MTR Corporation Limited

HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK

(Environmental Permit No. EP-349/2009/N)

Environmental Monitoring and Audit Report No. 102 (August 2018)

Verified by: 

(Mr. Eric Ching)

Position: Independent Environmental Checker

Date: 12 September 2018

MTR Corporation Limited

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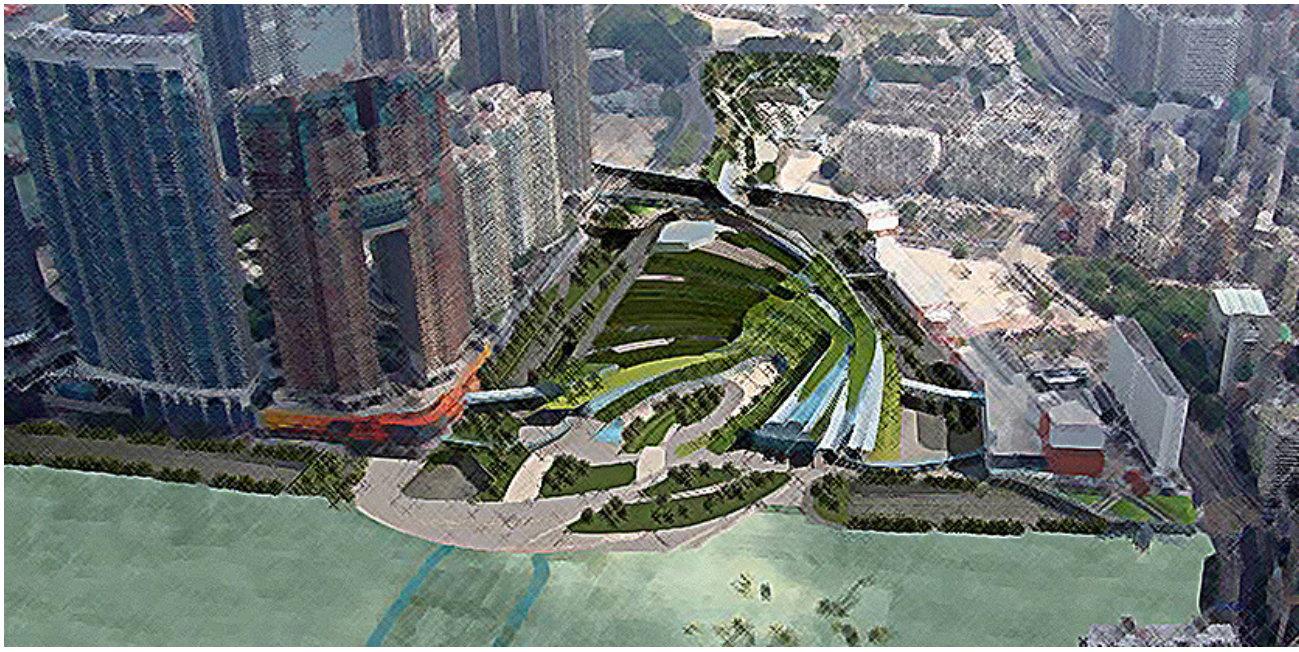
Verified by: 

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Position: Environmental Team Leader

Date: 12 September 2018

Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link



Environmental Monitoring and Audit Report

August 2018

EXECUTIVE SUMMARY

This is the 102nd monthly Environmental Monitoring and Audit (EM&A) Report presenting the EM&A works undertaken during the period from 1 to 31 August 2018 for the Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link (hereinafter referred to "the XRL" or "the Project") in accordance with the EM&A Manual and the requirement under EP-349/2009/N issued on 20 August 2018.

Air Quality

Air quality monitoring was conducted for 24-hour Total Suspended Particulates (TSP) at 3 air quality monitoring locations in the vicinity of Works Area in West Kowloon (Works Area V1 and V2) in the reporting month.

Please refer to the section "Environmental Complaints/Exceedance/Non-compliance/ Summons and Prosecution" below for the exceedance in air quality in the reporting month.

Airborne Noise

Airborne noise was measured in terms of $L_{eq(30min)}$ dB(A) with L_{10} and L_{90} measurements as reference at 5 noise monitoring locations in the vicinity of Works Area in Nam Cheong (Works Area T) and West Kowloon (Works Area V1 and V2) once every week.

Please refer to the section "Environmental Complaints/Exceedance/Non-compliance/ Summons and Prosecution" below for the noise exceedance in the reporting month.

Ground-borne Noise

No ground-borne noise measurement was required during the reporting month, as all TBM tunnelling work has been completed.

Monitoring of Avifaunal Species

Due to the construction works at MPV, TPP access road, SSS, PHV and TUW had been substantially completed, the avifaunal monitoring was ceased from September 2017.

Monitoring of Impact at Fishpond due to Noise

Since the major site activities which are likely to have air-borne noise impacts have been completed at MPV, the monitoring at fishpond was ceased from November 2017.

Landscape and Visual

Regular inspections and audits conducted by certified Arborist found that the tree protection works being carried out by the civil works and transplanting contractors were in accordance with the requirements of EP and EIA.

Environmental Audits

In this reporting month, regular site inspections attended by representative from MTRCL and Contractors were carried out at 810A and 811B in West Kowloon. In addition to the regular site inspections, IEC environmental audits attended by IEC, MTRCL and Contractors were held on monthly basis. Issues observed during these audits are detailed in Section 6.

Environmental Complaints / Exceedance / Non-compliance / Summons and Prosecution

For the reporting month, no environmental complaint was referred from EPD. Complaint investigation would be conducted in accordance with the complaint handling procedure in the EM&A Manual when complaint has been received

In the reporting month, no 24-hour TSP Action and Limit Levels exceedance was recorded.

No exceedance of air-borne noise Action and Limit Levels were recorded in the reporting month.

No ground-borne noise measurement was required during the reporting month, as all TBM tunnelling work has been completed.

No notification of summons, non-compliance and prosecution was received during the reporting period.

Works for Coming Month

Construction works were started in Works Areas T, V1, V2, YY, TWR and ARW. Construction works in Works Areas A, B, C, D, D1, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, W, Y, Z, AA, AC, AE, AG and MWS were completed.

Please refer to Table 8-1 for the major works in the respective works areas. Impact monitoring would be continued in coming reporting month accordingly with reference to the EM&A Manual.

Further Environmental Key Issues

Air quality, airborne noise at NSRs, landscape and visual monitoring shall continue in the following month. Considering the nature of construction activities, key environmental issues in the coming months include the followings:

- Disposal of C&D waste;
- Dust generation from site activities;
- Noise impact from operating equipment;
- Site water discharge;
- Chemical wastes;
- Trees protection.

Reporting Changes

In the reporting period, there was no reporting change.

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1 INTRODUCTION

1.1 Project Background

Further to the Government's decision made in April 2008, MTR Corporation (MTR) commenced to plan and design the Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link (hereinafter referred to "the XRL" or "the Project"), which is a committed cross boundary transport infrastructure project.

The XRL would provide high speed rail services between Hong Kong and Guangzhou, and a connection to the national high-speed passenger rail network serving major mainland cities outside of Guangdong province. The Hong Kong section of the XRL is about 26km from new terminus located in West Kowloon (i.e. West Kowloon Terminus (WKT)) to the boundary at Huang gang. Along the railway corridor, there would be a total of eight ventilation buildings/ emergency access point (EAP), stabling sidings and a maintenance facility at Shek Kong Stabling Sidings (SSS) and an Emergency Rescue Station (ERS) next to SSS serving the operation of the XRL.

1.2 Coverage

This is the 102nd monthly Environmental Monitoring and Audit (EM&A) Report presenting the EM&A works undertaken during the period from 1 to 31 August 2018 for XRL in accordance with the EM&A Manual and the requirement under Environmental Permit No. EP-349/2009/N, which was issued on 20 August 2018.

2 PROJECT INFORMATION

2.1 Project Management Organisation and Management Structure

The project management organisation chart and contact of key personnel are shown in Appendix B.

2.2 Construction Activities

This report marked the 102nd month of civil construction in Works Area T, V1, V2, YY and TWR for August 2018. It is anticipated that the civil construction be completed in year 2018. The updated construction activity for upcoming month is provided in Section 8. Major construction activities undertaken in the reporting month is summarized in the following table.

Contract	**Works Area**	**Major Construction Activities / Other Works**
Nam Cheong		
802	Q	Nil (construction works completed)
805	N,O, S	Nil (construction works completed)
810A	Y	Nil (construction works completed)
820	M, Q, R, P	Nil (construction works completed)
816D	T	Site Office
West Kowloon		
810A	V1	Correcting defects
810A	Mong Wing Street (MWS)	Nil (land returned to the Government)
810A	Yick Yuen Site (YY)	Material Storage Area
810A	Austin Road West (ARW)	Nil (land has been handed over to the contractor of WKCDA)
810A	To Wah Road (TWR)	Material Storage Area
810B	V1	Nil (construction works completed)
810B	W	Nil (construction works completed)
810A	V2	Landscaping, road reinstatement
810A	U	Nil (land returned to the Government)
811B	V2	PTI Landscaped Deck ABWF and E&M

Contract	Works Area	Major Construction Activities / Other Works
		works (rectification); Man Cheong Street Footbridge Stair & Lift ABWF works (rectification), Remedial drainage works after Jordan Road Reinstatement
Mei Foo		
810A	L	Nil (construction works completed)
Kwai Chung		
821	J	Nil (construction works completed)
810A	J	Nil (construction works completed)
Pat Heung		
822	F	No major construction activities.
Shek Yam		
8217	H	Nil (construction works completed)
822	I	Nil (construction works completed)
822	K	Nil (land returned to the Government)
Shing Mun		
822	G	No major construction activities.
So Kwun Wat		
822	AC	Nil
Tai Shu Ha Road West Magazine Site		
-	AE	Nil (land returned to the Government)
Tsing Chau Tsai		
810A	AG	Nil (construction works completed)
Shek Kong Stabling Sidings		
823A & 823B	D and D1	Tunnel defect remedial works.
Tse Uk Tsuen		
823A	E	Nil (land returned to the Government)
Rambler Channel Barging Point		
-	Z	Nil (construction works completed)
Ngau Tam Mei		
824	B	No major construction activities.

Contract	**Works Area**	**Major Construction Activities / Other Works**
Tai Kong Po		
824	C	No major construction activities.
Mai Po		
825	A	No major construction activities.
826	A	Nil (construction works completed)
Siu Lam Barging Point		
810A	AA	Nil (construction works completed)
To Kau Wan Works Area		
823B	-	Nil

Table 2-1 Major construction activities in the reporting month

3 ENVIRONMENTAL STATUS

3.1 Status of Implementation of mitigation measures

Environmental mitigation measures recommended in the EIA report were implemented and their implementation statuses are summarized in Appendix C.

3.2 Status of Submissions under EP

A summary of the submissions submitted under the EP for this Project during the reporting month is presented in Table 3-1 below:

EP-349/2009/N Clause No.	Document Title	Status
2.36	Commissioning Test Report for the Fixed Plant Noise of Ventilation Buildings at Pat Heung (PHV), Nam Cheong (NCV) and Mongkok West (MKV)	Submitted on 2 August 2018
2.36	Commissioning Test Report for the Fixed Plant Noise of Ventilation Buildings at Mai Po (MPV), Ngau Tam Mei (NTV) and Shing Mun (SMV); Emergency Rescue Sidings (ERS) Plant Building - North and ERS Plant Building -South	Submitted on 6 August 2018
2.36	Commissioning Test Report for the Fixed Plant Noise at Shek Kong Stabling Sidings (SSS)	Submitted on 6 August 2018
2.36	Commissioning Test Report for Train Noise (version C)	Submitted on 7 August 2018
2.36	Commissioning Test Report for the Fixed Plant Noise at West Kowloon Station (WEK) and Public Transport Interchange (PTI)	Submitted on 15 August 2018
2.46	Monthly EM&A Report (July 2018)	Submitted on 13 August 2018

Table 3-1 Summary of the status of submissions submitted under the EP in the reporting month

3.3 Status of Permit/License/Notifications

A summary of the status of permits, licences and notifications on environmental protection made, applied or approved under this Project during the previous and reporting month is presented in Table 3-2 below. The Environmental Permit No. EP-349/2009/M issued by EPD was used for the XRL project.

Item	Item Description	Application Date	Permit Status
Contract 810A (Works Area V1)			
1	Construction Noise Permit (section of Lin Cheung Road for Skyline work of Main Station)	3 Jul 2018	Granted on 13 Jul 2018 Permit No. GW-RE0495-18, valid from 17 Jul 2018 to 28 Sep 2018
Contract 811B (Works Area V2)			
1	Construction Noise Permit (for main site and combined area)	20 Feb 2018	Granted on 9 Mar 2018 Permit No. GW-RE0167-18, valid from 9 Mar 2018 to 6 Sep 2018
2	Construction Noise Permit (road works of LCR S/B and N/B)	16 May 2018	Granted on 29 May 2018 Permit No. GW-RE0385-18, valid from 5 Jun 2018 to 1 Sep 2018

Table 3-2 Summary of the status of permits, licences and notifications made, applied and approved under this Project during the previous and reporting month

4 SUMMARY OF EM&A REQUIREMENT

4.1 Air Quality

4.1.1 Air Quality Parameters

In accordance to the EM&A Manual, 24-hour Total Suspended Particulates (TSP) levels were measured at the air monitoring locations in accordance with the EM&A Manual. Monitoring was undertaken at each monitoring location once per every 6 days. Information such as date of monitoring, duration, weather condition, equipment used and monitoring results shall be recorded on the field data sheet developed for the Project. Monitoring results are summarized in Section 5.

4.1.2 Monitoring Methodology and Calibration

Monitoring was undertaken to establish for 24-hour Total Suspended Particulates (TSP) at 4 monitoring locations in the vicinity of the Works Areas J, V1 and V2. Monitoring of 24-hour TSP was carried out using a high volume sampler (HVS) according to Part 50 Chapter 1 Appendix B, Title 40 of the Code of Federal Regulations of the USEPA.

The sampling procedure follows to that described Part 50 Chapter 1 Appendix B, Title 40 of the Code of Federal Regulations of the USEPA. TSP is sampled by drawing air through a conditioned, pre-weighed filter paper inside the high volume sampler at a controlled rate. After 24-hour sampling the filter paper with retained particles shall be collected and returned to HOKLAS accredited laboratory (ALS Technichem (HK) Pty Ltd) for drying in a desiccators followed by accurate weighing. TSP levels are calculated from the ratio of the mass of particulate retained on the filter paper to the total volume of air sampled.

The flow rate of the high volume sampler with mass flow controller was calibrated using an orifice calibrator. Initial calibration (five points) was conducted upon installation and prior to commissioning. Calibration was carried out every six months. Detail of calibration is shown in Table 4-1 and 4-2 below and Appendix K. The samplers shall be properly maintained. Prior to dust monitoring commencing, appropriate checks shall be made to ensure that all equipment and necessary power supply are in good working condition.

High Volume Sampler (HVS)			
Monitoring Station ID	**Air Quality Monitoring Location**	**HVS Serial Number**	**Last Calibration Date**
AM 1	Mai Po San Tsuen	N/A [2]	N/A [2]
AM 2	Yau Tam Mei Village House	N/A [6]	N/A [6]
AM 3	Kong Tai Road Village House	N/A [4]	N/A [4]
AM 4	DD110 LOT 482, Wang Toi Shan	N/A [2]	N/A [2]
AM 5	Leung Uk Tsuen Squats	N/A [1]	N/A [1]
AM 6	630 Sheung Tsuen	N/A [2]	N/A [2]
AM 7	Tse Uk Tsuen	N/A [2]	N/A [2]
AM 8	No. 305B, Sheung Tsuen San Tsuen Village House	N/A [1]	N/A [1]
AM 9	Sau Shan House, Cheung Shan Estate	N/A [3]	N/A [3]
AM 10	Yau Ma Hom Resite Village	N/A [5]	N/A [5]
AM 11	Chung Shun Knitting Centre	N/A [7]	N/A [7]
AM 12	Po Leung Kuk Tong Nai Kan College	N/A [1]	N/A [1]
AM 13	St. Andrew Primary School	N/A [2]	N/A [2]
AM 14	Yaumati Catholic Primary School	N/A [2]	N/A [2]
AM 15	Between Sorrento and The Waterfront	515	18/5/2018
AM 16	Tower 3, The Waterfront	1282	18/5/2018
AM 17	The Victoria Towers	528	18/5/2018

Table 4-1 Calibration details of HVS

Orifice Calibrator	
Serial Number	Last Date of Calibration
2421	24 January 2018

Table 4-2 Calibration details of Orifice Calibrator

Notes: [1]. Since the major site activities which are likely to have air quality impacts have been completed at the works areas adjacent to AM5, AM8 and AM12, the monitoring at these 3 stations have been ceased in April 2017.

[2]. Since the major site activities which are likely to have air quality impacts have been completed at the works areas adjacent to AM1, AM4, AM6, AM7, AM13 and AM14, the monitoring at these 6 stations have been ceased in late November 2017.

[3]. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM9, the monitoring at this station have been ceased in December 2017.

[4]. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM3, the monitoring at this station have been ceased in January 2018.

[5]. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM10, the monitoring at this station have been ceased in March 2018.

[6]. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM2, the monitoring at this station have been ceased in April 2018.

[7]. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM11, the monitoring at this station have been ceased in early May 2018.

4.1.3 Monitoring Location

Air quality monitoring was carried out at the locations chosen in accordance to the EM&A Manual, the locations are as shown in Table 4-1 above and are illustrated in Appendix D. Since the major site activities which are likely to have air quality impacts have been completed at the works area adjacent to AM11, monitoring has been ceased in early May 2018 at this station.

4.1.4 Action and Limit Levels

With reference to the baseline monitoring results, the Action and Limit Levels for the 24-hour TSP monitoring derived are shown in Table 4-3. In the case of exceedance of Action and/or Limit levels for air quality occur, the Event and Action Plan as stipulated the EM&A Manual shall be implemented.

Monitoring Station ID	**24-hour TSP Level in μg/m^3**	
	Action Level	**Limit Level**
AM 1 [1]	N/A	N/A
AM 2 [1]	N/A	N/A

Monitoring Station ID	24-hour TSP Level in μg/m^3	
	Action Level	Limit Level
AM 3 [1]	N/A	N/A
AM 4 [1]	N/A	N/A
AM 5 [1]	N/A	N/A
AM 6 [1]	N/A	N/A
AM 7 [1]	N/A	N/A
AM 8 [1]	N/A	N/A
AM 9 [1]	N/A	N/A
AM 10 [1]	N/A	N/A
AM 11 [1]	N/A	N/A
AM 12 [1]	N/A	N/A
AM 13 [1]	N/A	N/A
AM 14 [1]	N/A	N/A
AM 15	168.8	260
AM 16	155.9	260
AM 17	179.3	260

Table 4-3 Action and Limit Levels for Air Quality

Notes: [1]. Since the major site activities which are likely to have air quality impacts have been completed at the works areas adjacent to AM1, AM2, AM3, AM4, AM5, AM6, AM7, AM8, AM9, AM10, AM11, AM12, AM13 and AM14, the monitoring at these 14 stations have been ceased and the Action and Limit Level will become Not Applicable (N/A).

4.2 Air-borne Noise

4.2.1 Noise Parameters

In accordance to the EM&A Manual, construction noise monitoring shall be conducted to obtain one set of 30-minute measurement at each monitoring

station between 0700 and 1900 hours on normal weekdays at a frequency of once per week when construction activities are underway. The L_{eq}, L_{10} and L_{90} were also recorded at the specified interval.

4.2.2 Monitoring Methodology and Calibration

As referred to the Technical Memorandum (TM) issued under the NCO, sound level meters in compliance with the International Electrotechnical Commission Publications 651: 1979 (Type 1) and 804: 1985 (Type 1) specifications shall be used for carrying out the noise monitoring. B&K 2250 sound level meters, which complies with the above-mentioned specifications, were used for construction noise monitoring.

Before and after each series of measurements, the accuracy of the sound level meter should be checked using an acoustic calibrator generating a known sound pressure level at a known frequency. Measurements may be accepted as valid only if the difference between calibration levels obtained before and after the noise measurement is less than 1.0 dB.

The sound level meters and calibrator are verified by the certified laboratory or manufacturer at a regular interval to ensure they perform to the same level of accuracy as stated in the manufacturer's specifications. Detail of calibration is shown in Table 4-4 below.

Monitoring Station ID	**Noise Monitoring Location**	**Serial Number**	**Last Calibration Date**
Sound Level Meters			
CN 1	No. 142 Mai Po San Tsuen	N/A [6]	N/A [6]
CN 2	Mai Po San Tsuen Village House	N/A [6]	N/A [6]
CN 3	Yau Tam Mei Village House	N/A [10]	N/A [10]
CN 4	Yau Tam Mei Village House	N/A [10]	N/A [10]
CN 5	Kong Tai Road Village House	N/A [8]	N/A [8]
CN 6	Kong Tai Road Village House	N/A [6]	N/A [6]
CN 7	372 Tai Kong Po Tsuen	N/A [6]	N/A [6]

Monitoring Station ID	Noise Monitoring Location	Serial Number	Last Calibration Date
CN 8	DD110 LOT 482, Wang Toi Shan	N/A [6]	N/A [6]
CN 9	Leung Uk Tsuen Village House	N/A [6]	N/A [6]
CN 10	DD110 LOT 482, Wang Toi Shan	N/A [5]	N/A [5]
CN 11	182B, Wang Toi Shan San Tsuen	N/A [5]	N/A [5]
CN 12	DD108, Nam Hing Lei, Wing Hing Wai	N/A [6]	N/A [6]
CN 13	Tse Uk Tsuen	N/A [6]	N/A [6]
CN 14	Tse Uk Tsuen	N/A [6]	N/A [6]
CN 15	No. 305B - Sheung Tsuen San Tsuen Village House	N/A [5]	N/A [5]
CN 16	DD 114 LOT 1405 Sheung Tsuen	N/A [5]	N/A [5]
CN 18	Sau Shan House	N/A [7]	N/A [7]
CN 19	Sun Fung Centre	N/A [9]	N/A [9]
CN 20	VTC Kwai Chung Training Centre Complex	N/A [11]	N/A [11]
CN 21	Po Leung Kuk Tong Nai Kan College	N/A [6]	N/A [6]
CN 22	Block I, Lai Chi Kok Reception Centre	N/A [5]	N/A [5]
CN 23	HKIVE Haking Wong Waterfront Annex	N/A [4, 7]	N/A [4, 7]
CN 24	St. Andrew Primary School	N/A [6]	N/A [6]
CN 25	St. Mary's Church Mok Hing Yiu College	N/A [5]	N/A [5]
CN 26	Ying Wah College	N/A [5]	N/A [5]
CN 27	Cheong Shun House, Nam Cheong Estate	N/A [6]	N/A [6]
CN 28	Tower 6, Harbour Green	2701817	07/04/2017
CN 29	Yaumati Catholic Primary School	N/A [5]	N/A [5]

Monitoring Station ID	Noise Monitoring Location	Serial Number	Last Calibration Date
CN 30	Man Cheong Street Refuse Collection Point	2701816	21/01/2017
CN 31	Tower 6, Sorrento	N/A [3]	N/A [3]
CN 32	Tower 3, The Waterfront	2701823	06/03/2017
CN 33	Star Tower, The Arch	2701827	18/02/2017
CN 34	The Victoria Towers	2701829	18/01/2017
Calibrator			
Serial Number		**Last Calibration Date**	
3014997		22/03/2017	

Table 4-4 Calibration details of noise monitoring equipment

Notes:

1. Due to school closure, monitoring at Tsuen Wan Lutheran School (CN 17) was temporarily suspended. Monitoring would be carried out subject to confirmation of noise sensitive use of the building.
2. A correction factor (9 dB(A)) has been applied at CN19 to take into account the noise barrier effect. The correction factor was agreed with IEC according to Section 3.11 of the EM&A Manual.
3. Impact monitoring at Tower 6, Sorrento (CN31) has been temporarily suspended from end of August 2014 due to the objection from the OC of Sorrento has been received in early August 2014. Monitoring at this location would be resumed when an alternative location is determined.
4. Due to completion of all works at CN23, monitoring at HKIVE Haking Wong Waterfront Annex (CN23) has been suspended from March 2015.
5. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works areas adjacent to CN10, CN11, CN15, CN16, CN22, CN25, CN26 and CN29, particularly some of the works areas have been handed over to Government, the monitoring at these 8 stations have been ceased from April 2017.
6. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works areas adjacent to CN1, CN2, CN6, CN7, CN8, CN9, CN12, CN13, CN14, CN17, CN21, CN24 and CN27, particularly some of the works areas have been handed over to Government, the monitoring at these 13 stations have been ceased in November 2017.
7. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works areas adjacent to CN18 and CN23, particularly some of the works areas have been handed over to Government, the monitoring at these 2 stations have been ceased in December 2017.

8. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works area adjacent to CN5, the monitoring at this station has been ceased in January 2018.
9. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works area adjacent to CN19, the monitoring at this station has been ceased in March 2018.
10. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works area adjacent to CN3 and CN4, the monitoring at these stations have been ceased in April 2018.
11. Since the major site activities which are likely to have air-borne noise impacts have been completed at the works area adjacent to CN20, the monitoring at these stations have been ceased in late May 2018.

4.2.3 Monitoring Location

According to the EM&A Manual, noise monitoring was carried out at the locations as shown in Table 4-4 above. The monitoring locations are illustrated in Appendix D.

4.2.4 Action and Limit Levels

The Action and Limit Levels for the construction noise are shown in Table 4-5 below. In the case of non-compliance of Action and/or Limit level, the Event and Action Plan stipulated in the EM&A Manual shall be implemented.

Time Period	Action	Limit
0700-1900 hours on normal weekdays	When one documented complaint is received	75 dB(A) for residential premises
		70 dB(A) for school and 65 dB(A) during examination period

Table 4-5 Action and Limit Levels for Airborne Construction Noise

4.3 Ground-borne Noise

No ground-borne noise measurement was required during the reporting month, as all TBM tunnelling work has been completed.

4.4 Ecological Monitoring

4.4.1 Ecological Monitoring on Avifaunal Communities

Due to the construction works at MPV, TPP access road, SSS, PHV and TUW had been substantially completed, the avifaunal monitoring was ceased from September 2017.

4.4.2 Monitoring of impact at fishpond due to noise/vibrations

Since the major site activities which are likely to have air-borne noise impacts have been completed at MPV, the noise monitoring at fishpond was ceased from November 2017.

4.5 Landscape and Visual

Monitoring of the implementation of the tree protection measures during construction phase was conducted in accordance with the requirements of EP condition 2.15 (iv). The landscape and visual monitoring and auditing were conducted in accordance with the requirement in Section 5.6 of the EM&A Manual throughout the construction stage.

4.6 Cultural Heritage

4.6.1 Archaeology

Further archaeological investigation was completed at Shek Kong Stabling Sidings (SSS) in accordance with the Archaeological Action Plan.

No monitoring and reporting is required at Lung Kwu Sheng Tan (LKST) since the land has been handed over to government.

4.6.2 Built Heritage

Vibration monitoring was ceased since no more construction works was carried out within the 100m buffer area.

4.7 Landfill Gas

The post-construction monitoring for construction within the Ngau Tam Mei Landfill (NTML) consultation zone was ceased in end of June 2018 as the operation of XRL will be commenced in September 2018. According to Section 11.4 of EM&A Manual, the post-construction phase monitoring is up to at least 3 months before commencement of the XRL operation.

No monitoring was carried out at Gin Drinker Bays Landfill (GDBL) since there was no construction carried out within consultation zone.

5 MONITORING RESULT

5.1 Air Quality

The monitoring schedule is shown in Appendix E. Results of 24-hour TSP level and the graphical presentation of monitoring results are shown in Appendix F.

In the reporting month, no exceedance of 24-hour TSP Action Level and Limit Level was recorded.

5.2 Noise

The monitoring schedule is shown in Appendix E. Results of measured noise level, in terms of L_{eq}(30min) and graphical presentations are presented in Appendix F.

5.2.1 Air-borne Noise

In the reporting month, no exceedance of air-borne noise Action Level and no exceedance of air-borne Limit Level were recorded in the reporting month.

5.2.2 Ground-borne Noise

Ground-borne noise monitoring has not required in the reporting month, as all TBM tunnelling work has been completed.

5.3 Ecological Monitoring

5.3.1 Ecological Monitoring on Avifaunal Communities

Due to the construction works at MPV, TPP access road, SSS, PHV and TUW had been substantially completed, the avifaunal monitoring was ceased from September 2017.

5.3.2 Monitoring of impact at fishpond due to noise

Since the major site activities which are likely to have air-borne noise impacts have been completed at MPV, the noise monitoring at fishpond was ceased from November 2017.

5.4 Waste Management

The quantities of waste disposed from this Project during the reporting month and the previous 2 months are summarized in the table below. Inert C&D materials are disposed to public fills unless otherwise specified.

Reporting Month	**Inert C&D [1] Materials (tonnes)**	**Non-inert C&D [2] Materials (tonnes)**	**Chemical Waste (Litre)**
Contract 810A[3]			
Jun 2018	1,213.95 {0.00}	1,576.64	0
Jul 2018	868.84 {0.00}	42.32	2040
Aug 2018	505.36 {0.00}	18.28	0
Contract 811B [4]			
Jun 2018	1,552.03 {0.00}	194.08	0
Jul 2018	924.51 {0.00}	211.74	0
Aug 2018	447.55 {0.00}	160.52	0

Table 5-3 Summary of construction waste generated and disposed

Notes:

1. Inert C&D materials include bricks, concrete, building debris, rubble and excavated soil.
2. Non-inert C&D materials include steel, paper / cardboard packaging waste, plastics and other wastes such as general refuse.
3. No alternative disposal sites for inert C&D Materials from Contract 810A in the reporting month.
4. No alternative disposal sites for inert C&D Material from Contract 811B in the reporting month.
5. Figures in { } denotes the quantity of marine sediment disposal not included in inert C&D Material.

The cumulative quantities are summarized as follows.

Inert C&D Materials (tonnes)	**Marine Sediment Materials (tonnes)**	**Non-inert C&D Materials (tonnes)[2]**	**Chemical Waste (Litre)**	**Chemical Waste (Kg)**
22,349,327.12	1,765,151.24	171,060.56	391,249.50	19,792.00

5.5 Landscape and Visual

5.5.1 Monitoring Requirement

A Certified Arborist was employed and has conducted inspection and audits and found that the tree protection works being carried out by the civil works and transplanting contractors were in accordance with EP/EIA.

Monitoring of the implementation of landscape and visual aspect including the tree protection measures during construction phase was conducted in accordance with the requirements of EP condition 2.15 and Section 5.6 of the EM&A Manual.

5.5.2 Audit Result

Regular monitoring and audit was undertaken in accordance with the requirement of EP condition 2.15 and Section 5.6 of the EM&A Manual.

Tree Transplanting Works at Contract 801

Trees should be removed and replaced since no longer viable. Regular watering, weeding and continuous monitoring is needed.

Tree Protection Work under Contract No.	**Status**
810A	Replacement should be considered if trees are not viable.
811A	No major observation.
811B	No major observation.
816D	No major observation.
821	No major observation.
8217	No major observation.
822	No major observation.
823A	No major observation.
823B	No major observation.
824	No major observation.
825	No major observation.

5.6 Cultural Heritage

No construction work was performed within 100m buffer area from Cheung Yuen (LET-06) in the reporting month; hence no vibration monitoring was performed.

5.7 Landfill Gas

No monitoring was carried out in this reporting month since there was no construction within Gin Drinker Bays Landfill (GDBL) consultation zone.

The post-construction monitoring for construction within the Ngau Tam Mei Landfill (NTML) consultation zone was ceased in end of June 2018 as the operation of XRL will be commenced in September 2018.

6 SITE INSPECTION

6.1 Regular Site Inspection

Regular site inspections on all environmental aspects under the EM&A Manual were attended by representatives from ET and Contractors. The site inspections were carried out at 810A and 811B in West Kowloon and dates are shown in the following table. In addition to the regular site inspections attended by ET and Contractors, monthly IEC environmental audits attended by IEC, ET and Contractors were held on 17 August 2018 for 810A; 17 August 2018 for 811B.

Contract	Date of Site Inspections
810A	2/8, 17/8 and 30/8
811B	17/8 and 28/8

Table 6-1 Date of site inspection

All observations have been recorded in the audit checklist and passed to the Contractor together with the appropriate recommended mitigation measures where necessary. The key observations from these site inspections and Contractor's follow-up action are summarized in Table 6-2 below.

Item	Description	Contractor's Follow-up Action(s) Undertaken
Contract 810A		
1	Vehicle was not properly washed its wheels before leaving the site and mud trace was observed at the public road.	The frontline has been reminded to wash the wheels of vehicle entirely before their leaving.
Contract 811B		
1	The exposed works areas were dry in general during the inspections.	The frontline has been reminded to wet the exposed works areas more frequently.

Table 6-2 Summary of site inspections, recommendations and follow-up actions

6.2 Other Site Inspection

All XRL tunnelling works have been substantially completed, the groundwater level monitoring for the XRL project was suspended since 1 November 2016.

7 NON-COMPLIANCE AND DEFICIENCY

7.1 Summary of Complaint

For this reporting month, no environmental complaint was referred from EPD. There are a total of 268 environmental complaints since commencement of the construction. The complaints would be handled in accordance to the EM&A Manual and relevant parties including the Engineer's Representative and IEC were informed of the complaint when receive.

7.2 Summary of Exceedance

In the reporting month, no air-borne noise exceedance of Action and Limit Levels were recorded. Actions stipulated under the Event and Action Plan (Table 2.3 of the EM&A Manual) would be undertaken when exceedance was recorded. No exceedance of both 24-hr TSP Action and Limit Levels was recorded in the reporting month.

7.3 Summary of Notification of Summons, Prosecutions, Non-compliance and Corrective Actions

No notification of summons, non-compliance and prosecution was received during the reporting period.

8 FUTURE KEY ISSUES

8.1 Construction Works in Coming Months

Works to be undertaken for the following months are summarized below. The works presented below is tentative and subject to change in actual construction programme.

Contract	Works Area	Major Construction Activities / Other Works
810A	V1	Correcting defects
810B	V1	Nil (construction works completed)
810B	W	Nil (Land returned to Government)
810A	V2	ABWF, landscaping, road reinstatement
810A	U	Site Office
811B	V2	PTI Landscaped Deck ABWF and E&M works (rectification works); Road works under PTI LD (RC pavements); Man Cheong Street Footbridge Stair & Lift ABWF works (rectification works); Remedial drainage works after Jordan Road Reinstatement
810A	L	Nil (Land returned to Government)
820	Q	Nil (Land returned to Government)
816D	T	Site Office
822	F	Defect remedial works
822	G	Defect remedial works
8217	H	Nil (Land returned to Government)
822	K	Nil (Land returned to Government)
823A	D and D1	Tunnel defect remedial works
824	B	Defect remedial works

Contract	Works Area	Major Construction Activities / Other Works
824	C	Defect remedial works
825	A	Defect remedial works
810A	AA	Nil (Land returned to Government)

Table 8-1 Summary of construction works in coming months

Impact monitoring would be continued according to the construction programme.

8.2 Monitoring Schedule for Next Month

The tentative schedule of TSP and noise monitoring for the next reporting period is presented in Appendix E.

9 CONCLUSIONS

The Report presents the results of EM&A works and the impact monitoring for the construction works of the XRL project undertaken during the period of from 1 to 31 August 2018. The major construction activities/ other works in the reporting period included works in the West Kowloon Works Areas and Nam Cheong.

Impact monitoring for air quality and noise were conducted in accordance with the EM&A Manual in the reporting period. No exceedance of air-borne noise Action and Limit Levels was recorded in the reporting month. Also, no exceedance of both 24-hour TSP Action and Limit Levels was recorded in the reporting month.

No notification of summons, non-compliance and prosecution was received during the reporting period.

For the reporting month, no environmental complaint was referred from EPD. Complaint investigations would be conducted in accordance with the complaint handling procedure in the EM&A Manual when receive.

Site inspections were conducted regularly to monitor proper implementation of environmental pollution control and mitigation measures for the Project. The ET would continue the implementation of the environmental monitoring and audit programme in accordance to the EM&A Manual and to a level consistent with MTRCL's Corporate Sustainability Policy.

Appendix A

Works Area

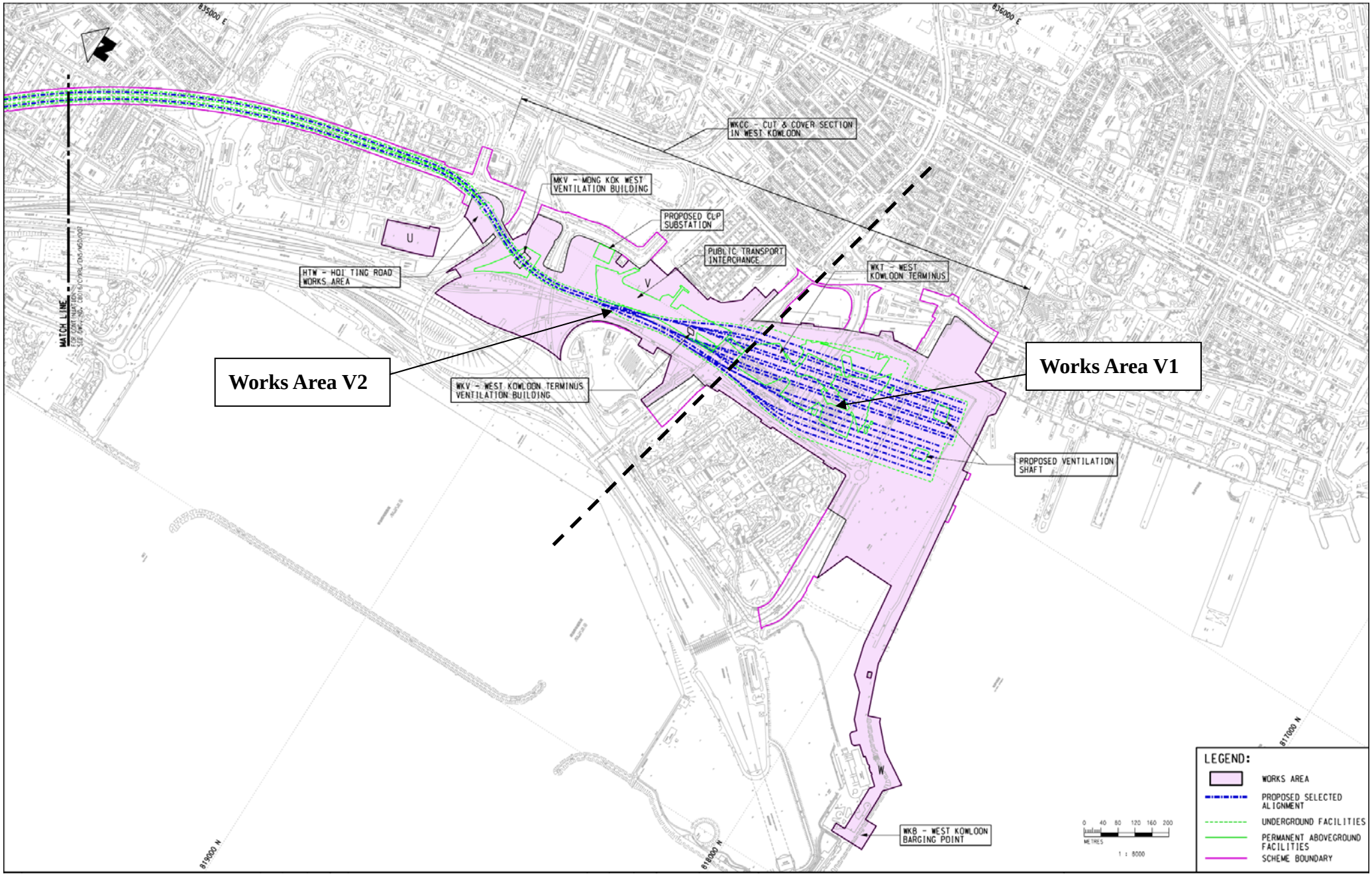
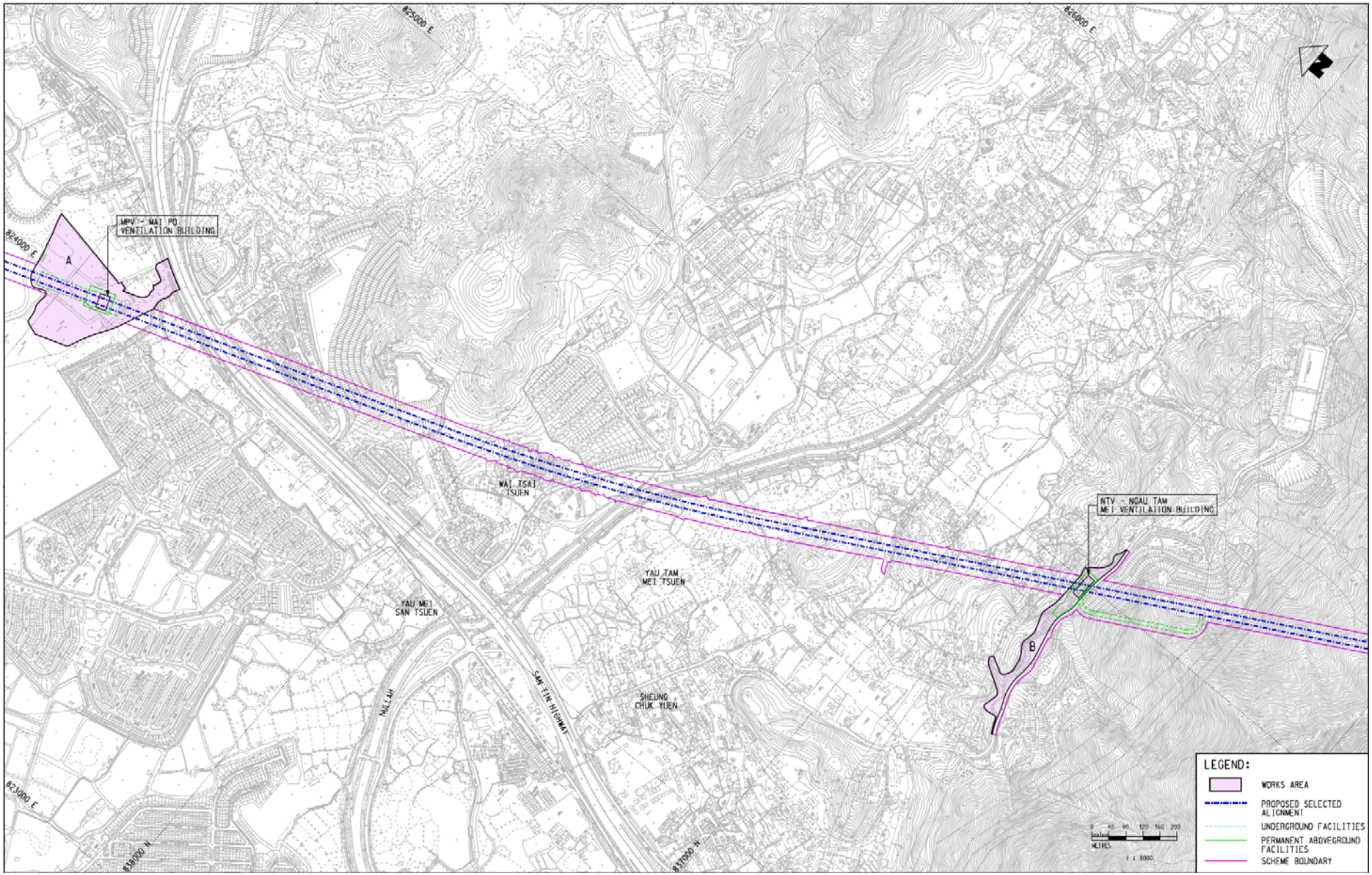
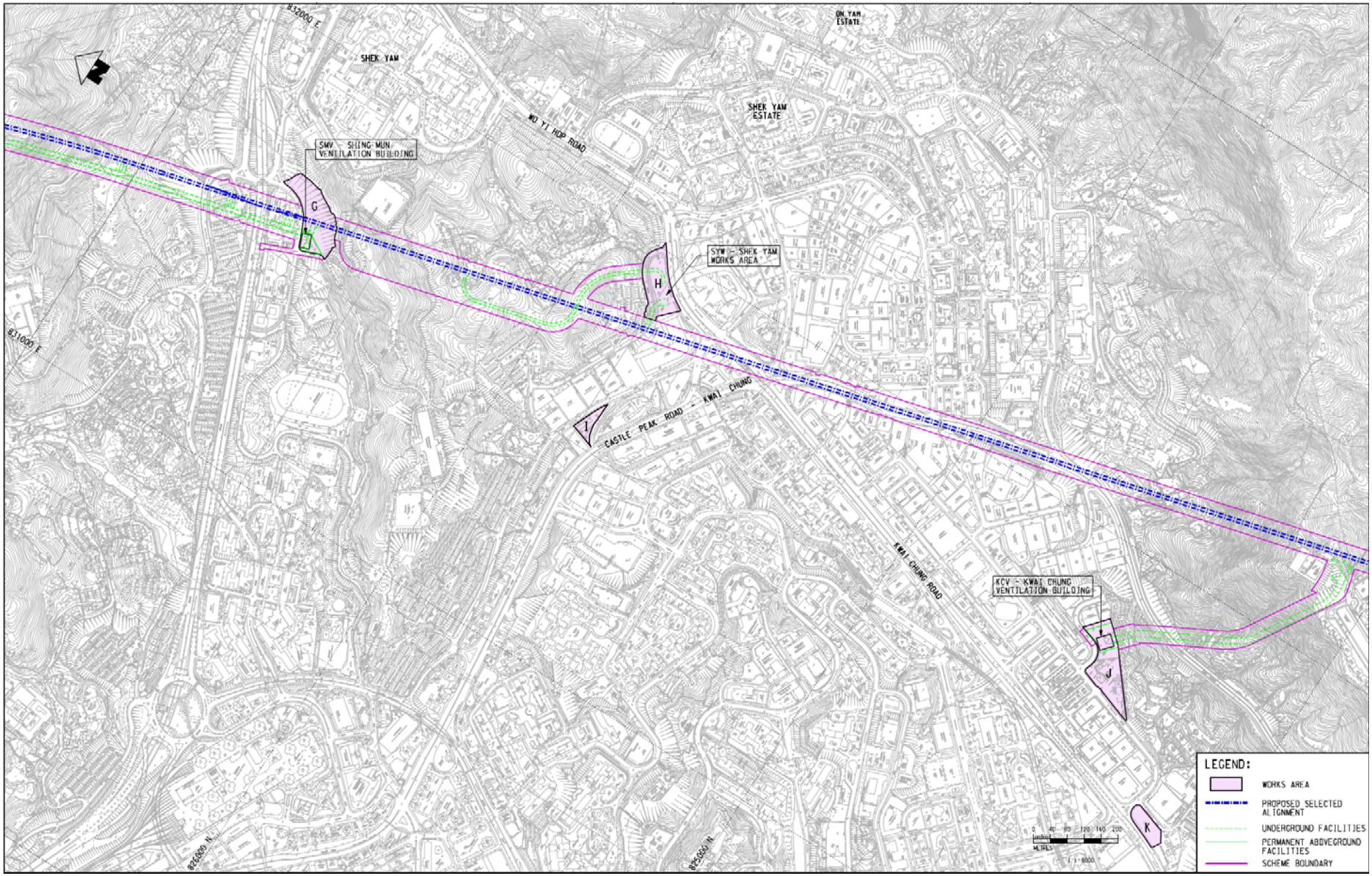
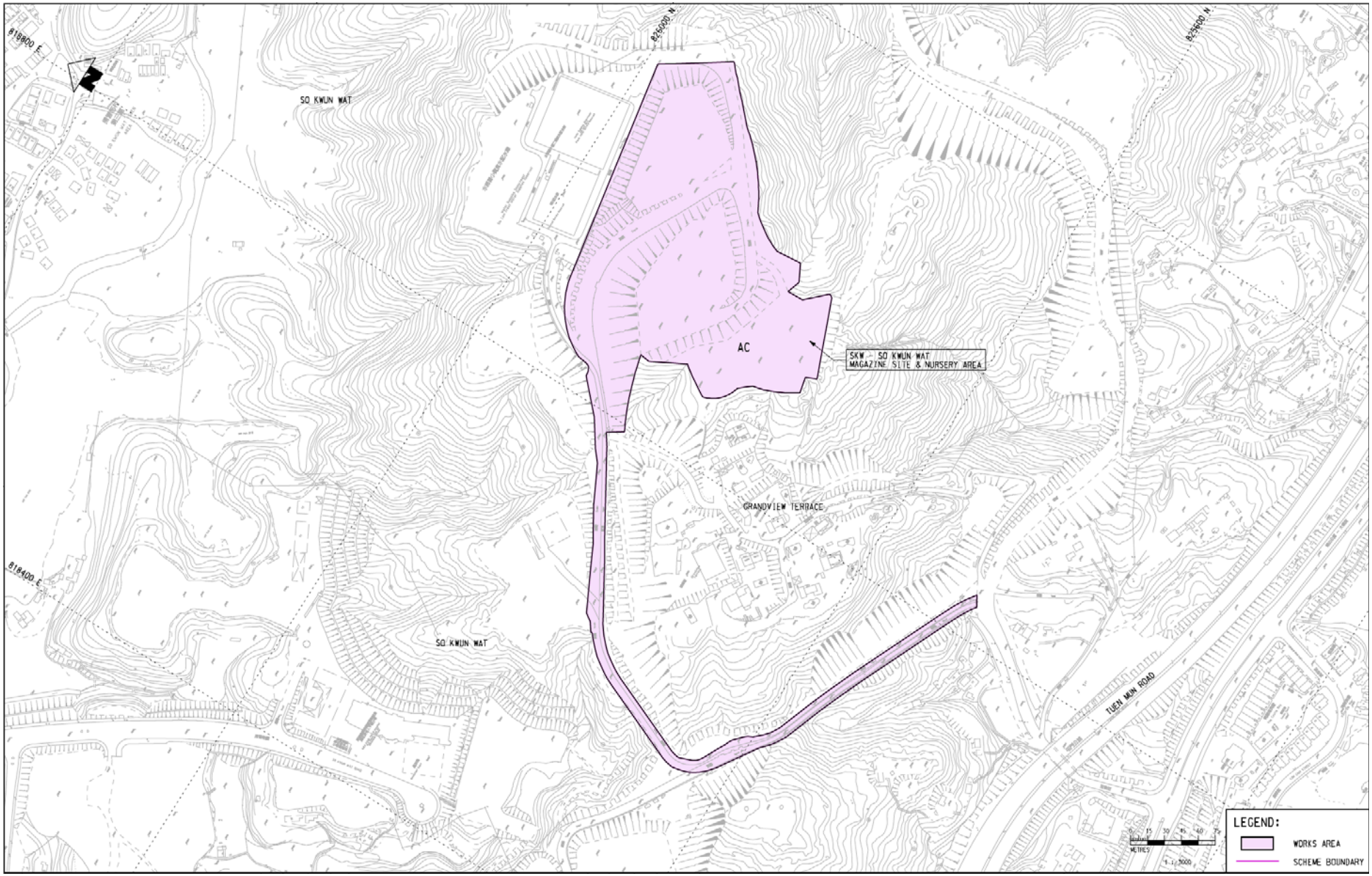
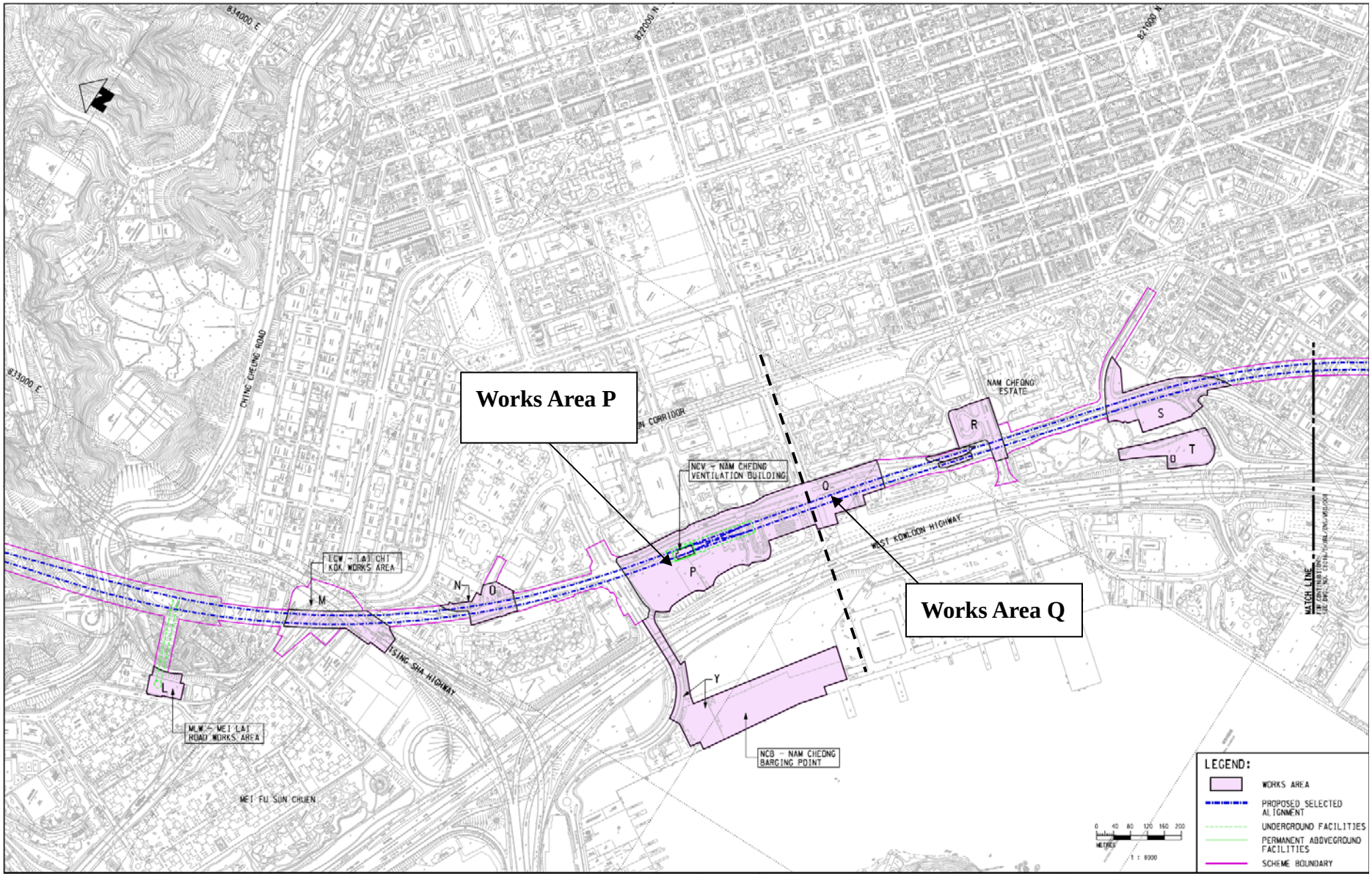


