型的改道措施前， 均會與消防處進行溝通， 確保所有通道暢順。

17. 黃偉倫先生綜合回應指當日事發後交通警已到達鴨脷洲邨對出並指揮車輛調頭。如果有緊急車輛，交通警可以即時作出協助。他亦指港鐵公司與政府部門曾進行演習，已預演多個有機會發生的可能性。他亦感謝政府部門在施工期間和港鐵公司緊密合作， 確保市民的安全。他亦指消息發放的速度亦會影響疏導車輛所需時間。

18. 曹志昌先生指於卸泥口附近泥塵問題嚴重，他要求回覆搬遷工程部的確實日子。他希望港鐵公司可以獨立處理搬遷及渠口事宜。

19. 林玉珍議員及陳天強先生表示近日於早上十一時至下午二時期間， 於鴨脷洲邨巴士候車處附近停泊數輛承建商的運泥車，影響幼稚園學童校巴上落及造成交通擠塞。陳天強先生亦指出在鴨脷洲邨附近有些注水圍欄漏水， 擔心積水會造成蚊患。他亦希望港鐵公司保持工地清潔，並確保定期清理工地廢水及注水圍欄凹陷位置藏有的垃圾或煙蒂。李子衡先生表示承建商已訂製新一批注水圍欄，大約一星期後可以更換。此外，他表示會提醒承建商， 避免於上述位置停泊車輛。

玉桂山明山爆破及隧道爆破工程

20. 黎偉明先生介紹玉桂山機房大樓及連接車站的建造工程，將會採用明山爆破的方式進行。爆破時期預計於 2012 年 8 月下旬至 2013 年年底的日間時段展開(於交通非繁忙時段)，每日爆破一次 (星期日及公假期除外)，而爆破時間表會在爆破前約一星期通知，爆破期間需要短暫封路約 3 至 5 分鐘，並需要於利南道及怡南路實施臨時封路措施，玉桂山附近的空曠範圍將安排疏散。玉桂山會設置兩層覆蓋鐵籠緩解措施，於爆破完成後會向工地灑水，爆破方向會是向玉桂山方向進行。此外，因應工程進度，部份利南道地底需要以爆破方式進行。玉桂山的工地將會以隔音布， 流動的隔音屏障以及隔音設備圍封打石的位置。 他亦講解有關鴨脷洲隧道爆破的細節，每日每方向爆破一至兩

次，爆破時間於上午六時三十分至下午十一時進行，並按工程進度，於星期日及公眾假期上午九時至下午九時需要一至兩次爆破。隧道爆破預計於 2013 年年底完成。

21. 李子衡先生表示，配合工地出石的進度，利南道躉船轉運站及密封式泥石輸送帶的運作時間會延長至星期一至日上午七時至下午十一時，工程團隊於較早前已經與海怡半島的管業處及當區區議員的會議中提出並講解新措施對海怡半島居民的影響相對較低，希望藉此會議向各成員講解有關利南道躉船轉運站及密封式泥石輸送帶運作時間的安排。

22. 許湧鐘先生及林啟輝議員對於利南道的地底爆破工程會否影響樓宇結構及希望港鐵公司可以加強監管承建商於工地實施的緩解措施。李子衡先生回應已得悉居民的關注，有關馬路鋼板下進行的爆破工程，他表示於工程進行前作出評估，確保爆破工程對附近的樓宇結構沒有影響。此外，他指出為使地底石塊裂開，於利南道的地底爆破區所使用的炸藥量相對明山爆破較少，以儘量減低對居民的影響。

23. 畢理成先生收到居民的反映，表示於夜間進行的隧道工程造成滋擾及可否邀請環保署的代表出席是次會議，查詢環保署有否監管工程。李子衡先生回應已知居民對夜間隧道工程的意見，隧道爆破儘量提早於十時左右進行，清理鬆石的工序亦可提早完成。我們已提醒承建商，除了因安全理由需要清理鬆石外，打石工程盡量避免於晚上十一時後進行。黃偉倫先生亦詳細解釋玉桂山的噪音問題。由於水務署的水管遷移工程有所延誤，導致水管的另一面未能進行爆破。在過去的 3 星期左右，為了要令兩邊的地面高度一致，承建商需要以鑿石方式平整地面，才能恢復爆破工序。明山爆破工程已於一星期前恢復進行。同時，他續指基於安全理由，玉桂山向居民方向的斜面未能採用明山爆破方法，將會繼續以鑿石方法平整工地，港鐵公司會繼續監督承建商檢討工地的運作此外，他表示港鐵公司環境組已邀請環境保護署人員出席是次會議，環境保護署回應需保持中立而不會出席會議。

24. 畢禮成先生提及隧道的打石工程有否向環保署申請及提出可否星期日的工程於早上九時後才進行。黃偉倫先生回應在設計工程時，已預計隧道工程由星期一至日及公眾假期 24 小時運作。由於現時隧道工程已接近海怡半島，居民有機會聽到聲響。他續解釋，爆破後需要移走

鬆石、噴漿， 再由地質工程師定位， 鑽孔以放置炸藥， 然後再進行爆破，隧道工程周而復始地進行。李子衡先生回應盡量安排隧道工程在星期日早上九時後開始。他續表示港鐵公司已獲得環保署審批 24 小時的隧道工程， 包括所使用的機器類型及數量。 亦獲環保署批准。港鐵公司理解工程會於晚上十一時後造成滋擾， 港鐵已提醒承建商盡量減少在夜間使用聲量較大的機器。基於安全理由，爆破後必須清除鬆石，這個工序大約維持一至兩個小時，其他噪音較大的工序將會安排於日間進行。

25. 湯子霈先生查詢炸藥處理是否合乎安全標準。李子衡先生回應炸藥並不會通宵儲放於隧道中，他指爆炸品會儲存於春坎角爆炸品儲存倉庫內， 如晚上的爆破需要取消，爆炸品仍然會儲存於倉庫內。如果第二日早上需要使用，爆炸品會於凌晨時份由春坎角運送到工地。

26. 會議於晚上 10 時結束。下次會議日期及地點將另行通知。