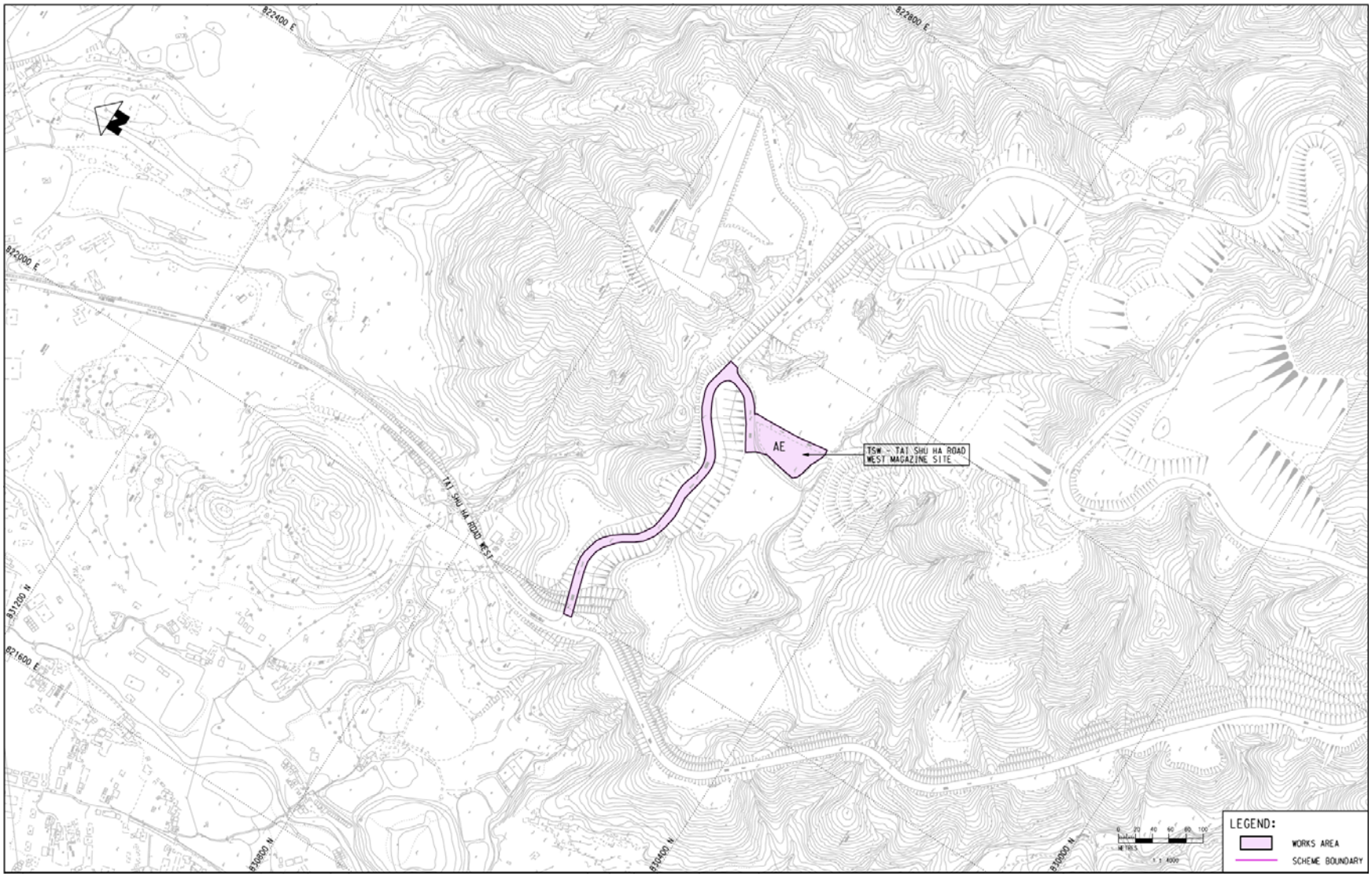
Figure 1 – Works Area

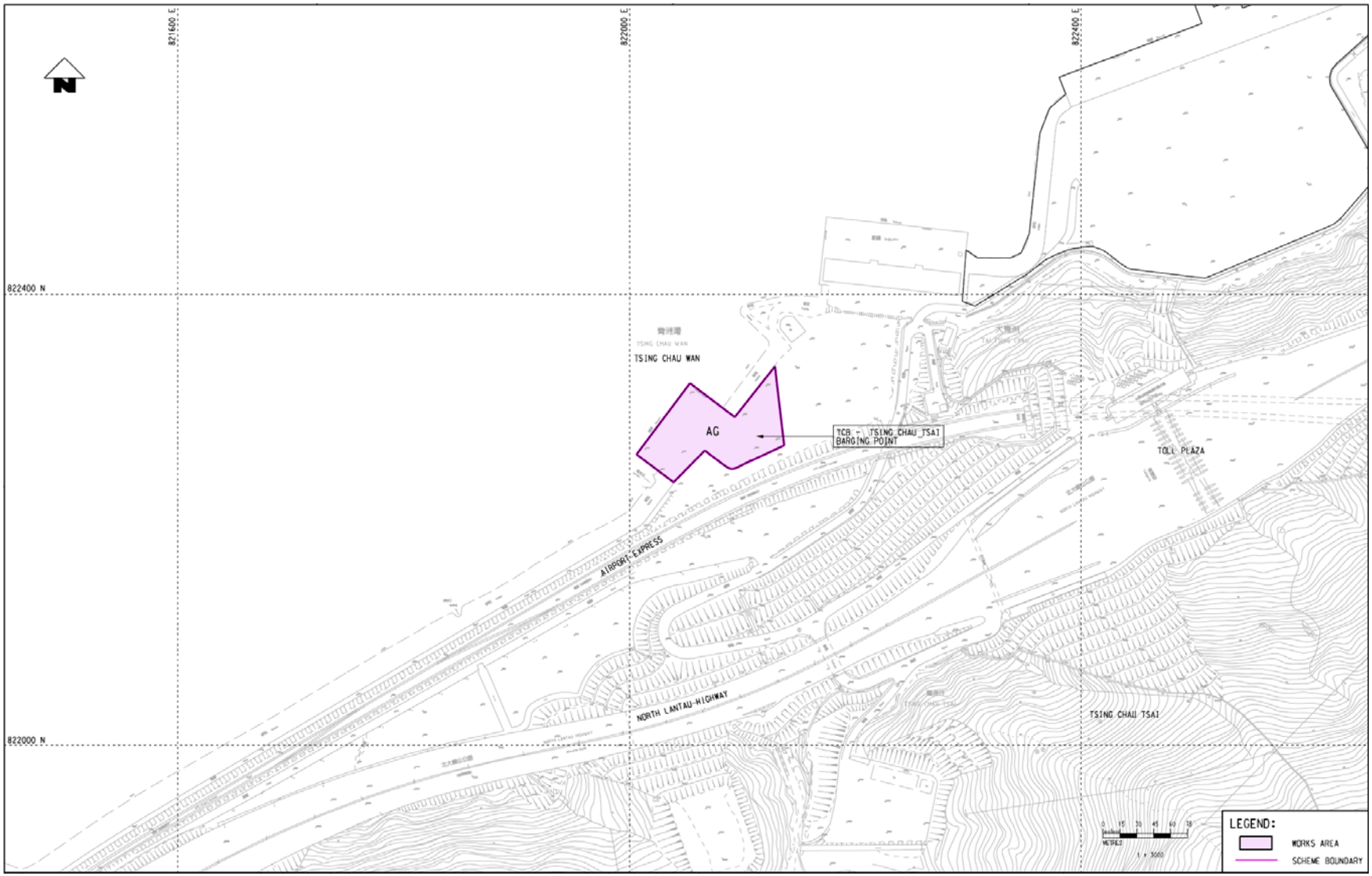

824000 E
825000 E
826000 E
821000 E
838000 N
837000 N
MPV - MAI PO VENTILATION BUILDING
A
NTV - NGAU TAM MEI VENTILATION BUILDING
B
WAI TSAI TSUEN
YAU TAM MEI TSUEN
YAU MEI SAN TSUEN
SHEUNG CHUK YUEN
NULLAH
SAN TIN HIGHWAY
LEGEND:
WORKS AREA
PROPOSED SELECTED ALIGNMENT
UNDERGROUND FACILITIES
PERMANENT ABOVEGROUND FACILITIES
SCHEME BOUNDARY
0 40 80 120 160 200
METRES
1 : 8000

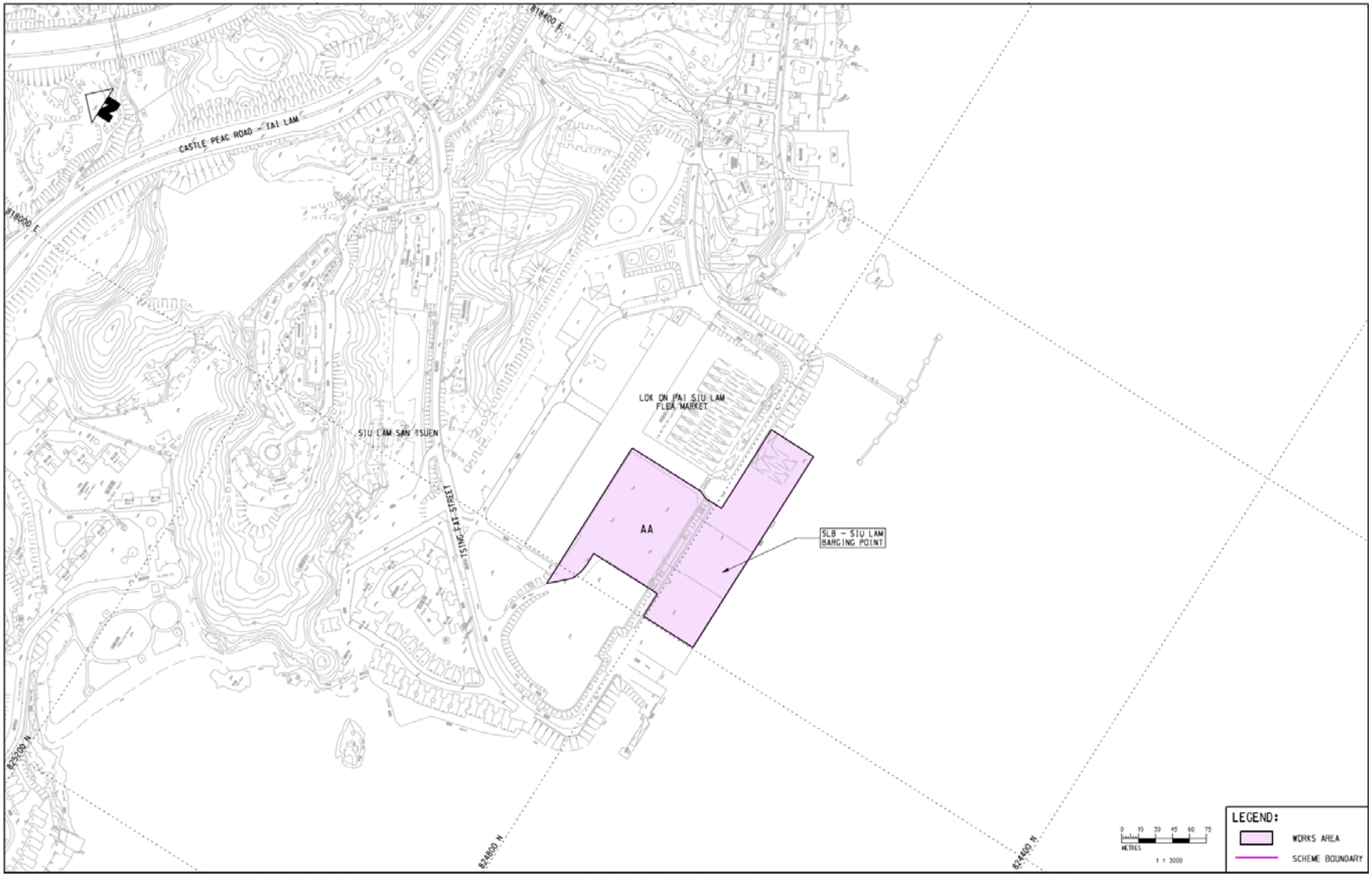

812000 E
831000 E
825600 N
825000 N
SHEK YAM
ON YAM ESTATE
SHEK YAM ESTATE
WO YI HOP ROAD
SMV - SHING MUN VENTILATION BUILDING
SYW - SHEK YAM WORKS AREA
CASTLE PEAK ROAD - KWAI CHUNG
KWAI CHUNG ROAD
KCV - KWAI CHUNG VENTILATION BUILDING
G
H
I
J
K
LEGEND:
WORKS AREA
PROPOSED SELECTED ALIGNMENT
UNDERGROUND FACILITIES
PERMANENT ABOVEGROUND FACILITIES
SCHEME BOUNDARY
METRES
1 : 8000

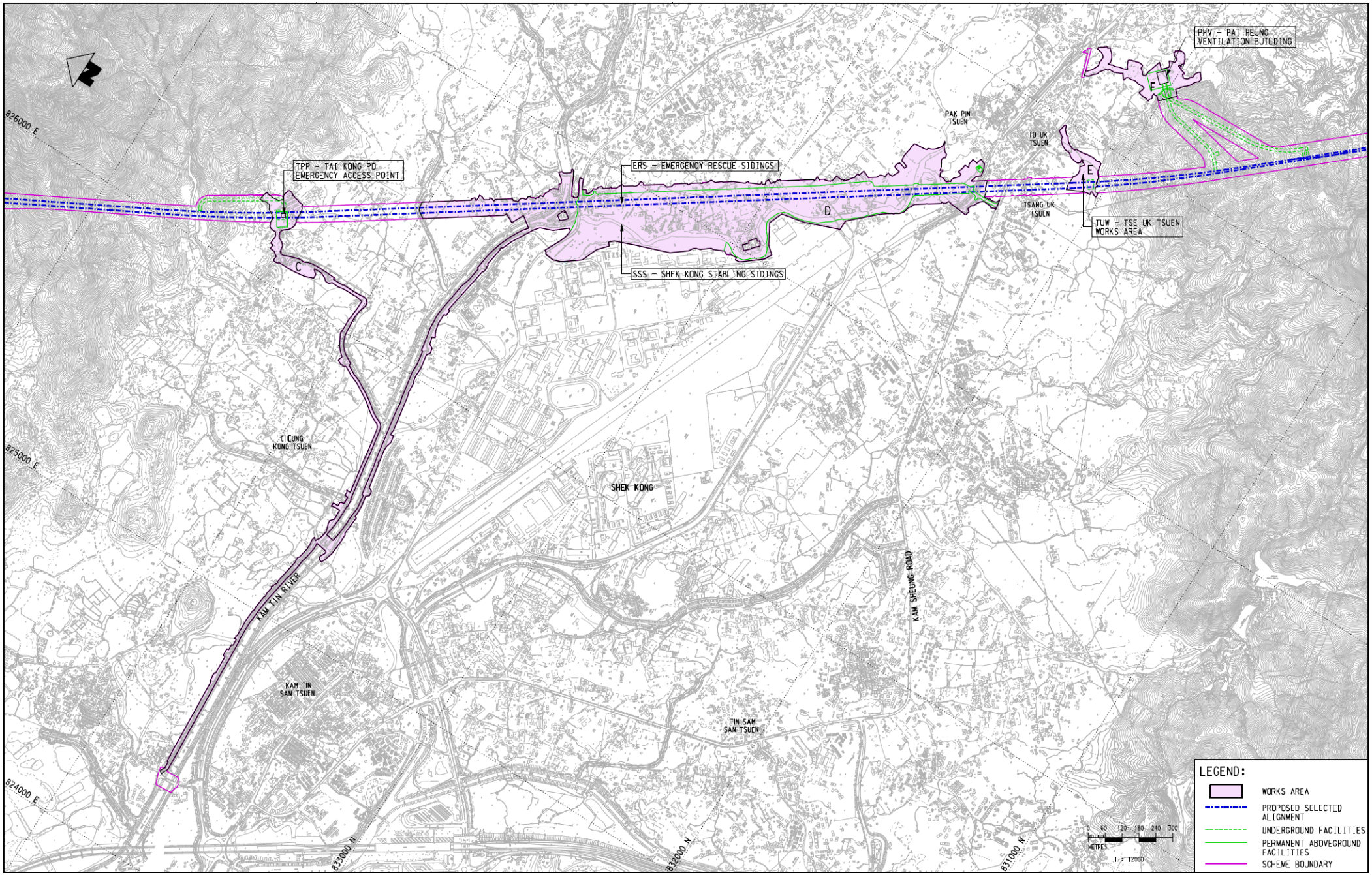

818800 E
818400 E
825600 N
825600 N
SO KWUN WAT
SO KWUN WAT
SO KWUN WAT
AC
SKW – SO KWUN WAT
MAGAZINE SITE & NURSERY AREA
GRANDVIEW TERRACE
TUEN MUN ROAD
METRES
1 : 5000
LEGEND:
WORKS AREA
SCHEME BOUNDARY

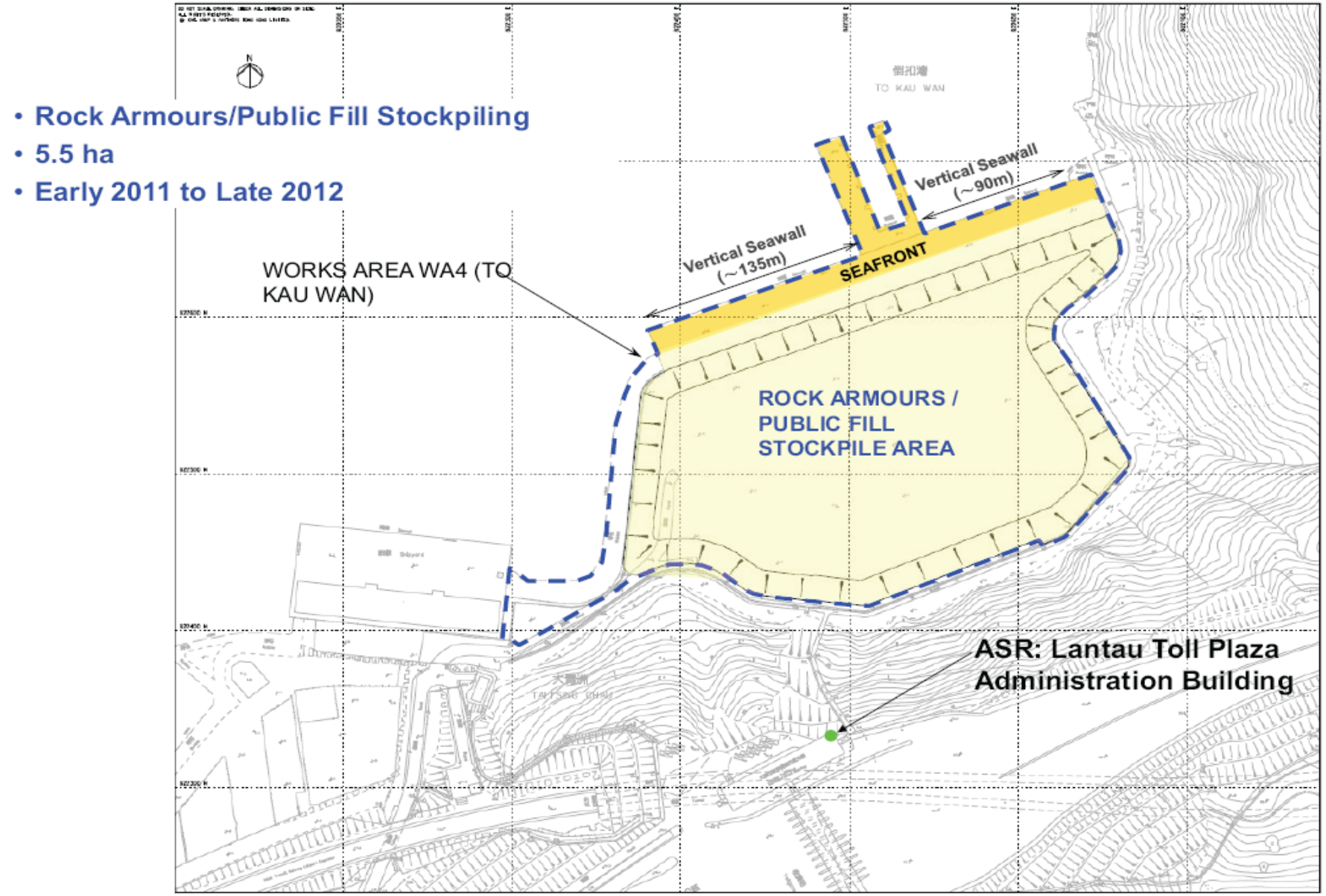

Works Area P
Works Area Q
834000 E
833000 E
822000 N
821000 N
CHING CHEUNG ROAD
NAM CHEONG ESTATE
NCV - NAM CHEONG VENTILATION BUILDING
WEST KOWLOON HIGHWAY
LCW - LAI CHI KOK WORKS AREA
MLW - MEI LAI ROAD WORKS AREA
TSING SHA HIGHWAY
MEI FU SUN CHUEN
NCB - NAM CHEONG BARGING POINT
MATCH LINE
LEGEND:
WORKS AREA
PROPOSED SELECTED ALIGNMENT
UNDERGROUND FACILITIES
PERMANENT ABOVEGROUND FACILITIES
SCHEME BOUNDARY
METRES
1 : 8000


822400 E
822800 E
822000 E
821600 E
831200 N
830800 N
830400 N
830000 N
AE
TSW - TAI SHU HA ROAD WEST MAGAZINE SITE
TAI SHU HA ROAD WEST
LEGEND:
WORKS AREA
SCHEME BOUNDARY

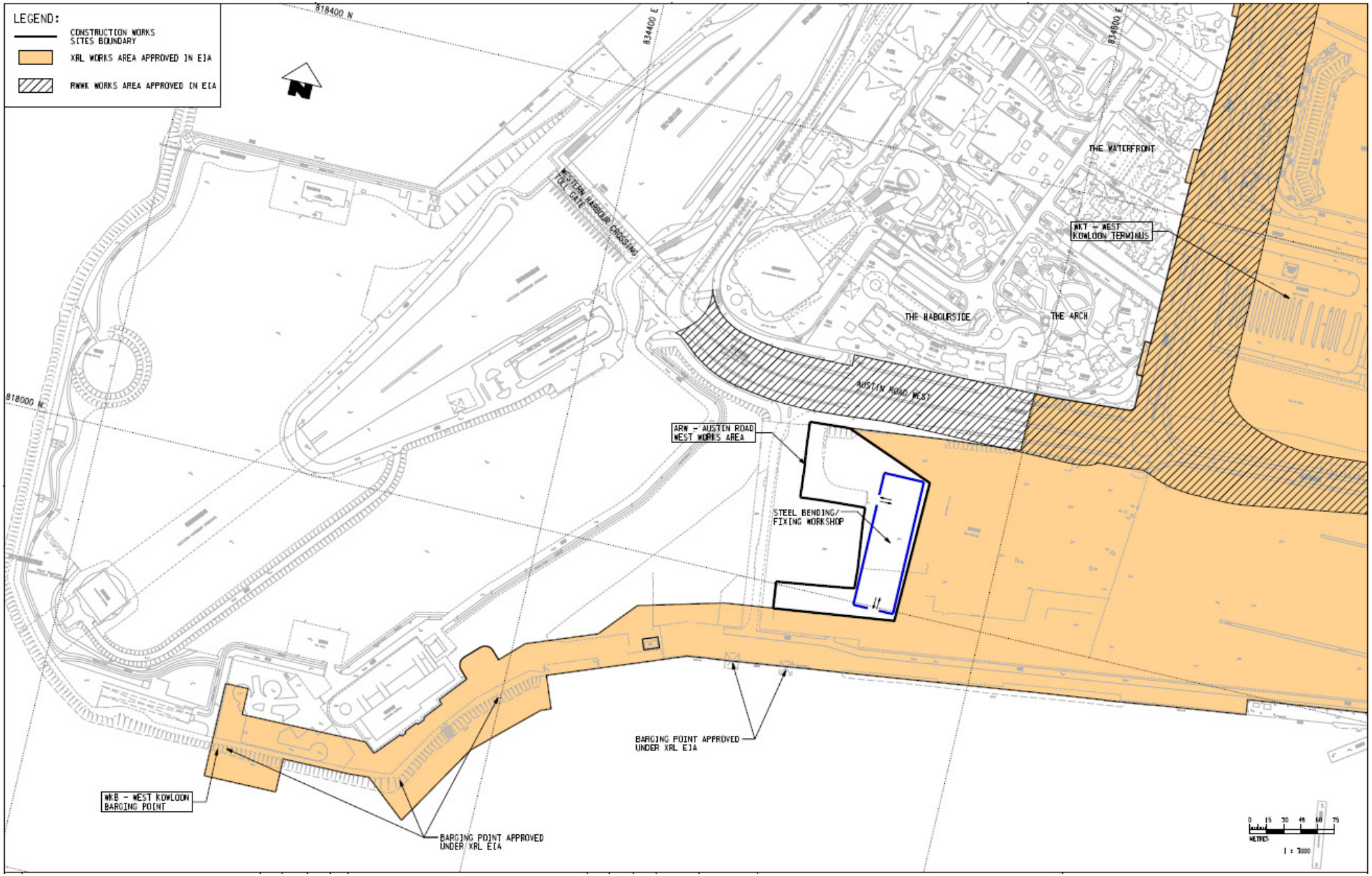

821600 E
822000 E
822400 E
822400 N
822000 N
TSING CHAU WAN
AG
TCB - TSING CHAU TSAI BARGING POINT
TOLL PLAZA
AIRPORT EXPRESS
NORTH LANTAU HIGHWAY
TSING CHAU TSAI
LEGEND:
WORKS AREA
SCHEME BOUNDARY

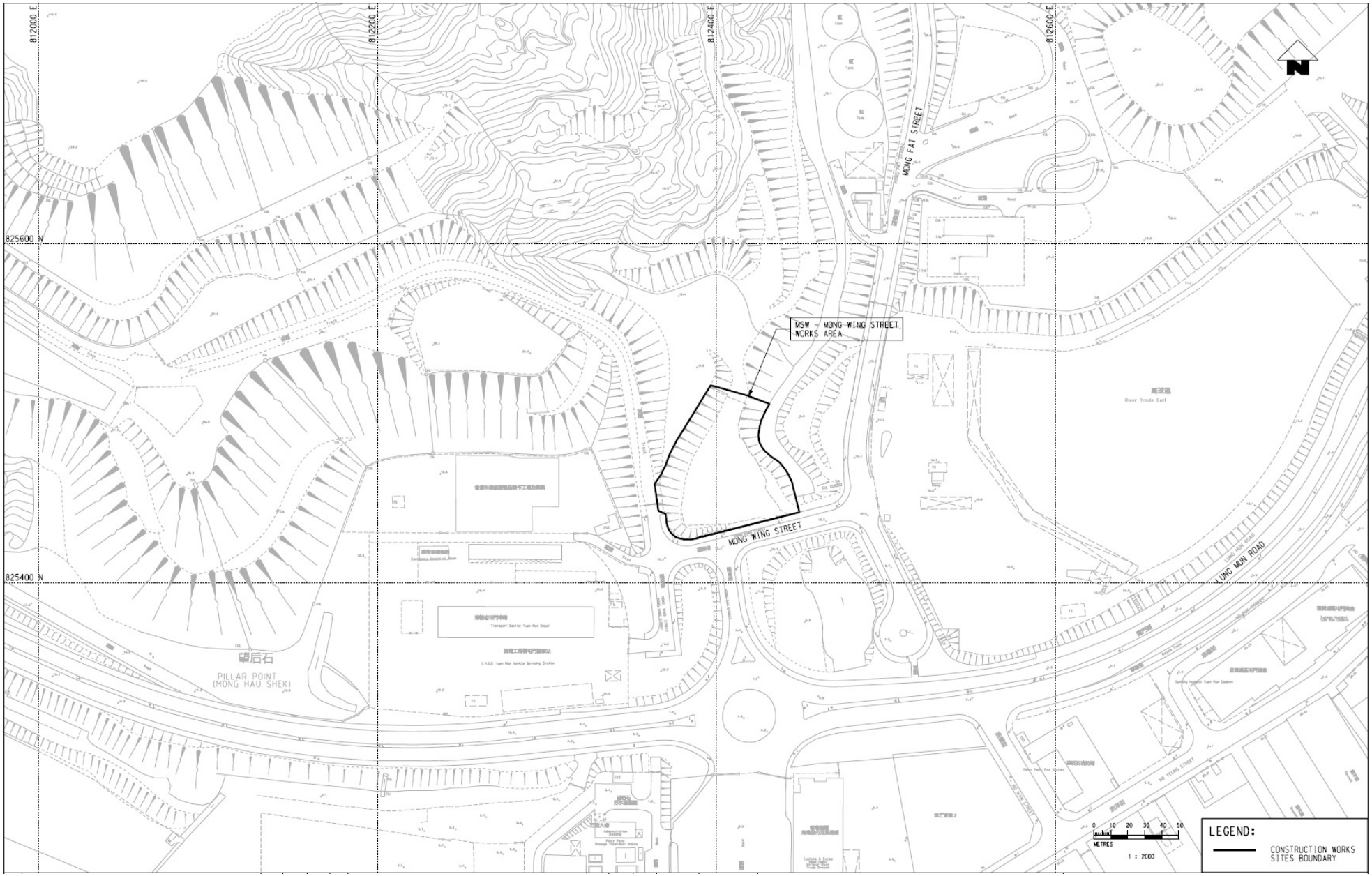

818400 E
CASTLE PEAK ROAD - TAI LAM
818000 E
LOK ON PAI SIU LAM
FLEA MARKET
SIU LAM SAN TSUEN
TSING FAT STREET
AA
SLB - SIU LAM
BARGING POINT
822200 N
824800 N
824400 N
0 15 30 45 60 75
METRES
1 : 3000
LEGEND:
WORKS AREA
SCHEME BOUNDARY

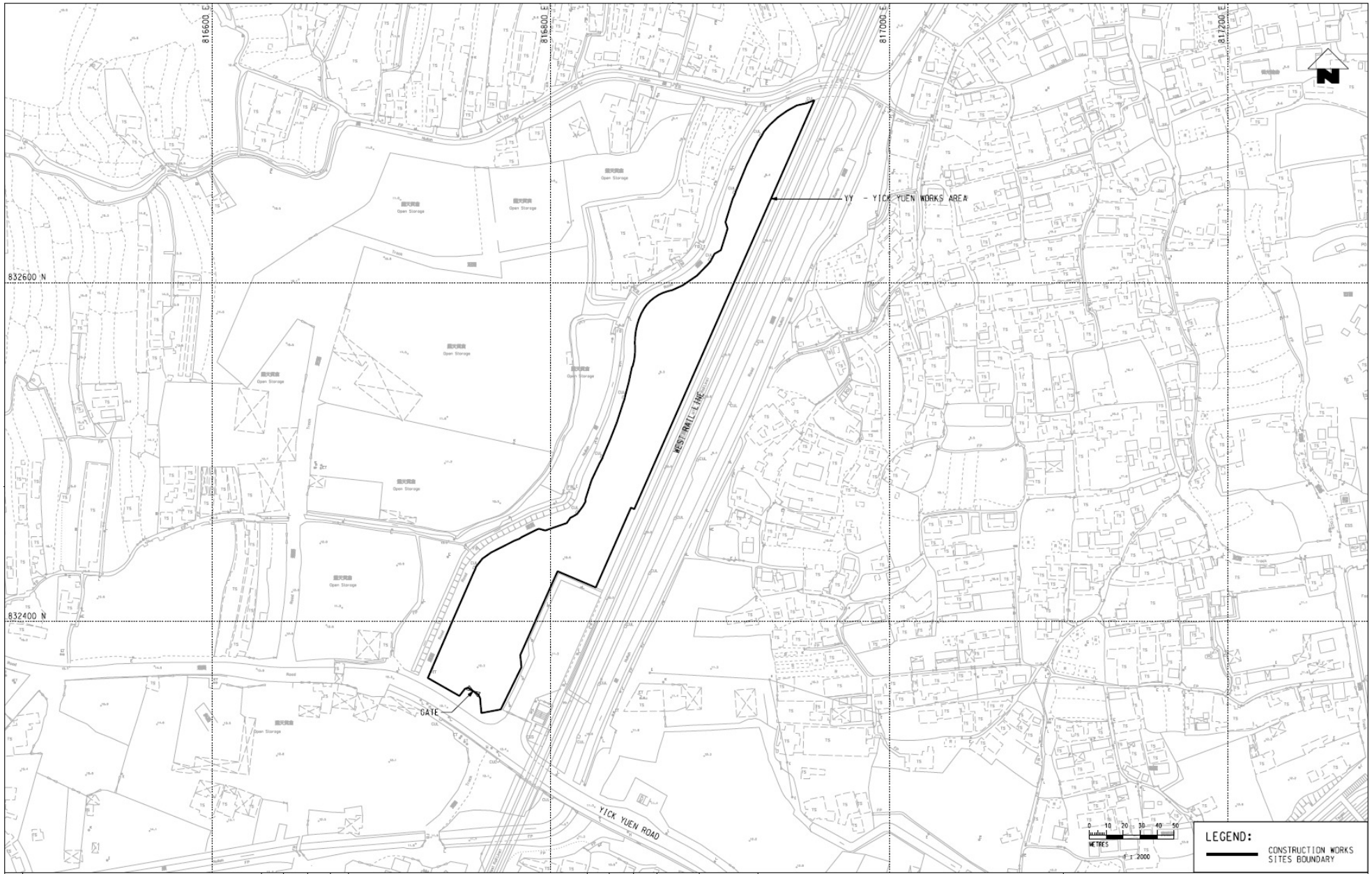

PHV – PAT HEUNG VENTILATION BUILDING
F
PAK PIN TSUEN
TO UK TSUEN
E
TSANG UK TSUEN
TUW – TSE UK TSUEN WORKS AREA
TPP – TAI KONG PO EMERGENCY ACCESS POINT
ERS – EMERGENCY RESCUE SIDINGS
D
SSS – SHEK KONG STABLING SIDINGS
C
826000 E
825000 E
824000 E
CHEUNG KONG TSUEN
SHEK KONG
KAM TIN RIVER
KAM TIN SAN TSUEN
TIN SAM SAN TSUEN
KAM SHEUNG ROAD
833000 N
832000 N
831000 N
0 60 120 180 240 300
METRES
1 : 12000
LEGEND:
WORKS AREA
PROPOSED SELECTED ALIGNMENT
UNDERGROUND FACILITIES
PERMANENT ABOVEGROUND FACILITIES
SCHEME BOUNDARY



MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link Environmental Review Report – Stock Piling Facility in To Kau Wan	SCALE	N.T.S.	DATE	Dec-10
	Location Plan for To Kau Wan Stockpiling Area	DRAWING NO.	Figure 2.1		


LEGEND:
CONSTRUCTION WORKS SITES BOUNDARY
XRL WORKS AREA APPROVED IN EIA
RWWK WORKS AREA APPROVED IN EIA
818400 N
834400 E
834800 E
818000 N
WESTERN HARBOUR CROSSING TOLL GATE
THE WATERFRONT
WKT - WEST KOWLOON TERMINUS
THE HABOURSIDE
THE ARCH
AUSTIN ROAD WEST
ARW - AUSTIN ROAD WEST WORKS AREA
STEEL BENDING/ FIXING WORKSHOP
BARGING POINT APPROVED UNDER XRL EIA
WKB - WEST KOWLOON BARGING POINT
BARGING POINT APPROVED UNDER XRL EIA
METRES
1 : 3000


812000 E
812200 E
812400 E
812600 E
825600 N
825400 N
MSW - MONG WING STREET WORKS AREA
MONG FAT STREET
MONG WING STREET
LUNG MUN ROAD
PILLAR POINT
(MONG HAU SHEK)
望后石
River Trade Golf
0 10 20 30 40 50
METRES
1 : 2000
LEGEND:
CONSTRUCTION WORKS SITES BOUNDARY


816600 E
816800 E
817000 E
817200 E
832600 N
832400 N
YY - YICK YUEN WORKS AREA
WEST RAIL LINE
GATE
YICK YUEN ROAD
0 10 20 30 40 50
METRES
1 : 2000
LEGEND:
CONSTRUCTION WORKS SITES BOUNDARY

Appendix B

Project Management Organization and Contacts of Key Personnel

Title	Name	Telephone
Engineer's Representative		
Construction Manager (810A & 811B)	Mr. Nelson Yeung	2829 2384
Independent Environmental Checker		
Independent Environmental Checker	Mr. Eric Ching	2828 5825
Environmental Team		
Environmental Team Leader	Mr. Raymond WONG	2208 3510
Contractor		
Contract 810A Contractor		
Principle Project Director	Mr. Adrian Clamp	6468 7678
Senior Environmental Officer	Mr. Dominic Fung	9664 2572
Contract 811B Contractor		
Project Manager	Mr. Brian Gowran	3759 9753
Environmental Officer	Ms. Kiwi Chan	5381 4129

Appendix C

Implementation Status

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
Ecological Impact (Detailed design Phase / Pre-construction Phase)						
S3.398	- Prior to commencement of channel works, an ecological habitat management plan should be prepared to provide the detailed specifications for the habitats and ecological functions to be provided, and control of colonization of invasive plant species at the mitigation stream habitats and define the long-term management and ecological monitoring and audit requirements for these habitats.	To mitigate the avoidable loss of watercourse habitat	MTR	SSS	Detailed design phase / Prior to commencement of channel works	Ecological Habitat Management Plan (EHMP) formulated and submitted to EPD
S3.388 - S3.397	- The constructed channel in the SSS site should include open channel with ecologically friendly stream feature to mitigate the direct impact due to the loss of a watercourse habitat in Shek Kong.	To mitigate the avoidable loss of watercourse habitat	MTR / DDC	SSS	Detailed design phase	AFCD's comment has been sought during formulation of the EHMP
S3.410	- The implementation details of the impact monitoring programme should be described in ecological monitoring plan for EPD approval before commencement of construction activities.	To outline details of ecological impact monitoring	MTR	MPV, TPP, SSS / ERS, PHV and TUW	Before commencement of construction activities	Implemented
S3.327 & S3.412	- A monitoring and emergency response plan (to be prepared by the Contractor), in relation to potential	To detect potential impacts due to groundwater	Contractor	MPV	Before commencement	AFCD's comment has

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	impacts due to groundwater drawdown, will form part of the EM&A requirement in the EM&A Manual subject to approval by EPD and AFCD before commencement of the tunnelling and MPV construction in Mai Po area. The plan should include, but not be limited to, details of monitoring locations and programme, a mechanism to monitor the implication from the works to the groundwater system and fish pond, action levels and emergency responses such as immediate action, remedial action and investigation.	drawdown			of the tunnelling and MPV construction	been sought during formulation of Plan
S3.413	- A monitoring and emergency response plan, in relation to impacts due to noise/vibration, should form part of the EM&A requirement in the EM&A Manual subject to approval by EPD and AFCD before commencement of the tunnelling and MPV construction in Mai Po area.	To detect and monitor noise / vibration impacts	Contractor	MPV	Before commencement of bore tunnelling and MPV construction	Implemented
Ecological Impact (Construction Phase)						
S3.325 - S3.326	- Implementation of precautionary measures during tunnelling works.	To avoid potential hydrogeological impacts	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S3.409 to S3.410	- Ecological impact monitoring focusing on habitats and species of conservation interest should be conducted during the construction phase at the MPV, TPP, SSS / ERS, PHV, and TUW sites where a number of avifauna of conservation interest (e.g. overwintering bird, Greater Painted-snipe) and areas of conservation interest (e.g. country parks, conservation areas, and wetlands) were recorded. - Avifaunal communities should be surveyed quantitatively along transects. Birds heard or seen along the transects should be identified to species and counted. The nature of construction works within works area conducting during each impact monitoring visit should also be recorded. The quantitative monitoring results should be compared to pre-construction condition. The impact monitoring results should be undertaken by qualified ecologist(s) with relevant working experience. - Should any unpredicted indirect ecological impacts arising from the proposed Project be detected, remedial measures should be developed and implemented by the Contractor.	To monitor potential indirect construction impacts to wildlife	MTR MTR Contractor	MPV, TPP, SSS / ERS, PHV, and TUW	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S3.327 & S3.412	- Implementation of the groundwater monitoring and emergency response plan.	To detect and minimize hydrological impacts	Contractor	MPV	Construction phase (During bore tunneling works and construction of Mai Po Ventilation Shaft)	Refer to Item for S3.327 & S3.412.
S3.413	- Implementation of monitoring and emergency response plan on noise and vibration.	To detect and minimize noise / vibration impacts	Contractor	MPV	Construction phase (During bore tunneling works and construction of Mai Po Ventilation Shaft)	Implemented
S3.364 -S3.369	- Use of quiet construction plant and temporary noise barriers. - Access to the ventilation building sites should follow existing access roads, such as the maintenance access along the existing drainage channels. - Site hoarding of about 2.4 m high should be erected	To minimise impacts to surrounding habitats	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	around the works area of access roads along drainage channels in the TPP and SSS / ERS sites. - Gate and fences should be installed along the construction accesses that are adjacent to public areas. - Gates and hoardings should be provided at the entrances/exits and along the boundary of the works areas respectively to prevent any trespassers from encroaching or will fully disturbing any wild animals and their habitats within the works areas. - A trip-ticket system should be adopted to monitor the disposal of construction and demolition materials. CCTV and warning signs should be provided at the entrance of the proposed temporary and permanent vehicular access.					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
3.370 -3.371 and 3.373	- Vegetation located within the works areas should be preserved as far as practicable. - To avoid soil compaction, heavy machinery should not be used in close proximity to vegetation. Soils that become compacted through the activities of the development should be loosened to an appropriate depth to allow seed germination. - All temporarily affected habitats should be reinstated after the completion of works. - Placement of equipment or stockpiles should be confined to designated works areas. Access routes should be confined on existing disturbed land, where practicable.	To minimize impacts to vegetation	MTR / Contractor	All works areas	Construction phase	Implemented
	- Detailed vegetation survey should be conducted in TSW site prior to commencement of site clearance.	To minimize impacts to vegetation	MTR / Contractor	TSW	Prior to commencement of site clearance	Vegetation Survey Report formulated and deposited to EPD
	- To mitigate the loss of the vegetation and habitats, planting of native species should be provided in the areas affected by the Project in TSW site, and other works area, where practicable.	To minimize impacts to vegetation	MTR / Contractor	TSW and all other works areas	Construction phase	Proposal of mitigatory planting at TSW was included in the Vegetation

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
						Survey Report. Mitigatory planting to be implemented as per construction programme
S3.372	- The affected individuals of Incense Tree within the NTV works area should be transplanted to nearby suitable habitats prior to the commencement of site clearance at NTV works area as far as practicable. - A detailed vegetation survey covering the affected habitat at NTV works area should be conducted by a suitably qualified botanist / ecologist to identify and record the affected individuals in order to provide details for the transplantation scheme prior to the commencement of site clearance. Feasibility and suitability of transplanting the affected individuals would be studied and suitable receptor sites would be identified. The transplantation proposal for the affected individuals should be prepared as necessary and transplantation should be supervised by a suitably qualified ecologist / horticulturist.	To minimize impacts to vegetation	MTR / Contractor	NTV	Construction phase	Vegetation survey was conducted and included in the Vegetation Survey Report. Transplantation of Incense Tree was completed and monitored.

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S3.374 - S3.377	- Site hoarding of 2.4 m high should be set up along the boundary of the works areas as far as practicable.	To minimize disturbance to wildlife	Contractor	All works areas	Construction phase	Implemented
	- The erection of hoarding (2.4 m) along KT5 in the area with high Greater Painted-snipe occurrence (e.g. the proposed access road next to KT5) should avoid their breeding season, prior to construction activities in the area.			KT5 (near TPP)	Prior to the construction of access road	Implemented
	- The use of noisy construction equipment such as hydraulic breakers should be avoided at the area with high painted-snipe occurrence (e.g. the proposed access road next to KT5) during their breeding season as far as practicable.			KT5 (near TPP)	Construction phase	Implemented
	- Hoardings of 2.4 m height should be put in place before commencement of construction activities. Hoarding at the section along the northern boundary of the MPV works area should be installed first. The duration of hoarding erection should be kept as brief as practicable. - Upon the erection of site hoarding, all construction activities should be conducted within the fenced area.			MPV	Right after possession of site	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	- Major construction site lighting should point inward and downward. Unnecessary lighting should be turned off outside working hours of the construction sites.			All works area	Construction phase	Implemented
S3.378 - S3.380	- Excavation works carried out within waterbodies should be carried out in dry season where practicable. - Excavation works within the watercourse / drainage channel should be restricted when possible to an enclosed dry section of the watercourse / drainage channel, with containment measures such as bunds and barriers used within the watercourse / drainage channel. - Site runoff should be directed towards regularly cleaned and maintained silt traps and oil / grease separators. The silt and oil / grease separators should be appropriately designed for the local drainage and ground conditions. Tightly sealed closed grab excavators should be deployed where material to be handled is wet. - The flow of the watercourse and drainage channel located with the Project Area should be maintained throughout the construction phase.	To minimise pollution to waterbodies	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
Terrestrial Ecological Impact (Post-construction / Operation Phase)						
S3.327 & S3.412	- Implementation of the groundwater monitoring and emergency response plan.	To detect and minimize hydrogeological impacts	Contractor	MPV	Post-construction phase	To be implemented as per construction programme
S3.381	- The affected agricultural land should be restored to a condition suitable for agricultural use before handing over to landowners / operators.	To minimize impacts to surrounding habitats	MTR / Contractor	All temporarily occupied agricultural land	Operation phase	To be implemented as per construction programme
S3.382 – S3.384	- Vegetation control in the constructed channels should be implemented to prevent the excessive growth of vegetation that would impede the drainage capacity of the channel. To minimise sedimentation, de-silting should be limited to the dry season (November to March). The natural stream bed substrate should not be removed from the channel during de-silting works. - For maintenance de-silting, temporary barrier walls should be used to provide a dewatered zone for de-silting works. Waste material produced during de-silting should be disposed of in a timely and	To minimise impacts to constructed channels	MTR	All constructed channels in SSS	Operation phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	appropriate manner.					
S3.385 & S3.387	- Large areas of reflective material (including glass) should not be used on the outer surfaces of the buildings. - All the major lighting sources should point inward and downward to minimise glare disturbance to wildlife. The intensity of light should also be controlled to the lowest possible level.	To minimise impacts to wildlife	MTR / DDC	All ventilation buildings in northern section and SSS	Detailed design and Operation phases	To be implemented as per construction programme
S3.411	- Implementation of ecological habitat management plan. - Ecological monitoring of the mitigation stream habitats according to ecological habitat management plan.	To monitor the wildlife use of the mitigation stream habitat	MTR	Mitigation stream habitat in SSS / ERS	Operation phase	To be implemented as per construction programme
Marine Ecological Impact (Construction Phase)						
Appendix 3.6 (S1.102)	- The use of high-speed vessels should also be avoided during the construction and operation of the proposed barging point.	To minimise the indirect impact to Chinese White Dolphin habitat	Contractor	LKB	Construction phase	To be implemented as per construction programme
Appendix 3.6 (S1.103)	- No dumping of rubbish, oil or chemicals would be allowed.	To minimise the pollution to marine habitats	Contractor	LKB	Construction phase	To be implemented as per construction

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
						programme
Appendix 3.6 (S1.104)	- Deployment of silt curtains around the closed grab dredgers to minimize the suspended sediment impact due to dredging activities in dredging region. - To minimize impact on the gorgonians along the coastline near the dredging area, double silt curtains should be deployed around the works area.	To minimise the impact to subtidal habitats	Contractor	LKB	Construction phase	To be implemented as per construction programme
Appendix 3.6 (S1.106)	- The number of work vessels and small crafts should be minimized. Dredging should be carried out continuously without unnecessary break to prevent unpredictable or sudden noise outbursts at random intervals.	To minimise disturbance impact on Chinese White Dolphin	Contractor	LKB	Construction phase	To be implemented as per construction programme
Appendix 3.7 (S1.83)	- Mitigation measures to control water quality impacts proposed under Section 11 should be adopted.	To minimise indirect impact to intertidal and subtidal flora and fauna	Contractor	WKT	Construction phase	Implemented
Appendix 3.6 (S1.105)	- Engines of vessels moored at the barging point would be turned off to minimize unnecessary underwater noise.	To minimise disturbance impact on Chinese White Dolphin	Contractor	LKB	Construction phase	To be implemented as per construction programme
Pond Fisheries Impact (Pre-construction Phase)						

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S4.51	- A monitoring and emergency response plan, in relation to potential impacts due to groundwater drawdown, will form part of the EM&A requirement in the EM&A Manual subject to approval by EPD and AFCD before commencement of the tunnelling and MPV construction in Mai Po area. The plan should include, but not be limited to, details of monitoring locations and programme, a mechanism to monitor the implication from the works to the groundwater system and fish ponds including their water levels, action levels and emergency responses such as immediate action, remedial action and investigation.	To detect and minimize potential hydrological impacts	Contractor	MPV	Pre-construction phase (Before commencement of the tunnelling and MPV construction)	AFCD's comment has been sought during formulation of Plan
S4.52	- A monitoring and emergency response plan, in relation to impacts due to noise/vibration, should form part of the EM&A requirement in the EM&A Manual subject to approval by EPD and AFCD before commencement of the tunnelling and MPV construction in Mai Po area.	To detect and monitor noise / vibration impacts	Contractor	MPV	Pre-construction phase (Before commencement of bore tunnelling and MPV construction)	Implemented
S4.45	- Consultation should be conducted with fish operators in Mai Po before tunnelling starts. The method of construction, potential impact and mitigation measures	Engagement of stakeholders	Contractor / MTR	MPV	Pre-construction phase (Before commencement	Consultation with Mai Po Village VR has been

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	should be fully explained to the operators at the meeting.				of tunneling works)	conducted.
Pond Fisheries Impact (Construction Phase)						
S4.51	- Implementation of the groundwater monitoring and emergency response plan.	To detect and minimize hydrogeological impacts	Contractor	MPV	Construction phase (During bore tunneling works and construction of Mai Po Ventilation Shaft)	Implemented
S4.52	- Implementation of the monitoring and emergency response plan on noise and vibration.	To detect and minimize noise / vibration impacts	Contractor	MPV		Implemented
S4.40	- Good site practices and proper dust and water quality control measures should be implemented. These include site confinement with fencing/hoarding erection at the perimeter of the works area, stockpile covering by impervious sheeting to avoid spread of construction dust, and proper handling, storage and disposal of chemical waste to avoid contamination of the existing water system, etc.	To minimize the indirect off-site impacts on the adjacent fishponds	Contractor	MPV	Construction phase	Implemented
S4.44	Implementation of good site practices during the	To minimize disturbance to fishponds by construction	Contractor	MPV	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	construction phase: ▪ Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction program; ▪ Silencers or mufflers on construction equipment should be utilized and properly maintained during the construction program; ▪ Machines and plant (such as trucks) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; ▪ Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby fishponds; ▪ Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction activities; ▪ Use of movable barrier for certain powered mechanical equipment (PME); and ▪ Use of noise enclosure or acoustic shed to cover certain stationary PME.	noise				
Pond Fisheries Impact (Post-construction Phase)						
S4.51	- Implementation of the groundwater monitoring and	To detect and minimize	Contractor	MPV	Post-Constructio	To be

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	emergency response plan.	hydrogeological impacts			n phase	implemented as per construction programme
Marine Fisheries Impact (Construction Phase)						
Appendix 4.2 (S1.38)	- Mitigation measures to control water quality impacts proposed under Section 11 should be adopted.	To minimize the indirect impact on fisheries resources	Contractor	LKB and WKT	Construction phase	To be implemented as per construction programme
Airborne Noise Impact (Construction Phase)						
S5.120	The following good site practices should be implemented: ▪ Only well-maintained plant should be operated on-site and plants should be serviced regularly during the construction program; ▪ Silencers or mufflers on construction equipment should be utilized and should be properly maintained during the construction program; ▪ Mobile plant, if any, should be sited as far from noise sensitive receivers (NSRs) as possible; ▪ Machines and plant (such as trucks) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; ▪ Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the	To reduce construction noise impact	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	noise is directed away from the nearby NSRs; and ▪ Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction activities.					
S5.121-S5.122 and Table 5.22	The following quiet PME should be used: ▪ Pneumatic breaker (SWL=110dB(A)) ▪ Tracked Excavator Fitted with Hydraulic Breaker (SWL=110dB(A)) ▪ Truck Mixer (SWL=100dB(A)) ▪ Tracked Crane (SWL=101dB(A)) ▪ Dump Truck (SWL=103dB(A)) ▪ Tracked Excavator/Loader (SWL=105dB(A)) ▪ Dozer (SWL=111dB(A)) ▪ Road Roller (SWL=101dB(A))	To reduce construction noise impact	MTR / Contractor	Works Areas A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, Y, Z, AA, AC, AE, AF, AG and AH	Construction phase	Implemented
S5.123 - S5.124	Movable noise barrier should be used for the following PME where practicable: ▪ Mini backhoe ▪ Breaker, mini-robot mounted ▪ Vibratory poker ▪ Handheld breaker ▪ Excavator	To reduce construction noise impact	MTR / Contractor	Works Areas A, C and D	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ Grab ▪ Tracked Crane					
S5.125	Noise enclosure/acoustic shed should be used for the following PME where practicable: ▪ Air compressor ▪ Concrete pump ▪ Grout pump ▪ Shotcrete pump	To reduce construction noise impact	MTR / Contractor	Works Areas A, B, C, D, E, F, G, H, I, J, K, L, M, O, P, Q, S, T, U, V and Z	Construction phase	Implemented
S5.125	Acoustic enclosure should be used for enclosing drilling jumbo as fully as possible.	To reduce construction noise impact	MTR / Contractor	Works Areas B, C, F, H and J	Construction phase	Implemented
S5.127	Silencer should be used for the ventilation fans.	To reduce construction noise impact	MTR / Contractor	Works Areas A, B, C, D, E, F, H, J, L and P	Construction phase	Implemented
S5.128	Noise insulating fabric should be applied where practicable to cover the following PME: ▪ Drill rig ▪ Grab and chisel ▪ Oscillator & casings ▪ Piling rig ▪ Piling, large diameter bored, reverse circulation drill	To reduce construction noise impact	MTR / Contractor	Works Areas A, B, C, D, E, G, L, M, N, O, Q, R, S, V	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ Piling, vibrating hammer					
S5.130	Use of "Noise Insulating Cover" to cover the mucking out points.	To reduce construction noise impact	MTR / Contractor	Works Area L	Construction phase	To be implemented as per construction programme
S5.131	Use of temporary hoardings along the works boundary.	To reduce construction noise impact	MTR / Contractor	Works Areas B and D	Construction phase	Implemented
S5.134-S 5.136	Use of saw instead of mini-robot mounted breaker and oscillator pile for removal of superstructures	To reduce construction noise impact	MTR / Contractor	Works Areas N, O and S	Construction phase	Implemented
S5.137	Scheduling of construction works outside school examination periods	To reduce construction noise impact	MTR / Contractor	Works Areas G, J, K, L, N, O, P, Q, Y, U, V and AH	Construction phase	Implemented
S5.193	Airborne construction noise monitoring should be conducted in accordance with EM&A Manual to monitor the airborne noise impact.	To monitor airborne noise impact	MTR / Contractor	Proposed monitoring locations	Construction phase	Implemented
Airborne Noise Impact (Operation Phase)						

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S5.113 and Table 5.21	The maximum permissible sound power levels (Max SWLs) for the fixed plant should be complied with during the selection of equipment and mitigation measures.	To comply with the noise criteria of Noise Control Ordinance	MTR / DDC	MPV, NTV, PHV, SMV, KCV, NCV, MKV, WKP and WKT	Detailed design and operation phases	To be implemented as per construction programme
S5.140	Noise barrier should be erected as follow: ▪ A 8m high barrier along the access road on eastern side of SSS; and ▪ 5.5m barrier along western boundary facing Leung Uk Tsuen squats.	To comply with the noise criteria of Noise Control Ordinance	MTR / DDC	SSS	Detailed design and operation phases	To be implemented as per construction programme
S5.140	Installation of 13m absorptive panels on both sides and full length of ERS.	To comply with the noise criteria of Noise Control Ordinance	MTR / DDC	ERS	Detailed design and operation phases	To be implemented as per construction programme
S5.196	Noise commissioning test is recommended to monitor the ground-borne noise level complying with NCO.	To monitor ground-borne noise impact	MTR / Contractor	Proposed monitoring locations	Operation phase	To be implemented as per construction programme
Ground-borne Noise Impact (Construction Phase)						
S6.82	Ground-borne construction noise monitoring should be conducted in accordance with EM&A Manual to monitor the ground-borne noise impact.	To monitor ground-borne noise impact	MTR / Contractor	Proposed monitoring locations	Construction phase	To be implemented as per construction

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
						programme
S6.85	Construction groundborne noise measurement results should be used to further update the ground-borne noise prediction where appropriate.	To update the predicted ground-borne noise levels.	MTR / Contractor	TBM tunneling section	Construction phase	To be implemented as per construction programme
S6.83	Conduct tests of the FDL of the train to update the ground-borne noise prediction and the recommended mitigation measures as necessary.	To confirm the predicted ground-borne noise levels	MTR	-	Prior to the final design of the trackform and the extent of each type of trackform, and after the proposed train in operation outside Hong Kong	To be implemented as per construction programme
S6.84	Conduct vibration borehole testing at two carefully selected locations along the proposed tunnel alignment to determine the LSR values under certain geological conditions. The ground-borne noise predictions and the recommendation on mitigation measures should be updated as necessary.	To confirm the predicted ground-borne noise levels	MTR	Proposed two locations	Prior to the commencement of construction works	The measurement was completed and the Performance Test Plan has been approved by EPD

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
Ground-borne Noise Impact (Operation Phase)						
S6.87	Noise commissioning test is recommended to monitor the ground-borne noise level complying with NCO.	To monitor ground-borne noise impact	MTR / Contractor	Proposed monitoring locations	Operation phase	To be implemented as per construction programme
Landscape and Visual Impact (Construction Phase)						
Table 7.10	All existing trees should be carefully protected during construction as far as possible in accordance with ETWB TCW No. 29/2004 and 3/2006.	To minimize landscape and visual impacts during construction phase	Contractor	Works areas	Detailed design and construction phases	Implemented
	Trees should be retained on site as far as possible. Should removal of trees be unavoidable due to construction impacts, trees will be transplanted or felled depending on stated criteria in the Tree Removal Applications to be submitted separately in accordance with ETWBC 2/2004 and 3/2006. Wood resulting from tree removal should be recycled as mulch or soil conditioner which could be used within the Project or in other projects as much as possible.		Contractor			
	Control of night-time lighting glare.		Contractor			
	Erection of decorative screen hoarding to screen off undesirable views of the construction site having consideration of safety and security.		Contractor			

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	Reuse of existing topsoil where possible for new planting areas within the project.		Contractor			
Landscape and Visual Impact (Operation Phase)						
Table 7.11	Compensatory tree planting should be incorporated into the proposed Project where space is available	To minimize landscape and visual impacts during operation phase	MTR	Works areas	Detailed design and operation phases	To be implemented as per construction programme
	Landscape and visual enhancement treatments		MTR			
	Compensatory habitat proposal for natural stream course at SSS		MTR			
	Reinstatement of works area in Nam Cheong Park to integrate with the existing park.		MTR			
	Tall buffer tree planting should be incorporated provide screening to ventilation buildings, engineering structures and associated facilities.		MTR			
	Roof greening to mitigate the visual impact of VB on the VSRs at high level.		MTR			
	Vertical greening would be incorporated where practicable to visually soften the façade of ventilation building and/or noise barrier		MTR			
	Incorporation of aesthetically pleasing streetscape design which would be responsive to adjacent landscape context.		MTR			
	Roadside amenity trees to enhance the landscape and visual quality of the existing and proposed road.		MTR			

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	Reinstatement of disturbed areas to match adjacent area or to condition to suit future land use.		MTR			
	Aesthetically pleasing design as regard to the form, material and finishes shall be incorporated to all buildings, engineering structures and associated infrastructure facilities so as to blend in the buildings and structures to the adjacent landscape and visual context.		MTR			
	Control of Operation Night-time Glare		MTR			
	Incorporation of aesthetically pleasing design to boundary fence so as to blend in the structure to the adjacent landscape and visual context.		MTR			
	The scale, location, disposition and design of the ventilation shafts at WKCD would be further reviewed and submitted to relevant parties (e.g. WKCDA and PlanD) for agreement.		MTR			
Cultural Heritage Impact						
S8.100 – S8.103	• Conduct further investigation (a minimum of 18 trial pits, 1m x 1.5m) to confirm any archaeological remains exist in the inaccessible areas (**NOL/ERL/300/C/XRL/ENS/M55/303- 304 & 306-307**). If archaeological data collected from these 18 test pits is insufficient to ascertain the archaeological potential of the inaccessible areas,	To confirm any archaeological remains exist in the inaccessible areas and to preserve archaeological remains if any	MTR	Proposed rescue excavation area in SSS and other archaeological deposit areas	Prior to construction phase	Further Archaeological Investigation has been conducting according to Archaeological Action Plan

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	additional test pits should be conducted • Conduct rescue excavation to preserve archaeological remains by detailed records if found (**NOL/ERL/300/C/XRL/ENS/M55/307**)			identified in the further archaeological investigation		formulated
S8.103	Conduct archaeological watching brief during construction works at TUW for identification of any historical finds during construction phase	To identify any historical finds in the works area	MTR	TUW	Construction phase	Implemented
S8.104	Conduct regular site audit during the construction of barging point to confirm that no excavation works is conducted at Lung Kwu Sheung Tan archaeological deposit area.	To avoid direct impact	MTR	LKST barging point and associated access road	Construction phase	To be implemented as per construction programme
S8.105	Restriction of works boundary of TPP to be extended to relics discovered area outside TPP.	To avoid direct impact	MTR	TPP	Construction phase	Implemented
S8.107, S8.128	Avoid works areas at the sites of the identified built heritage structures as far as practicable. Identified earth shines within works boundary of SSS and TPP will be relocated by local villagers prior to commencement of construction works at SSS and TPP.	To avoid direct impact	MTR	Earth shines (NHL-04,TKP-02 and LET-07)	Prior to construction phase	Implemented
S8.109, S8.125	Vibration monitoring at Lai Chi Kok Hospital: ▪ Prior to commencement of construction works, the location and installation of the monitoring stations should be discussed and agreed with AMO, Hong	To monitor vibration impacts on the identified vibration sensitive historical buildings	MTR	Ex-Lai Chi Kok Hospital	Before construction phase; Construction	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	Kong Institution for Promotion of Chinese Culture (the "NPO", selected organization for the Revitalisation Scheme), the Commissioner for Heritage's Office and relevant parties before installation. ▪ Compliance monitoring of vibration limits should be conducted and reported as a requirement of EM&A programme.				phase	
S8.110, S8.126	▪ A further condition survey and appropriate consolidation works (e.g. installation of temporary propping or reinforced timber beam to maintain the stability of structure etc.), if required, will be carried out on Blocks P Q, W and the inaccessible area of LCKH prior to construction. It should be discussed and agreed in advance with AMO, NPO, the Commissioner for Heritage's Office and relevant parties,	To minimize vibration impacts on the identified vibration sensitive historical buildings	MTR	Ex-Lai Chi Kok Hospital	Detailed design	To be implemented as per construction programme
S8.112, S8.127	▪ If consent is given by the property owner, a condition survey will be carried out at Cheung Yuen prior to the commencement of works in SSS. The survey should be discussed and agreed in advance with AMO and property owner prior to commencement of survey.	To minimize vibration impacts on the identified vibration sensitive historical buildings	MTR	Cheung Yuen	Prior to construction phase	AMO's comment has been sought during formulation of Vibration Monitoring Plan

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S8.112, S8.127	▪ If consent is given by the property owner, vibration monitoring at LET-06 (Cheung Yuen) will be conducted when excavation works are being conducted within 50m radius from the house. The monitoring location should be discussed and agreed with AMO and property owner before installation.	To monitor vibration impacts on the identified vibration sensitive historical buildings	MTR	Cheung Yuen	Construction phase	Implemented
S8.113, S8.124	▪ Control of vibration levels from the proposed blasting and excavation activities within a peak particle velocity (ppv) limit of 25mm/s to prevent potential vibration impact to all identified built heritage resources.	To minimize vibration impacts on the identified vibration sensitive historical buildings	MTR	All works area where blasting and excavation activities are involved	Construction phase	Implemented
S8.114 - S8.115	▪ Use of sensibly designed screen hoardings for reducing the potential visual impact.	To minimize visual impacts	MTR	All identified heritage buildings in all works areas	Detailed design and construction phase	Implemented
Land Contamination Impact						
S9.28 – S9.33	Remediation of Contaminated Soil ▪ After excavation, confirmation sampling and testing shall be conducted from the sidewalls and at base of the excavations to ensure complete excavation of contaminated soils. ▪ Bioremediation (biopiling) / ex-situ chemical	To remediate contaminated soil	Contractor	Sites H and Q	Site remediation	For Site H: Remediation has been conducting according to the approved Supplementary

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	oxidation are proposed to remediate the contaminated soil recorded in Sites H and Q. Remediation Report(s) (RR) for contaminated works area(s) should be prepared by the Land Contamination Specialist to detail the remediation process and demonstrate that contaminated soils are all removed, properly handled and disposal of. The remediated soil should be reused on site to minimise the waste disposal.					RAP. For Site Q: To be implemented as per construction programme
S9.35(i)	For construction works of the alignment close to Ngau Tam Mei Landfill ▪ As a general precautionary measure, visual inspection of excavated materials should be conducted to screen soil for signs of contamination (e.g. discoloration, stains and odour). The inspection process should also be assisted by a photo ionization detector (PID) for volatile organics. If suspected materials are encountered during tunnel boring, sampling and testing for the parameters recommended in Table 6.1 of CAP should be undertaken to verify any contamination. The suspected soil bored out during excavation and tunnel boring should be temporary stockpiled and if	Acting as a general precautionary measure to screen soil for signs of contamination during tunnel boring works under/close to Ngau Tam Mei Landfill	MTR/Contractor	Within the Landfill Boundary where signs of contamination is identified	During Tunnel Boring within Ngau Tam Mei Landfill Boundary Section	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	laboratory analysis indicated exceedance of relevant RBRG levels, remediation works, should be undertaken depending on the quantity and quality of contaminated soil identified.					
S9.35(ii)	For construction works at CLP transformer station at Lai Cheung Road and Petrol Filling Station at 82 Tai Kok Tsui Road ▪ As a general precautionary measure, visual inspection of excavated materials should be conducted to screen soil for signs of contamination (e.g. discoloration, stains and odour). The inspection process should also be assisted by a photo ionization detector (PID) for volatile organics. If suspected materials are encountered during tunnel boring, further sampling and testing should also be undertaken to verify any contamination. The soil bored out during excavation and tunnel boring should be temporary stockpiled and if laboratory analysis indicated exceedance of relevant RBRG levels, remediation works, should be undertaken depending on the quantity and quality of contaminated soil identified.	Acting as a general precautionary measure to screen soil for signs of contamination during tunnel boring/ excavation at CLP transformer station at Lai Cheung Road and Petrol Filling Station at 82 Tai Kok Tsui Road	MTR/Contractor	Area close to CLP transformer station at Lai Cheung Road and Petrol Filling Station at 82 Tai Kok Tsui Road where signs of contamination is identified	During Tunnel Boring/ excavation works near CLP transformer station at Lai Cheung Road and Petrol Filling Station at 82 Tai Kok Tsui Road	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S9.35 (iii)	For sites with contamination identified (Site H and Site Q) the following environmental mitigation measures should be undertaken during the course of the site remediation: ▪ Excavation profiles must be properly designed and executed with attention to the relevant requirements for environment, health and safety; ▪ Excavation should be carried out during dry season as far as possible to minimise contaminated runoff from contaminated soils; ▪ Supply of suitable clean backfill material is needed after excavation; ▪ The chemical oxidant proposed (RegenOxTM) as a contaminant mass reduction technology. Comprises a solid oxidant complex (sodium percarbonate/catalytic formulation) and an activator complex (a composition of ferrous salt embedded in a micro-scale catalyst gel). These chemical will be securely stored, separately and way from sources of ignition or oxidizable items. Handling will & will be undertaken by persons specifically trained and wearing appropriate PPE.	To minimise the potentially adverse environmental impacts arising from the handling of potentially contaminated materials.	Contractor	Sites H and Q /during transportation	Site remediation and prior to construction phase	For Site H: Implemented For Site Q: To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ Vehicles containing any excavated materials should be suitably covered to limit potential dust emissions or contaminated wastewater run-off, and truck bodies and tailgates should be sealed to prevent any discharge during transport or during wet conditions; ▪ Speed control for the trucks carrying contaminated materials should be enforced; and ▪ Vehicle wheel and body washing facilities at the site's exist points should be established and used.					
S9.35(iv)	In order to minimise the potentially adverse effects on health and safety of construction workers during the course of site remediation, the Occupation Safety and Health Ordinance (OSHO) (Chapter 509) and its subsidiary Regulations should be followed by all site personnel working on the site at all times. In addition, the following basic health and safety measures should be implemented as far as possible: ▪ Set up a list of safety measures for site workers; ▪ Provide written information and training on safety for site workers; ▪ Keep a log-book and plan showing the contaminated zones and clean zones;	To minimise the potentially adverse effects on health and safety of construction workers during the course of site remediation	Contractor	Sites H and Q	Site remediation and prior to construction phase	

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ Maintain a hygienic working environment; ▪ Avoid dust generation; ▪ Provide face and respiratory protection gear to site workers; ▪ Provide personal protective clothing (e.g. chemical resistant jackboot, liquid tight gloves) to site workers; and ▪ Provide first aid training and materials to site workers.					
9.35(v)	For Areas Feasible or Infeasible for On-Site Inspection and Site Investigation (i) Phase 2 supplementary SI works ▪ Upon site access is granted, site inspection should be carried out to ascertain any contaminative sources and hotspot of contamination within the site. ▪ The sampling and testing schedule as recommended in the approved CAP should then be updated based on respective site situation and the number of sampling locations may be significantly reduced. A revised CAP should then be submitted to EPD for endorsement. ▪ For supplementary CARs and RAP(s), upon	(i) To identify areas with land contamination concern, report laboratory results and propose remediation measures if necessary. (ii) To ensure remediation works have been undertaken to before the commencement of any construction works of the Project that may disturb the ground of the	MTR/ Contractor	Areas Infeasible for On-Site Inspection and Site Investigation and WSW	After land resumption and prior to the construction works commencement at respective sites	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	completion of SI and laboratory testing, supplementary CARs should be submitted to EPD for endorsement. If contamination is identified, RAP(s) should also be submitted to EPD for endorsement. ▪ The revised CAPs and supplementary CARs and /or RAP(s) should be submitted in separate packages for different works area depending on the schedule of land resumption and the commencement of construction works for each works area. ▪ RR(s) should be submitted to demonstrate completion of remediation works before construction work starts at the site. (ii) WSW ▪ According to WSW EP Condition 3.14, the Project Proponent of the WSW development shall prepare and submit CAR/RAP to EPD within 2 months after commencement of construction of the WSW development and the recommendations in the endorsed CAR/RAP shall be fully implemented before the commencement of any construction works that may disturb the ground of the relevant sites. ▪ This project will ensure that the completion of remediation works before the construction works at	south-western portion of the MPV.				

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	contaminated areas start.					
Waste Management Implications (Construction Phase)						
S10.107	Recommendations for good site practices: ▪ Prepare a Waste Management Plan approved by the Engineer/Supervising Officer of the Project based on current practices on construction sites; ▪ Training of site personnel in, site cleanliness, proper waste management and chemical handling procedures; ▪ Provision of sufficient waste disposal points and regular collection of waste; ▪ Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers; ▪ Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors; and ▪ Separation of chemical wastes for special handling and appropriate treatment.	To implement good site practice for handling, sorting reuse and recycling of C&D materials	Contractor	All works areas	Construction phase	Implemented
S10.108	Recommendations for waste reduction measures: ▪ Sorting of demolition debris and excavated materials	To implement on-site sorting facilitating reuse and	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	from demolition works to recover reusable/ recyclable portions (i.e. soil, broken concrete, metal etc.); ▪ Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal; ▪ Encourage collection of aluminium cans by providing separate labelled bins to enable this waste to be segregated from other general refuse generated by the workforce; ▪ Proper storage and site practices to minimize the potential for damage or contamination of construction materials; ▪ Plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste; and ▪ Training should be provided to workers about the concepts of site cleanliness and appropriate waste management procedures, including waste reduction, reuse and recycle.	recycling of materials as well as proper disposal of waste				

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S10.109	The Contractor should prepare and implement a Waste Management Plan (WMP) as a part of the Environmental Management Plan (EMP) in accordance with ETWB TCW No. 19/2005 which describes the arrangements for avoidance, reuse, recovery, recycling, storage, collection, treatment and disposal of different categories of waste to be generated from the construction activities.	To keep trace of the generation, minimization, reuse and disposal of C&D materials in the Project	Contractor	All works areas	Construction phase	Implemented
S10.112	Storage of materials on site may induce adverse environmental impacts if not properly managed, recommendations to minimise the impacts include: ▪ Waste, such as soil, should be handled and stored well to ensure secure containment, thus minimising the potential of pollution; ▪ Maintain and clean storage areas routinely; ▪ Stockpiling area should be provided with covers and water spraying system to prevent materials from wind-blown or being washed away; and ▪ Different locations should be designated to stockpile each material to enhance reuse.	To minimise potential impacts of waste storage and enhance reusable volume	Contractor	All work areas	Construction phase	Implemented
S10.113	Waste hauliers must hold a valid permit for the collection of waste as stipulated in their permits. Removal of waste	To collect and remove waste generated	Contractor	All work areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	should be done in a timely manner.					
S10.114-115	- Implementation of trip-ticket system to monitor waste disposal and control fly-tipping. - Set up warning signs at vehicular access points reminding drivers of designated disposal sites and penalties of an offence. - Installation of close-circuited television at access points of vehicles to monitor and prevent illegal dumping.	To monitor disposal of waste and control fly-tipping	Contractor	All work areas	Construction phase	Implemented
S10.117	Recommendations for excavated materials within works areas: ▪ Several ramps should be used for transportation of different materials as far as practicable (at SSS/ERS site, both soft and hard materials could be generated with the provision of three ramps; each of them can be used for single material for primary separation). Each ramp should be used for transportation of a single material as far as practicable. ▪ If a conveyor system is used, materials should be transported separately on the belts, it is therefore	To mitigate and minimize the potential impacts from the storage and transportation of materials within works areas	Contractor	All works areas	Construction Phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	proposed that more than one conveyor belt should be installed if possible. If more than one material is needed to be transported on a single belt, each material should be stockpiled separately once they are removed from the excavation face to the ground and the belt should operate at different times with different materials as far as practicable. ▪ Enclosure should also be provided for the conveyor belt, as far as practicable to minimize the of dust generation. ▪ Different locations should be designated for each material during stockpiling. Stockpiling may be needed when the conveyor system is under constraint or when the spoil could not be transported away from works area immediately after excavation. Cover should be provided to dusty stockpiles to avoid the materials from being wind-blown or flushed away by water. It is expected that water spraying system should also be equipped to moisten the materials.					
S10.119	Wet spoil generated from TBM construction, construction of bored piles and D-wall should be properly handled before disposal to Taishan and Fill Banks respectively for	To minimise impacts to disposal outlet from reception of wet spoil	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	reuse in other projects. Dry materials should be mixed with the wet spoil or by the use of lime to reduce water content where applicable.					
S10.120	Wheelwash facilities should be provided before the trucks leave the works area.	To minimise dust impact	Contractor	All works areas	Construction phase	Implemented
S10.121	- The Contractor should ensure the on-site separation from inert portion. - The waste delivered to landfill should not contain any free water or have water content more than 70% by weight. - The haulier must ensure suitable amount of waste would be loaded on different types of trucks used. - A one-week notice should be given to EPD with information on Contractor's name and respective contact details.	To meet the requirement for disposal at landfill	Contractor and Waste haulier	All works areas	Construction phase	Implemented
S10.125	This will generally follow the PNAP 25 in handling of dredged/excavated sediment. The dredged / excavated sediments would be loaded onto barges and transported to existing designated disposal sites allocated by the MFC according to their levels of contamination, as presented below: ▪ For Type 1 sediment, the sediments will be excavated/dredged and transport to designated CEDD	To dispose sediment in an authorized and least impacted way	Contractor	All works areas with sediments concern	Detailed Design and Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	Facilities, typically at South Cheung Chau and/or Ninepin. ▪ For Type 2 sediment, the sediments will be dredged/excavated and transport to designated CEDD Facilities, typically at East Sha Chau for confined marine disposal. ▪ For Type 3 sediment, it would require special treatment/disposal before confined marine disposal at CEDD Facilities, typically at East Sha Chau. In order to have the least potential of loss of contaminants to the marine environment, containment of the sediments in geosynthetic containers is proposed when transporting the sediment. Field trials are recommended to be undertaken during the detailed design stage to establish the optimum handling method for this approach. The details of the disposal methodology could therefore be confirmed during the detailed design stage, prior to construction.					
S10.126	The basic requirements and procedures for dredged / excavated sediment disposal specified under PNAP 252 shall be followed.	To dispose sediment in an authorized and least impacted way	Contractor	All works areas with sediments concern	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S10.127	The Project Proponent will agree in advance with MFC of CEDD on the site allocation by submitting a Construction & Demolition Material Management Plan. The final disposal sites and arrangement will be determined by the MFC and a dumping permit will be obtained from the DEP prior to the commencement of the dredging and excavation works.	To determine the best handling and disposal option of the sediments.	MTR/ Contractor	All works areas with sediments concern	Detailed Design and Construction phase	Implemented
S10.128	The contractor for the dredging/ excavation works shall apply for the site allocations of marine sediment disposal based on the prior agreement with MFC/CEDD. The contractor shall apply for all necessary permits from relevant authorities for the disposal of dredged / excavated sediment.	To dispose the sediments in an authorized way.	Contractor	All works areas with sediments concern	Construction phase	Implemented
S10.129	If temporary stockpiling of sediments is necessary, the sediment should be covered by tarpaulin and earth bunds or sand bag barriers should be provided on site to prevent leachate from entering the drains and surrounding water bodies. The stockpiling areas should be completely paved or covered by lining avoiding contaminating the soil or groundwater underneath.	To prevent the cross contamination of surrounding soils and water bodies	Contractor	All works areas with sediments concern	Construction phase	Implemented
S10.130	The dredged / excavated sediment should be transported by covering trucks to designated barging points. The barge transporting the sediments to the designated disposal	To prevent overflowing of sediments to the surrounding area and water bodies	Contractor	All works areas with sediments	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	site should be equipped with tight fitting seals to prevent leakage. Besides, the barge should not be filled to a level that would cause overflow of materials or laden water during loading or transportation.			concern / trucks / barges		
S10.131	Loading of the dredged / excavated sediment to the barge should be controlled to avoid splashing and overflowing of the sediment slurry to the surrounding water.	To prevent overflowing of sediments to the surrounding area and water bodies	Contractor	Barging points	Construction phase	Implemented
S10.132	In order to minimise the potential odour emissions during the dredging / excavation operation and transportation of the sediment, the dredged / excavated sediment placed on barges should be properly covered as far as practicable. Requirement of the *Air Pollution Ordinance (Construction Dust) Regulation*, where relevant, should be adhered to during the construction phase of the Project.	To minimise dust and odor impacts to surrounding environment	Contractor	All works areas with sediments concern / Barging points	Construction phase	Implemented
S10.134	Workers should wear protective gloves when carrying out the dredging / excavation works. Adequate washing and cleaning facilities should be provided on site.	To minimise the exposure to the contaminated sediments	Contractor	All works areas with sediments concern	Construction phase	Implemented
S10.135	For allocation of sediment disposal site and application of marine dumping permit, another proposal for sampling and chemical testing of the sediment will be prepared and submitted to the EPD for approval following the procedures in PNAP 252. The approved detailed sampling	To analyse the sediments quality and determine the best disposal option	Contractor	All works areas with sediments concern	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	and chemical testing will be carried out prior to the commencement of the dredging/excavation activities to confirm the sediment disposal method. The contamination levels of the marine sediment to be dredged / excavated have to be analysed and recorded. After carrying out the sampling and testing, a Sediment Quality Report (SQR) will be prepared for EPD approval as required under the *Dumping at Sea Ordinance* to agree and confirm the quantities and extent of the contamination of the sediments prior to the dredging/ construction contract being tendered. The SQR will include the sampling details, the chemical testing results, quality control records, proposed classification and delineation of sediment according to the requirements of the Appendix A of PNAP 252.					
S10.136	If chemical wastes are produced at the construction site, the Contractor would be required to register with the EPD as a chemical waste producer and to follow the guidelines stated in the *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes*. Containers used for storage of chemical waste should : ▪ Be compatible with the chemical wastes being stored, maintained in good condition and securely sealed; ▪ Have a capacity of less than 450 litres unless the	To properly store the chemical waste within works areas	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	specifications have been approved by EPD; and ▪ Display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the *Waste Disposal (Chemical Waste) (General) Regulation*.					
S10.137	The chemical storage areas should: ▪ Be clearly labelled to indicate corresponding chemical characteristics of the chemical waste and used for storage of chemical waste only; ▪ Be enclosed on at least 3 sides; ▪ Have an impermeable floor and bunding, of capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in that area, whichever is the greatest; ▪ Have adequate ventilation; ▪ Be covered to prevent rainfall from entering; and ▪ Be properly arranged so that incompatible materials are adequately separated.	To prepare appropriate storage areas for chemical waste at works areas	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S10.138	Lubricants, waste oils and other chemical wastes would be generated during the maintenance of vehicles and mechanical equipments. Used lubricants should be collected and stored in individual containers which are fully labelled in English and Chinese and stored in a designated secure place.	To clearly label the chemical waste at works areas	Contractor	All works areas	Construction phase	Implemented
S10.139	A trip-ticket system should be operated in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation* to monitor all movements of chemical waste. The Contractor should employ a licensed collector to transport and dispose of the chemical wastes, to either the approved CWTC at Tsing Yi, or another licensed facility, in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*.	To monitor the generation, reuse and disposal of chemical waste	Contractor	All works areas	Construction phase	Implemented
S10.140	General refuse should be stored in enclosed bins or compaction units separate from C&D materials and chemical waste. A reputable waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D materials and chemical wastes.	To properly store and separate from other C&D materials for subsequent collection and disposal	Contractor	All works areas	Construction phase	Implemented
S10.141	The recyclable component of general refuse, such as aluminium cans, paper and cleansed plastic containers should be separated from other waste. Provision and	To facilitate recycling of recyclable portions of refuse	Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	collection of recycling bins for different types of recyclable waste should be set up by the Contractor. The Contractor should also be responsible for arranging recycling companies to collect these materials.					
S10.142	The Contractor should carry out a training programme for workers in avoiding, reducing, reusing and recycling of materials generation. Posters and leaflets advising on the use of the bins should also be provided in the sites as reminders.	To raise workers' awareness on recycling issue	Contractor	All works areas	Construction phase	Implemented
Waste Management Implications (Operation Phase)						
S10.146-10.147	Chemical waste: ▪ The requirements stipulated in the *Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes* should be followed in handling of chemical waste as in construction phase. ▪ A trip-ticket system should be operated in accordance with the *Waste* Disposal *(Chemical Waste) (General) Regulation* to monitor all movements of chemical wastes which would be collected by a licensed collector to a licensed facility for final treatment and disposal. ▪ The recommendations proposed for the mitigation of impacts from chemical waste in construction phase	To avoid environmental impacts in handling, storage and disposal of chemical waste	MTR	Ventilation buildings, SSS and WKT	Operation phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	should also be followed (refer to S10.104- S10.106).					
S10.148-S10.149	General refuse: ▪ Provide recycling bins at designated areas for proper recycling of papers, aluminium cans and plastics bottles. ▪ Separation from other waste types and collected by licensed collectors at daily basis to minimize the potential impacts from odour and vermin.	To separate general refuse from other waste types and proper disposal of the refuse	MTR	Ventilation buildings, SSS and WKT	Operation phase	To be implemented as per construction programme
S10.150	Industrial waste: ▪ Separation of reusable components like steel before collection by licensed collector	To recycle useful materials from industrial waste and proper disposal	MTR	Ventilation buildings, SSS and WKT	Operation phase	To be implemented as per construction programme
Water Quality Impact (Construction Phase)						
S11.128 - S11.153	Construction site run-off and general construction activities: ▪ The mitigation measures as outlined in the ProPECC PN 1/94 Construction Site Drainage should be adopted where applicable.	To control water quality impact from construction site runoff and general construction activities	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S11.154	Groundwater seepages from uncontaminated area: ▪ In case seepage of uncontaminated groundwater occurs, groundwater should be pumped out from the works areas and discharged into the storm system via silt removal facilities. Uncontaminated groundwater from dewatering process should also be discharged into the storm system via silt traps.	To control water quality impact from groundwater from uncontaminated area	MTR / Contractor	All works areas	Construction phase	Implemented
S11.155	As the proposed WKT is near the Victoria Harbour, high ground water level regime due to both tidal effects and rainwater infiltration is anticipated. A cofferdam wall should be built to limit groundwater inflow to the excavation works areas in the WKT site.	To control water quality impact from groundwater from uncontaminated area	MTR / Contractor	WKT	Construction phase	Implemented
S11.156	To monitor the tide and groundwater relationship, it is recommended to install groundwater level loggers at the nearest tidal areas (i.e. near Mai Po).	To monitor the groundwater level	MTR / Contractor	Mai Po	Construction phase	Implemented
S11.157 - S11.158	Site Runoff or Groundwater from contaminated areas: ▪ No directly discharge of groundwater from contaminated areas should be adopted. ▪ Prior to any excavation works within the potentially contaminated areas, the baseline groundwater quality in the areas should be reviewed based on the past	To control water quality impact from contaminated groundwater	MTR / Contractor	Excavation areas where contaminated groundwater is found	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	relevant site investigation data and any additional groundwater quality measurements to be performed with reference to *Guidance Note for Contaminated Land Assessment and Remediation* and the review results should be submitted to EPD for examination. If the review results indicated that the groundwater to be generated from the excavation works would be contaminated, this contaminated groundwater should be either properly treated or properly recharged into the ground in compliance with the requirements of the TM-DSS. ▪ If wastewater treatment is to be deployed for treating the contaminated groundwater, the wastewater treatment unit shall deploy suitable treatment processes (e.g. oil interceptor / activated carbon) to reduce the pollution level to an acceptable standard and remove any prohibited substances (such as TPH) to an undetectable range. ▪ All treated effluent from the wastewater treatment plant shall meet the requirements as stated in TM-DSS and should be either discharged into the foul sewers or tankered away for proper disposal.					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ If deployment of wastewater treatment is not feasible for handling the contaminated groundwater, groundwater recharging wells should be installed as appropriate for recharging the contaminated groundwater back into the ground. The recharging wells should be selected at places where the groundwater quality will not be affected by the recharge operation as indicated in section 2.3 of the TM-DSS. The baseline groundwater quality should be determined prior to the selection of the recharge wells, and submit a working plan to EPD for agreement. Pollution levels of groundwater to be recharged shall not be higher than pollutant levels of ambient groundwater at the recharge well. Groundwater monitoring wells should be installed near the recharge points to monitor the effectiveness of the recharge wells and to ensure that no likelihood of increase of groundwater level and transfer of pollutants beyond the site boundary. Prior to recharge, free products should be removed as necessary by installing the petrol interceptor. The Contractor should apply for a discharge licence under the WPCO through the Regional Office of EPD for					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	groundwater recharge operation or discharge of treated groundwater.					
S11.128 - S11.136, S11.160	Barging points: Mitigation measures for control water quality impact from surface run-off should be applied. The following good site practices should also be adopted: ▪ all vessels should be sized so that adequate clearance is maintained between vessels and the seabed in all tide conditions, to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash ▪ all hopper barges should be fitted with tight fitting seals to their bottom openings to prevent leakage of material ▪ construction activities should not cause foam, oil, grease, scum, litter or other objectionable matter to be present on the water within the site ▪ loading of barges and hoppers should be controlled to prevent splashing of material into the surrounding water. Barges or hoppers should not be filled to a level that will cause the overflow of materials or	To control water quality impact from barging point	MTR / Contractor	All barging Points	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	polluted water during loading or transportation					
S11.161	Effluent discharge: There is a need to apply to EPD for a discharge licence for discharge of effluent from the construction site under the WPCO. The discharge quality should meet the requirements specified in the discharge licence. Minimum distances of 100 m should be maintained between the discharge points of construction site effluent and the existing seawater intakes. If monitoring of the treated effluent quality from the works areas is required during the construction phase of the Project, the monitoring should be carried out in accordance with the WPCO license which is under the ambit of regional office (RO) of EPD.	To control water quality impact from effluent discharge from construction site	MTR / Contractor	All works areas	Construction phase	Implemented
S11.162	Accidental spillage of chemicals: Contractor should register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes.	To control water quality impact from accidental chemical spillage	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S11.163	Any service shop and maintenance facilities should be located on hard standings within a bunded area, and sumps and oil interceptors should be provided. Maintenance of vehicles and equipment involving activities with potential for leakage and spillage should only be undertaken within the areas appropriately equipped to control these discharges.	To control water quality impact from accidental chemical spillage	MTR / Contractor	All works areas	Construction phase	Implemented
S11.164	Disposal of chemical wastes should be carried out in compliance with the Waste Disposal Ordinance. The Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes published under the Waste Disposal Ordinance details the requirements to deal with chemical wastes. General requirements are given as follows: ▪ Suitable containers should be used to hold the chemical wastes to avoid leakage or spillage during storage, handling and transport. ▪ Chemical waste containers should be suitably labelled, to notify and warn the personnel who are handling the wastes, to avoid accidents. ▪ Storage area should be selected at a safe location on site and adequate space should be allocated to the	To control water quality impact from accidental chemical spillage	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	storage area.					
S11.165	Surface construction works at or in close proximity of watercourses or seafront: ▪ The proposed surface construction works should be carried out in dry season as far as practicable where the flow in the river channel or stream is low. ▪ The use of less or smaller construction plants may be specified to reduce the disturbance to the riverbed or pond deposits. ▪ Temporary sewerage system should be designed to prevent wastewater from entering the river, streams and sea. ▪ Temporary storage of materials (e.g. equipment, filling materials, chemicals and fuel) and temporary stockpile of construction materials should be located well away from any water courses during carrying out of the construction works. ▪ Stockpiling of construction materials and dusty materials should be covered and located away from any water courses. ▪ Construction debris and spoil should be covered up	To control water quality impact from construction works at or in close proximity of watercourses or seafront	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	and/or disposed of as soon as possible to avoid being washed into the nearby water receivers. ▪ Construction activities, which generate large amount of wastewater, should be carried out in a distance away from the waterfront, where practicable. ▪ Mitigation measures to control site run-off from entering the nearby water environment should be implemented to minimize water quality impacts. Surface channels should be provided along the edge of the waterfront within the work sites to intercept the run-off. ▪ Construction effluent, site run-off and sewage should be properly collected and/or treated. ▪ Any works site inside the water courses should be temporarily isolated. The water flow should be temporarily diverted to downstream by using PVC pipes, steel arrays in concrete case or similar, restricting the excavation works to be conducted within an enclosed dry section of the channel. This works arrangement would provide a dry zone for excavation works within the river channel and would prevent the conveyance of suspended sediment					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	downstream. Dewatering at works section should be conducted prior to the commencement of works. Further limiting or reducing the works area inside the water courses should be considered during wet season or rainstorm event in order to reduce the area of exposed surface. ▪ Silt curtain should be installed around the construction activities at or near the watercourses to minimize the potential impacts due to accidental spillage of construction wastes and excavated materials. ▪ Proper shoring may need to be erected in order to prevent soil or mud from slipping into the watercourses. ▪ Supervisory staff should be assigned to station on site to closely supervise and monitor the works.					
S11.166	Surface construction works close to water gathering grounds: ▪ The conditions as specified in WSD guidelines on protection of Water Gathering Ground should be followed or observed where practicable	To control water quality impact from surface construction works close to Water Gathering Ground	MTR / Contractor	Works areas close to water gathering ground	Construction phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S11.167	Dredging of marine sediments at LKST: ▪ Closed grab dredger should be used to minimize the loss of sediment during the raising of the loaded grabs through the water column. ▪ No more than one closed grab dredger should be operated at any one time. ▪ Double silt curtains should be deployed around the dredging operations as far as practicable. ▪ The descent speed of grabs should be controlled to minimize the seabed impact speed. ▪ Barges should be loaded carefully to avoid splashing of material. ▪ All barges used for the transport of dredged materials should be fitted with tight bottom seals in order to prevent leakage of material during loading and transport. ▪ All barges should be filled to a level which ensures that material does not spill over during loading and transport to the disposal site and that adequate freeboard is maintained to ensure that the decks are not washed by wave action.	To minimize the loss of fine sediment to suspension during dredging of marine sediments at LKST	MTR / Contractor	Marine dredging at LKST	Construction phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S11.83 and S11.165	Diversion of watercourse: ▪ The excavation works at the existing stream in Shek Kong/ Kam Tin Nullah should be carried out by approved methods by the Engineer to minimise erosion. Should excavation works be carried out at the designated section of water course, temporary river diversion should be conducted prior to the commencement of works to avoid water flowing into works area. The temporary diversion of water flow should be performed by appropriate means, such as completing the construction of the proposed channel section for carrying diverted flow prior to excavation works, or other similar methods, as approved by the Engineer to suit the works condition. This works arrangement would provide a dry zone for excavation works within the river channel and would prevent the conveyance of suspended sediment downstream. Dewatering at works section should also be conducted prior to the commencement of works. ▪ Mitigation measures for minimizing the water quality impact for surface construction works at or close to the watercourses should also be applied.	To control water quality impact due to diversion of watercourse	MTR / Contractor	Watercourse to be diverted in Shek Kong	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S. 11.169 - 11.173	Hydrogeological Impact: For the cut and cover tunnels and associated excavations for vent buildings and emergency access/escape points, the following measures should be in place in order to mitigate any drawdown effects to the groundwater table during the operation of the temporary dewatering works: ▪ Toe grouting should be applied beneath the toe level of the temporary/permanent cofferdam walls as necessary to lengthen the effective flow path of groundwater from outside and thus control the amount of water inflow to the excavation. ▪ Recharge wells should be installed as necessary outside the excavation areas. Water pumped from the excavation areas should be recharge back into the ground. The bored tunnels should be constructed using a closed face tunnel boring machine to limit water inflow into the excavation face. The cutter head for the machine will be sealed during excavation and therefore the water inflow from the face will be very small. Precast undrained linings should be installed and back grouted behind the	To control groundwater hydrogeological impact and groundwater drawdown	MTR/ Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	tunnel boring machine as it advances along the alignment to minimize the potential inflow of water behind the cutter head. The Contractor should initially adopt suitable water control strategies while undertaking the excavation works. The water control strategies are shown as follow: ▪ Probing Ahead: As normal practice, the Contractor will undertake rigorous probing of the ground ahead of tunnel excavation works to identify zones of significant water inflow. The probe drilling results will be evaluated to determine specific grouting requirements in line with the tunnel advance. In such zones of significant water inflow that could occur as a result of discrete, permeable features, the intent would be to reduce overall inflow by means of cut-off grouting executed ahead of the tunnel advance. ▪ Pre-grouting: Where water inflow quantities are excessive, pre-grouting will be required to reduce the water inflow into the tunnel. The pre-grouting will be achieved via a systematic and carefully specified protocol of grouting.					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	▪ In principle, the grout pre-treatment would be designed on the basis of probe hole drilling ahead of the tunnel face. In the event of excessive drawdown being observed within the ground water table as a result of the tunnelling works even after incorporation of the water control strategies, post-grouting will be applied as described below: ▪ Post-grouting: Groundwater drawdown will be most likely due to inflows of water into the tunnel that have not been sufficiently controlled by the pre-grouting measures. Where this occurs post grouting will be undertaken before the lining is cast. Whilst unlikely to be required in significant measure, such a contingency should be allowed for reduction in permeability of the tunnel surround (by grouting) to limit inflow to acceptable levels. A detailed groundwater monitoring programme should be developed in detailed design stage to monitor both the proposed works and the impact of those works on the adjacent area.					
Water Quality Impact (Operation Phase)						
S11.174	Tunnel run-off and drainage:	To control runoff from rail	MTR / DDC	Tunnels and	Operation phase	To be

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	▪ Track drainage channels discharge should pass through oil/grit interceptors/chambers to remove oil, grease and sediment before being pumped to the foul sewer/holding tank for further disposal. ▪ The silt traps and oil interceptors should be cleaned and maintained regularly. ▪ Oily contents of the oil interceptors should be transferred to an appropriate disposal facility, or to be collected for reuse, if possible.	track		rail tracks		implemented as per construction programme
S11.175 – S11.176	Sewage effluents: ▪ Connection of domestic sewage generated from the Project should be diverted to the foul sewer wherever possible. If public sewer system is not available, sewage tanking away services or on-site sewage treatment facilities should be provided to prevent direct discharge of sewage to the nearby storm system and all the discharge should comply with the requirements stipulated in the TM-DSS. ▪ For handling, treatment and disposal of other operation stage effluent, the practices outlined in ProPECC PN 5/93 should be adopted where	To control water quality impact from sewage effluent discharge ventilation buildings, SSS and WKT	MTR / DDC	Ventilation buildings, SSS and WKT	Operation phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	applicable.					
S11.177-S11.181	Shek Kong Stabling Sidings (SSS): ▪ All the maintenance areas within the SSS should be housed or covered to prevent generation of contaminated rainwater runoff. All wastewater generated from the maintenance and cleaning activities should be collected and diverted to oil interceptor or other appropriate treatment facilities for proper treatment so that it satisfies the requirements stipulated in the TM-DSS. ▪ In case there is no pubic sewer available for the SSS during the operation phase, all wastewater generated or collected in the SSS should be tankered away for proper disposal to prevent direct discharge of any wastewater to the nearby surface water system. ▪ Oil interceptors should be regularly inspected and cleaned to avoid wash-out of oil during storm conditions. A bypass would be provided to avoid overload of the interceptor's capacity. ▪ All waste oils and fuels should be collected and handled in compliance with the Waste Disposal Ordinance. Site drainage should be well maintained	To control water quality impacts from the operation of Shek Kong Stabling Sidings	MTR/DDC	SSS	Operation phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	and good management practices should be observed to ensure that oils and chemicals are managed, stored and handled properly and do not enter the nearby water streams. Areas for chemical storage should be securely locked. The storage area should have an impermeable floor and bunding of capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in that area, whichever is the greatest, to minimize the impacts from any potential accidents. In case of the occurrence of accidental spillage of chemicals, it is required to take immediate actions to control the release of chemicals. ▪ Disposal of chemical wastes should be carried out in compliance with the Waste Disposal Ordinance. The Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes published under the Waste Disposal Ordinance details the requirements to deal with chemical wastes.					
S11.182	For any future maintenance desilting of the newly constructed or diverted watercourses, temporary barrier walls should be used to provide a dry zone for desilting work. Maintenance desilting should be carried out	To control water quality impact due to maintenance desilting of the newly constructed or diverted	MTR	Diverted watercourses in Shek Kong	Operation phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	during periods of low flow in the dry season.	watercourses				
Air Quality (Construction Phase)						
S 12.78	For concrete batching plant, the requirements and mitigation measures stipulated in the *Guidance Note on the Best Practicable Means for Cement Works (Concrete Batching Plant) BPM 3/2(93)* should be followed and implemented.	To minimize dust impacts	MTR / Contractor	Concrete batching plant at works area V	Construction phase	Implemented
Table 12.9 and Table 12.12	The design emission concentration of dust collector for different types of silos for concrete batching plant should be: ▪ Dust collector for each small Cement Silo ≤ 30 mg/m^3 ▪ Dust collector for each Large Capacity Cement Silo ≤ 50mg/m^3 ▪ Dust collector for each PFA Silo ≤ 30 mg/m^3 ▪ Dust collector for each Mixer ≤ 40 mg/m3 During operation of concrete batching plant: ▪ The aggregates should be unloaded from the tipper trucks to the receiving hopper equipped with enclosures on 3 sides and top cover, and water	To minimize dust impacts	MTR / Contractor	Concrete batching plant at works area V	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	spraying system. ▪ The cement and PFA should be directly loaded into the silo via a flexible duct. Dust collectors should be installed at the cement/PFA silo based on the above design emission rates. ▪ The aggregates should be stored in fully enclosed overhead storage bins. The top of overhead storage bins should be covered with cladding. Water spraying system should be installed at the top of storage bins for watering the aggregates, and aggregate storage bins should be fully enclosed. ▪ The whole process of weighing and mixing of cementitious material should be performed in a fully enclosed environment. The mixers shall equip with the dust collectors based on the above design emission rates. ▪ The concrete should be directly loaded from the mixer into the transit mixer of a truck in "wet" form. ▪ Haul road within the site should be paved. Wheel washing pit should be installed at the gate of the concrete batching plant. Water spraying system should be installed along the haul road.					

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Table 12.10	(1) Cut & Cover Areas and Stockpiles in the vicinity of adits/shafts: (a) Heavy construction activities at Cut & Cover Areas, Storage of materials at Stockpiles - Active areas for heavy construction activities, loading & unloading materials at stockpiles ▪ The specified requirements for cut & cover areas and stockpiles at Shek Kong, Nam Cheong and West Kowloon works areas are as follows: (i) Shek Kong works area – active area minimized to 15% of total area, watering with complete coverage of active area ten times a day. (ii) Nam Cheong works area – active area minimized to 30% of total area, watering with complete coverage of active stockpile area four times a day. (iii) West Kowloon works area – active area minimized to 15% of total area, watering with complete coverage of active area eight times a day. ▪ For other sites, the active area would be minimized to 30% of the total area, water spraying system would be applied on the active area and watering with complete coverage of active area four times a day	To minimize dust impacts	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	would be required. ▪ The remaining inactive area would be well covered with impervious sheeting at all work sites. (b) Trucks - Transportation of materials ▪ Wheel wash facilities provided at the site exit. The vehicles should be washed before leaving the stockpiles. The spoils should also be well covered before leaving the site in order to minimise generation of dusty materials. ▪ The haul roads within the site should be paved and water spraying would be provided to keep the wet condition. ▪ For the Shek Kong works area, watering paved haul roads once per hour would be provided. (2) Temporary stockpiles within barging facilities: (a) Loading point - Loading of spoils from trucks onto stockpile ▪ Water spraying should be provided at the loading points to suppress the dust impact. (b) Storage of materials - Active area for loading &					

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	unloading materials ▪ Water spraying system should be applied on the active area and watering with complete coverage of active area four times a day is required.					
Table 12.11	Barging facilities: (1) Haul road within barging facilities - Transportation of spoils to the barging points ▪ All road surfaces within the barging facilities should be paved and water spraying should be provided to keep the wet condition. For paved haul roads at West Kowloon and Nam Cheong, watering haul road once per hour is required. (2) Unloading of materials - Unloading of spoil materials ▪ The unloading process should be undertaken within enclosed tipping hall. Water spraying and dust curtain should be provided at the discharge point for dust suppression. (3) Trucks - Vehicles leaving the barging facilities ▪ Vehicle wheel washing facilities should be provided at site exit.	To minimize dust impacts	MTR / Contractor	All barging points	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	(4) Transportation of spoils to one of the Nam Cheong Barging Point ▪ Fully enclosed conveyor system should be adopted for transportation of spoils from shaft to the barging point.					
S 12.78	Dust suppression measures stipulated in the Air Pollution Control (Construction Dust) Regulation and good site practices: ▪ Use of regular watering, with complete coverage, to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather. ▪ Use of frequent watering for particularly dusty construction areas and areas close to ASRs. ▪ Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering should be applied to aggregate fines. ▪ Open stockpiles should be avoided or covered. Where possible, prevent placing dusty material storage piles near ASRs. ▪ Tarpaulin covering of all dusty vehicle loads	To minimize dust impacts	MTR / Contractor	All works areas	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	transported to, from and between site locations. ▪ Establishment and use of vehicle wheel and body washing facilities at the exit points of the site. ▪ Provision of wind shield and dust extraction units or similar dust mitigation measures at the loading points, and use of water sprinklers at the loading area where dust generation is likely during the loading process of loose material, particularly in dry seasons/ periods. ▪ Imposition of speed controls for vehicles on unpaved site roads. 8 kilometers per hour is the recommended limit. ▪ Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs. ▪ Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides. ▪ Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material					

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	filling line and no overfilling is allowed. ▪ Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system.					
S12.94	Environmental monitoring and audit for dust emission should be conducted in accordance with EM&A Manual during the construction phase of the Project to check compliance with legislative requirements.	To monitor dust impact	MTR / Contactor	Proposed monitoring locations	Design and operation phases	Implemented
Air Quality (Operation Phase)						
S12.48	The vent shafts of the stations should be designed to be sited at more than 5m from any opening at the adjacent building	To alleviate the adverse air quality impact in the stations	MTR	WKT	Design and operation phases	To be implemented as per construction programme
S12.50	The design of the mechanical air ventilation for PTI should follow EPD's ProPECC PN1/98 Control of Air Pollution in Semi-confined Public Transport Interchanges.	To alleviate the adverse air quality impact in the PTI	MTR	PTI at the ground floor of ventilation building complex at WKT	Design and operation phases	To be implemented as per construction programme

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Hazard to Life						
S13.96/ S13.99	Improved truck design to reduce the amount of combustibles in the cabin and fuel carried in the fuel tank should be minimised to reduce the duration of any fire. The truck should be brand new, diesel powered and equipped with fuel and battery isolation switches, front exhaust spark arrester, 1 x 9 kg water based and 1 x 9 kg dry chemical powder fire extinguishers. This should be combined with monthly vehicle inspection	To meet the ALARP requirement	MTRC/ Contractor	-	Construction phase	Implemented
S13.96	The explosive truck accident frequency should be minimized by implementing a dedicated training programme for both the driver and his attendants, including regular briefing sessions, implementation of a defensive driving attitude. In addition, drivers should be selected based on good safety record, and medical checks.	To meet the ALARP requirement	MTRC/ Contractor	-	Construction phase.	Implemented
S13.96	The contractor should as far as practicable combine the explosive deliveries for a given work area.	To meet the ALARP requirement	MTRC/ Contractor	-	Construction phase	Implemented
S13.96	The explosive truck fire involvement frequency should be minimized by implementing a better emergency response and training to make sure the adequate fire extinguishers are used and attempt is made to evacuate the area of the incident or securing the explosive load if possible. All explosive	To meet the ALARP requirement	MTRC/ Contractor	-	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	vehicles should also be equipped with bigger capacity AFFF-type extinguishers.					
S13.96	A minimum headway between two consecutive truck conveys of at least 10 min is recommended	To meet the ALARP requirement	MTRC/ Contractor	Along explosives transport route.	Construction phase.	Implemented
S13.96/ S13.105	Only the required quantity of explosives for a particular blast should be transported to avoid the return of unused explosives to the magazines. If disposal is required for small quantities, disposal should be made in a controlled and safe manner by a Registered Shotfirer.	To reduce the risk during explosives transport	MTRC/ Contractor	-	Construction phase	Implemented
S13.97	Blasting activities including storage and transport of explosives should be supervised and audited by competent site staff to ensure strict compliance with the blasting permit conditions.	To ensure that the risks from the proposed explosives storage and transport would be acceptable	MTRC / Contractor	Works areas at which explosives would be stored and/or used.	Construction phase	Implemented
S13.97	Emergency plan (ie magazine operational manual) shall be developed to address uncontrolled fire in magazine area and transport. The case of fire near an explosive carrying truck in jammed traffic should also be covered. Drill of the	To reduce the risk of fire	MTRC/ Contractor	Explosive Magazine and along explosives	Construction phase	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	emergency plan should be carried out at regular intervals.			transport route.		
S13.97	Adverse weather working guideline should be developed to clearly define procedure for transport explosives during thunderstorm.	To ensure safe transport of explosives	MTRC/ Contractor	Along explosives transport route.	Construction phase	Implemented
S13.98	Delivery vehicles shall not be permitted to remain within the secured fenced off magazine store area.	To reduce the risk of fire within the magazine	MTRC / Contractor	Explosive Magazine	Construction phase	Implemented
S13.98	Good house-keeping within and outside of the magazine to ensure that combustible materials (including vegetation) are removed and not allowed to accumulate.	To reduce the risk of fire within the magazine	MTRC / Contractor	Explosive Magazine	Construction phase	Implemented
S13.99/ S13.101	Use only experienced driver(s) with good safety record. Training should be provided to ensure it covers all major safety subjects.	To ensure safe transport of explosives	MTRC/ Contractor	-	Construction phase	Implemented
S13.99	Develop procedure to ensure that parking space on the site is available for the explosive truck. Confirmation of parking space should be communicated to truck drivers before delivery.	To ensure that the risks from the proposed explosives storage and transport would be acceptable	MTRC/ Contractor	Explosive magazine	Construction phase	Implemented
S13.99	Detonators shall not be transported in the same vehicle with other Class 1 explosives	To reduce the risk of explosion during the transport of cartridge emulsion	MTRC / Contractor	-	Construction phase	Implemented
S13.99	During transport of the explosives within the tunnel, hot work should not be permitted in the vicinity of the	To ensure safe transport of	MTRC/ Contractor	Along explosives	Construction	Implemented

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	explosives offloading or charging activities.	explosives		transport route.	phase	
S13.99	Ensure that packaging of detonators remains intact until handed over at blasting site.	To reduce the risk of explosion during the transport of detonator	MTRC/ Contractor	-	Construction phase	Implemented
S13.99	Horizontal fire screen on cargo deck and vertical fire screen mounted at least 150 mm behind the drivers cab and 100 mm from the steel cargo compartment, the vertical screen shall protrude 150 mm in excess of all three (3) sides of the steel cargo compartment.	To reduce the risk during explosives transport	MTRC/ Contractor	-	Construction phase	Implemented
S13.104	Ensure that cartridge emulsion with high water content should be preferred. Also, the emulsion with perchlorate formulation should be avoided.	To ensure safe explosives to be used	MTRC/ Contractor	-	Construction phase	Implemented
Landfill Gas Hazard – Design and Construction Phases						
S14.73 & S14.86	- All personnel who work on site and all visitors to the site should be made aware of the possibility of ignition of gas in the vicinity of excavations. Safety notices should be posted warning of the potential hazards.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone, Barging Point and Nursery Site	Construction phase	To be implemented as per construction programme
S14.73	- Those staff who work in, or have responsibility for "at	Protect the workers from	Contractor	XRL tunnels	Construction	To be

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	risk" areas, including all excavation workers, supervisors and engineers working within the Consultation Zone, should receive appropriate training on working in areas susceptible to landfill gas, fire and explosion hazards.	landfill gas hazards		within the NTML Consultation Zone	phase	implemented as per construction programme
S14.73	- During all works, safety procedures will be implemented to minimise the risks of fires and explosions and asphyxiation of workers (especially in confined space).	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.73	- Safety officers, specifically trained with regard to landfill gas related hazards and the appropriate actions to take in adverse circumstances will be present on all worksites throughout the works.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.73, S14.86, S14.87	- Smoking and naked flames will be prohibited within confined spaces. 'No Smoking' and 'No Naked Flame' notices in Chinese and English will be posted prominently around the construction site. Safety notices should be posted warning of the potential hazards.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone, Barging Point and Nursery Site	Construction phase	To be implemented as per construction programme

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S14.73	- Welding, flame-cutting or other hot works may only be carried out in confined spaces when controlled by a 'permit to work' procedure, properly authorised by the Safety Officer. The permit to work procedure will set down clearly the requirements for continuous monitoring of methane, carbon dioxide and oxygen throughout the period during which the hot works are in progress. The procedure will also require the presence of an appropriately qualified person who shall be responsible for reviewing the gas measurements as they are made, and who shall have executive responsibility for suspending the work in the event of unacceptable or hazardous conditions. Only those workers who are appropriately trained and fully aware of the potentially hazardous conditions which may arise will be permitted to carry out hot works in confined areas.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.73	- A mechanical ventilation system must be in use at all times during which personnel are engaged in works inside the tunnel or excavation and be evacuated in the event of power outages. Work must not be carried out in the absence of mechanical ventilation and supervision of adequately trained safety personnel. In exceptional case where work is carried out under	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	non-ventilated condition, any electrical equipment used, such as motors and extension cords, should be intrinsically safe.					
S14.73	- Adequate fire extinguishing equipment, fire-resistant clothing and breathing apparatus sets should be made available on site.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.86	- Raising the site office 500mm above ground.	Protect the workers from landfill gas hazards	Contractor	Barging Point	Construction phase	Implemented
S14.86	- Utilities services connected to the site office and the annulus around these service entry points should be properly sealed.	Protect the workers from landfill gas hazards	Contractor	Barging Point	Construction phase	Implemented
S14.74	- Construction works to be undertaken in confined space should follow the relevant Regulations under Chapter 59 Factories and Industrial Undertakings Ordinance and Chapter 509 Occupational Health and Safety Ordinance.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.73	- Monitoring of methane, carbon dioxide and oxygen inside the XRL tunnels.	Protect the workers from landfill gas hazards	Contractor	XRL tunnels within the NTML	Construction phase	To be implemented as per construction

EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
				Consultation Zone		programme
S14.75	- A walkover survey to monitor flammable gas at all joints and cracks, if identified, upon completion of the tunnel work. Rectifications, such as sealing of cracks and inspection of tunnel seals, shall be carried out for any signs of the presence of flammable gas. The survey should be conducted under non-ventilated condition and before starting the work of the day.	Confirm no landfill gas ingress into the XRL tunnels	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.76	- Weekly monitoring of methane, carbon dioxide and oxygen in the form of a walkover survey at 20m intervals for section of tunnels under NTML and 50m interval within the NTML Consultation Zone should be conducted after completion of the tunnel construction works and not less than 3 months before commencement of operation. The survey should be conducted under non-ventilated condition and before starting the work of the day.	Confirm no landfill gas ingress into the XRL tunnels	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
S14.77	- A summary of the monitoring results should be submitted to EPD for record before the commencement of operational phase. The results should be reviewed and agreed with EPD before the commencement of	To review and agree the monitoring requirement during the operational phase	MTR/ Contractor	-	Before operation	To be implemented as per construction programme

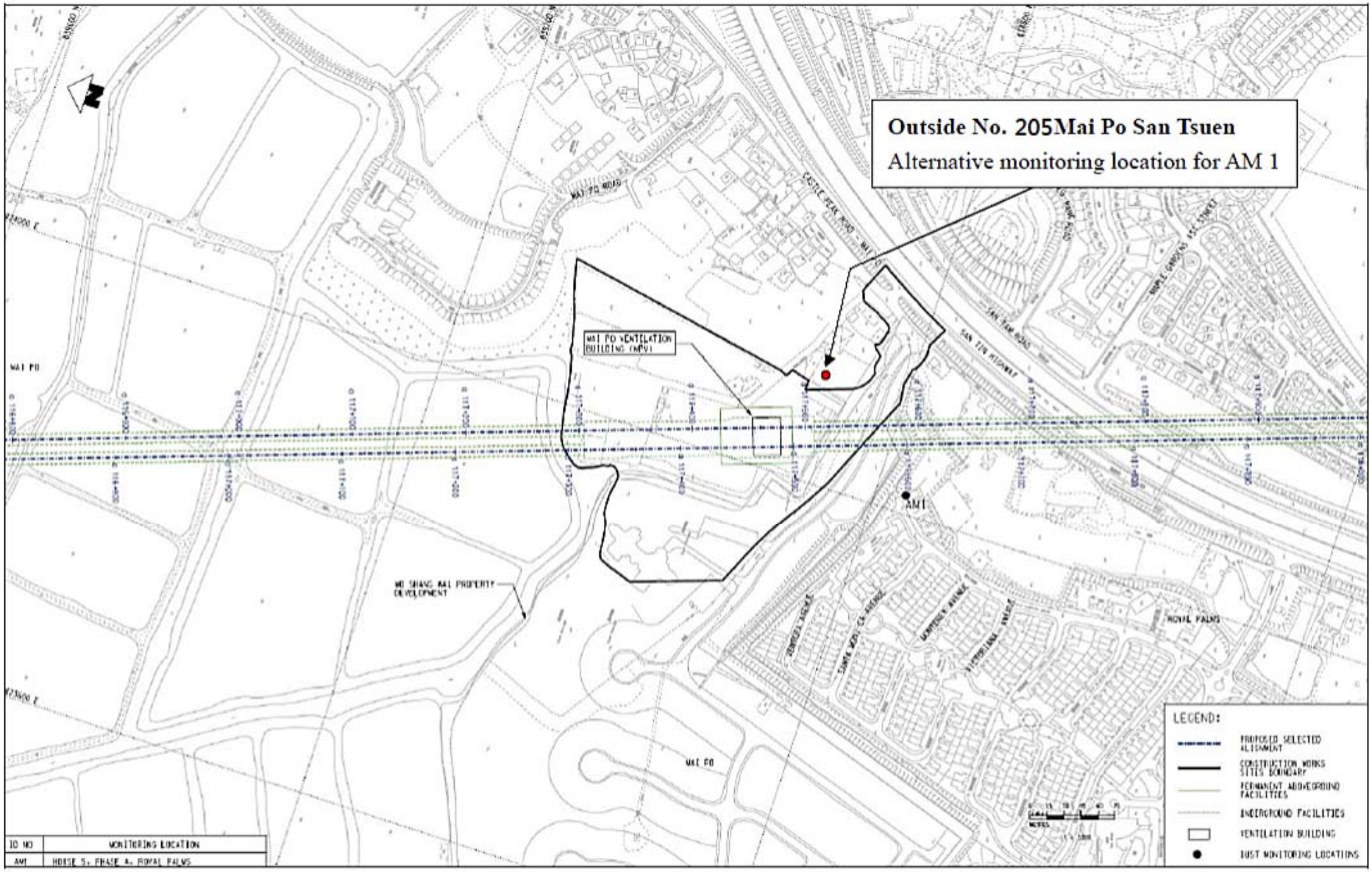
EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
	operation to determine the monitoring requirements during the operational phase					
S14.78	- Appropriate sealant will be applied to joints to prevent the ingress of groundwater, which will also form a low permeability gas barrier. Good workmanship and adequate construction supervision will be required to ensure the actual works are implemented as per the design requirements. This will be implemented by MTRC's Material and Workmanship Specification.	Protect the XRL tunnels from landfill gas hazards	Design Engineer/ Contractor	XRL tunnels within the NTML Consultation Zone	Design and Construction phases	To be implemented as per construction programme
S14.79	- Adequate ventilation will be needed as part of the tunnel design to act as an active gas control when needed.	Protect the XRL tunnels from landfill gas hazards	Design Engineer	XRL tunnels within the NTML Consultation Zone	Design phase	To be implemented as per construction programme
S14.80	- Upon completion of the landfill gas protection measures, a report on the implemented landfill gas protection measures with relevant as-built drawings and other detailed information showing that the design measures mentioned in this assessment to protect the tunnels from landfill gas hazard have been properly incorporated should be submitted to EPD.	Ensure landfill gas protection measures have been completed	Contractor	XRL tunnels within the NTML Consultation Zone	Construction phase	To be implemented as per construction programme
Landfill Gas Hazard – Operation Phase						

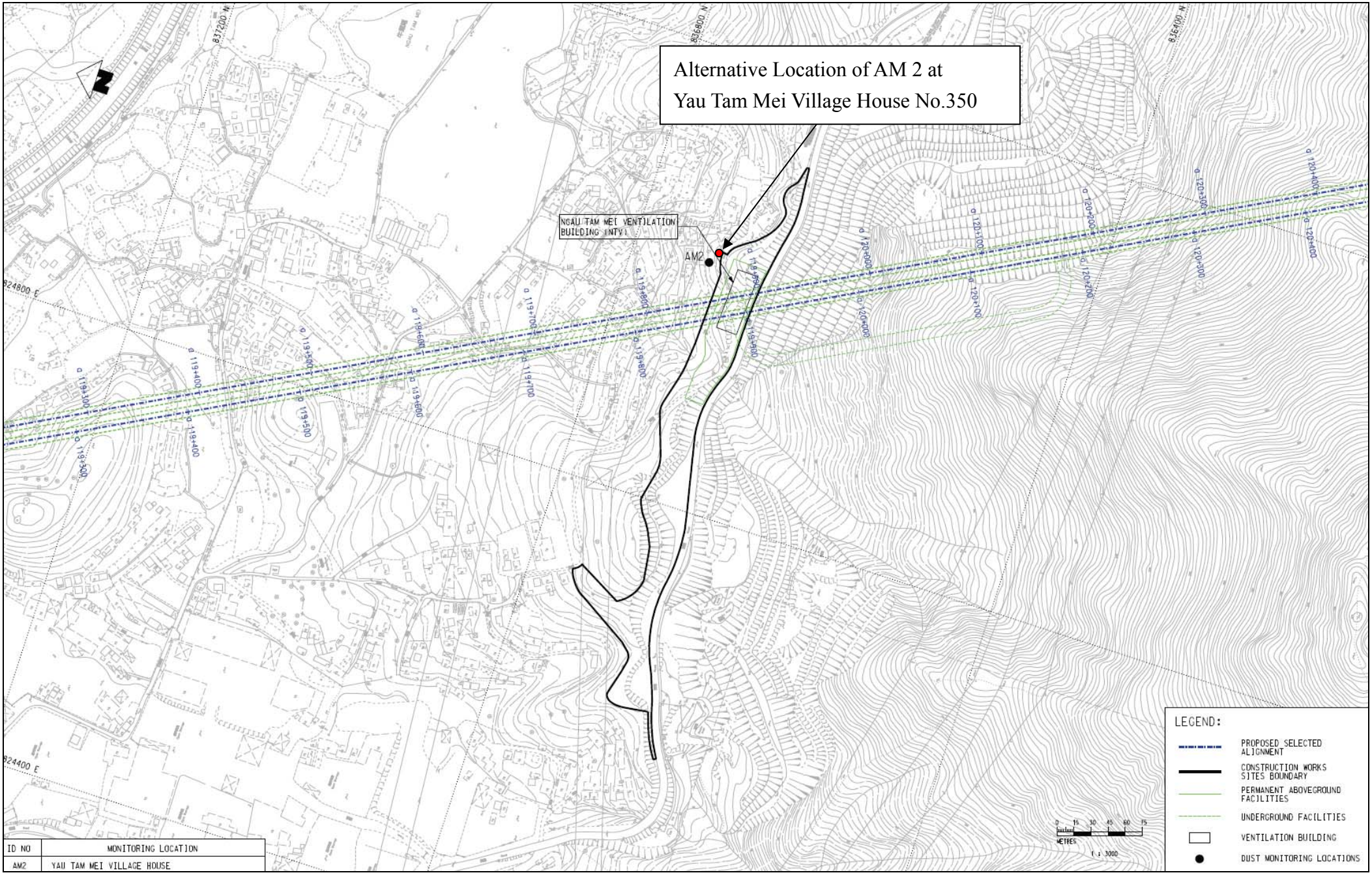
EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S14.76	- Ventilation of the tunnels should be switched on for half an hour before the first train is expected (the requirement to implement this measure is subject to findings of the review of landfill gas monitoring data with EPD before the commencement of operation).	Protect the operation of the XRL from landfill gas hazards	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme
S14.76	- All maintenance personnel and station staff working within the tunnels should be educated in the dangers of landfill gas and the signs and symptoms of asphyxia.	Protect the workers from landfill gas hazards	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme
S14.76	- Smoking within the tunnels should be prohibited at all times.	Protect the operation of the XRL and workers from landfill gas hazards	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme
S14.76	- An assumed presence of landfill gas should be adopted at all times by maintenance workers and a strictly regulated “work permit procedure” involving training, ventilation, gas monitoring (as detailed in the Construction recommendations section), safety tracking and communication with maintenance staff, enforcement of the no smoking order.	Protect the workers from landfill gas hazards	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme

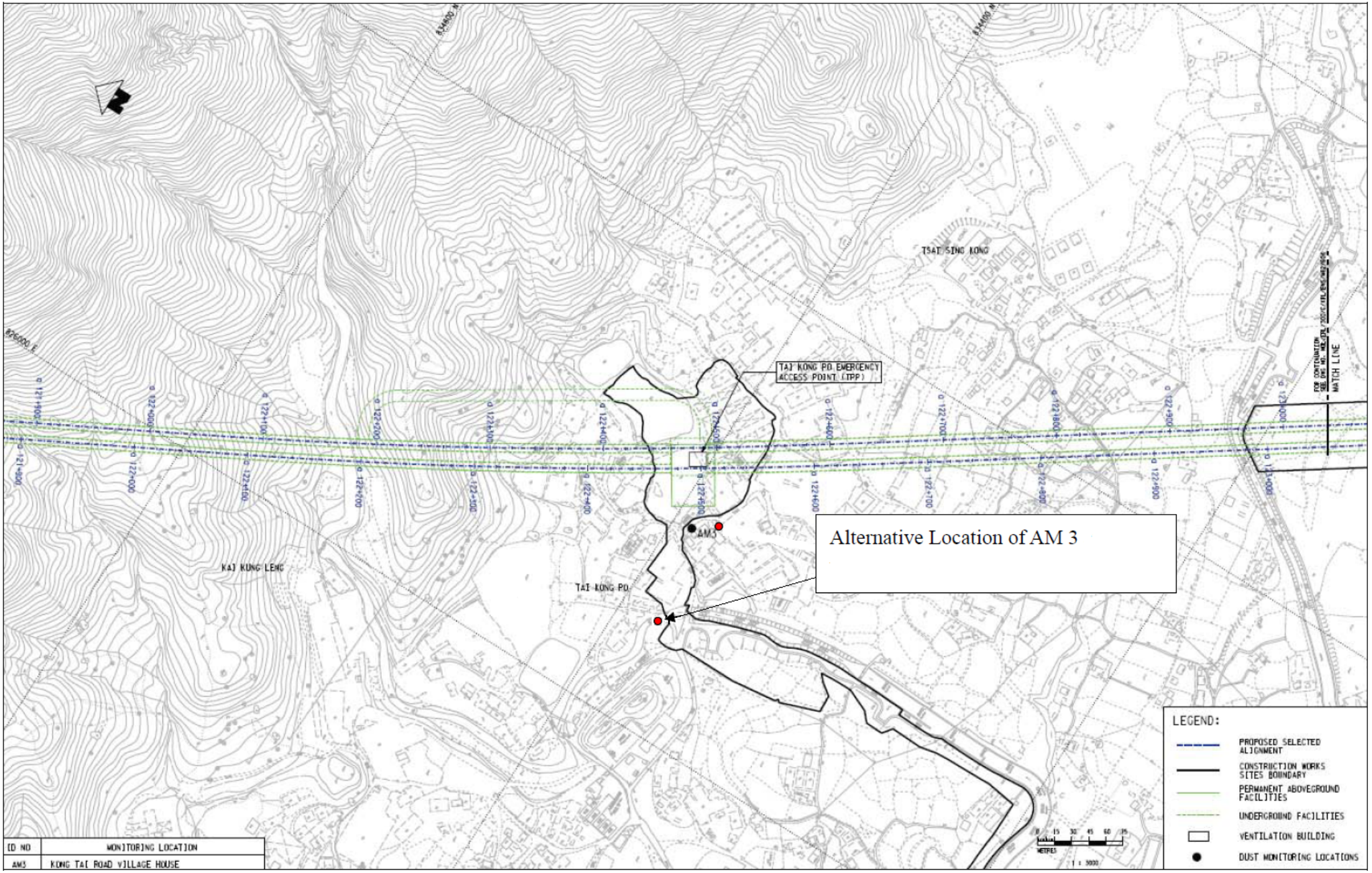
EIA Ref.	Recommended Mitigation Measures	Objectives of the Recommended Measures & Main Concern to Address	Who to implement the measures?	Location of the measures	When to implement the measures?	Implementation Status
S14.82 & S14.83	- The monitoring requirement during the operational phase should be discussed with EPD before the commencement of operation. Weekly monitoring of methane, carbon dioxide and oxygen in the form of a walkover survey at 20m intervals for section of tunnels under NTML and 50m interval within the NTML Consultation Zone is tentatively proposed. The survey should be conducted under non-ventilated condition and before the first train operates and start-up of ventilation, if applicable. A summary of the monitoring results should be submitted to EPD for record at the end of the monitoring period.	Confirm no landfill gas ingress into the XRL tunnels	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme
S14.84	- An annual walkover survey in the tunnels within the Consultation Zone of the NTML should be conducted to test for the presence of flammable gas at joints and cracks, if identified. Rectifications, such as sealing of cracks and inspection of tunnel seals, should be carried out for any signs of presence of flammable gas. The survey should be conducted under non-ventilated condition and before the first train operates and start-up of ventilation, if applicable.	Confirm no landfill gas ingress into the XRL tunnels	MTR	XRL tunnels within the NTML Consultation Zone	Operation phase	To be implemented as per construction programme

Appendix D

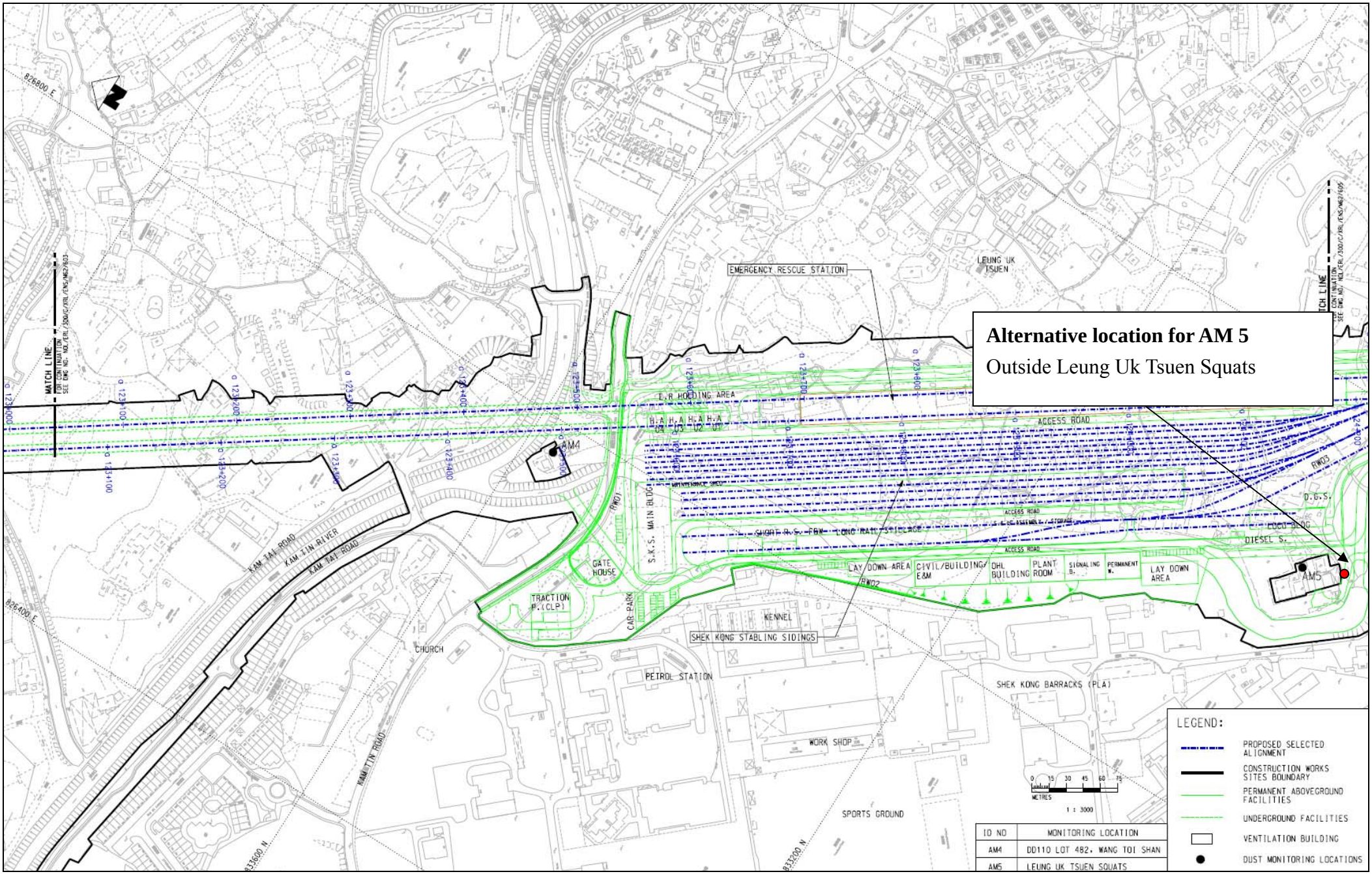
Monitoring Locations

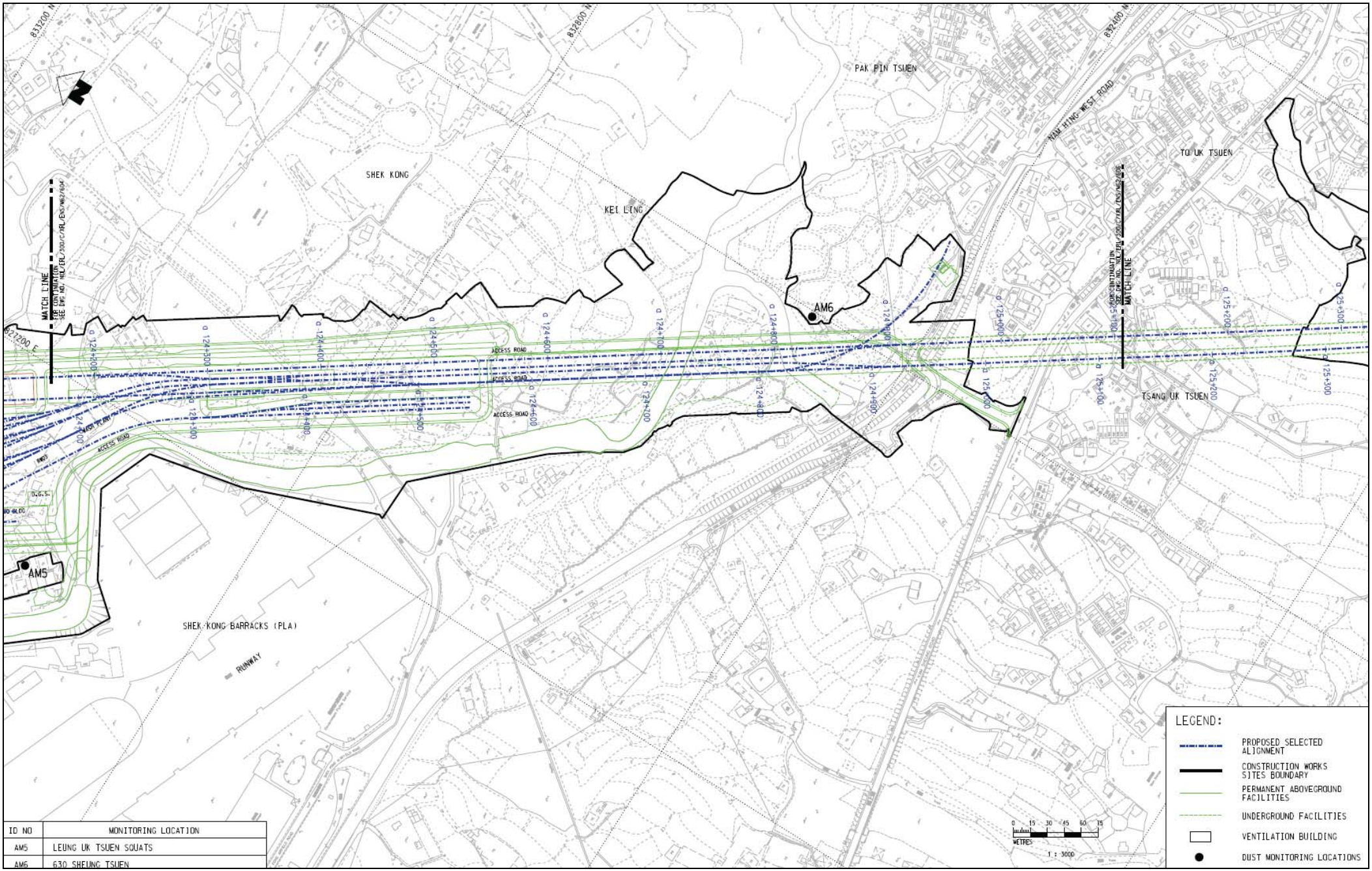

Outside No. 205Mai Po San Tsuen
Alternative monitoring location for AM 1
MAI PO VENTILATION BUILDING (MPV)
MAI PO
CASTLE PEAK ROAD - MAI PO
SAN TIN HIGHWAY
AM1
MO SHANG WAI PROPERTY DEVELOPMENT
ROYAL PALMS
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
DUST MONITORING LOCATIONS
ID NO
MONITORING LOCATION
AM1
NOISE S. PHASE A. ROYAL PALMS


Alternative Location of AM 2 at
Yau Tam Mei Village House No.350
NGAU TAM MEI VENTILATION BUILDING (NTV)
AM2
837200 N
836800 N
836400 N
824800 E
824400 E
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
DUST MONITORING LOCATIONS
METRES
1 : 3000
ID NO
MONITORING LOCATION
AM2
YAU TAM MEI VILLAGE HOUSE

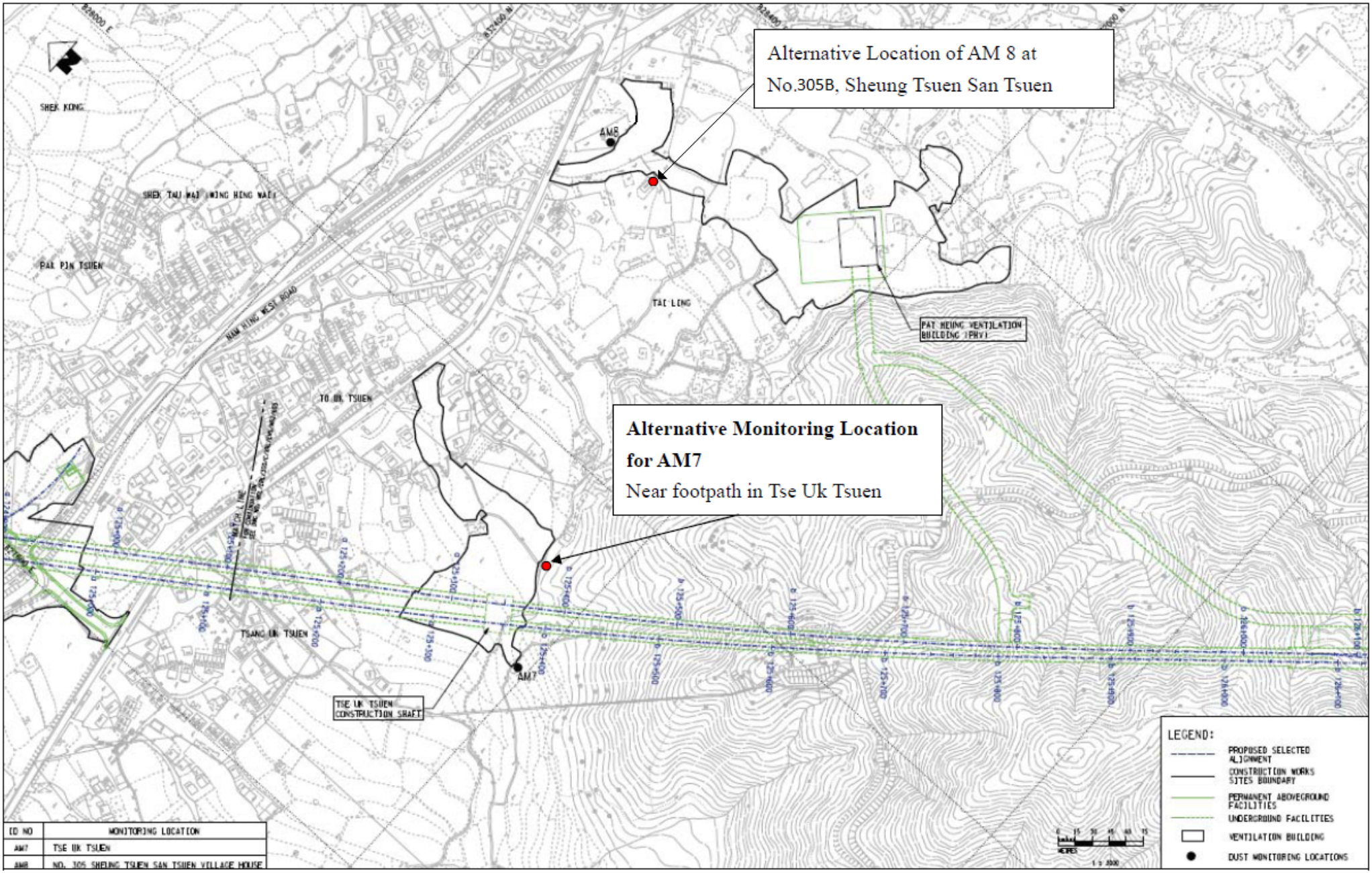


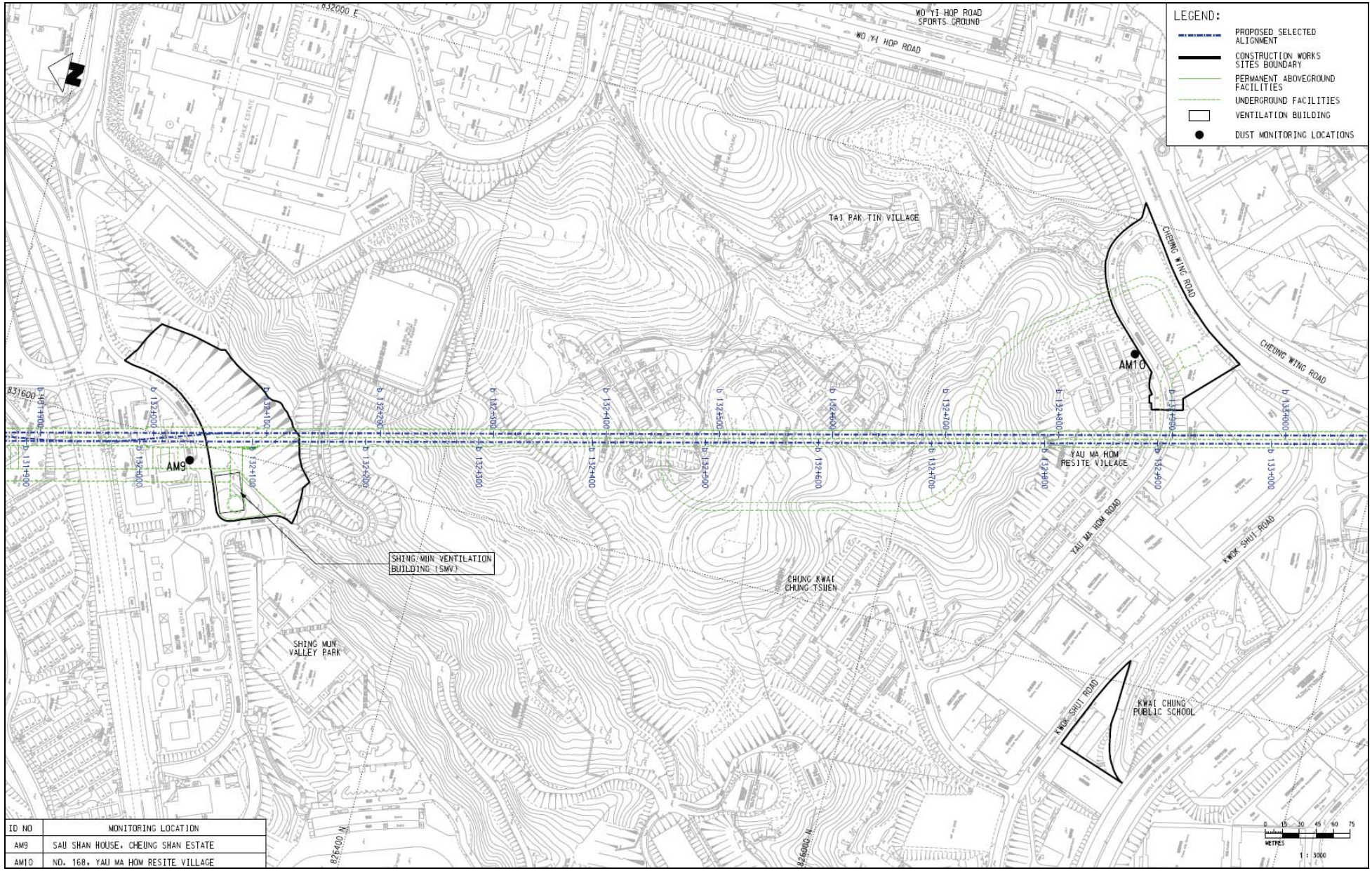
ID NO	MONITORING LOCATION
AM3	KONG TAI ROAD VILLAGE HOUSE


Alternative location for AM 5
Outside Leung Uk Tsuen Squats
EMERGENCY RESCUE STATION
LEUNG UK TSUEN
MATCH LINE
FOR CONTINUATION SEE DWG NO. NOL/ERL/300/C/KRL/ENS/M&E/603
MATCH LINE
FOR CONTINUATION SEE DWG NO. NOL/ERL/300/C/KRL/ENS/M&E/695
T.R HOEDING AREA
ACCESS ROAD
AM4
AM5
RW01
RW02
RW03
S.K.S. MAIN BLDG.
MAINTENANCE SHED
SHORT R.S.
LONG RAIL STORAGE
D.G.S.
DIESEL S.
LAY DOWN AREA
CIVIL/BUILDING E&M
OHL BUILDING
PLANT ROOM
SIGNALING B.
PERMANENT W.
LAY DOWN AREA
GATE HOUSE
TRACTION P.(CLP)
CAR PARK
KENNEL
SHEK KONG STABLING SIDINGS
CHURCH
PETROL STATION
SHEK KONG BARRACKS (PLA)
WORK SHOP
SPORTS GROUND
KAM TAI ROAD
KAM TIN RIVER
KAM TAI ROAD
KAM TIN ROAD
826800 E
826400 E
833600 N
833200 N
METRES
1 : 3000
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
DUST MONITORING LOCATIONS
ID NO
MONITORING LOCATION
AM4
DD110 LOT 482, WANG TOI SHAN
AM5
LEUNG UK TSUEN SQUATS

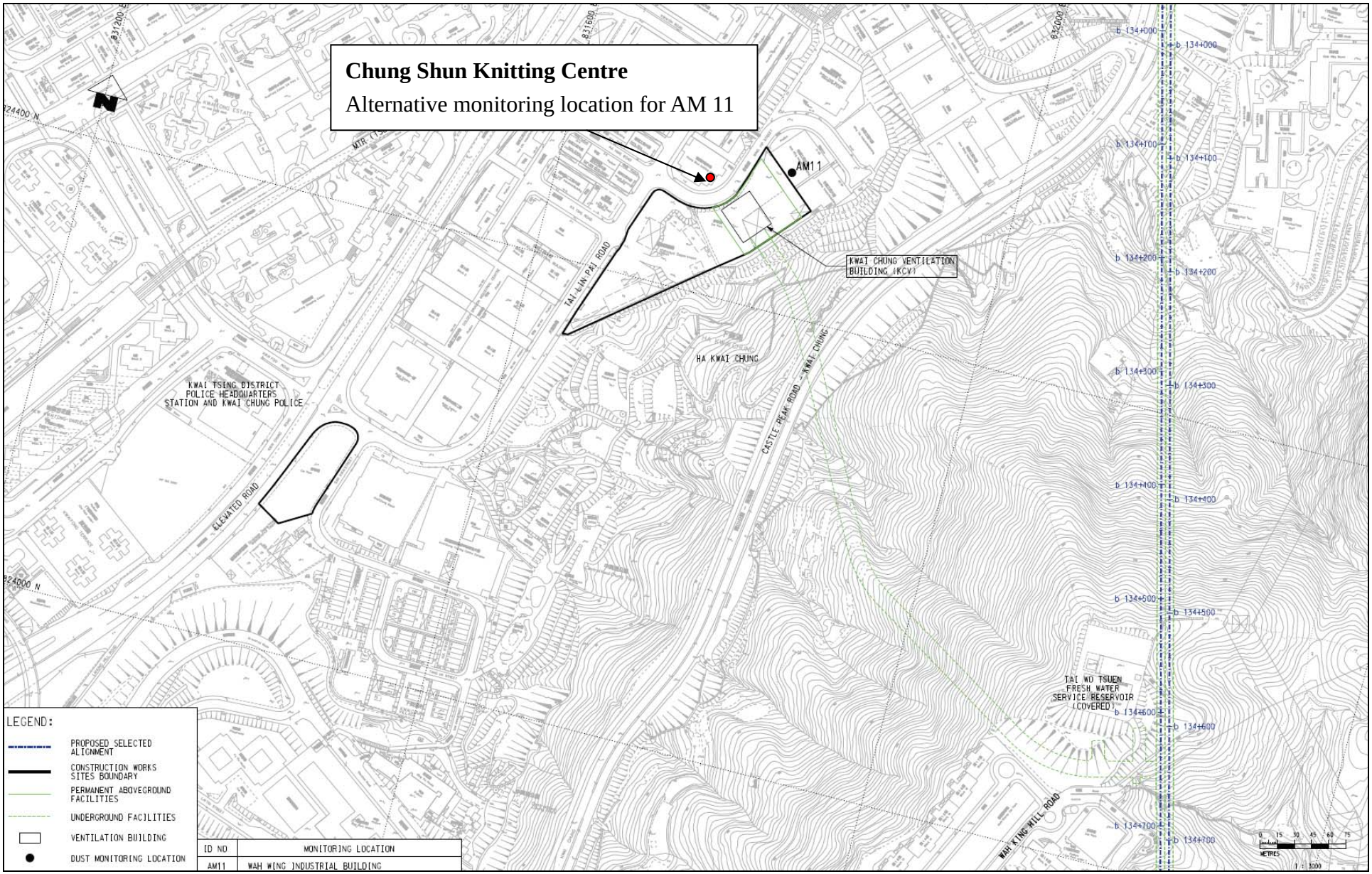


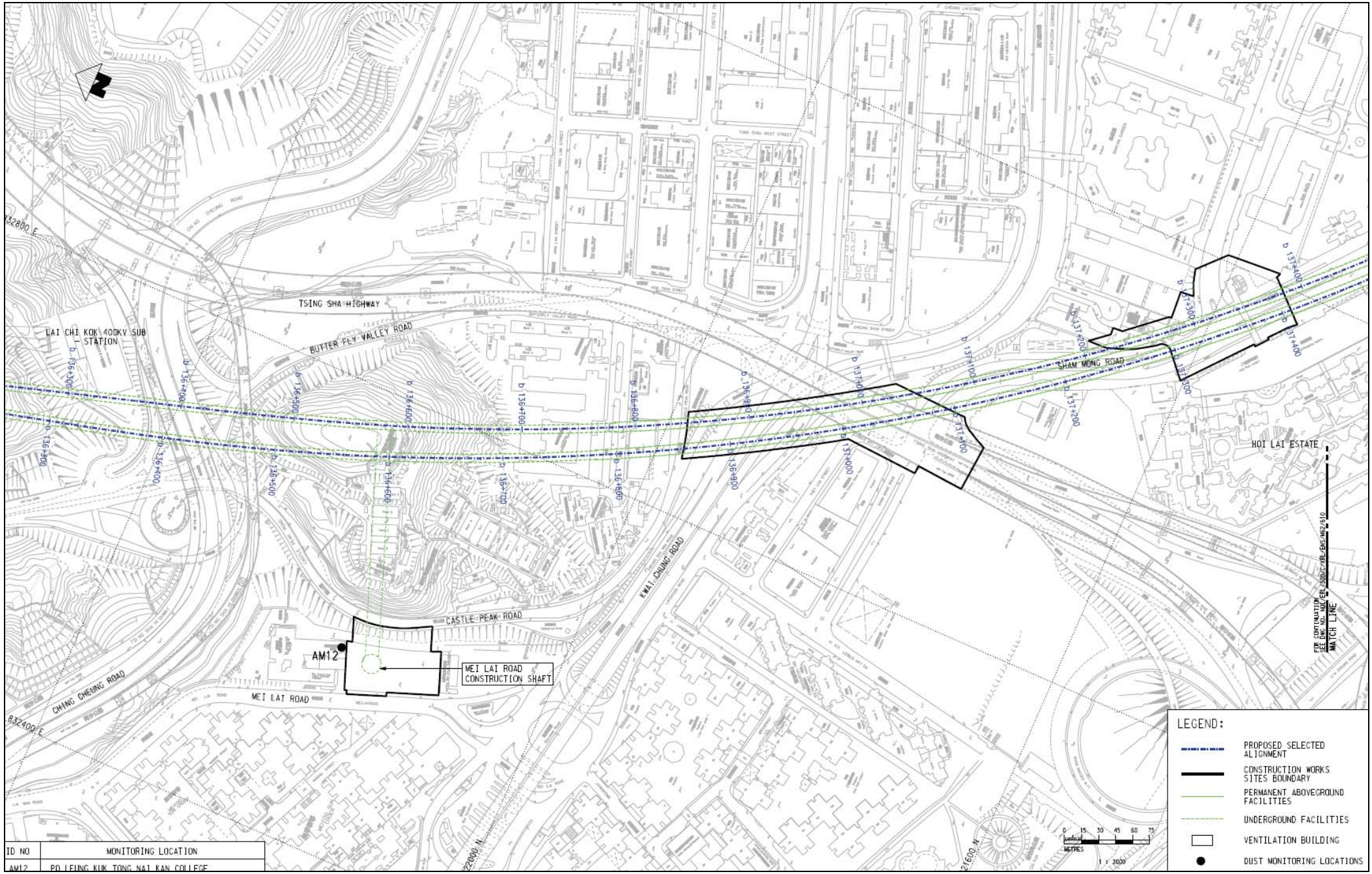
ID NO	MONITORING LOCATION
AM5	LEUNG UK TSUEN SQUATS
AM6	630 SHEUNG TSUEN


Alternative Location of AM 8 at
No.305B, Sheung Tsuen San Tsuen
Alternative Monitoring Location
for AM7
Near footpath in Tse Uk Tsuen
AM8
AM7
SHEK KONG
SHEK TAU WAI
PAK PIN TSUEN
TAI LENG
PAT HEUNG VENTILATION BUILDING (PHV)
TO UK TSUEN
TSANG UK TSUEN
TSE UK TSUEN CONSTRUCTION SHAFT
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
DUST MONITORING LOCATIONS
ID NO
MONITORING LOCATION
AM7
TSE UK TSUEN
AM8
NO. 305 SHEUNG TSUEN SAN TSUEN VILLAGE HOUSE

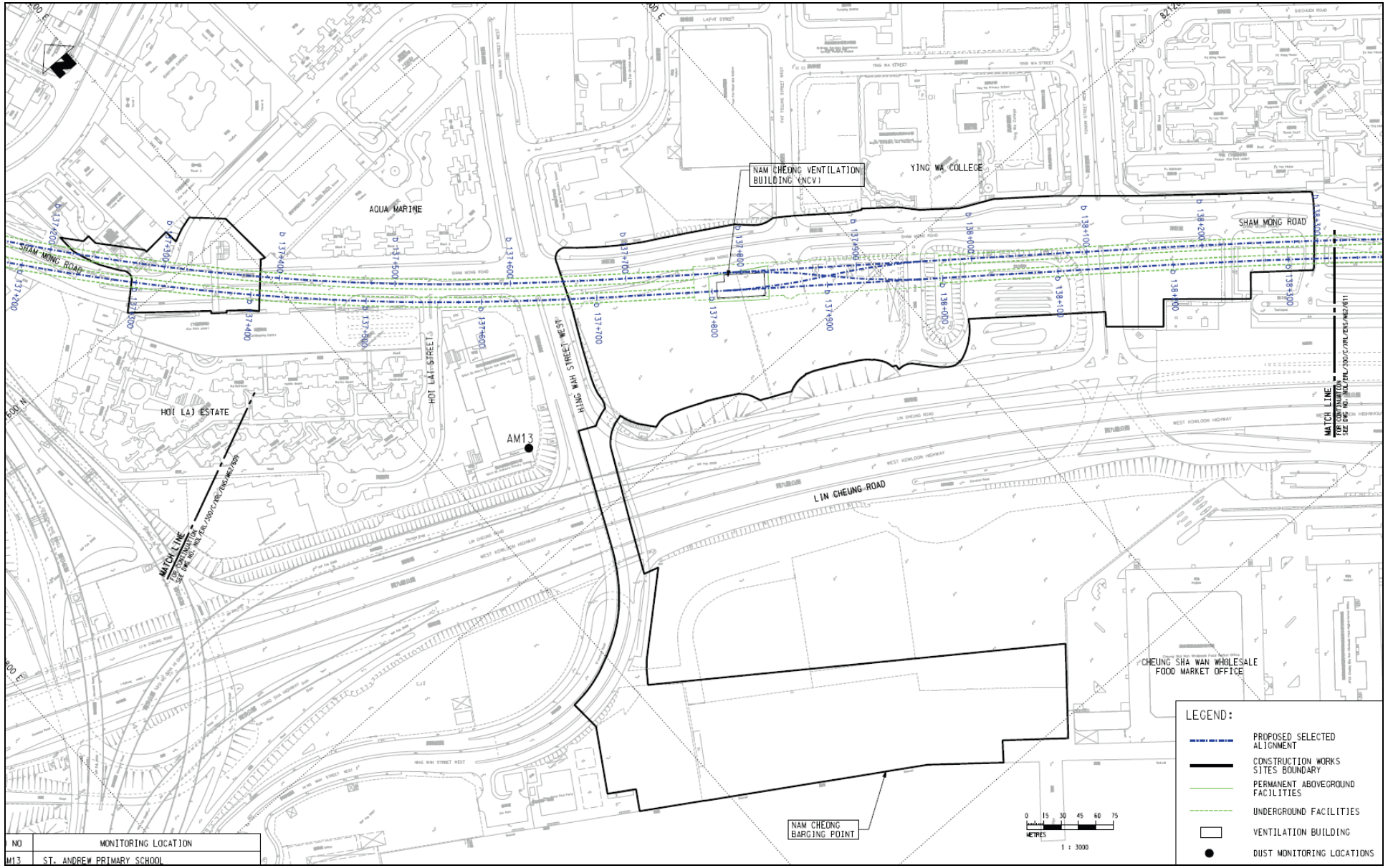


ID NO	MONITORING LOCATION
AM9	SAU SHAN HOUSE, CHEUNG SHAN ESTATE
AM10	NO. 168, YAU MA HOM RESITE VILLAGE

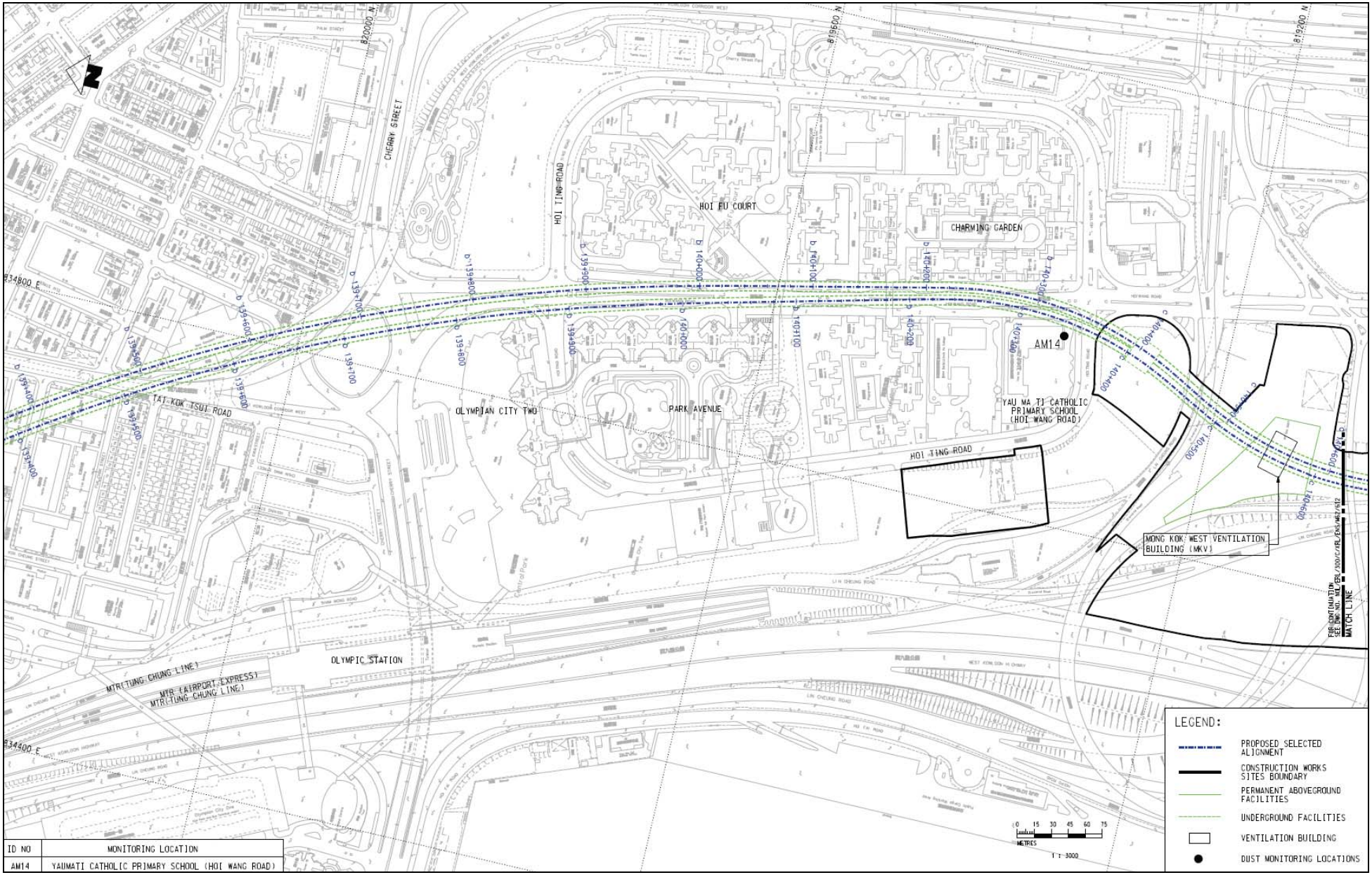

Chung Shun Knitting Centre
Alternative monitoring location for AM 11
AM11
KWAI CHUNG VENTILATION BUILDING (KCV)
TAI KLIN PAI ROAD
HA KWAI CHUNG
CASTLE PEAK ROAD - KWAI CHUNG
KWAI TSING DISTRICT POLICE HEADQUARTERS STATION AND KWAI CHUNG POLICE
ELEVATED ROAD
TAI WO TSUEN FRESH WATER SERVICE RESERVOIR (COVERED)
WAH KING HILL ROAD
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
DUST MONITORING LOCATION
ID NO
MONITORING LOCATION
AM11
WAH WING INDUSTRIAL BUILDING



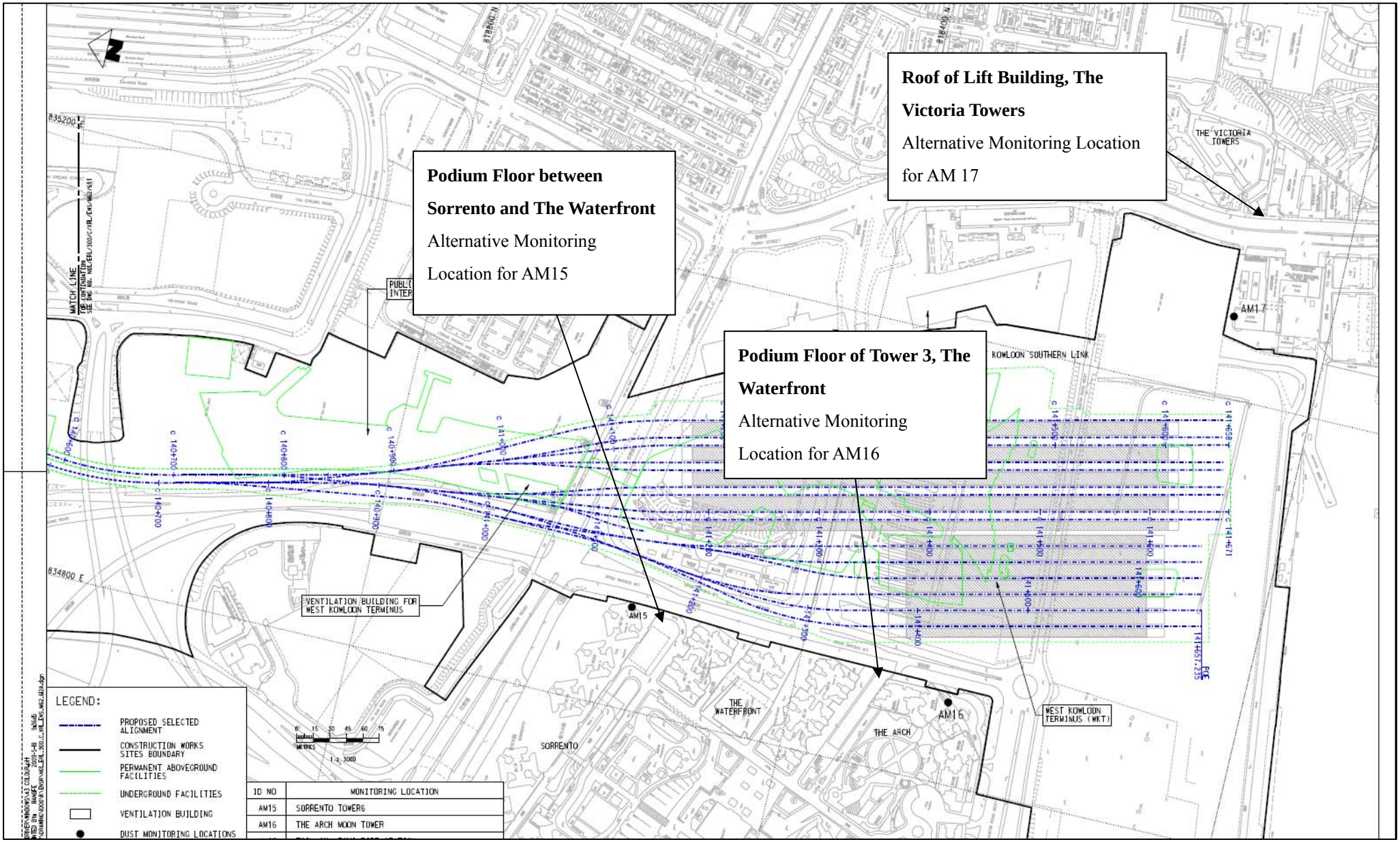
ID NO	MONITORING LOCATION
AM12	PO LEUNG KUK TONG NAI KAN COLLEGE



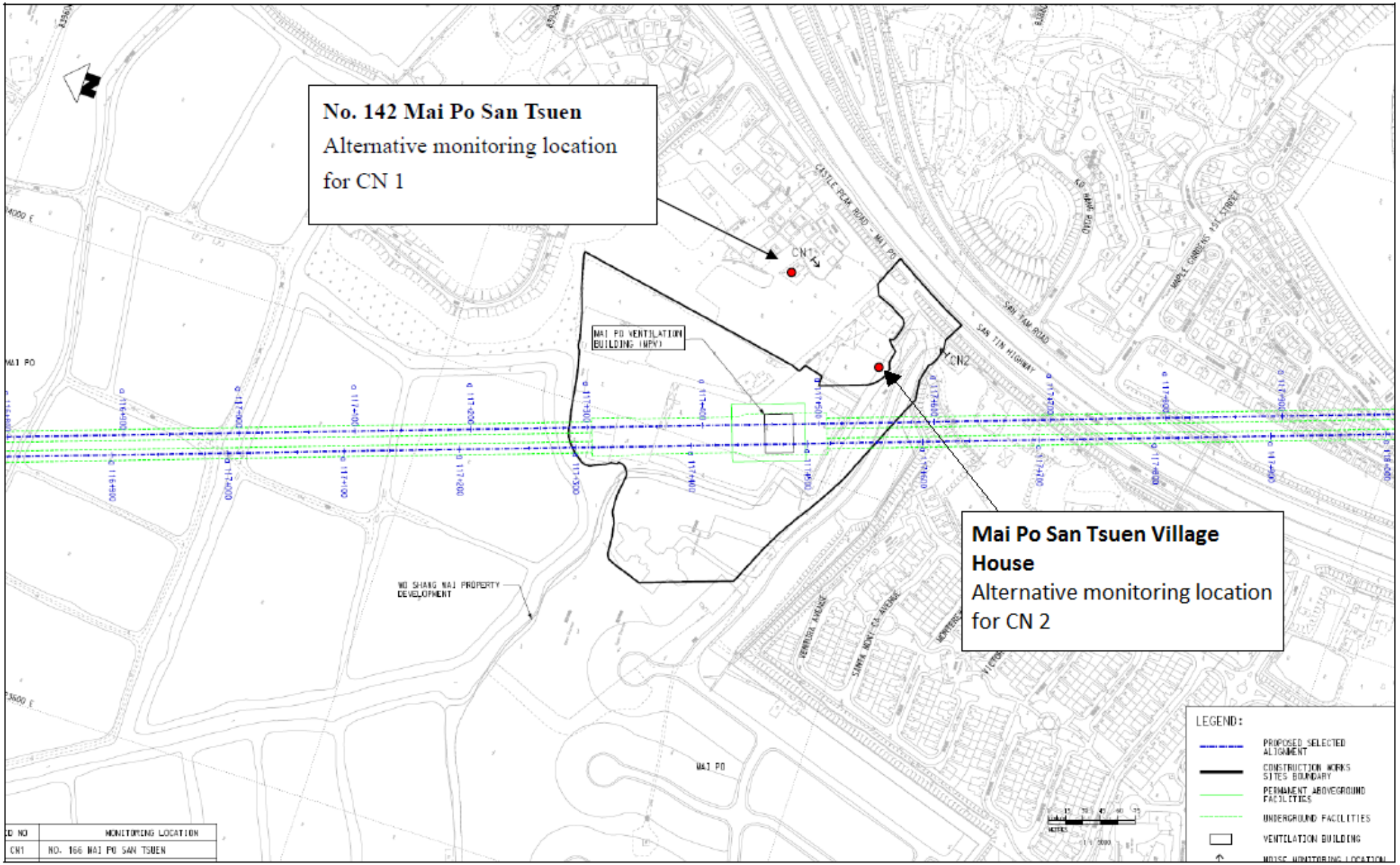
NO	MONITORING LOCATION
M13	ST. ANDREW PRIMARY SCHOOL

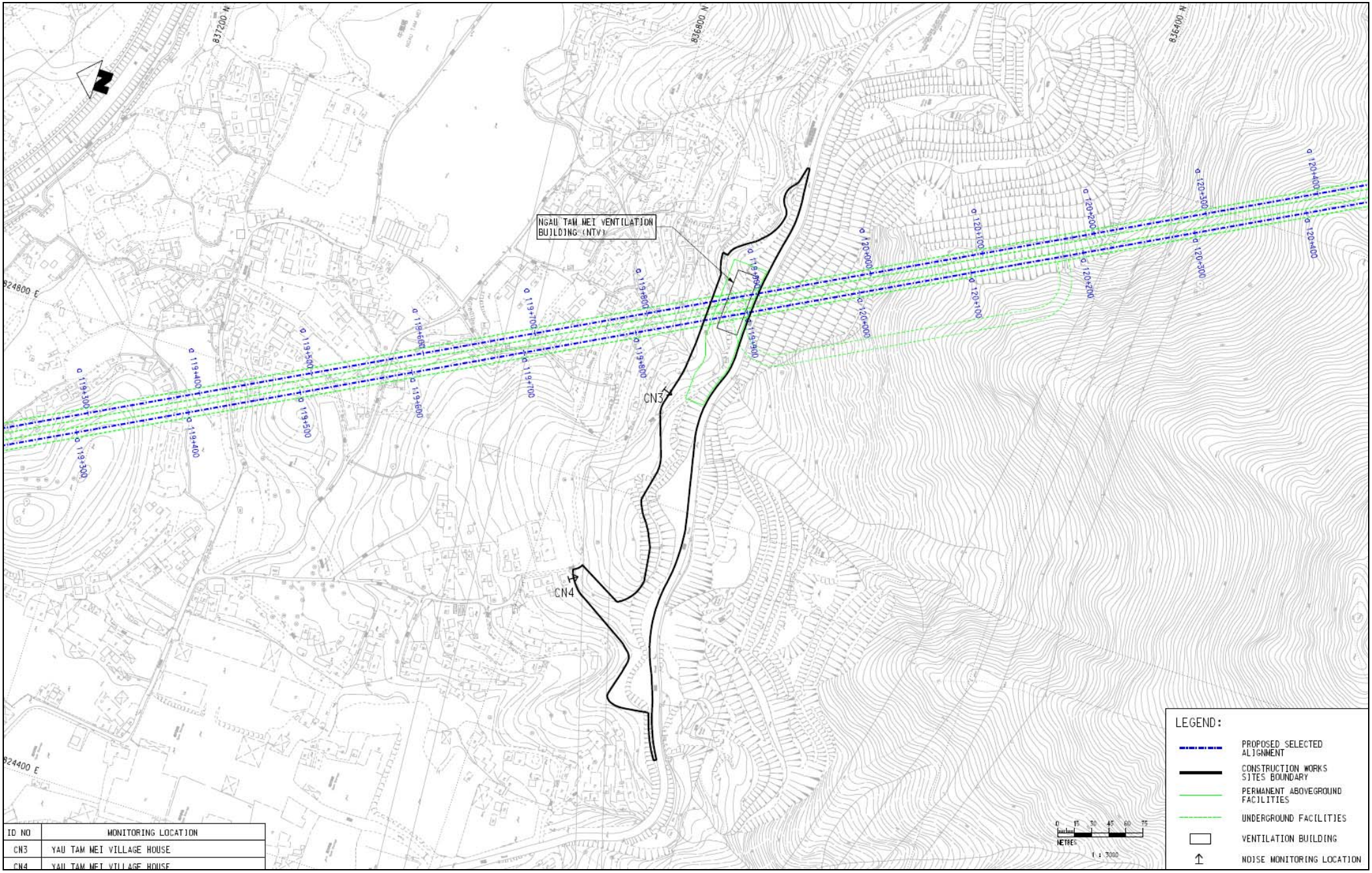


ID NO	MONITORING LOCATION
AM14	YAUMATI CATHOLIC PRIMARY SCHOOL (HOI WANG ROAD)

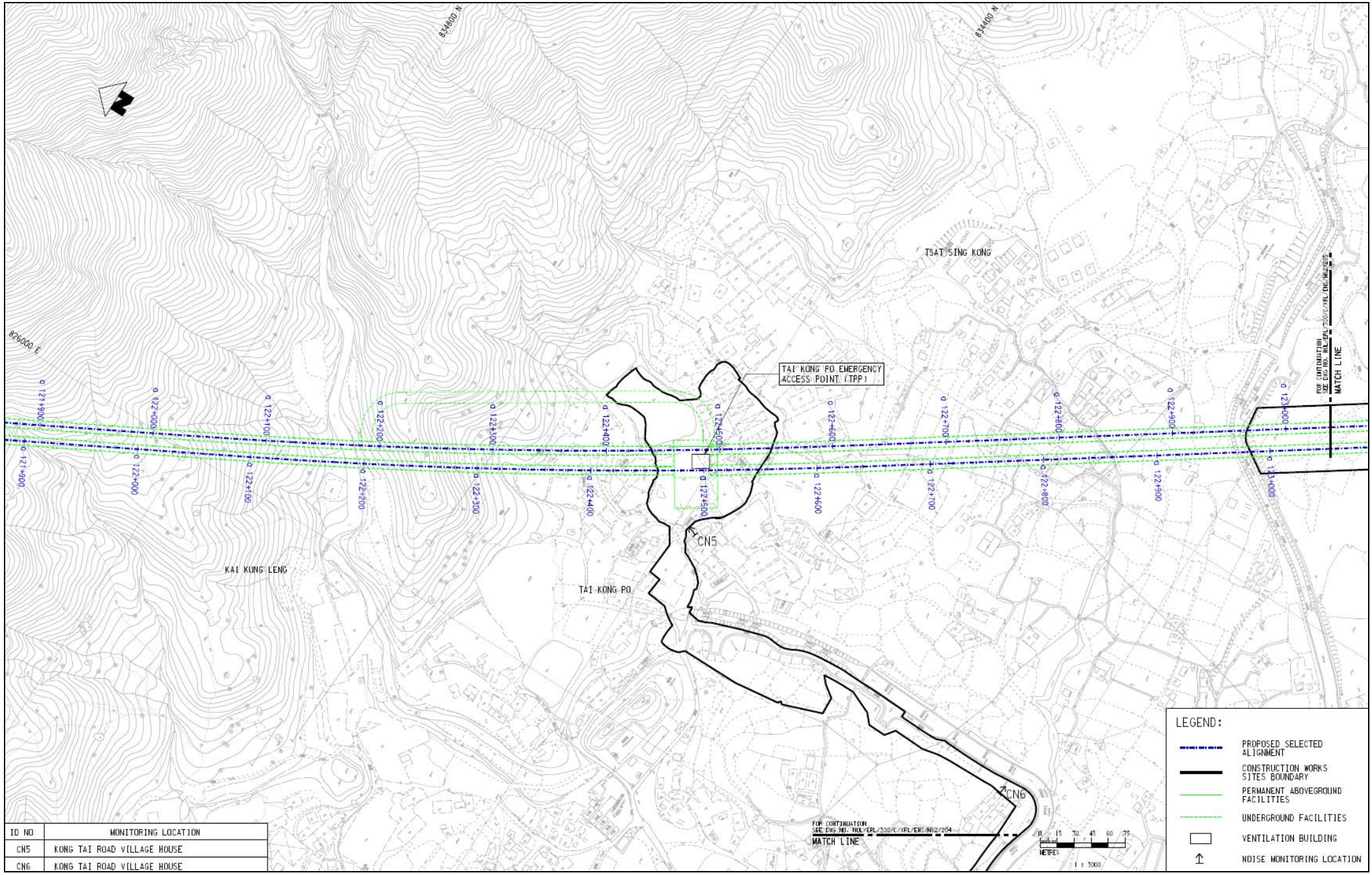


Dust monitoring locations


No. 142 Mai Po San Tsuen
Alternative monitoring location for CN 1
CN1
CN2
MAI PO VENTILATION BUILDING (MPV)
Mai Po San Tsuen Village House
Alternative monitoring location for CN 2
WO SHANG WAI PROPERTY DEVELOPMENT
MAI PO
CASTLE PEAK ROAD - MAI PO
SAN TIN HIGHWAY
SAN TAM ROAD
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
NO
MONITORING LOCATION
CN1
NO. 166 MAI PO SAN TSUEN



ID NO	MONITORING LOCATION
CN3	YAU TAM MEI VILLAGE HOUSE
CN4	YAU TAM MEI VILLAGE HOUSE



ID NO	MONITORING LOCATION
CN5	KONG TAI ROAD VILLAGE HOUSE
CN6	KONG TAI ROAD VILLAGE HOUSE

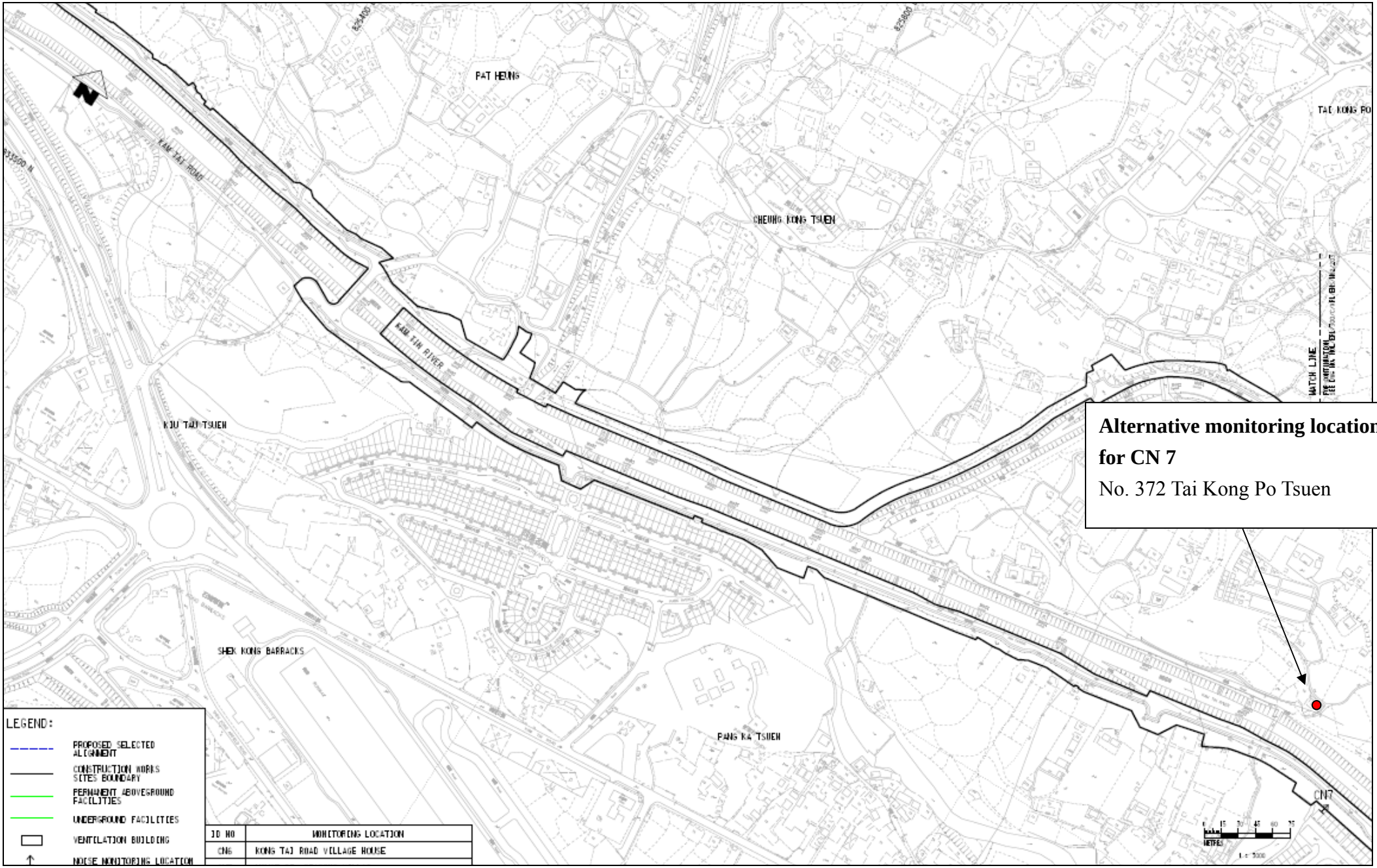
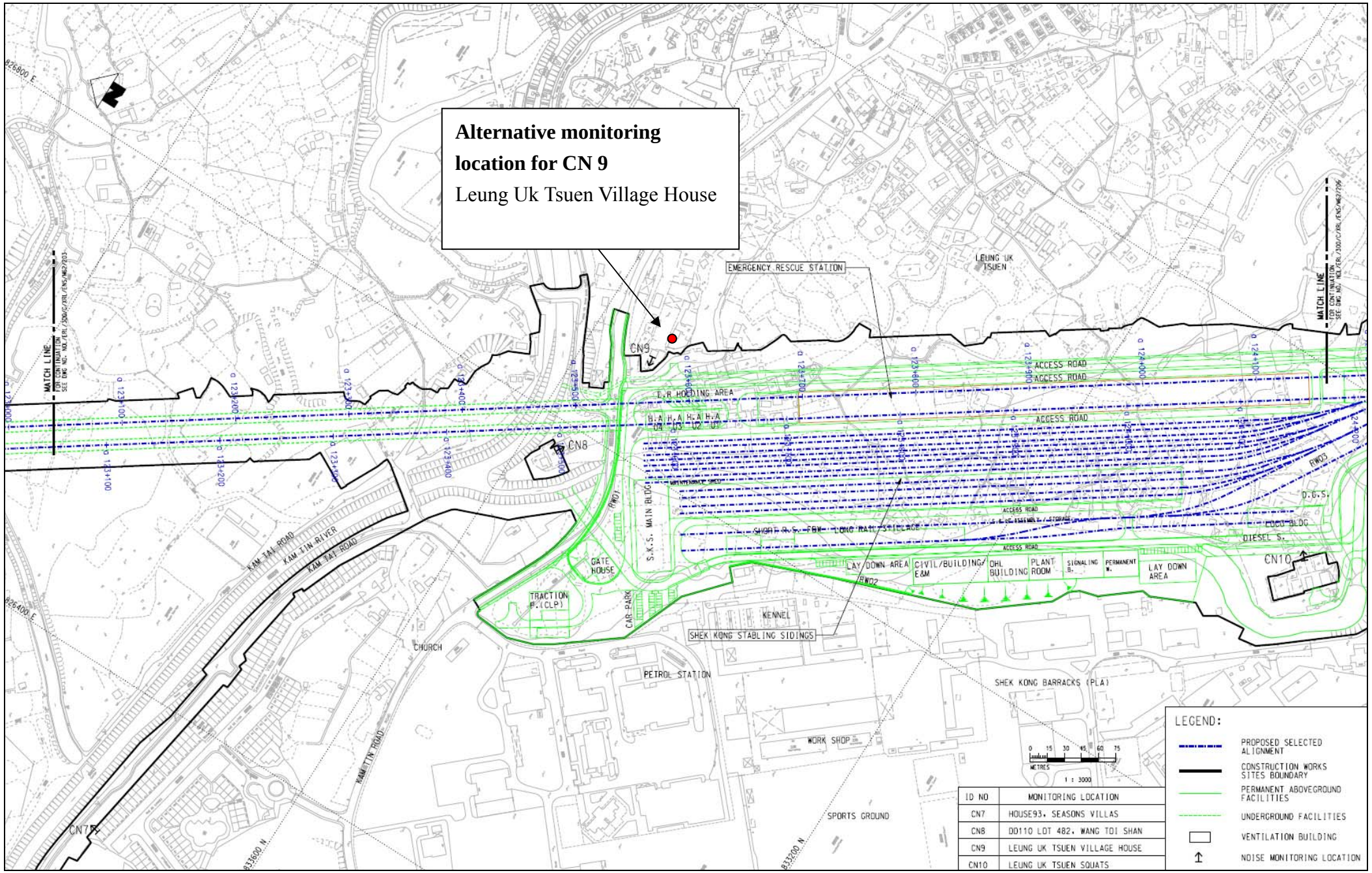
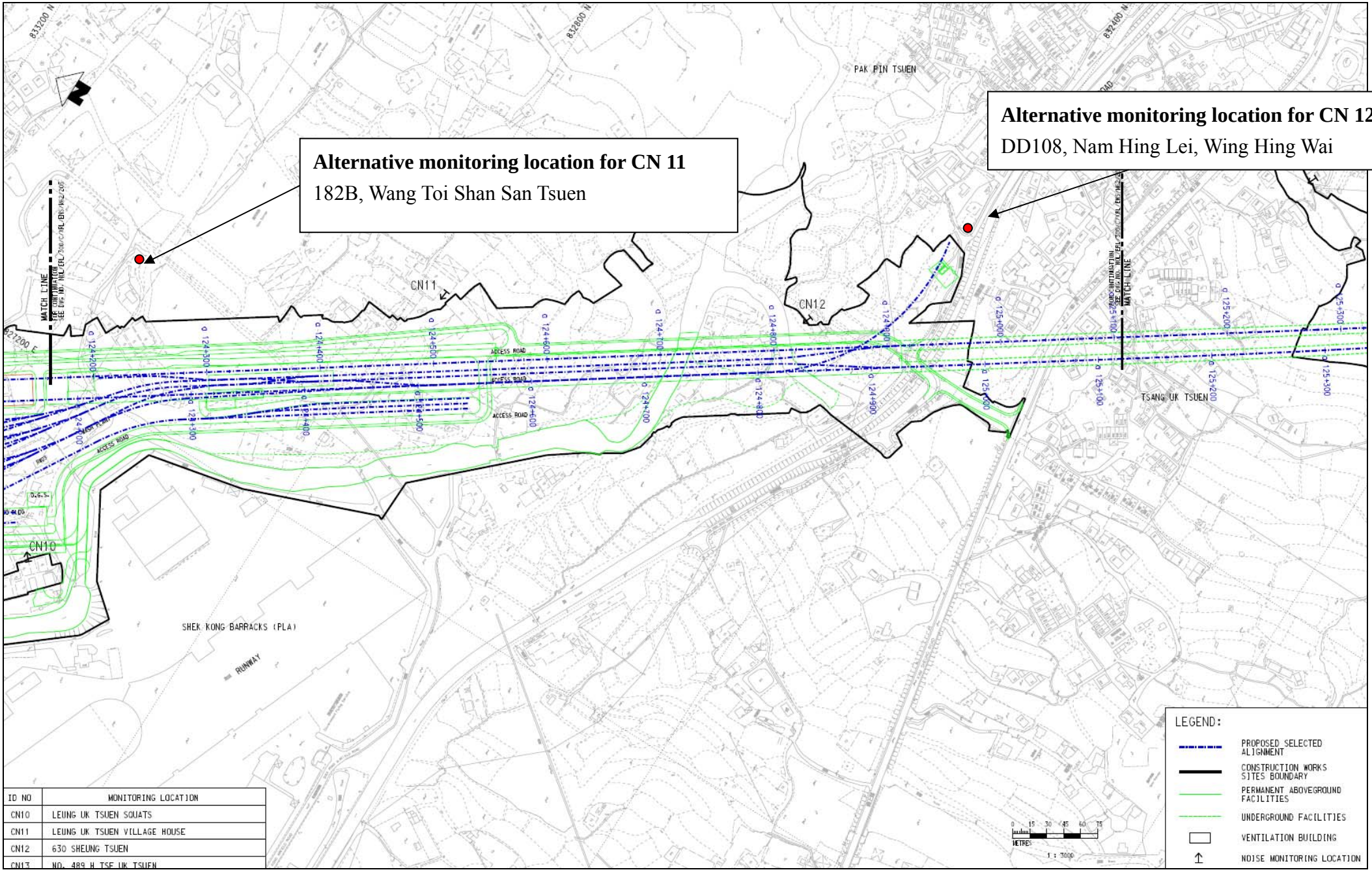
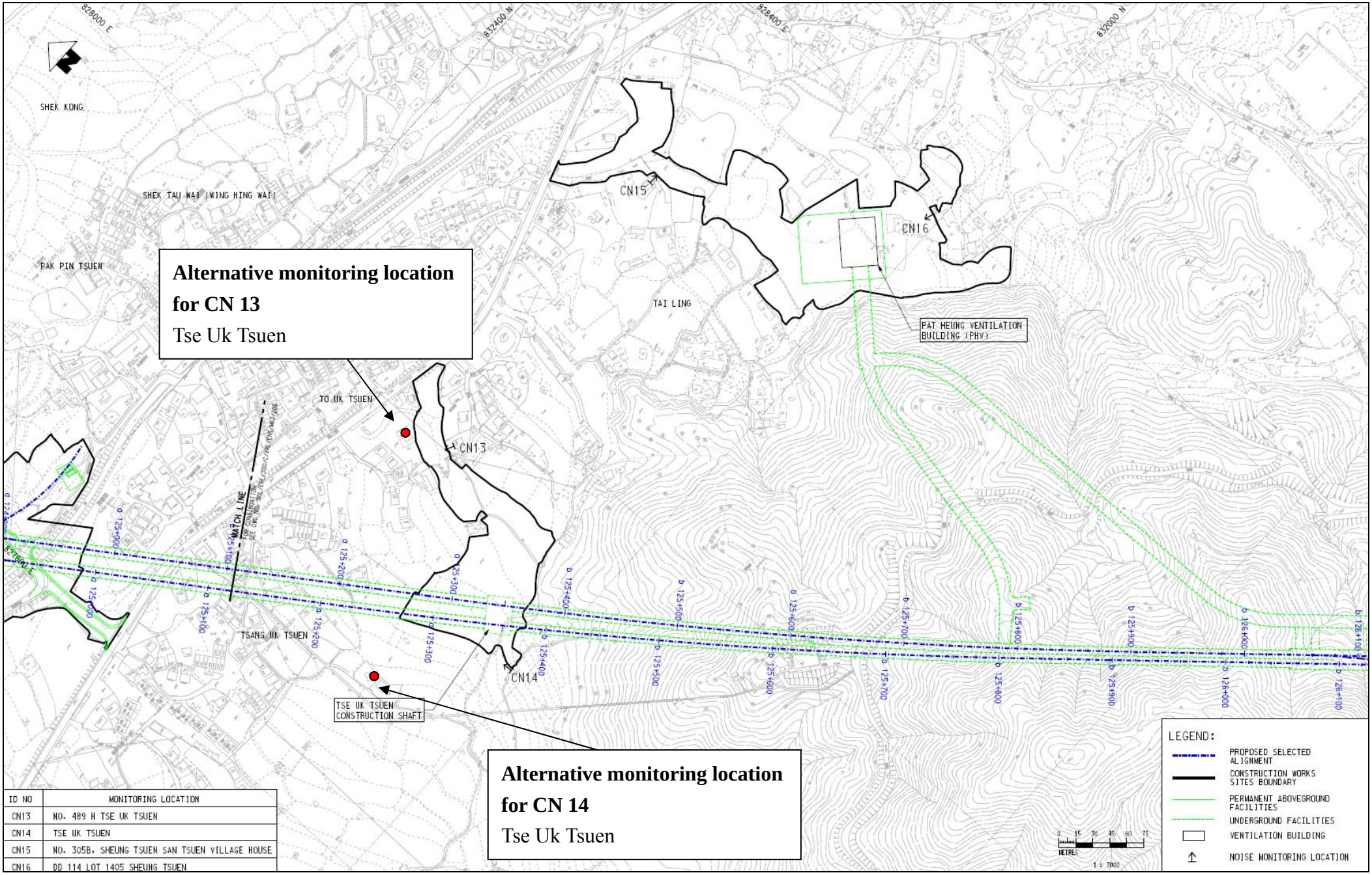


Figure 2 – Noise Monitoring Locations

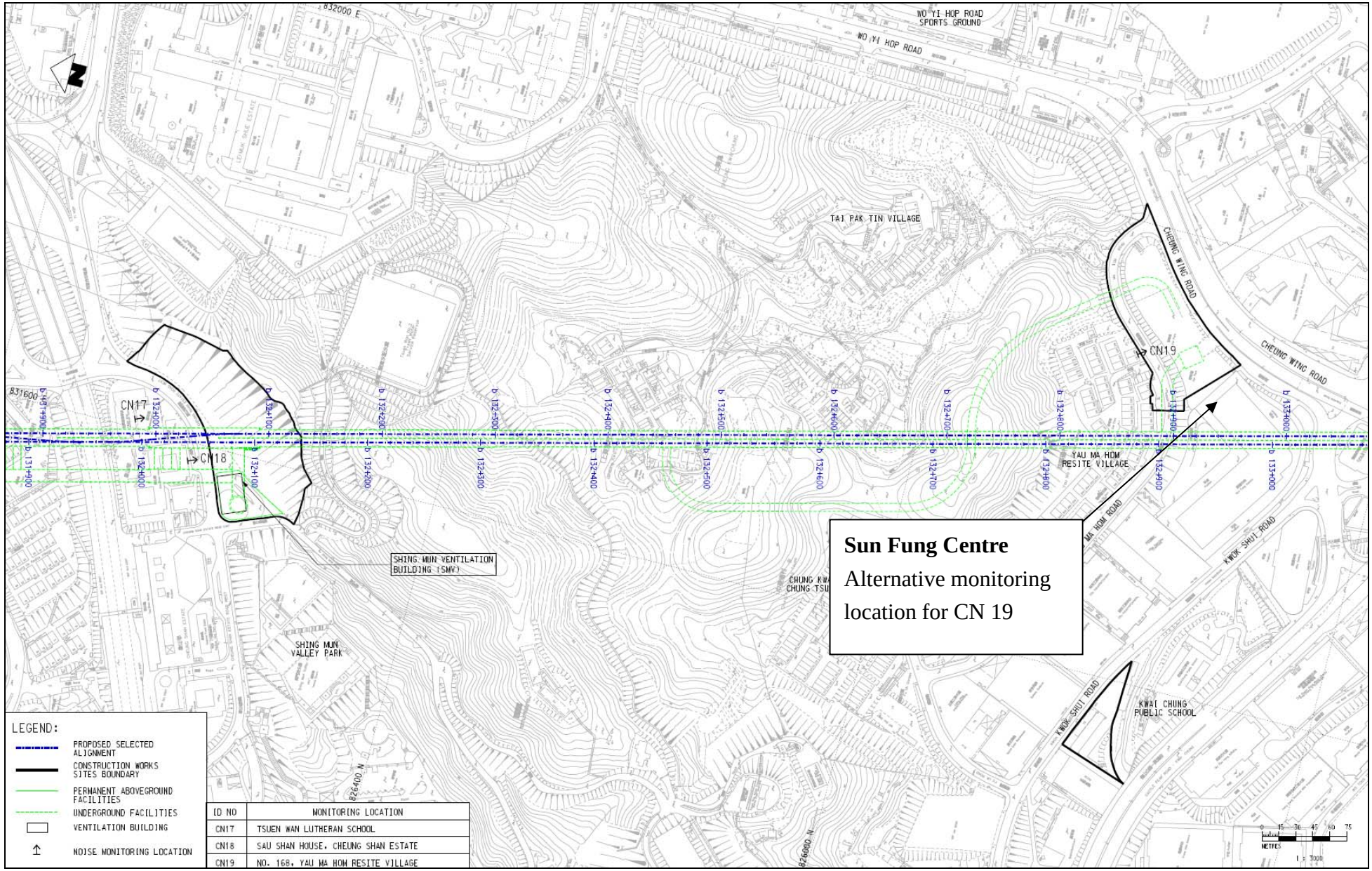

Alternative monitoring location for CN 9
Leung Uk Tsuen Village House
EMERGENCY RESCUE STATION
LEUNG UK TSUEN
CN9
CN8
CN10
CN7
E.R HOLDING AREA
ACCESS ROAD
MAINTENANCE SHED
S.K.S. MAIN BLDG
GATE HOUSE
TRACTION P.(CLP)
CAR PARK
KENNEL
SHEK KONG STABLING SIDINGS
LAY DOWN AREA
CIVIL/BUILDING E&M
OHL BUILDING
PLANT ROOM
SIGNALING B.
PERMANENT W.
LAY DOWN AREA
D.G.S.
COCO BLDG
DIESEL S.
KAM TAI ROAD
KAM TIN RIVER
KAM TIN ROAD
CHURCH
PETROL STATION
WORK SHOP
SHEK KONG BARRACKS (PLA)
SPORTS GROUND
MATCH LINE
826800 E
826400 E
833600 N
833200 N
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
NOISE MONITORING LOCATION
METRES
1 : 3000
ID NO | MONITORING LOCATION
CN7 | HOUSE93, SEASONS VILLAS
CN8 | DD110 LOT 482, WANG TOI SHAN
CN9 | LEUNG UK TSUEN VILLAGE HOUSE
CN10 | LEUNG UK TSUEN SQUATS



ID NO	MONITORING LOCATION
CN10	LEUNG UK TSUEN SQUATS
CN11	LEUNG UK TSUEN VILLAGE HOUSE
CN12	630 SHEUNG TSUEN
CN13	NO. 489 H TSE UK TSUEN



ID NO	MONITORING LOCATION
CN13	NO. 489 H TSE UK TSUEN
CN14	TSE UK TSUEN
CN15	NO. 305B, SHEUNG TSUEN SAN TSUEN VILLAGE HOUSE
CN16	DD 114 LOT 1405 SHEUNG TSUEN


832000 E
WO YI HOP ROAD SPORTS GROUND
WO YI HOP ROAD
TAI PAK TIN VILLAGE
CHEUNG WING ROAD
CHEUNG WING ROAD
CN19
CN17
CN18
831600
SHING MUN VENTILATION BUILDING (SMV)
SHING MUN VALLEY PARK
YAU MA HOM RESITE VILLAGE
MA HOM ROAD
KWOK SHUI ROAD
KWOK SHUI ROAD
KWAI CHUNG PUBLIC SCHOOL
826400 N
826000 N
METRES
1 : 7000
Sun Fung Centre
Alternative monitoring location for CN 19
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
NOISE MONITORING LOCATION
ID NO | MONITORING LOCATION
CN17 | TSUEN WAN LUTHERAN SCHOOL
CN18 | SAU SHAN HOUSE, CHEUNG SHAN ESTATE
CN19 | NO. 168, YAU MA HOM RESITE VILLAGE

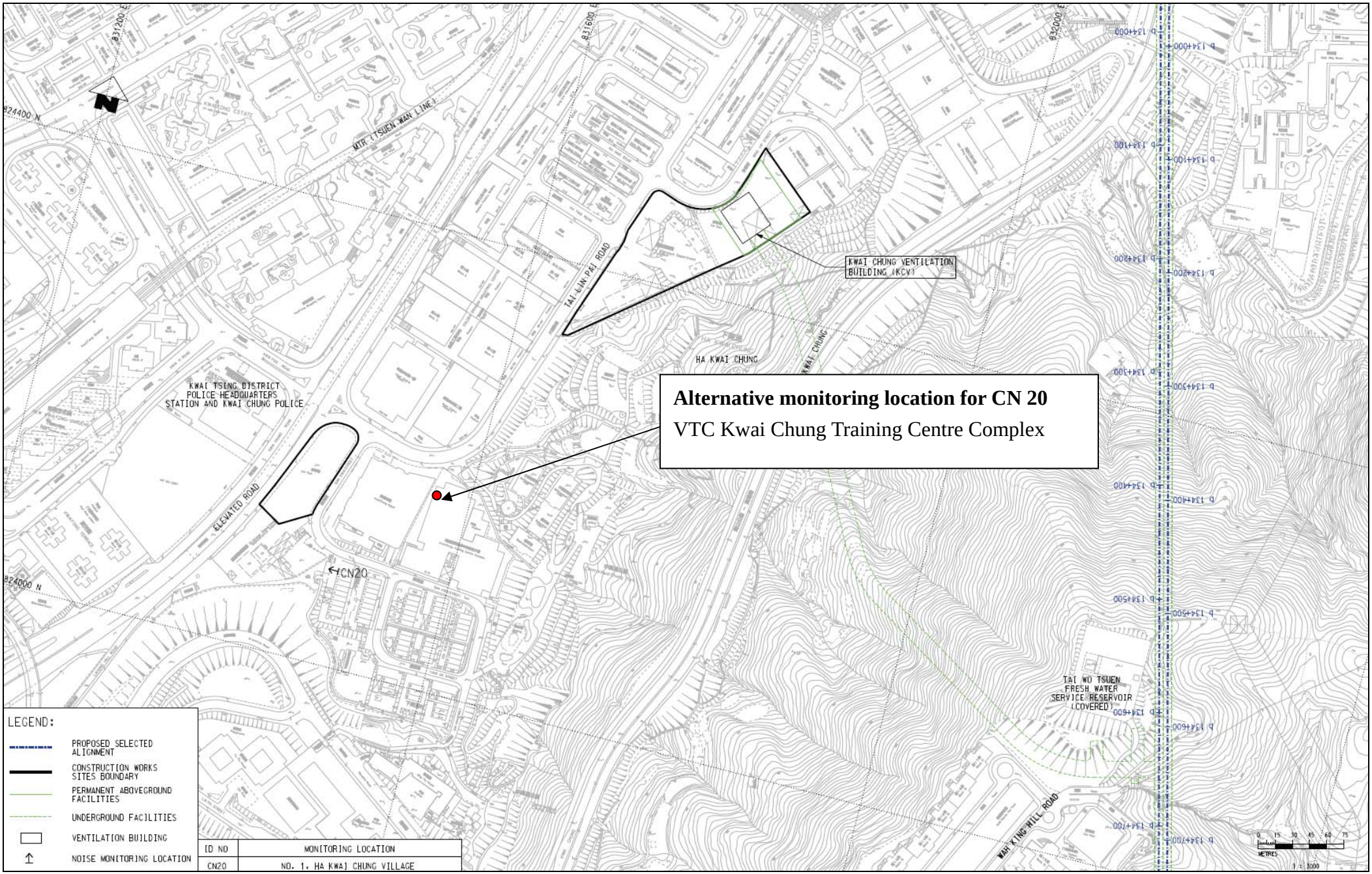
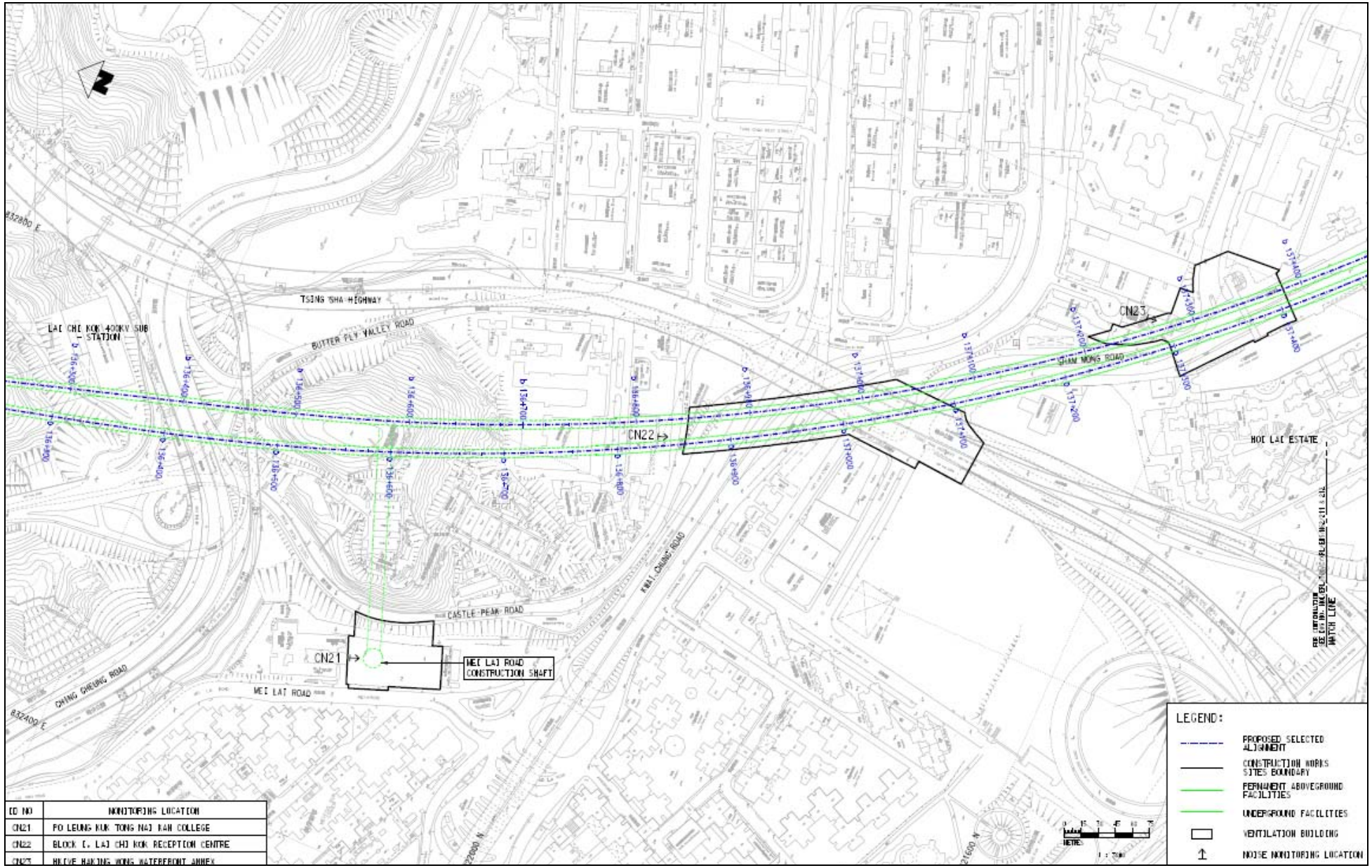
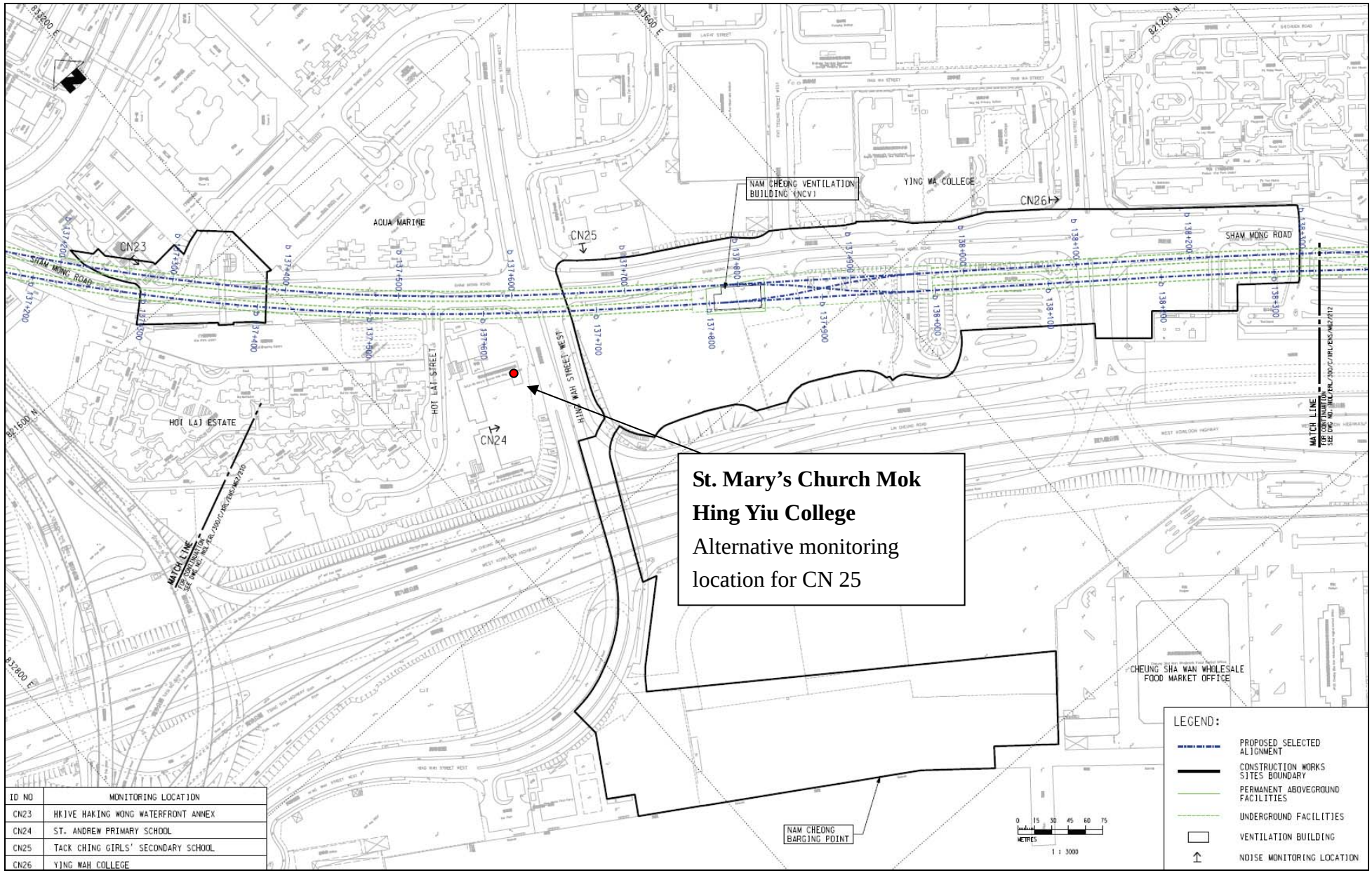


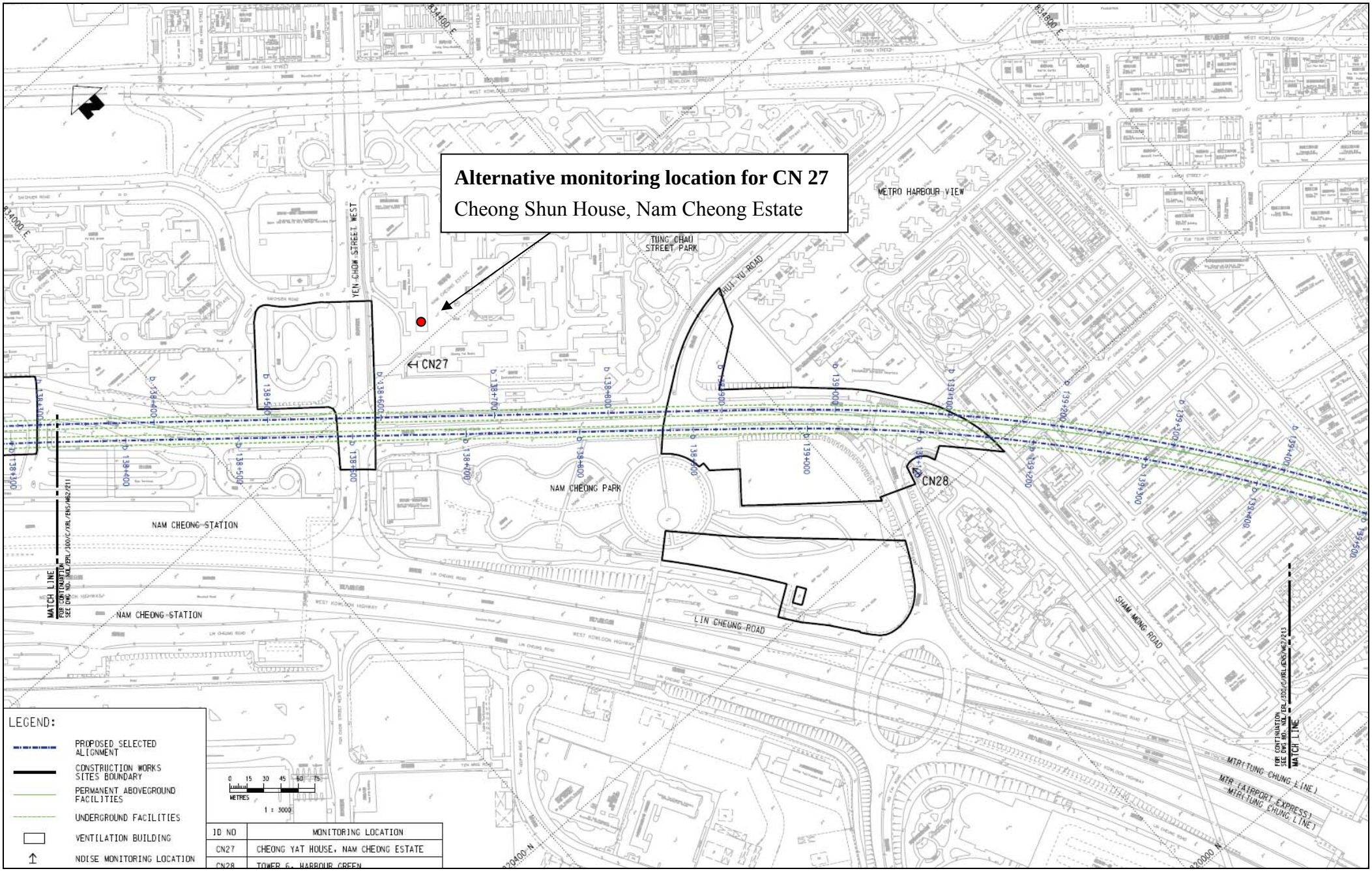
Figure 3 – Noise Monitoring Location

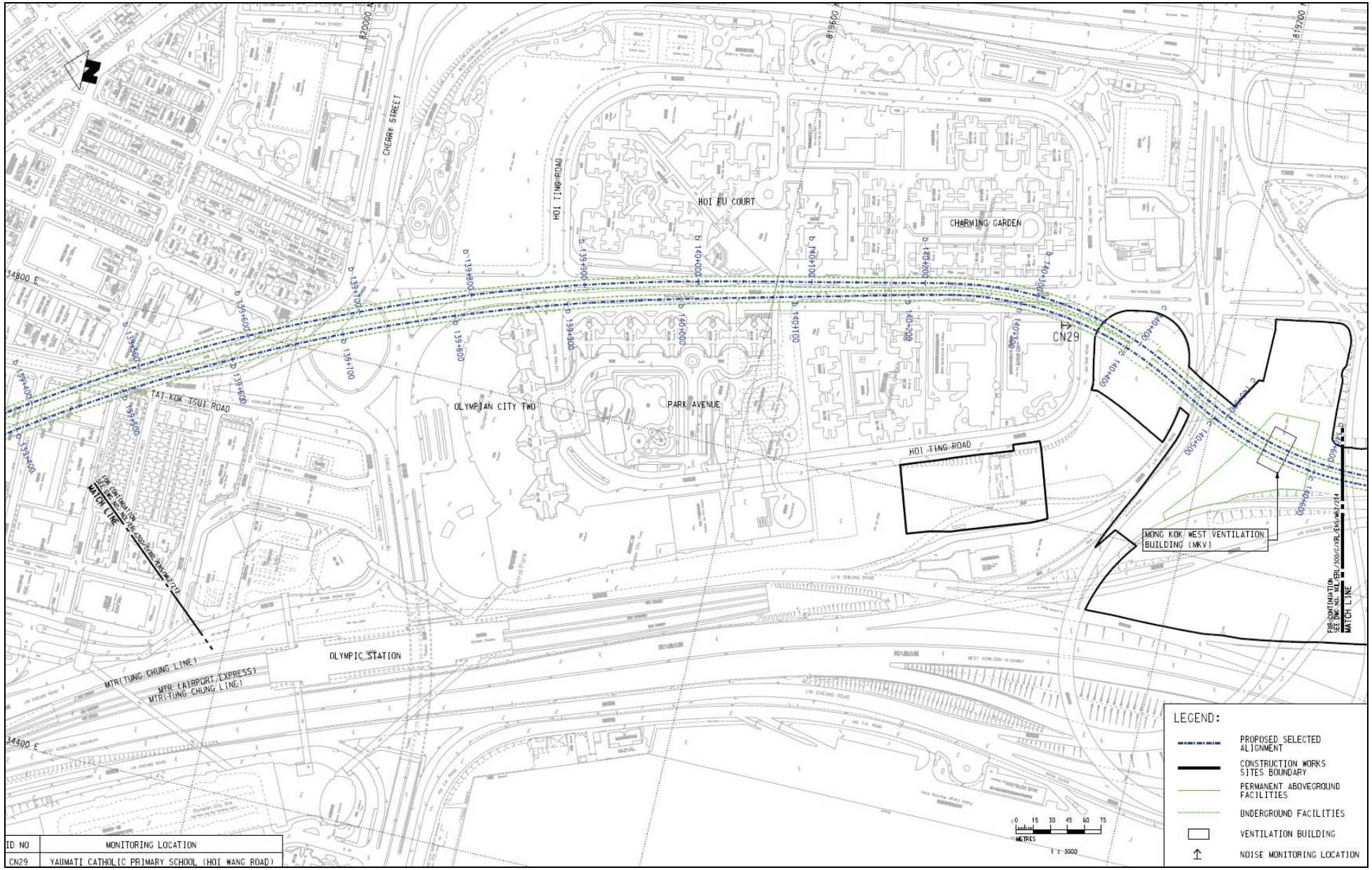


ID NO	MONITORING LOCATION
CN21	PO LEUNG KUK TONG NAI RAN COLLEGE
CN22	BLOCK C, LAI CHI KOK RECEPTION CENTRE
CN23	HOLYE HAKKING WONG WATERFRONT ANNEX

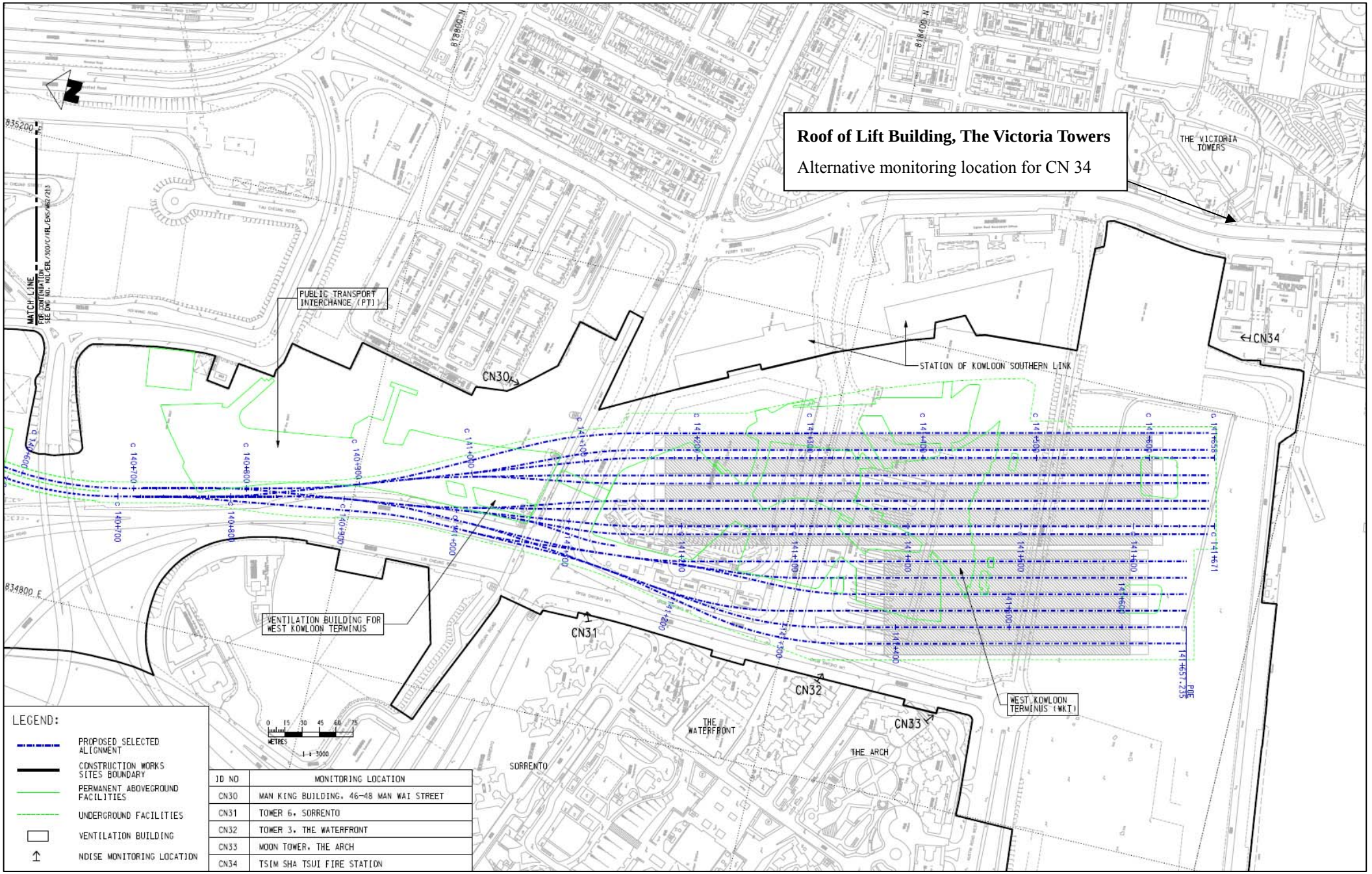


ID NO	MONITORING LOCATION
CN23	HKIVE HAKING WONG WATERFRONT ANNEX
CN24	ST. ANDREW PRIMARY SCHOOL
CN25	TACK CHING GIRLS' SECONDARY SCHOOL
CN26	YING WAH COLLEGE


Alternative monitoring location for CN 27
Cheong Shun House, Nam Cheong Estate
CN27
CN28
METRO HARBOUR VIEW
TUNG CHAU STREET PARK
YEN CHOW STREET WEST
HUI YU ROAD
NAM CHEONG PARK
NAM CHEONG STATION
NAM CHEONG STATION
LIN CHEUNG ROAD
SHAM MONG ROAD
WEST KOWLOON HIGHWAY
MATCH LINE
FOR CONTINUATION SEE DWG NO. MDL/EBL/300/C/XRL/ENS/MW2/2411
MATCH LINE
FOR CONTINUATION SEE DWG NO. MDL/EBL/300/C/XRL/ENS/MW2/2413
MTR (TUNG CHUNG LINE)
MTR (AIRPORT EXPRESS)
MTR (TUNG CHUNG LINE)
LEGEND:
PROPOSED SELECTED ALIGNMENT
CONSTRUCTION WORKS SITES BOUNDARY
PERMANENT ABOVEGROUND FACILITIES
UNDERGROUND FACILITIES
VENTILATION BUILDING
NOISE MONITORING LOCATION
0 15 30 45 60 75
METRES
1 : 3000
ID NO
MONITORING LOCATION
CN27
CHEONG YAT HOUSE, NAM CHEONG ESTATE
CN28
TOWER 6, HARBOUR GREEN

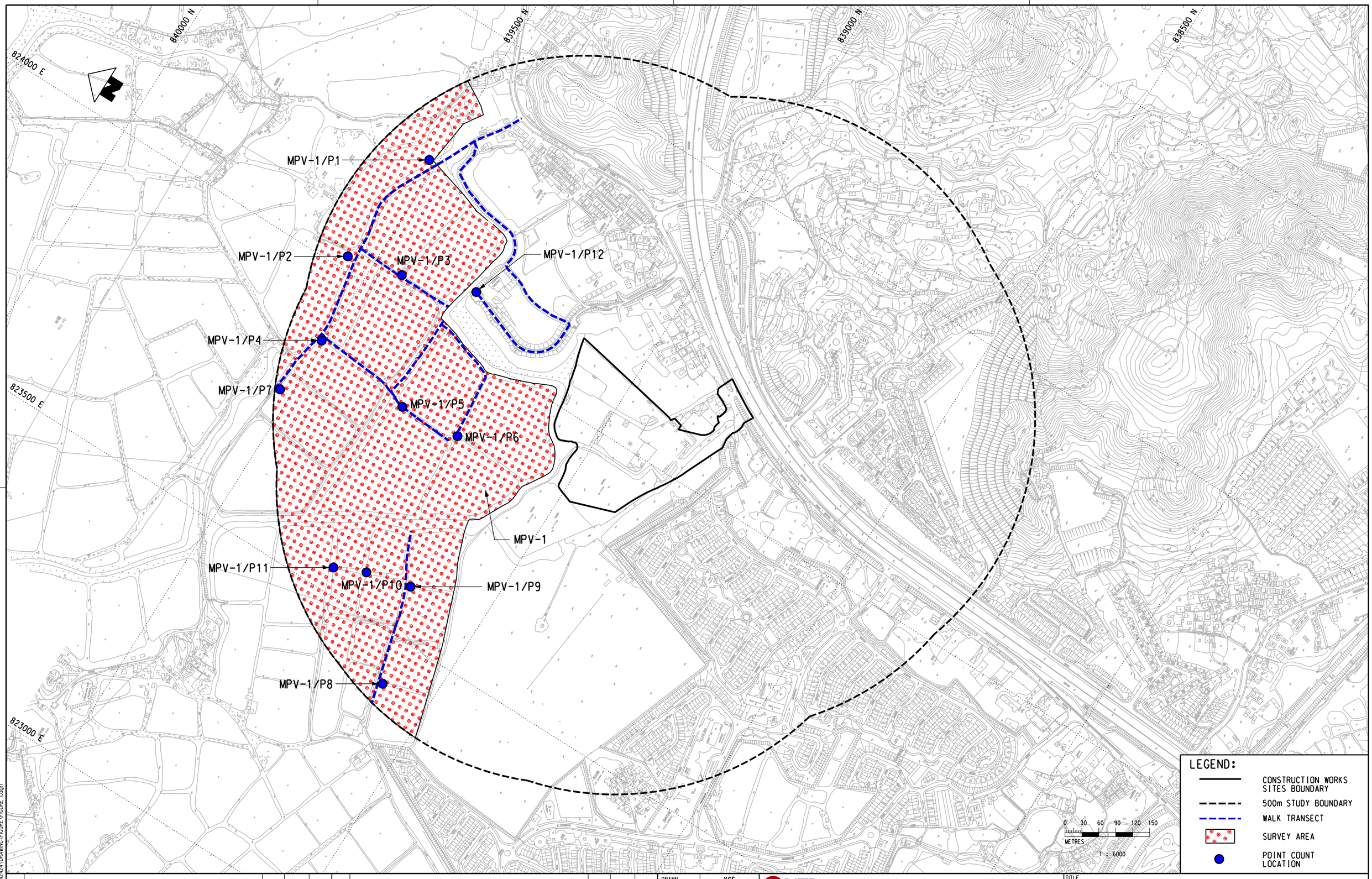


ID NO	MONITORING LOCATION
CN29	YAUMATI CATHOLIC PRIMARY SCHOOL (HOI WANG ROAD)



ID NO	MONITORING LOCATION
CN30	MAN KING BUILDING, 46-48 MAN WAI STREET
CN31	TOWER 6, SORRENTO
CN32	TOWER 3, THE WATERFRONT
CN33	MOON TOWER, THE ARCH
CN34	TSIM SHA TSUI FIRE STATION

Noise monitoring locations



REV	DESCRIPTION	BY	DATE	APPROVED

REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	XCF
DESIGNED	TWF
CHECKED	KCC
APPROVED	PL
DATE	10/OCT./2008

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MTR

EXPRESS RAIL LINK

ORIGINATOR

AECOM

CADD REF.
FIGURE 1.dgn

TITLE
NOL / ERL-300
BASELINE BIRD SURVEY FOR EIA
PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR MPV-1

SCALE	FIGURE NO.	REV.
1 : 6000 (A3)	FIGURE 1	–

PLOT DRV: r:\ustrnset\MTR\PLOTDRVER\WINDOWS\A3 COLOUR.pH
MODELNAME: Default PRINTED BY: CHENYG 2010-2-5
FILENAME: p:\PROJECTS\60042424\DRAWINGS\FIGURE 1.dgn 859947

834500 N
834000 N
833500 N
824000 E
824500 E
825000 E
825500 E

43CD-1
TPP-3/P3
TPP-3/P1
TPP-3/P2
TPP-3
TPP-2/P4
95CD
TPP-2/P3
TPP-2
TPP-2/P2
TPP-2/P1

0 30 60 90 120 150
METRES
1 : 6000

LEGEND:
- CONSTRUCTION WORKS SITES BOUNDARY
- 500m STUDY BOUNDARY
- WALK TRANSECT
- SURVEY AREA
- POINT COUNT LOCATION

PLOT DRV
MODELNAME:
FILENAME: F:\lastmod\WATER\PLOTDRV\ERWINDOWS\AS COLOUR.plt
DEFAULT
DATA\PROJECTS\60412470\DRAWING\FIGURE\FIGURE 2.dgn
PRINTED BY: spmyg
2009-11 13:51:44

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED

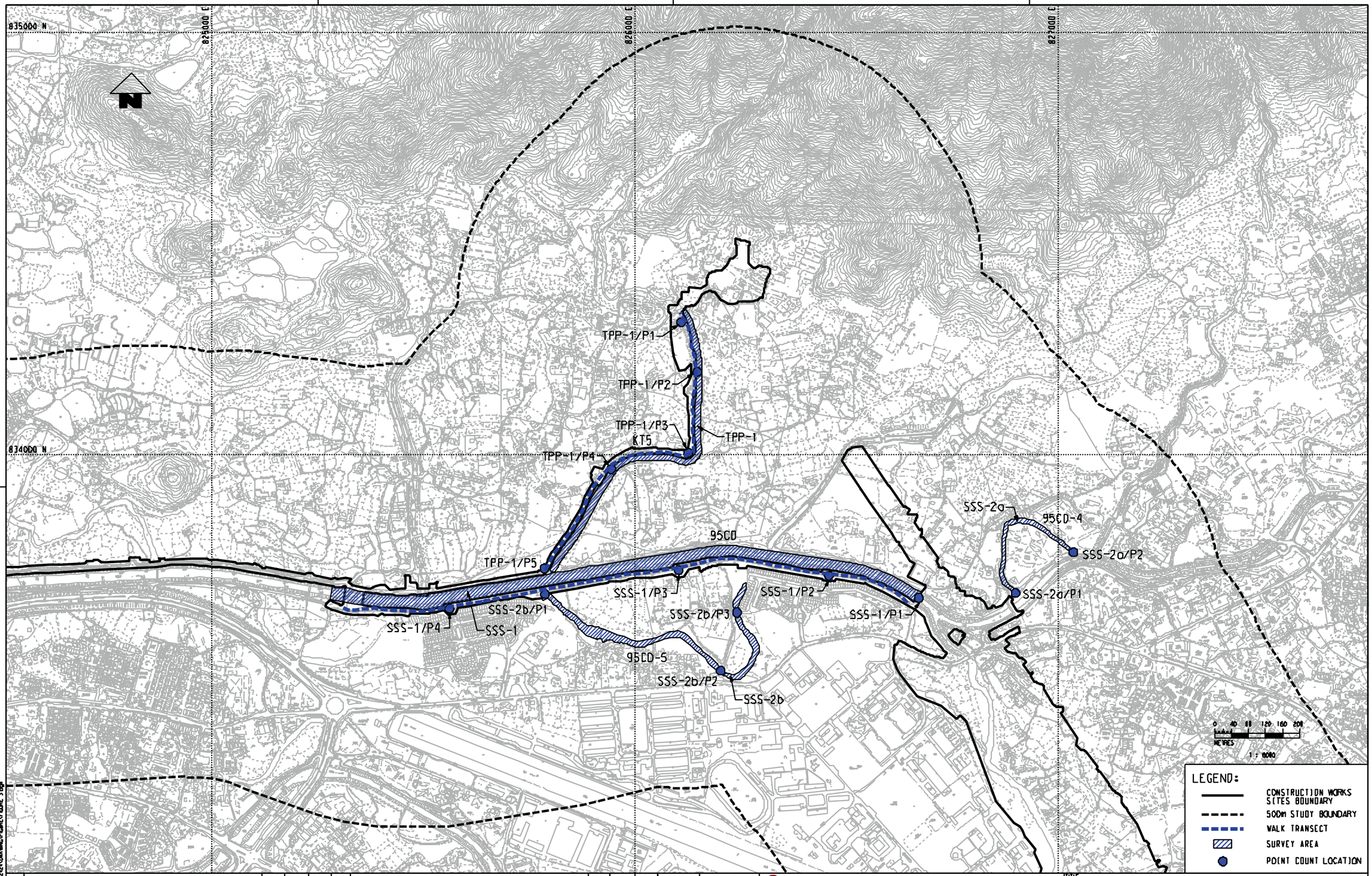
DRAWN	YJP
DESIGNED	TWF
CHECKED	KCC
APPROVED	PL
DATE	14/SEP./2009

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EXPRESS RAIL LINK
ORIGINATOR
AECOM
CADD REF. FIGURE 2.dgn

TITLE
NOL / ERL-300
BASELINE BIRD SURVEY FOR EIA
PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR TPP-2 AND TPP-3

SCALE	FIGURE NO.	REV
1 : 6000 (A3)	FIGURE 2	-



REV	DESCRIPTION	BY	DATE	APPROVED
REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	Y.JP
DESIGNED	TWF
CHECKED	K.CC
APPROVED	PL
DATE	14/SEP./2009

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EXPRESS RAIL LINK

ENDORSEMENT

AECOM

CADD REF FIGURE 3.dgn

TITLE

NOL / ERL-300

BASELINE BIRD SURVEY FOR EIA

PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR TPP-1, SSS-1,SSS-2a AND SSS-2b

SCALE 1 : 8000 (A3)

FIGURE NO. FIGURE 3

REV. -

PLOT DRW: c:\autocad\MTRYLO\DRIVER\NODEFLAS COLOUR.ctb
ADDED/MODIFIED BY: Cheryl
PLOTTED BY: 204-rm
FILENAME: P:\PROJECTS\60422\DIAGRAMS\FIGURE 3.dgn
19:13:40

827500 E
828000 E
828500 E
827000 E
833500 N
833000 N
832500 N
832000 N
831500 N

SSS-3

SSS-3/P1
SSS-3/P2
SSS-3/P3
SSS-3/P4
SSS-3/P5
SSS-3/P6
SSS-3/P7
SSS-3/P8
SSS-3/P9
SSS-3/P10
SSS-3/P11
SSS-3/P12

LEGEND:

- CONSTRUCTION WORKS SITES BOUNDARY
- 500m STUDY BOUNDARY
- WALK TRANSECT
- POINT COUNT LOCATION
- ACTIVE AGRICULTURE
- INACTIVE AGRICULTURE
- ACTIVE FISHPOND
- INACTIVE FISHPOND/POND
- REEDBED/FRESHWATER MARSH
- WATERCOURSE
- DRAINAGE CHANNEL
- GRASSLAND
- SEASONALLY WET GRASSLAND
- SECONDARY WOODLAND
- SHRUBLAND
- PLANTATION
- DEVELOPED AREA/WASTEGROUND

0 30 60 90 120 150
METRES
1 : 6000

PLOT DRV
MODELNAME
FILENAME: P:\mastmain\MTRPLOTDRIVER\WINDOWS\AS COLOUR.pltPLOTTED BY: CHWIYP 14/8/24
Default DATE: 2009-11
DATA\PROJECTS\60412621\PLOT\MRG\FIGURE\FIGURE 4.dgn

REV	DESCRIPTION	BY	DATE	APPROVED

REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	YJP
DESIGNED	TWF
CHECKED	KCC
APPROVED	PL
DATE	07/DEC./2009

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ORIGINATOR
AECOM

CADD REF.
FIGURE 4.dgn

TITLE
NOL / ERL-300
BASELINE BIRD SURVEY FOR EIA
PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR SSS-3

SCALE	FIGURE NO.	REV
1 : 6000 (A3)	FIGURE 4	-

827500 E
828000 E
828500 E
833500 N
833000 N
832500 N
832000 N
831500 N

TUW-1/P1
TUW-1/P2
TUW-1/P3
TUW-1/P4
TUW-1/P5
TUW-1/P6
TUW-1/P7
TUW-1

LEGEND:

- CONSTRUCTION WORKS SITES BOUNDARY
- 500m STUDY BOUNDARY
- WALK TRANSECT
- POINT COUNT LOCATION
- ACTIVE AGRICULTURE
- INACTIVE AGRICULTURE
- ACTIVE FISHPOND
- INACTIVE FISHPOND/POND
- REEDBED/FRESHWATER MARSH
- WATERCOURSE
- DRAINAGE CHANNEL
- GRASSLAND
- SEASONALLY WET GRASSLAND
- SECONDARY WOODLAND
- SHRUBLAND
- PLANTATION
- DEVELOPED AREA/WASTEGROUND

0 30 60 90 120 150
METRES
1 : 6000

PLOT DRV: P:\ustmaan\MTRPLOTDRIVER\WIN00RSV.AS COLOUR.pltr
MODELNAME: Default
PLTCHANGE: DATA\PROJECTS\60412621\PLOT\MXD\FIGURE 5.MXD
PLOTTED BY: CHWIYU 2009-11 14:54:44

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	YJP
DESIGNED	TWF
CHECKED	KCC
APPROVED	PL
DATE	07/DEC./2009

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EXPRESS RAIL LINK

ORIGINATOR: AECOM

CADD REF.: FIGURE 5.dgn

TITLE
NOL / ERL-300
BASELINE BIRD SURVEY FOR EIA
PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR TUW-1

SCALE	FIGURE NO.	REV
1 : 6000 (A3)	FIGURE 5	-

826000 E
827000 E
828000 E
829000 E
832000 N
833000 N
831000 N

TUW-2 and PHV-1/P2

TUW-2 and PHV-1/P1

TUW-2 AND PHV-1

LEGEND:

- CONSTRUCTION WORKS SITES BOUNDARY
- 500m STUDY BOUNDARY
- WALK TRANSECT
- SURVEY AREA
- POINT COUNT LOCATION

0 40 80 120 160 200
METRES
1 : 8000

REV	DESCRIPTION	BY	DATE	APPROVED
REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	CYG
DESIGNED	TWF
CHECKED	KCC
APPROVED	PL
DATE	07/DEC./2009

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ORIGINATOR

AECOM

CADD REF FIGURE 6.dgn

TITLE

NOL / ERL-300

BASELINE BIRD SURVEY FOR EIA

PROPOSED SURVEY AREA, POINT COUNT LOCATION AND WALK TRANSECT FOR TUW-2 AND PHV-1

SCALE 1 : 8000 (A3)

FIGURE NO. FIGURE 6

REV. -

PLOT DWG: r:\submit\MTR\PLOTDRWG\WORDFILE\A3 COLOR.pdf
MODIFIED BY: Derfun
FILENAME: P:\PROJECTS\60042210\DRAWING\FIGURE 6.dgn
PLOTTED BY: TANG
2009-12
H:304

Appendix E

Monitoring Schedule

Actual Construction Dust (24-hr TSP) Impact Monitoring Schedule - August 2018

Note 1: **TSP** denotes Total Suspended Particulate

Aug-2018						
Sunday	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**
			1	2 AM15, AM16, AM17	3	4
5	6	7	8 AM15, AM16, AM17	9	10	11
12	13	14 AM15, AM16, AM17	15	16	17	18
19	20 AM15, AM16, AM17	21	22	23	24	25 AM15, AM16, AM17
26	27	28	29	30	31 AM15, AM16, AM17	

Notes:

a. 24-hr TSP monitoring for AM5, AM8 and AM12 have been ceased since 1 April 2017.

b. 24-hr TSP monitoring for AM1, AM4, AM6, AM7, AM13 and AM14 have been ceased since 1 November 2017.

c. 24-hr TSP monitoring for AM9 has been ceased since 1 December 2017.

d. 24-hr TSP monitoring for AM3 has been ceased since 1 January 2018.

e. 24-hr TSP monitoring for AM10 has been ceased since 1 March 2018

f. 24-hr TSP monitoring for AM2 has been ceased since 1 April 2018.

g. 24-hr TSP monitoring for AM11 is proposed to be ceased since 4 May 2018.

Tentative Construction Dust (24-hr TSP) Impact Monitoring Schedule - September 2018

Note 1: **TSP** denotes Total Suspended Particulate

Sep-2018						
Sunday	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**
						1
2	3	4	5	6 AM15, AM16, AM17	7	8
9	10	11	12 AM15, AM16, AM17	13	14	15
16	17	18 AM15, AM16, AM17	19	20	21	22
23	24 AM15, AM16, AM17	25	26	27	28	29 AM15, AM16, AM17
30						

Notes:

a. 24-hr TSP monitoring for AM5, AM8 and AM12 have been ceased since 1 April 2017.
b. 24-hr TSP monitoring for AM1, AM4, AM6, AM7, AM13 and AM14 have been ceased since 1 November 2017.
c. 24-hr TSP monitoring for AM9 has been ceased since 1 December 2017.
d. 24-hr TSP monitoring for AM3 has been ceased since 1 January 2018.
e. 24-hr TSP monitoring for AM10 has been ceased since 1 March 2018
f. 24-hr TSP monitoring for AM2 has been ceased since 1 April 2018.
g. 24-hr TSP monitoring for AM11 is proposed to be ceased since 4 May 2018.

Monitoring Schedule in the Reporting Month (01 Aug 2018 - 31 Aug 2018)

Date	CN28	CN30	CN31	CN32	CN33	CN34
	Tower 6, Harbour Green	Man Cheong Street Refuse Collection Point	Tower 6, Sorrento	Tower 3, The Waterfront	Star Tower, The Arch	The Victoria Towers
01-Aug-18	✓	✓		✓	✓	✓
02-Aug-18						
03-Aug-18						
04-Aug-18						
05-Aug-18						
06-Aug-18						
07-Aug-18						
08-Aug-18	✓	✓		✓	✓	✓
09-Aug-18						
10-Aug-18						
11-Aug-18						
12-Aug-18						
13-Aug-18						
14-Aug-18						
15-Aug-18	✓	✓		✓	✓	✓
16-Aug-18						
17-Aug-18						
18-Aug-18						
19-Aug-18						
20-Aug-18						
21-Aug-18						
22-Aug-18						
23-Aug-18						
24-Aug-18	✓	✓		✓	✓	✓
25-Aug-18						
26-Aug-18						
27-Aug-18						
28-Aug-18						
29-Aug-18						
30-Aug-18	✓	✓		✓	✓	✓
31-Aug-18						

Notes:

- Impact monitoring at CN31 had been temporarily suspended since end of August 2014 due to objection from the OC of Sorrento in August 2014. Monitoring at this location would be resumed when an alternative location is determined.
- Impact monitoring at CN23 has been suspended from March 2015 due to completion of works at CN23.
- Impact monitoring at CN10, CN11, CN15, CN16, CN22, CN25, CN26 and CN29 were ceased since April 2017 as major site activities have been completed and some of the works areas have been handed over to Government.
- Impact monitoring at CN1, CN2, CN6, CN7, CN8, CN9, CN12, CN13, CN14, CN17, CN21, CN24 and CN27 were ceased since November 2017 as major site activities have been completed and some of the works areas have been handed over to Government.
- Impact monitoring at CN18 and CN23 were ceased since December 2017 as major site activities have been completed and some of the
- Impact monitoring at CN5 was ceased since January 2018 as major site activities have been completed and some of the works areas have
- Impact monitoring at CN19 was ceased since March 2018 as major site activities have been completed.
- Impact monitoring at CN3 and CN4 were ceased since April 2018 as major site activities have been completed.
- Impact monitoring at CN20 was ceased since May 2018 as major site activities have been completed.

Monitoring Schedule in the Next Reporting Month (01 Sep 2018 - 30 Sep 2018)

Date	CN28	CN30	CN31	CN32	CN33	CN34
	Tower 6, Harbour Green	Man Cheong Street Refuse Collection Point	Tower 6, Sorrento	Tower 3, The Waterfront	Star Tower, The Arch	The Victoria Towers
01-Sep-18						
02-Sep-18						
03-Sep-18						
04-Sep-18						
05-Sep-18	✓	✓		✓	✓	✓
06-Sep-18						
07-Sep-18						
08-Sep-18						
09-Sep-18						
10-Sep-18						
11-Sep-18						
12-Sep-18	✓	✓		✓	✓	✓
13-Sep-18						
14-Sep-18						
15-Sep-18						
16-Sep-18						
17-Sep-18						
18-Sep-18						
19-Sep-18	✓	✓		✓	✓	✓
20-Sep-18						
21-Sep-18						
22-Sep-18						
23-Sep-18						
24-Sep-18						
25-Sep-18						
26-Sep-18	✓	✓		✓	✓	✓
27-Sep-18						
28-Sep-18						
29-Sep-18						
30-Sep-18						

Notes:

- Impact monitoring at CN31 had been temporarily suspended since end of August 2014 due to objection from the OC of Sorrento in August 2014. Monitoring at this location would be resumed when an alternative location is determined.

- Impact monitoring at CN23 has been suspended from March 2015 due to completion of works at CN23.

- Impact monitoring at CN10, CN11, CN15, CN16, CN22, CN25, CN26 and CN29 were ceased since April 2017 as major site activities have been completed and some of the works areas have been handed over to Government.

- Impact monitoring at CN1, CN2, CN6, CN7, CN8, CN9, CN12, CN13, CN14, CN17, CN21, CN24 and CN27 were ceased since November 2017 as major site activities have been completed and some of the works areas have been handed over to Government.

- Impact monitoring at CN18 and CN23 were ceased since December 2017 as major site activities have been completed and some of the

- Impact monitoring at CN5 was ceased since January 2018 as major site activities have been completed and some of the works areas have

- Impact monitoring at CN19 was ceased since March 2018 as major site activities have been completed.

- Impact monitoring at CN3 and CN4 were ceased since April 2018 as major site activities have been completed.

- Impact monitoring at CN20 was ceased since May 2018 as major site activities have been completed.

Appendix F

Graphical Plots of Monitoring Results

APPENDIX F: Air Quality Monitoring Results - 24-hour TSP Monitoring

- AM1

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM2

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM3

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM4

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM5

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM6

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM7

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM8

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM9

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

- AM10

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	($\mu g/m^3$)	($\mu g/m^3$)	($\mu g/m^3$)
N/A			

Notes:

Impact monitoring for AM5 & AM8 were ceased in April 2017 due to major site activities have been completed.

Impact monitoring for AM1, AM4, AM6 & AM7 were ceased in November 2017 due to major site activities have been completed.

Impact monitoring for AM9 was ceased in December 2017 due to major site activities have been completed.

Impact monitoring for AM3 was ceased in January 2018 due to major site activities have been completed.

Impact monitoring for AM10 was ceased in March 2018 due to major site activities have been completed.

Impact monitoring for AM2 was ceased in April 2018 due to major site activities have been completed.

APPENDIX F: Air Quality Monitoring Results - 24-hour TSP Monitoring

- AM11

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
N/A			

- AM12

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
N/A			

- AM13

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
N/A			

- AM14

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
N/A			

- AM15

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
2018-08-02	29.2	168.8	260
2018-08-08	28.1	168.8	260
2018-08-14	21.8	168.8	260
2018-08-20	52.4	168.8	260
2018-08-25	89.5	168.8	260
2018-08-31	47.5	168.8	260

- AM16

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
2018-08-02	30.8	155.9	260
2018-08-08	31.7	155.9	260
2018-08-14	22.9	155.9	260
2018-08-20	53.5	155.9	260
2018-08-25	100.2	155.9	260
2018-08-31	51.7	155.9	260

- AM17

Date	24-hour TSP Monitoring Results	Action Level	Limit Level
	(μg/m^3)	(μg/m^3)	(μg/m^3)
2018-08-02	40.9	179.3	260
2018-08-08	24.6	179.3	260
2018-08-14	21.3	179.3	260
2018-08-20	59.0	179.3	260
2018-08-25	144.7	179.3	260
2018-08-31	53.1	179.3	260

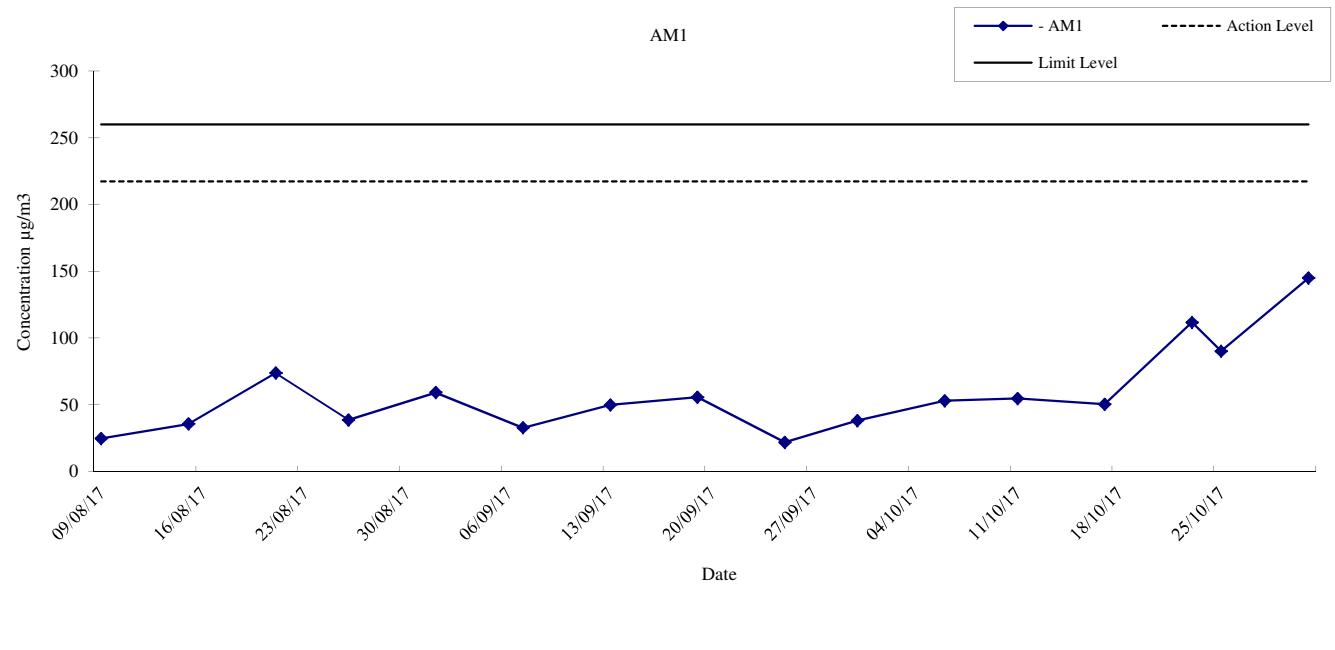
Remark: ***Bold value indicated an Action level exceedance***
Bold & Italic value indicated an Limit level exceedance

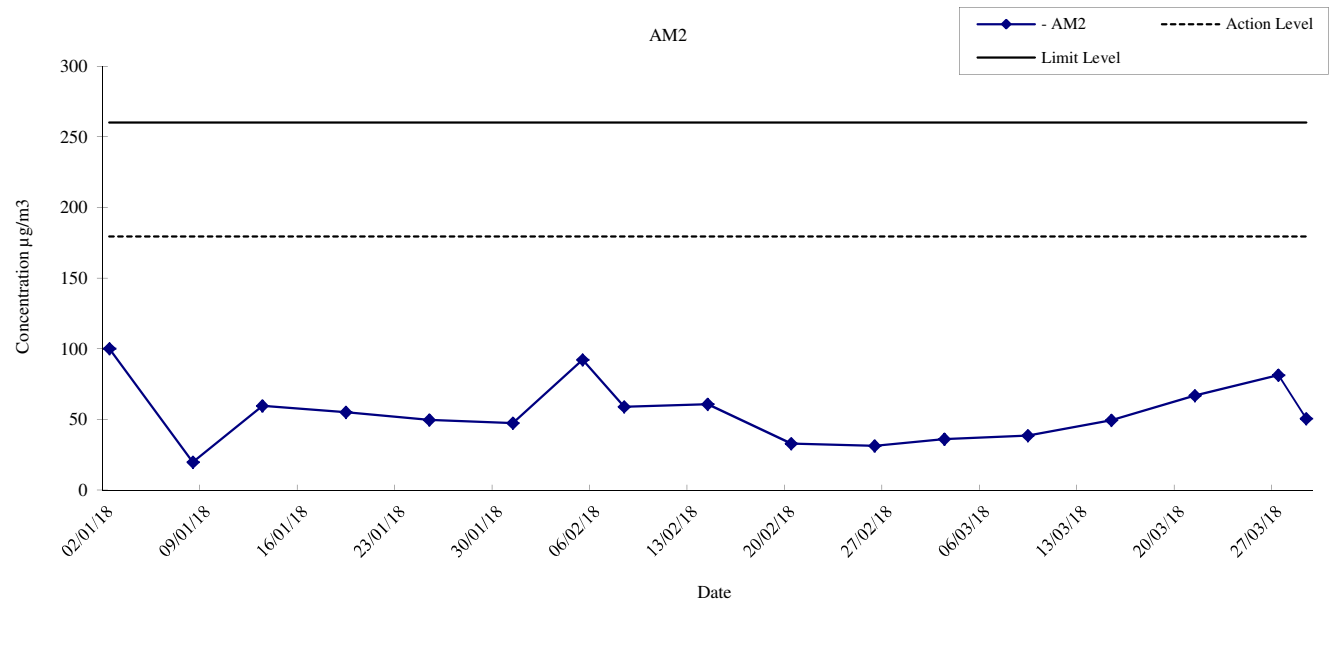
Notes:

Impact monitoring for AM12 was ceased in April 2017 due to major site activities have been completed.

Impact monitoring for AM13 & AM14 were ceased in November 2017 due to major site activities have been completed.

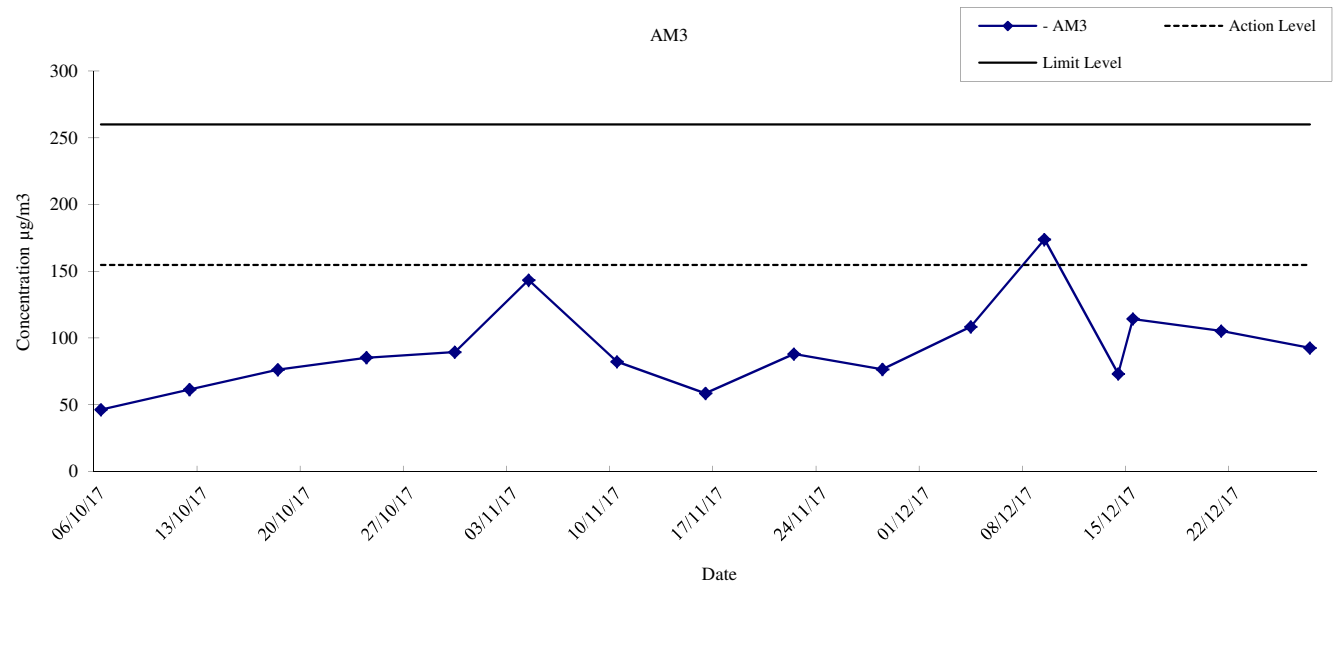
Impact monitoring for AM11 was ceased in early May 2018 due to major site activities have been completed.

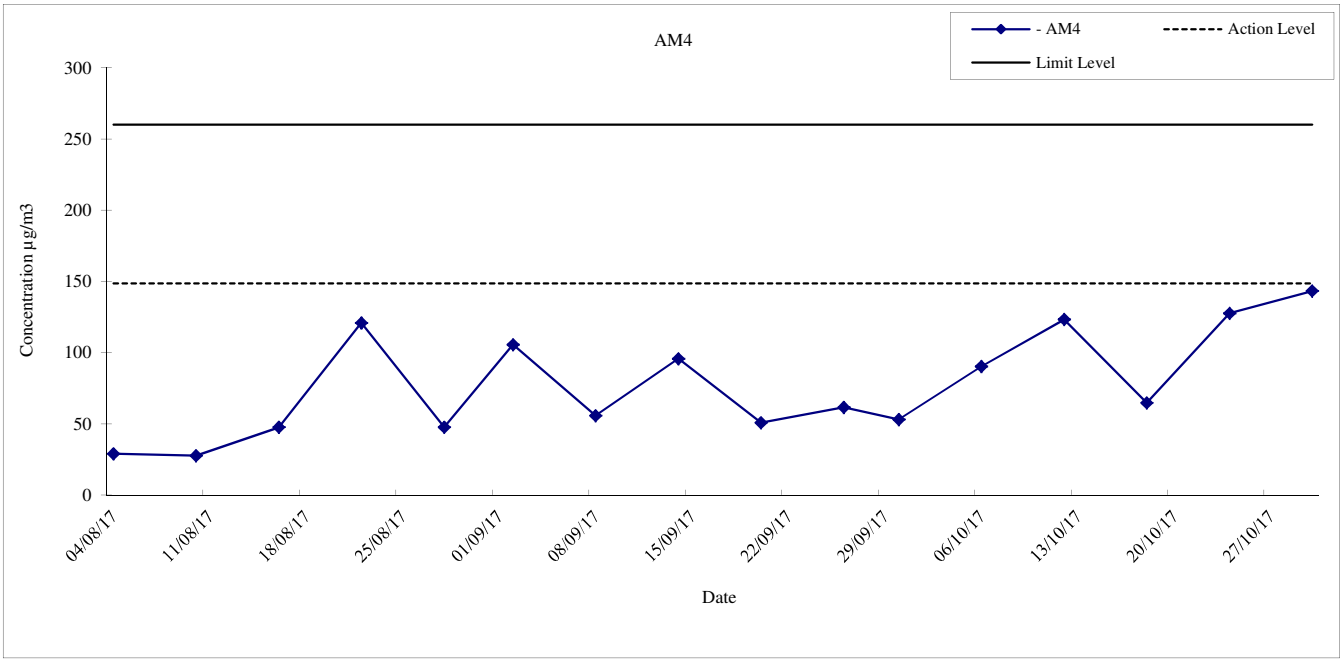




Impact monitoring for AM1 was ceased in November 2017 due to major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM1 and AM2**	**Date**	**2018**
		APPENDIX	**F**

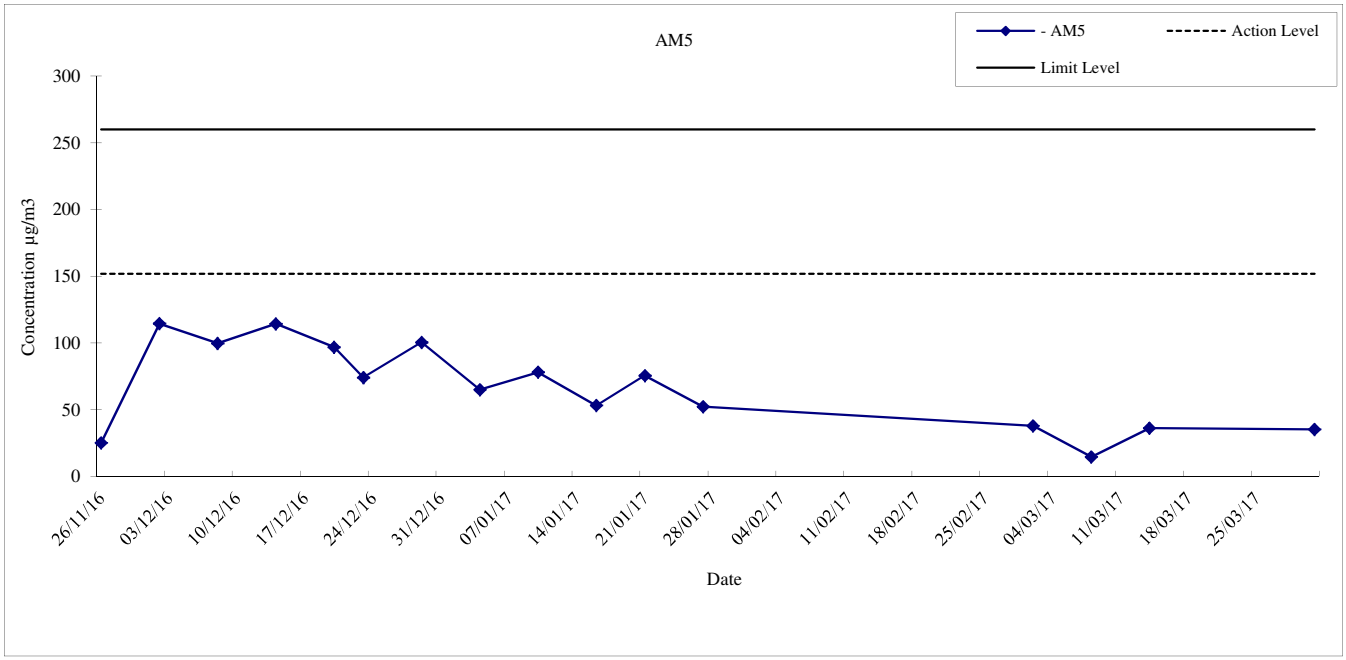


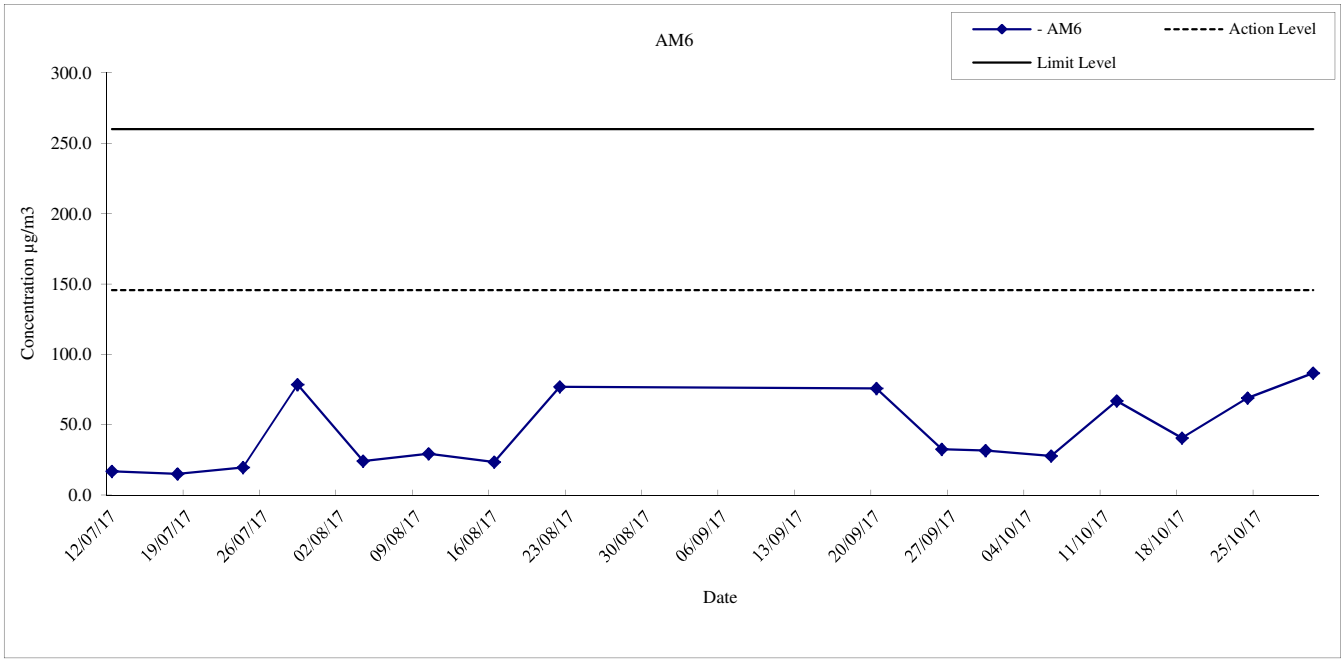


Impact monitoring for AM3 was ceased in January 2018 due to major site activities have been completed.

Impact monitoring for AM4 was ceased in November 2017 due to major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM3 and AM4**	**Date**	**2018**
		APPENDIX	**F**

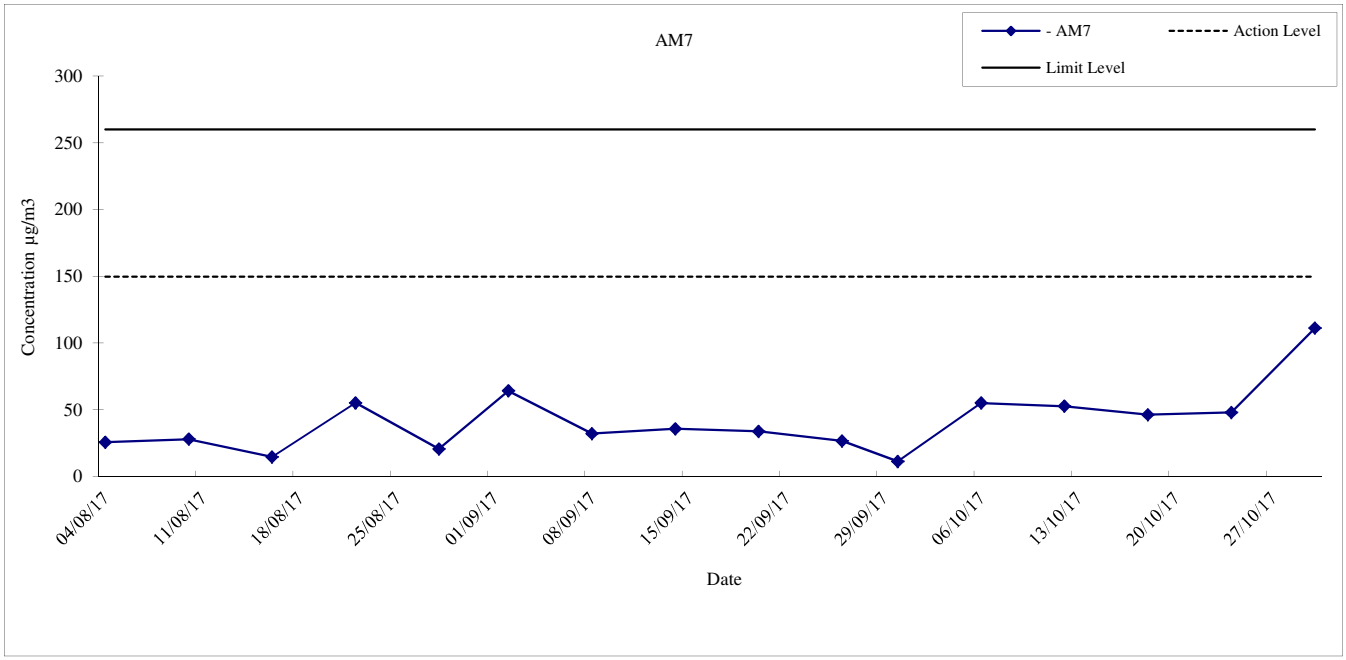


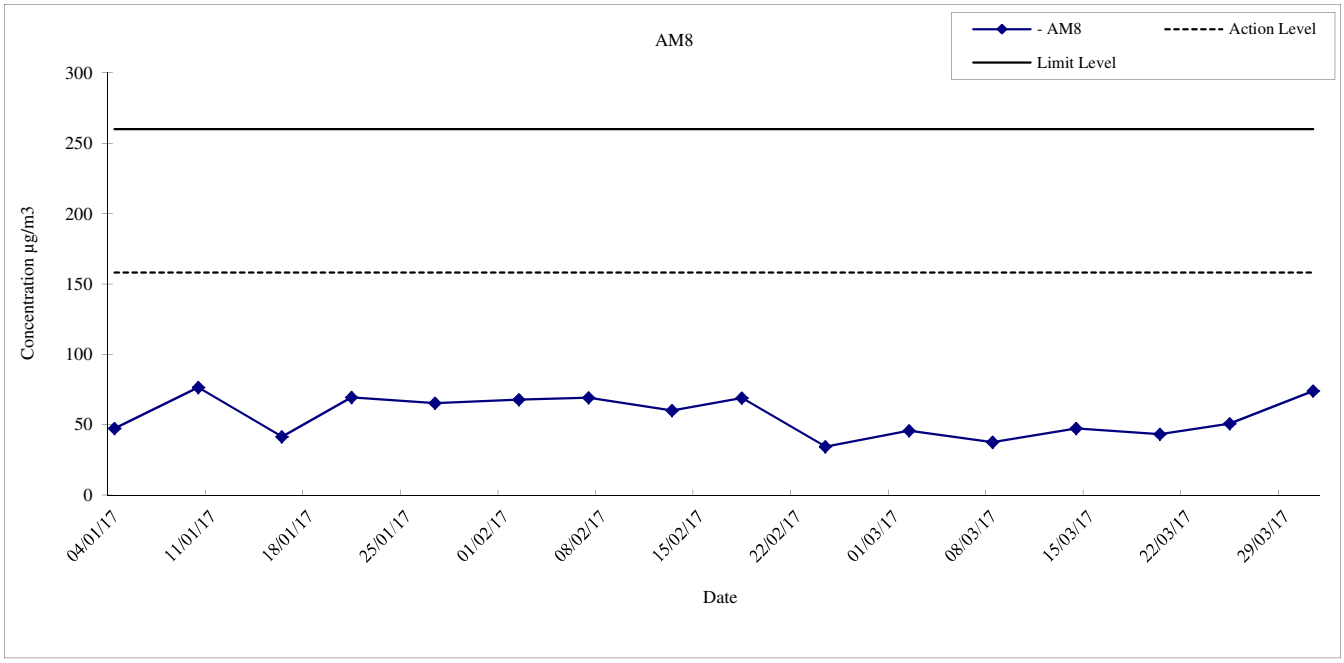


Impact monitoring for AM5 was ceased in April 2017 due to major site activities have been completed.

Impact monitoring for AM6 was ceased in November 2017 due to major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM5 and AM6**	**Date**	**2018**
		APPENDIX	**F**

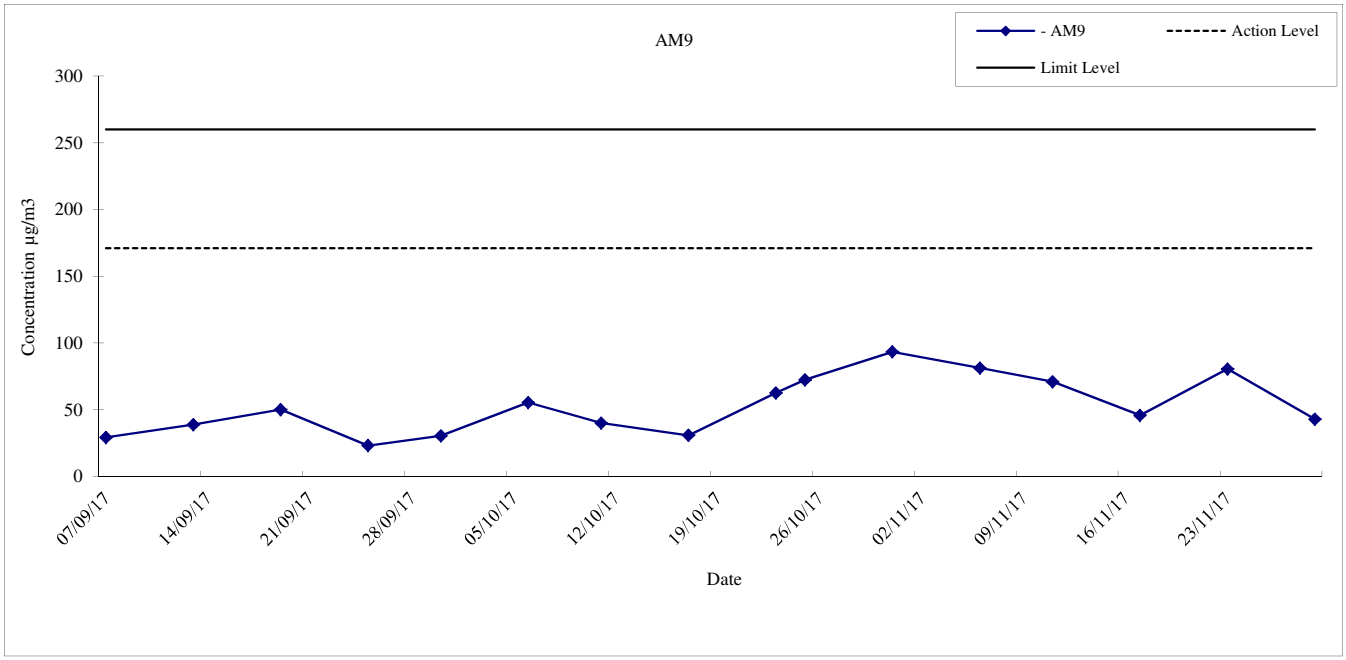


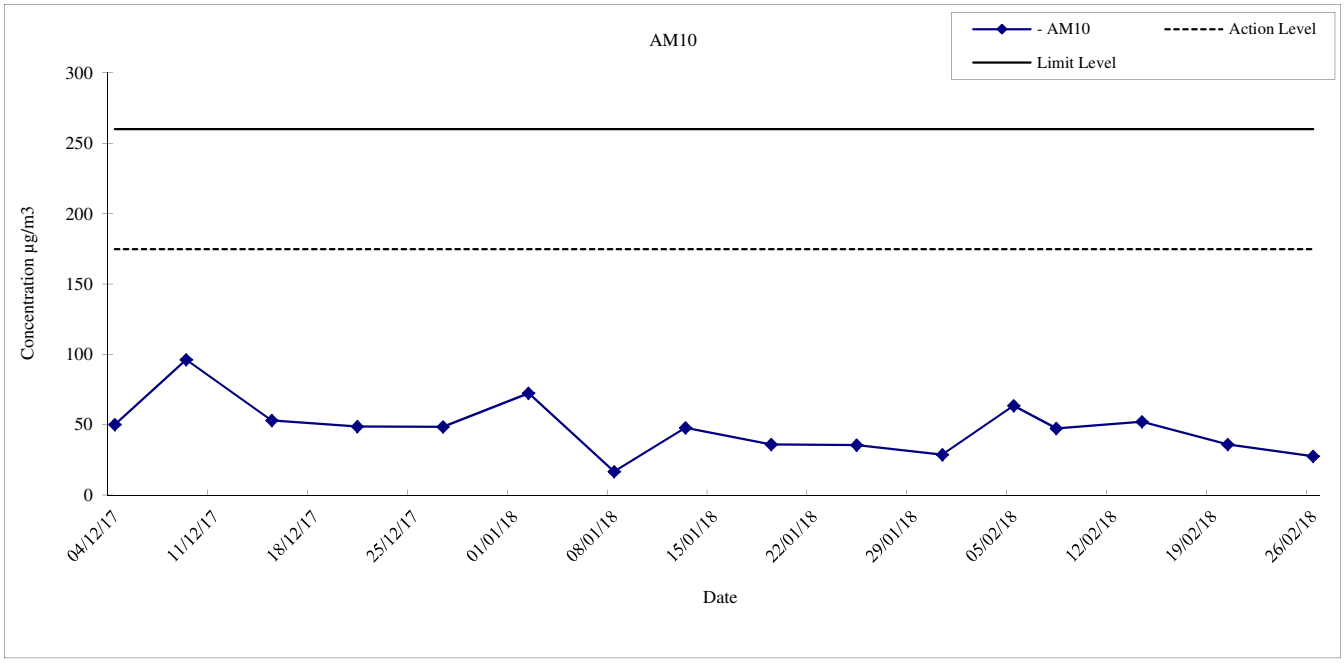


Impact monitoring for AM8 was ceased in April 2017 due to major site activities have been completed.

Impact monitoring for AM7 was ceased in November 2017 due to major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM7 and AM8**	**Date**	**2018**
		APPENDIX	**F**

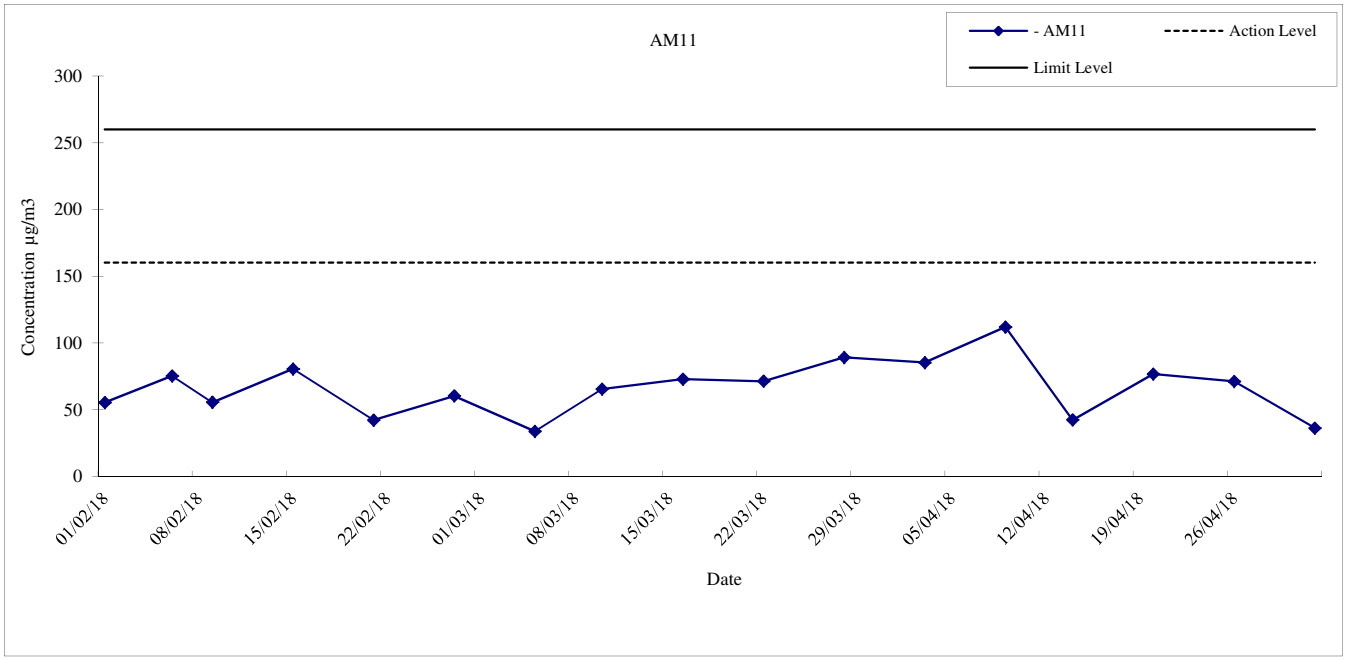


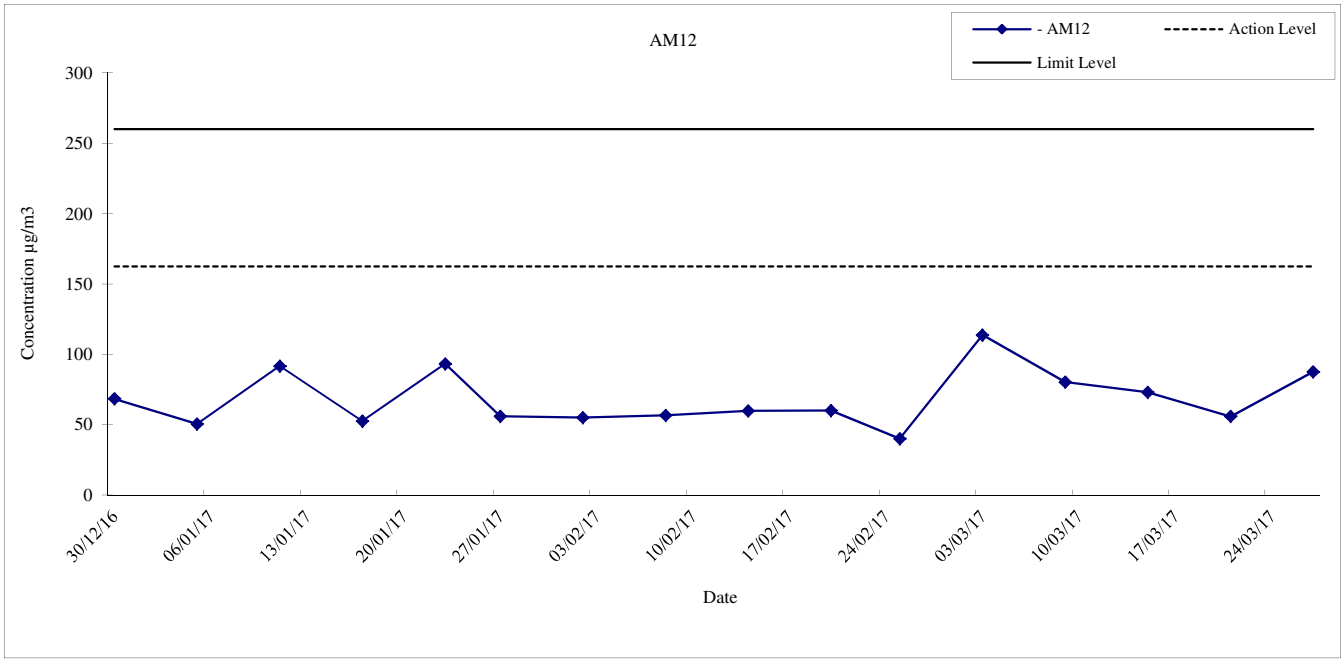


Impact monitoring for AM9 was ceased in December 2017 due to major site activities have been completed.

Impact monitoring for AM10 was ceased in March 2018 due to major site activities have been completed.

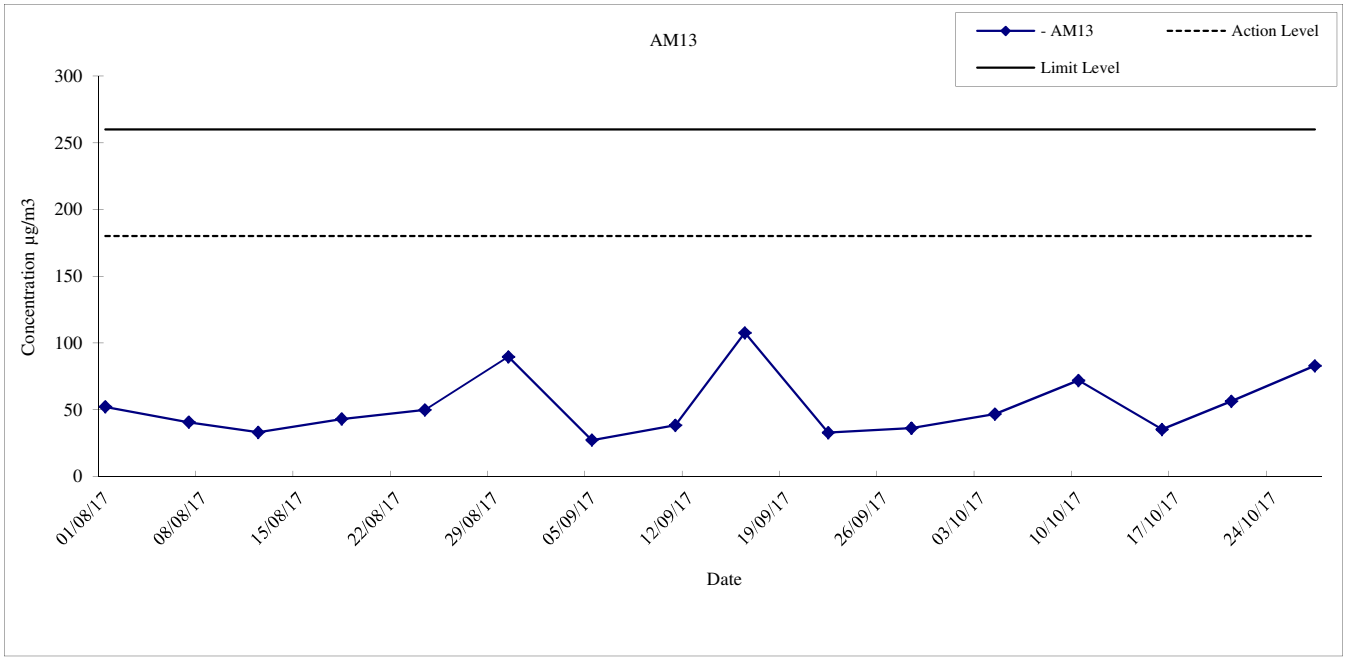
MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM9 and AM10**	**Date**	**2018**
		APPENDIX	**F**

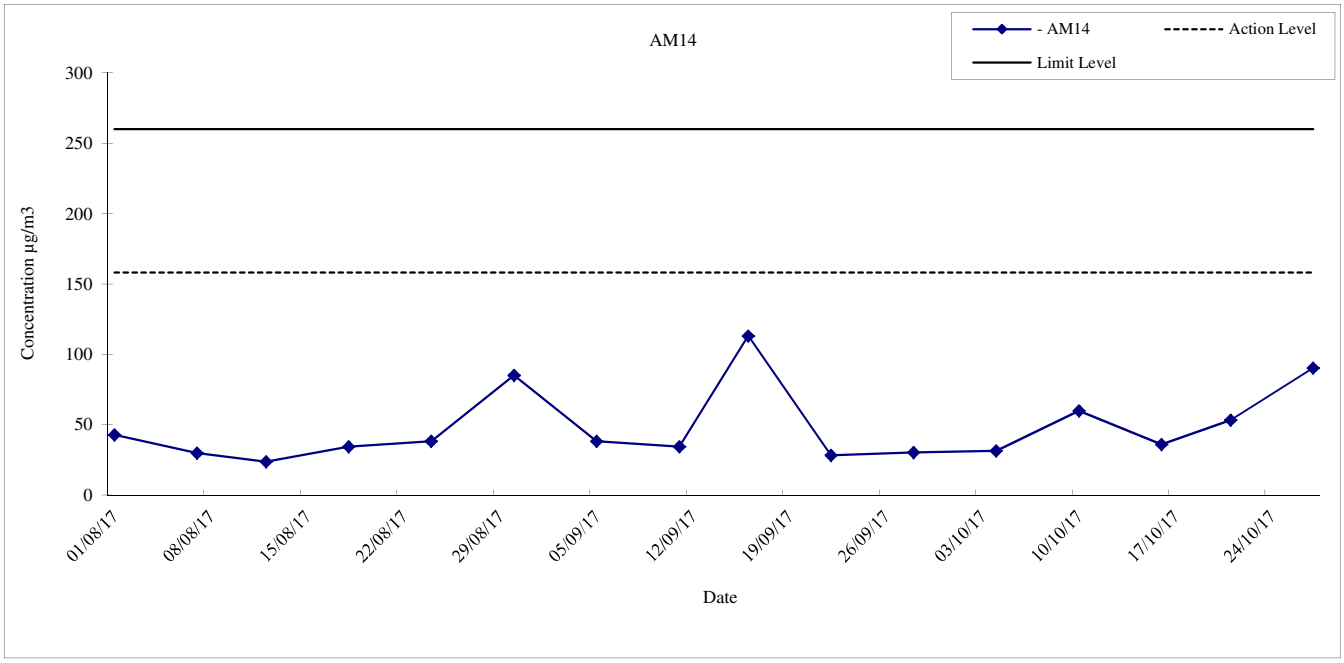




Impact monitoring for AM12 was ceased in April 2017 due to major site activities have been completed.

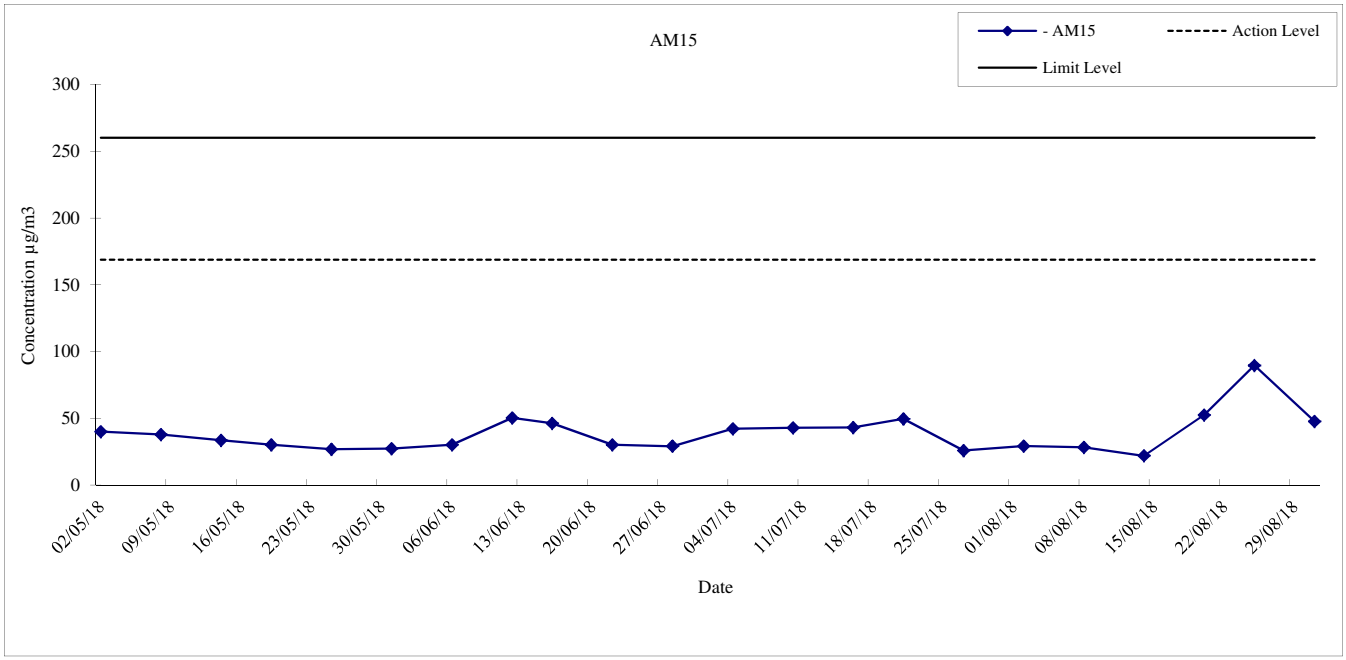
MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM11 and AM12**	**Date**	**2018**
		APPENDIX	**F**

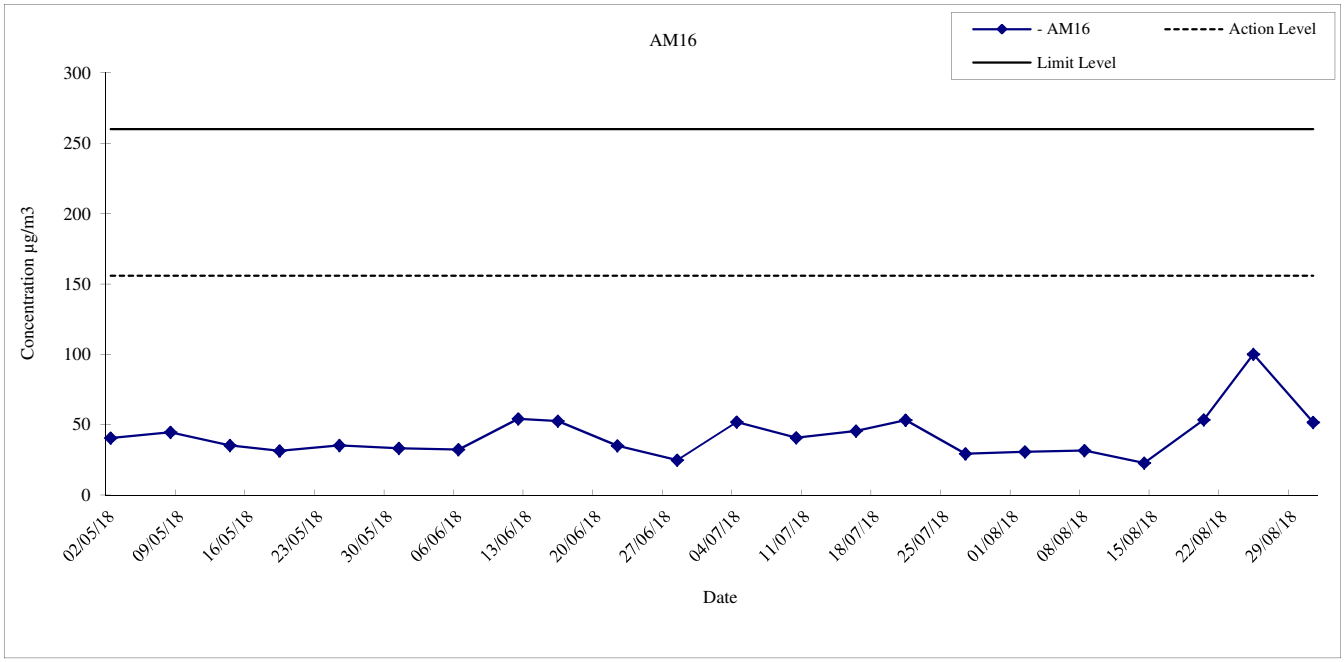




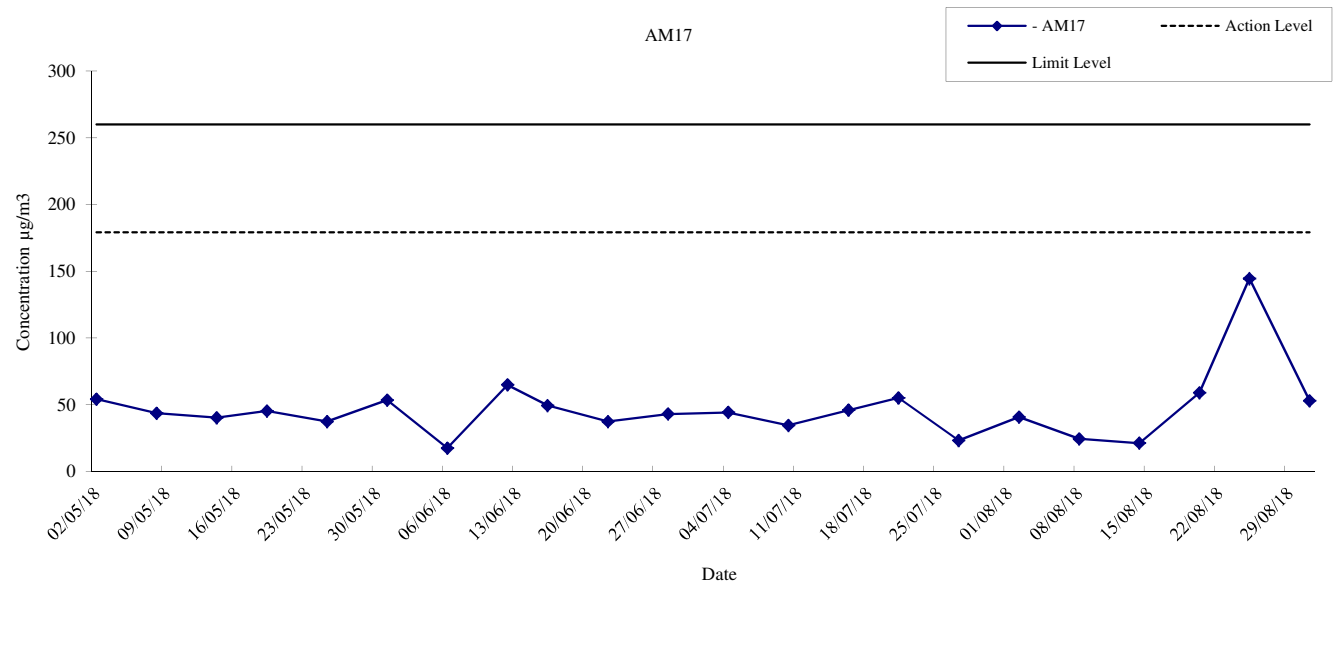
Impact monitoring for AM13 & AM14 were ceased in November 2017 due to major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM13 and AM14**	**Date**	**2018**
		APPENDIX	**F**





MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM15 and AM16**	**Date**	**2018**
		APPENDIX	**F**



MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of 24-hour TSP** **Monitoring Result for Location AM17**	**Date**	**2018**
		APPENDIX	**F**

APPENDIX F: Noise Monitoring Results

- CN1

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN2

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN3

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN4

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN5

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN6

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN7

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN8

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN9

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN10

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN11

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN12

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

Notes:

(i) Impact monitoring at CN1 had been temporarily suspended since December 2012 due to house removal.
(ii) Impact monitoring at CN10 & CN11 were ceased since April 2017 as major site activities have been completed.
(iii) Impact monitoring at CN1, CN2, CN6, CN7, CN8, CN9 and CN12 were ceased since November 2017 as major site activities have been completed.
(iv) Impact monitoring at CN5 was ceased since January 2018 as major site activities have been completed.
(v) Impact Monitoring at CN3 and CN4 were ceased since April 2018 as major site activities have been completed.

APPENDIX F: Noise Monitoring Results

- CN13

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN14

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN15

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN16

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN18

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN19

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN20

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN21

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN22

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN23

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN24

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN25

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

Notes:

(i) A correction factor (-9 dB(A)) has been applied at CN19 to take into account the noise barrier effect. The correction factor was agreed with IEC according to Section 3.11 of the EM&A Manual.

(ii) Noise limit level of CN20, CN21, CN23, CN24 & CN25, which are school, is 70dB(A) on normal weekdays and 65dB(A) during examination period.

(iii) Impact monitoring at CN17 was temporarily suspended since December 2010 due to school closure.

(iv) Impact monitoring at CN23 was suspended since March 2015 as all works at CN23 have been completed.

(v) Impact monitoring at CN15, CN16, CN22 & CN25 were ceased since April 2017 as major site activities have been completed.

(vi) Impact monitoring at CN13, CN14, CN17, CN21 & CN24 were ceased since November 2017 as major site activities have been completed.

(vii) Impact monitoring at CN18 & CN23 were ceased since December 2017 as major site activities have been completed.

(viii) Impact monitoring at CN19 was ceased since March 2018 as major site activities have been completed.

(ix) Impact monitoirng at CN20 was ceased since late May 2018 as major site activities have been completed.

APPENDIX F: Noise Monitoring Results

- CN26

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN27

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN28

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
2018-08-01	63	75	N
2018-08-08	64	75	N
2018-08-15	63	75	N
2018-08-24	65	75	N
2018-08-30	63	75	N

- CN29

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN30

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
2018-08-01	65	75	N
2018-08-08	67	75	N
2018-08-15	65	75	N
2018-08-24	72	75	N
2018-08-30	67	75	N

- CN31

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
N/A			

- CN32

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
2018-08-01	67	75	N
2018-08-08	70	75	N
2018-08-15	68	75	N
2018-08-24	66	75	N
2018-08-30	67	75	N

- CN33

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
2018-08-01	66	75	N
2018-08-08	64	75	N
2018-08-15	65	75	N
2018-08-24	64	75	N
2018-08-30	64	75	N

- CN34

Date	Noise Monitoring Results	Limit Level	Exceedance?
	Leq, dB(A)	Leq, dB(A)	
2018-08-01	64	75	N
2018-08-08	64	75	N
2018-08-15	63	75	N
2018-08-24	64	75	N
2018-08-30	65	75	N

Notes:

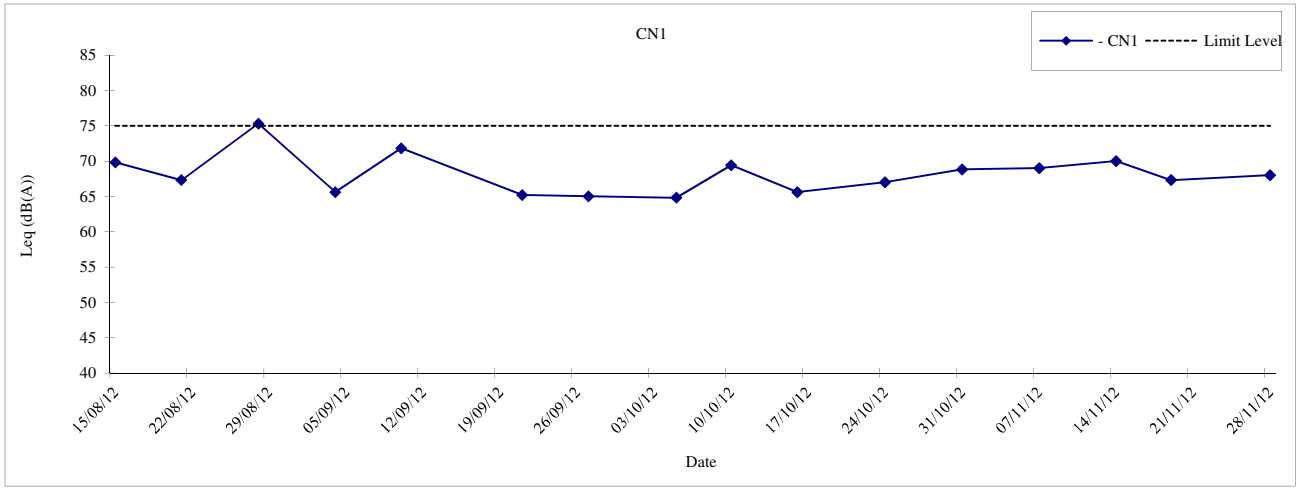
(i) Noise limit level of CN26 & CN29, which are school, is 70dB(A) on normal weekdays and 65dB(A) during examination period.

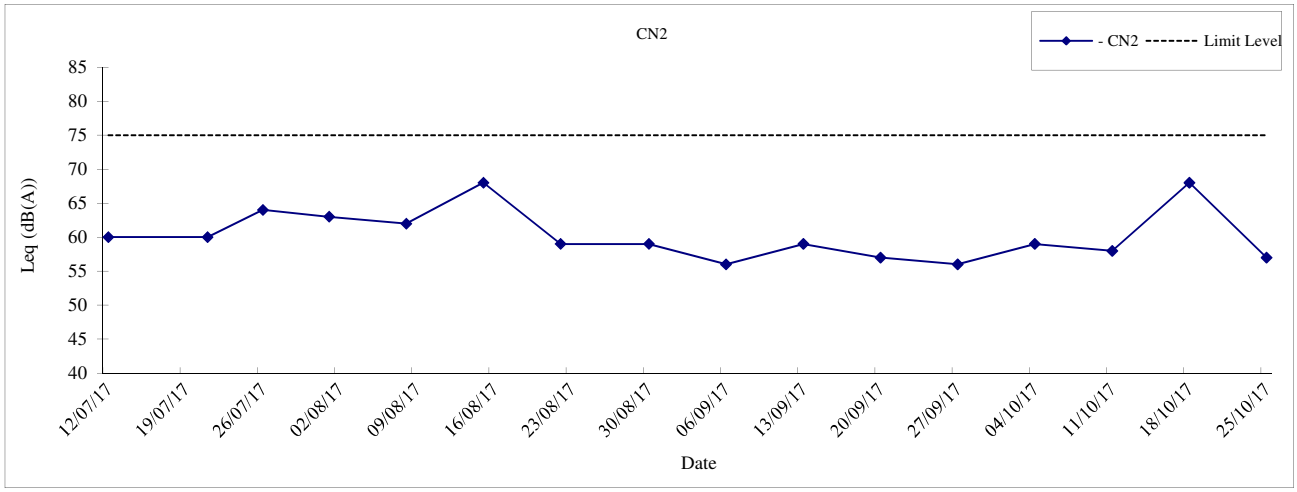
(ii) Impact monitoring at CN31 had been temporarily suspended since August 2014 due to objection from the OC of Sorrento. Monitoring at this location would be resumed when an alternative location is determined.

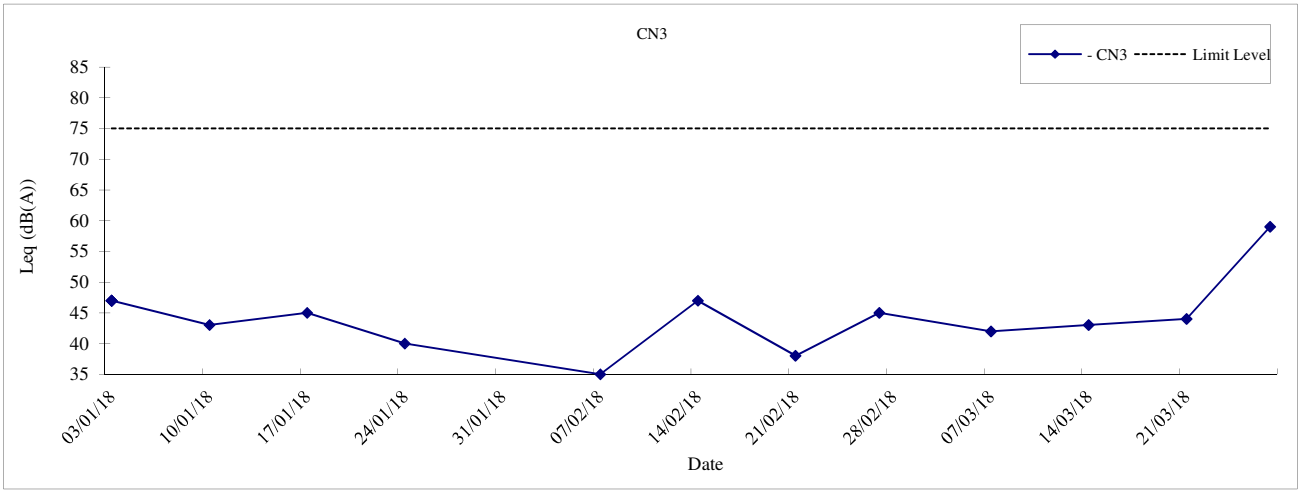
(iii) Impact monitoring at CN27 was suspended since September 2015 as all works at CN27 have been completed.

(iv) Impact monitoring at CN26 and CN29 were ceased since April 2017 as major site activities have been completed.

(v) Impact monitoring at CN27 was ceased since November 2017 as major site activities have been completed.

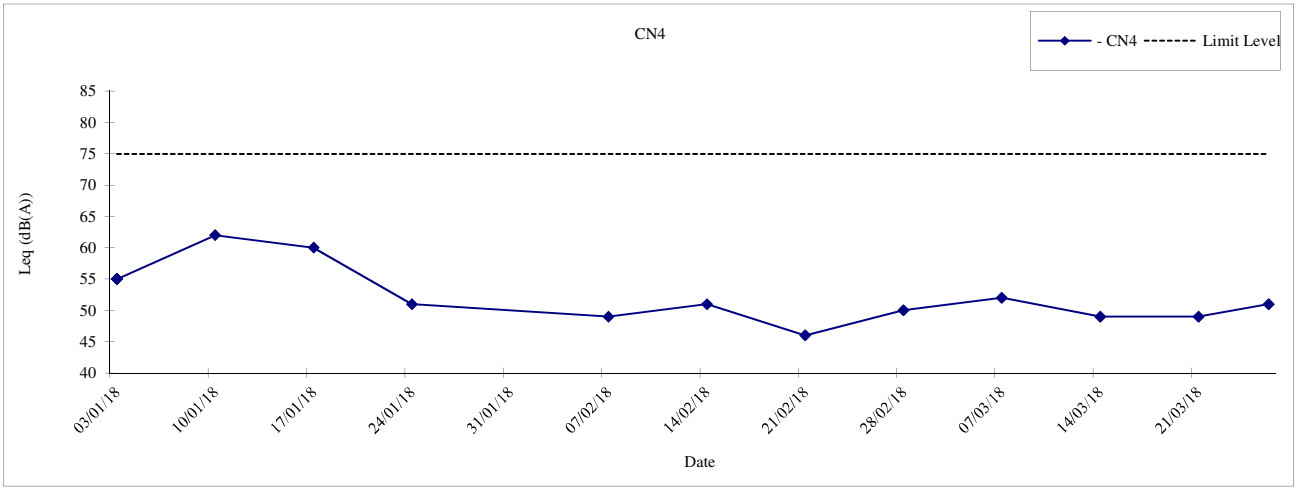


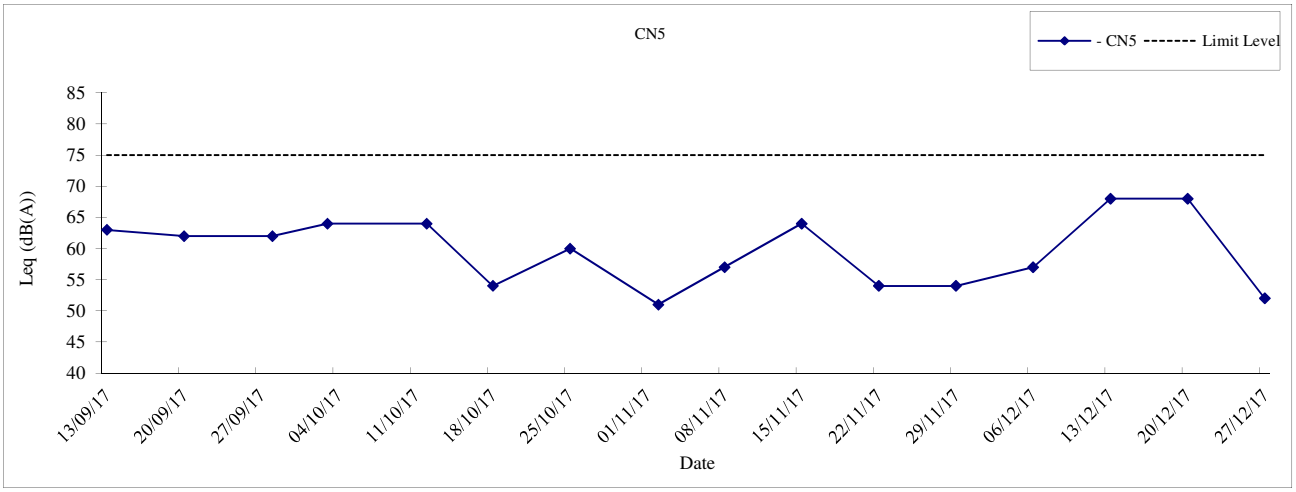


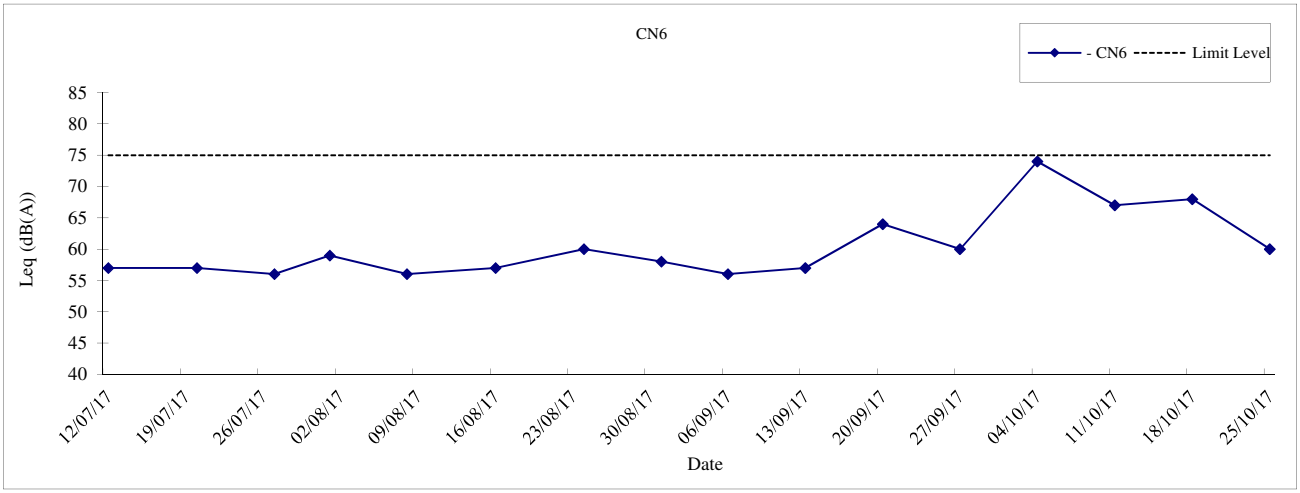


- Impact monitoring at CN1 had been temporarily suspended since December 2012 due to house removal.
- Impact monitoring at CN1 and CN2 were ceased since November 2017 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN1, CN2 and CN3**	**Date**	**2018**
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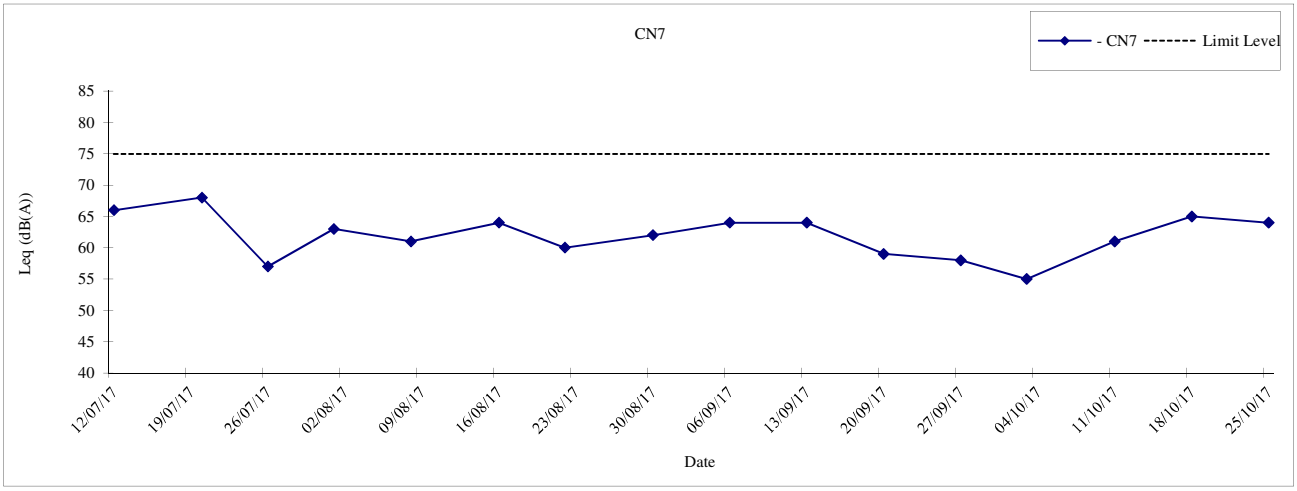


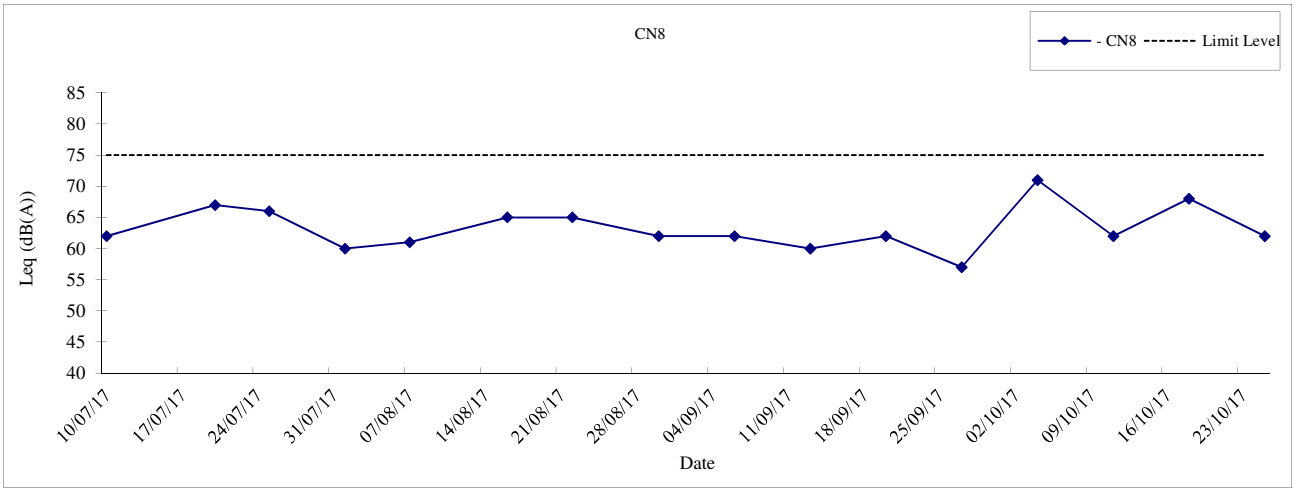


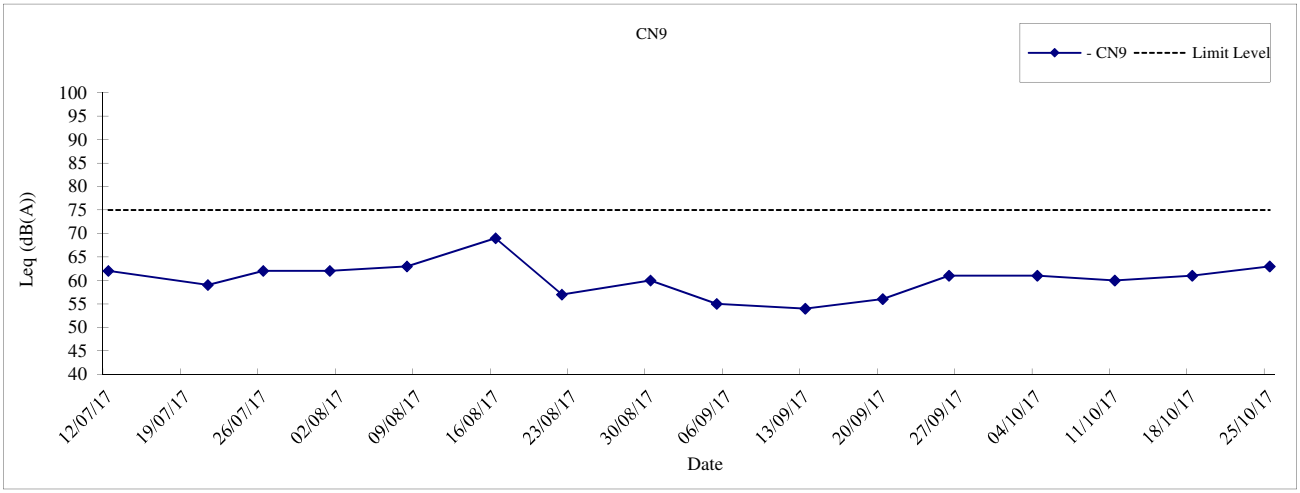


- Impact monitoring at CN6 was ceased since November 2017 as major site activities have been completed.

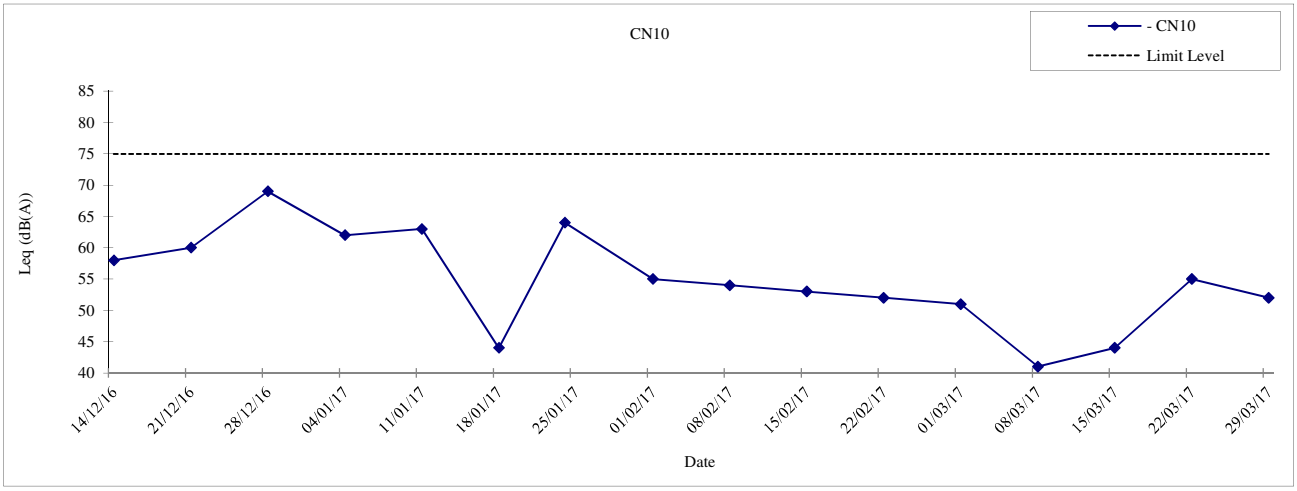
MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN4, CN5 and CN6**	**Date**	**2018**
		APPENDIX	**F**

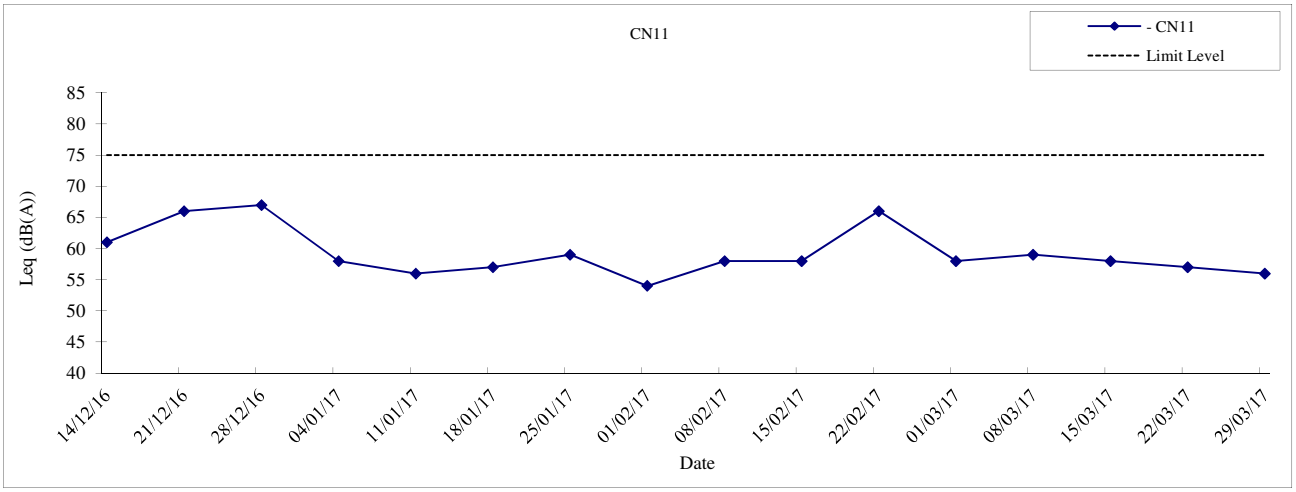


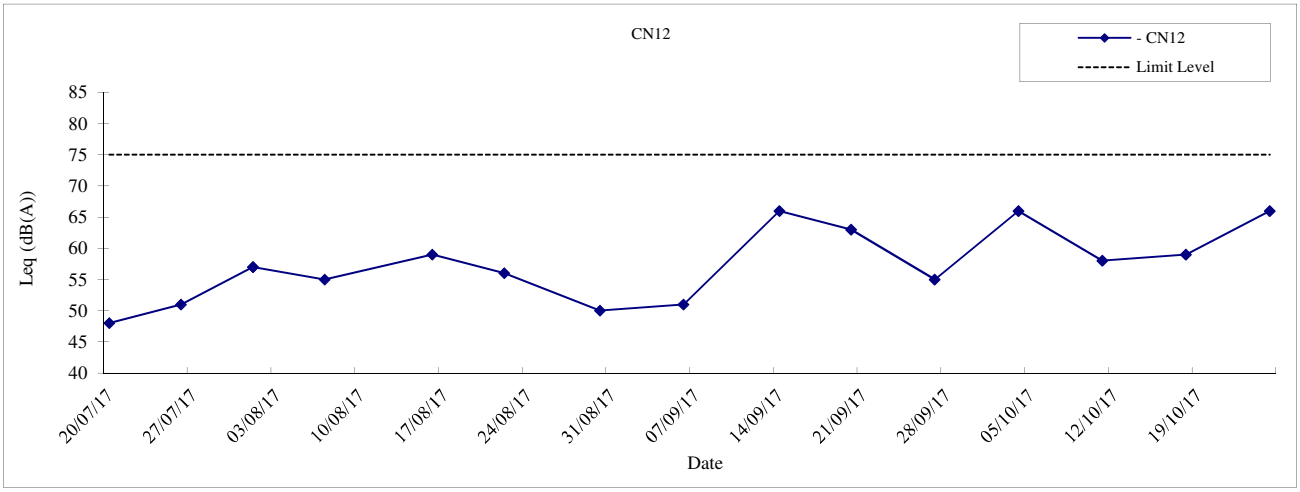




- Impact monitoring at CN7, CN8 and CN9 were ceased since November 2017 as major site activities have been completed.

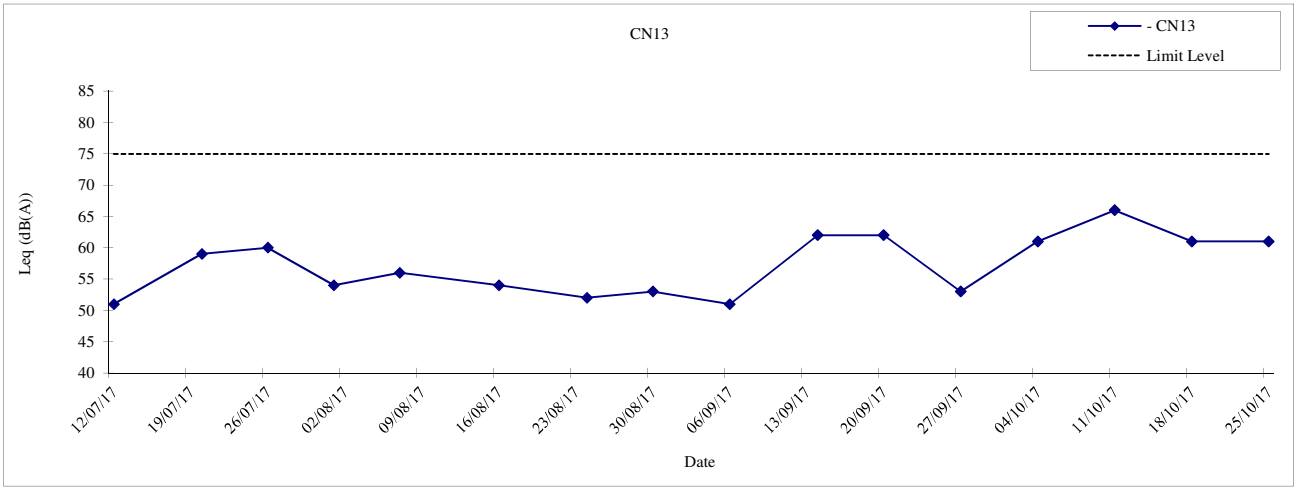


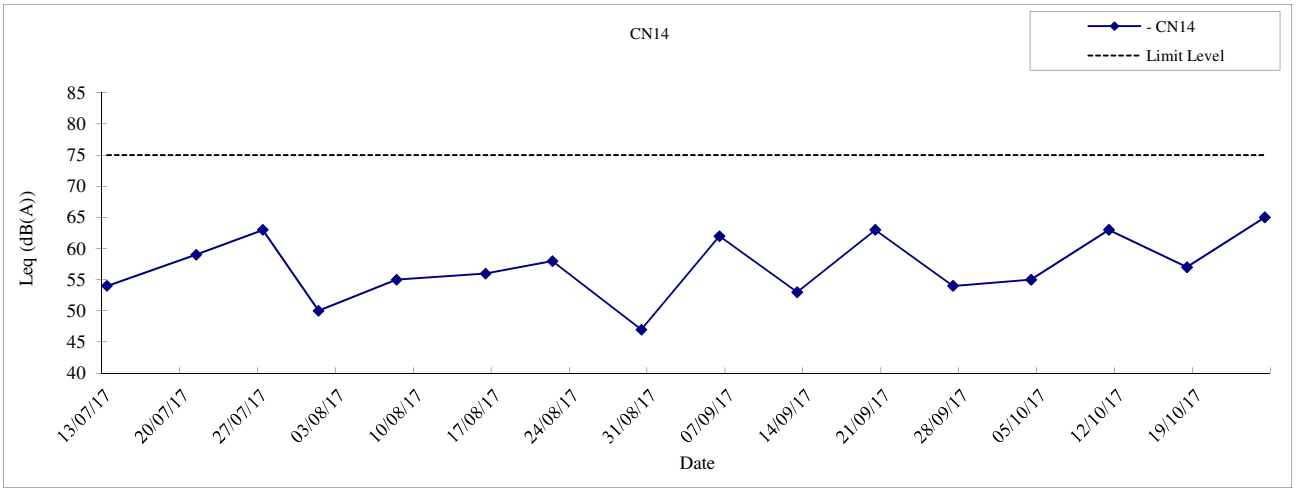


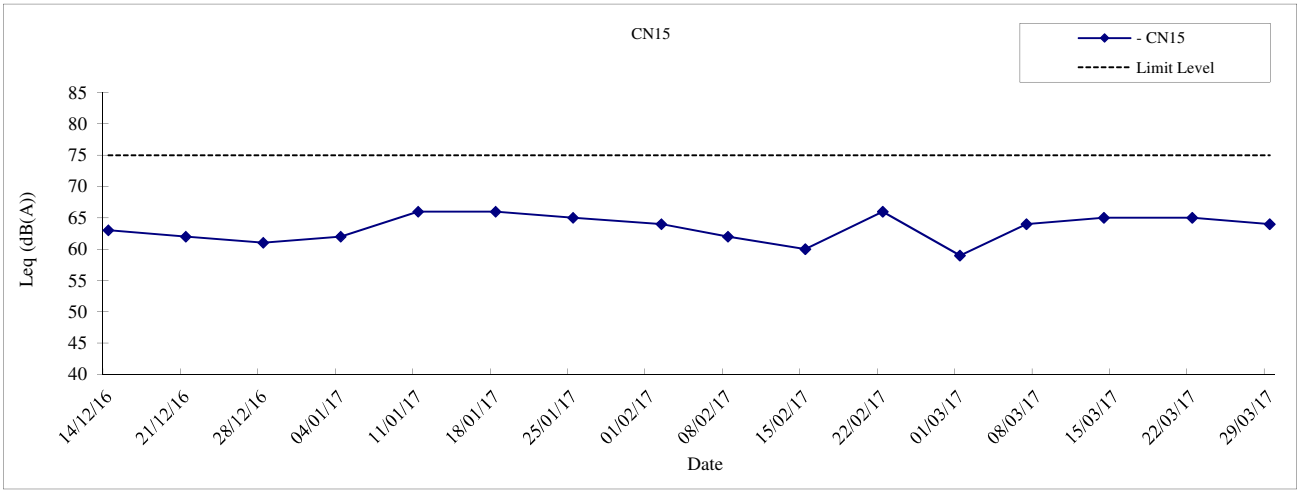


- Impact monitoring at CN10 and CN11 were ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN12 were ceased since November 2017 as major site activities have been completed.

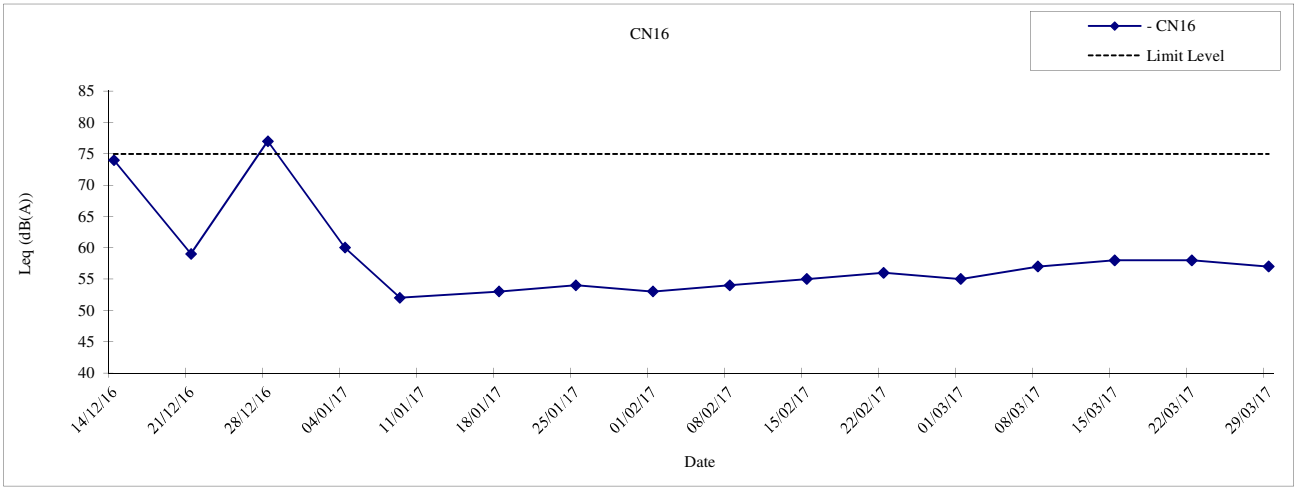
MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN10, C11 and CN12**	**Date**	**2018**
		APPENDIX	**F**

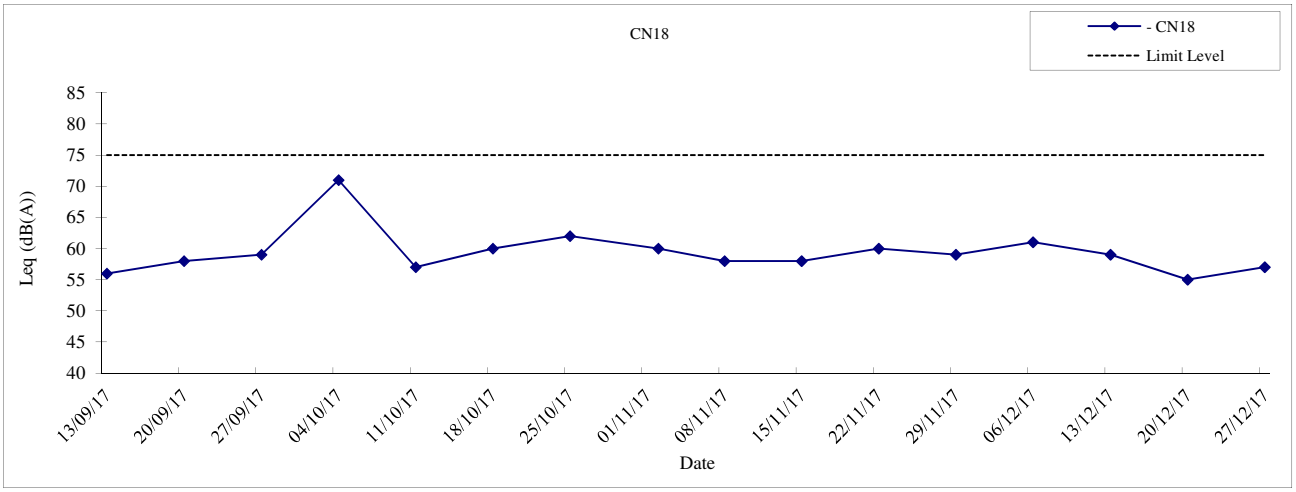


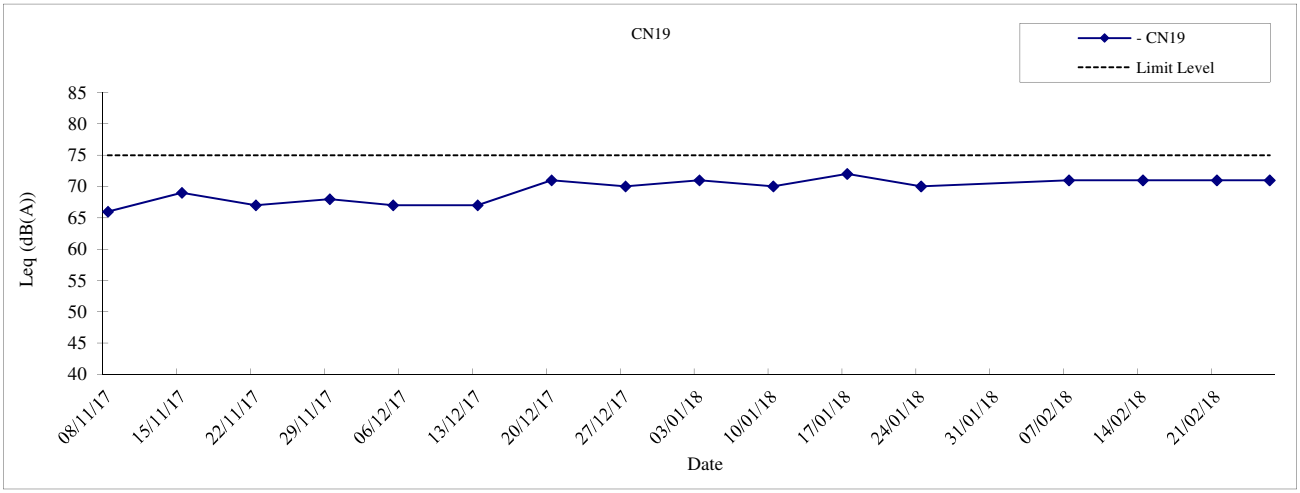




- Impact monitoring at CN15 was ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN13 and CN14 were ceased since November 2017 as major site activities have been completed.

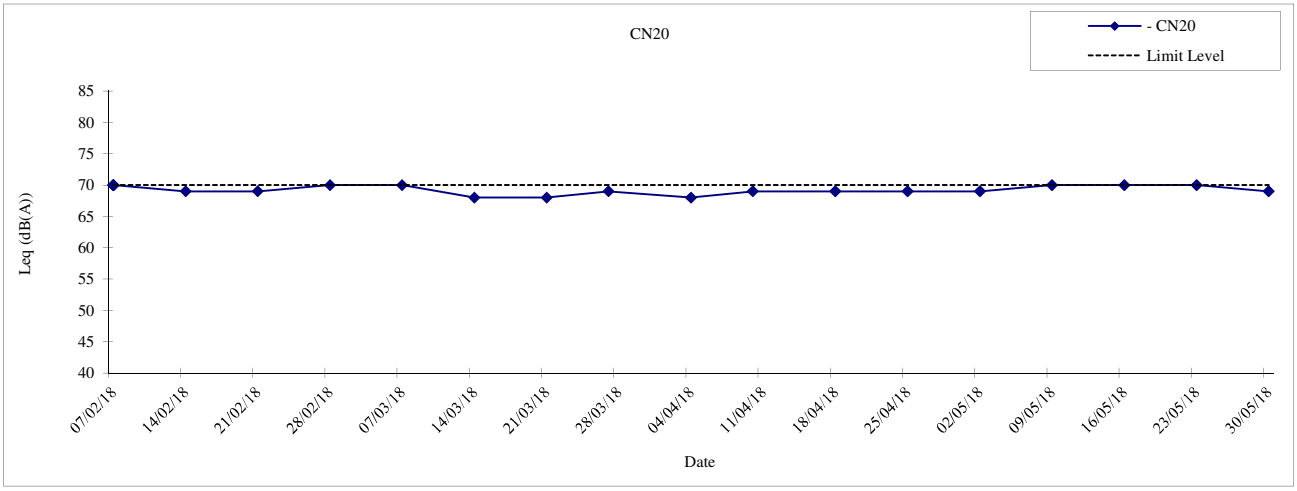


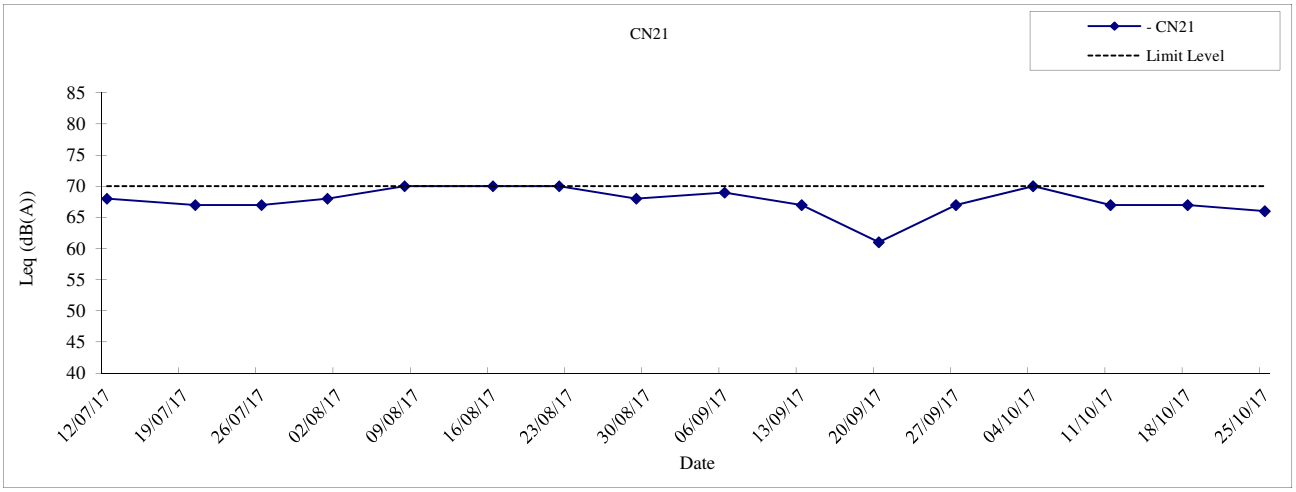


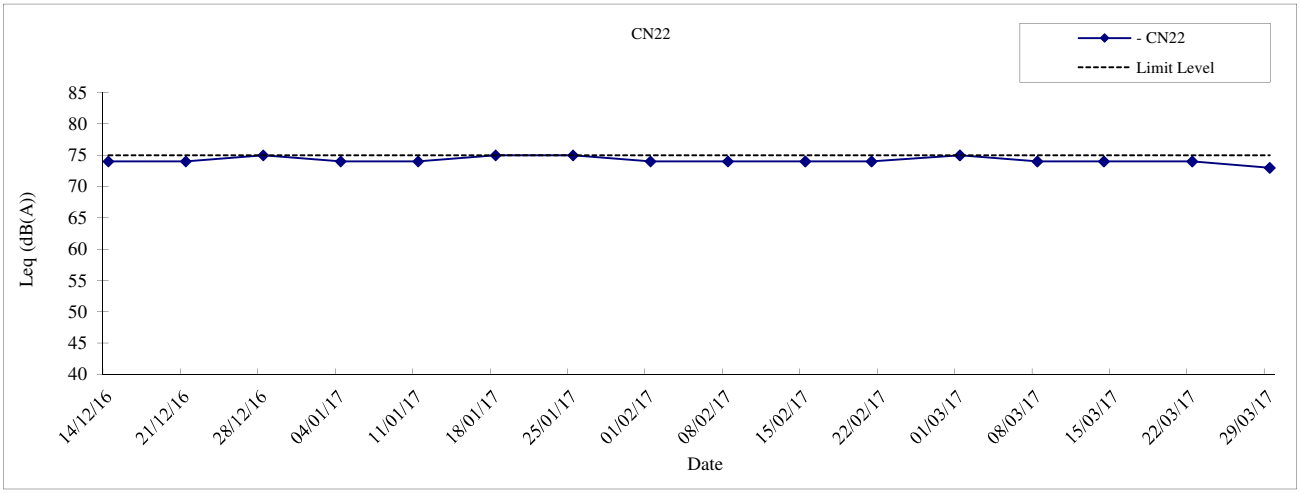


- Impact monitoring at CN16 was ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN17 was ceased since November 2017 as major site activities have been completed.
- Impact monitoring at CN18 was ceased since December 2017 as major site activities have been completed.
- Impact monitoring at CN19 was ceased since March 2018 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN16, C18 and CN19**	**Date**	**2018**
		APPENDIX	**F**

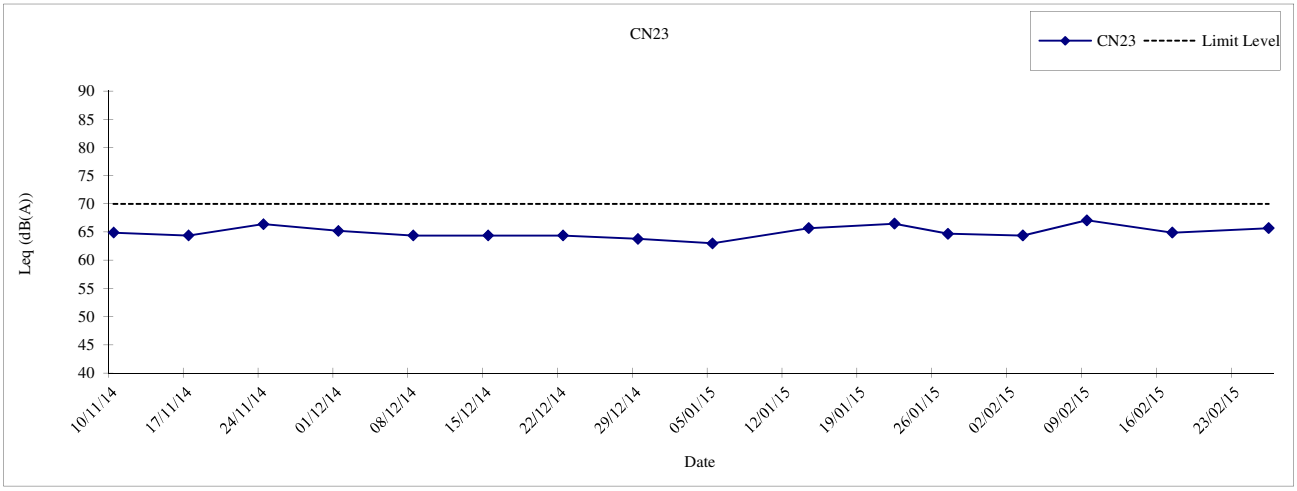


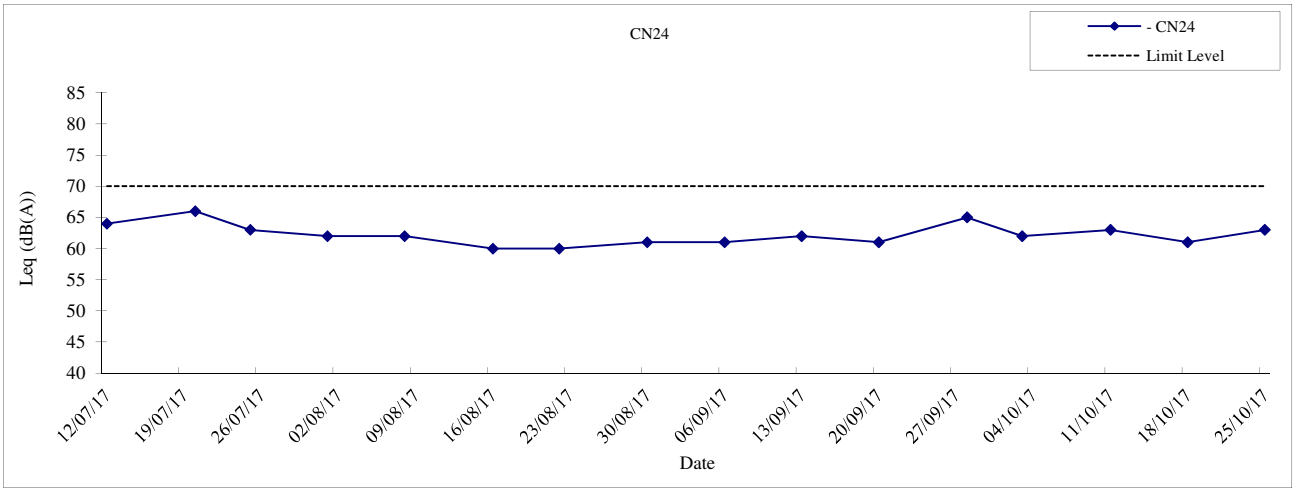


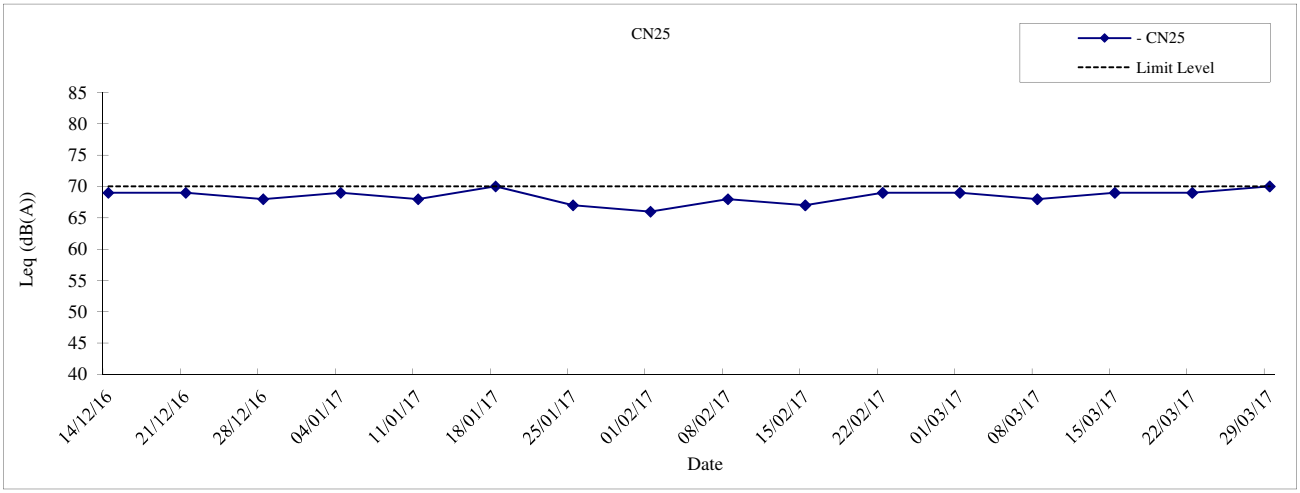


- Impact monitoring at CN22 was ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN21 was ceased since November 2017 as major site activities have been completed.
- Impact monitoring at CN20 was ceased since late May 2018 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN20, CN21 and CN22**	**Date**	**2018**
		APPENDIX	**F**

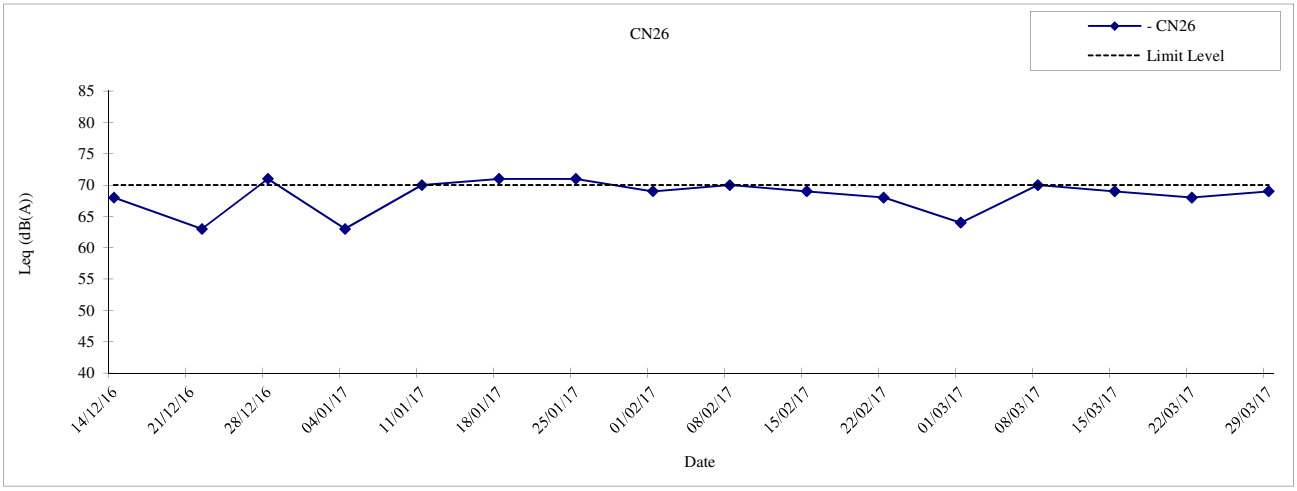


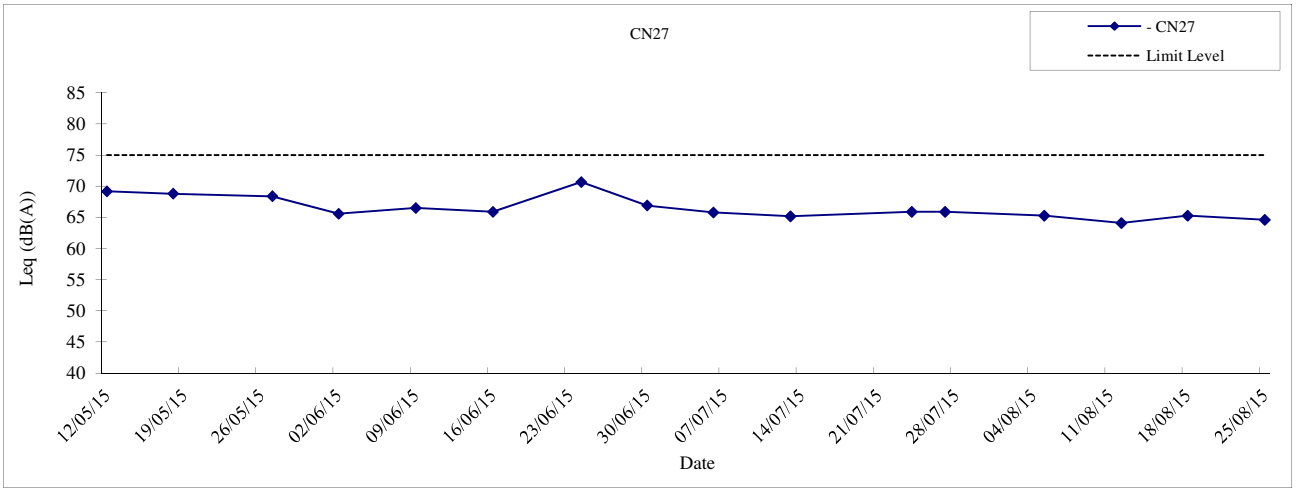


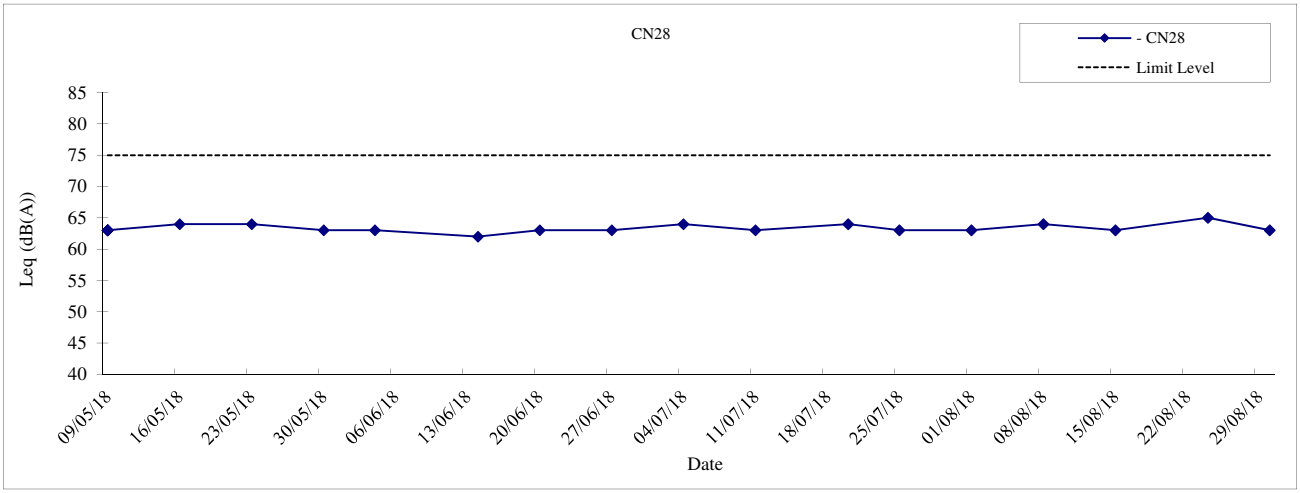


- Impact monitoring at CN23 was suspended since March 2015 as all works at CN23 have been completed.
- Impact monitoring at CN25 was ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN24 were ceased since November 2017 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN23, CN24 and CN25**	**Date**	**2018**
		APPENDIX	**F**

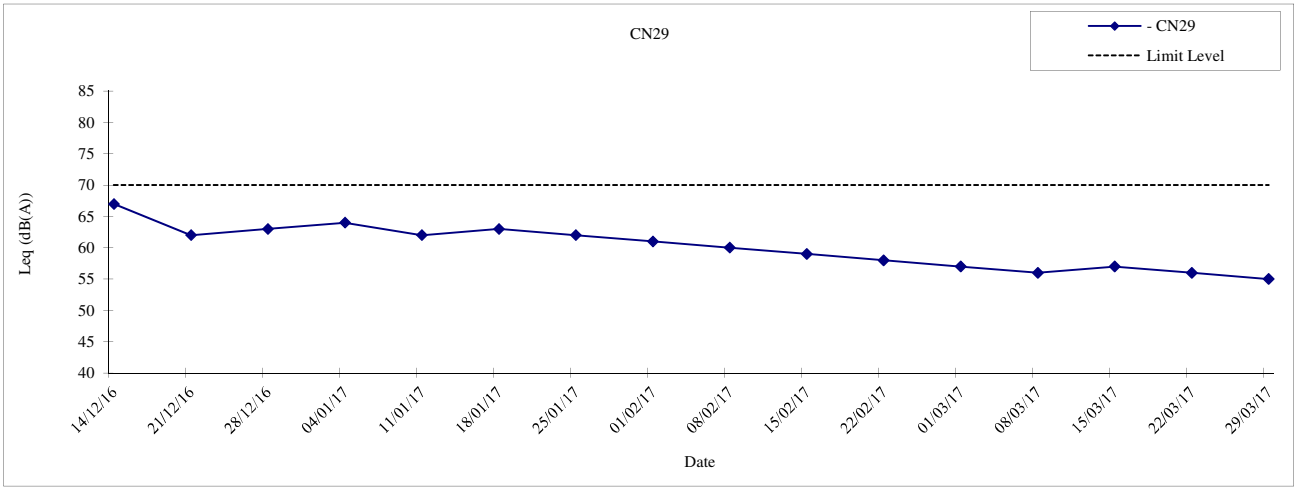


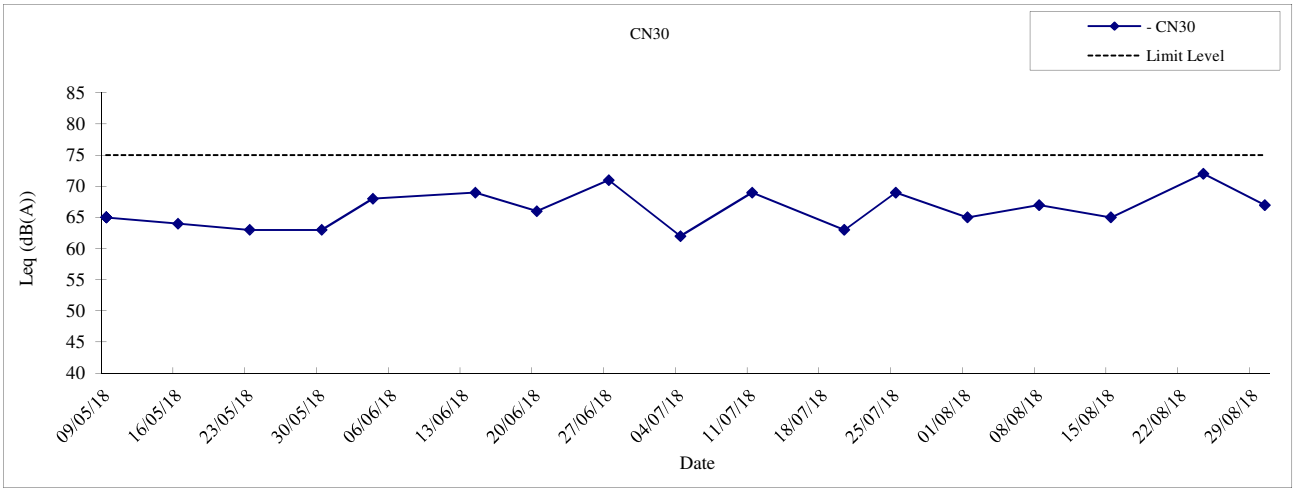


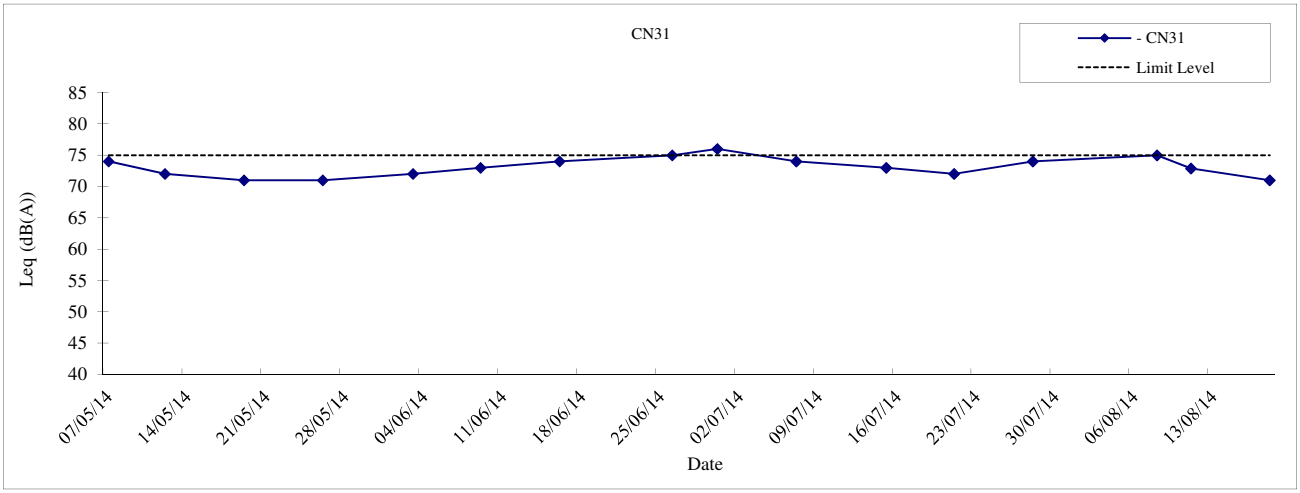


- Impact monitoring at CN26 was ceased since April 2017 as major site activities have been completed.
- Impact monitoring at CN27 was suspended since September 2015 and ceased in November 2017 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN26, CN27 and CN28**	**Date**	**2018**
		APPENDIX	**F**

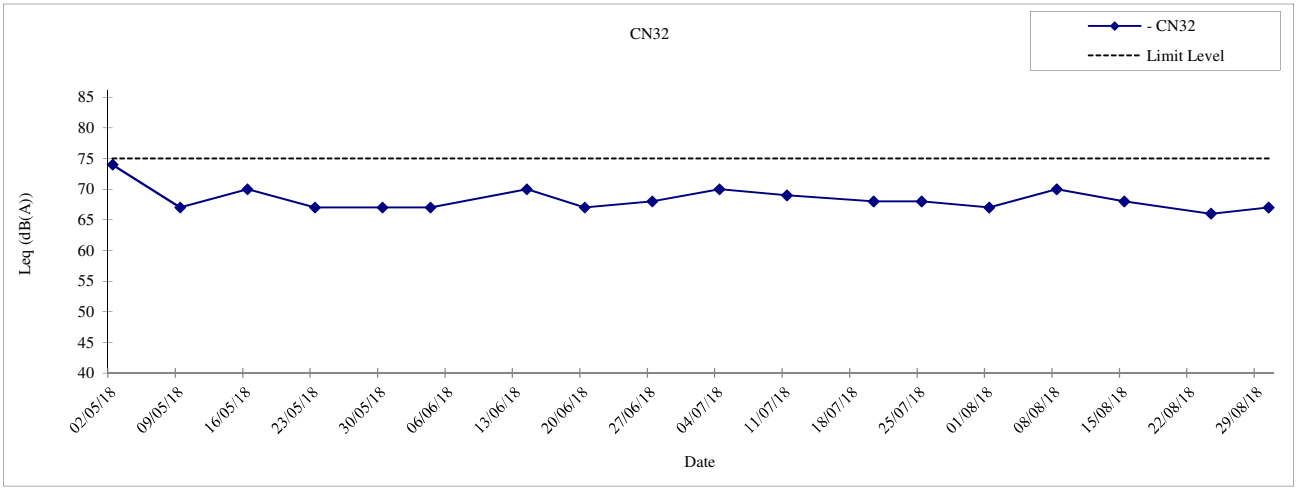


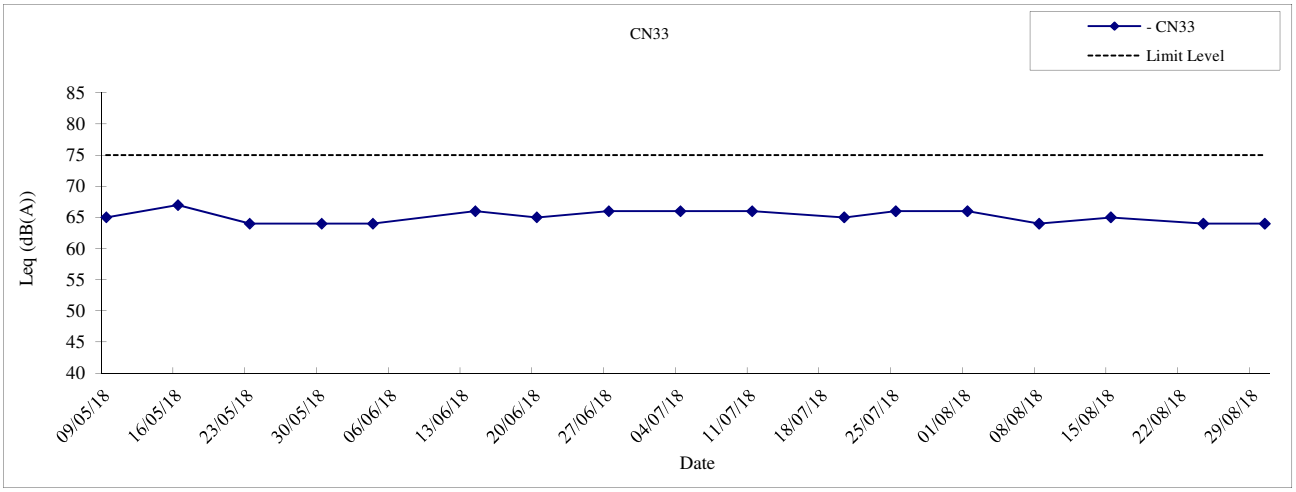


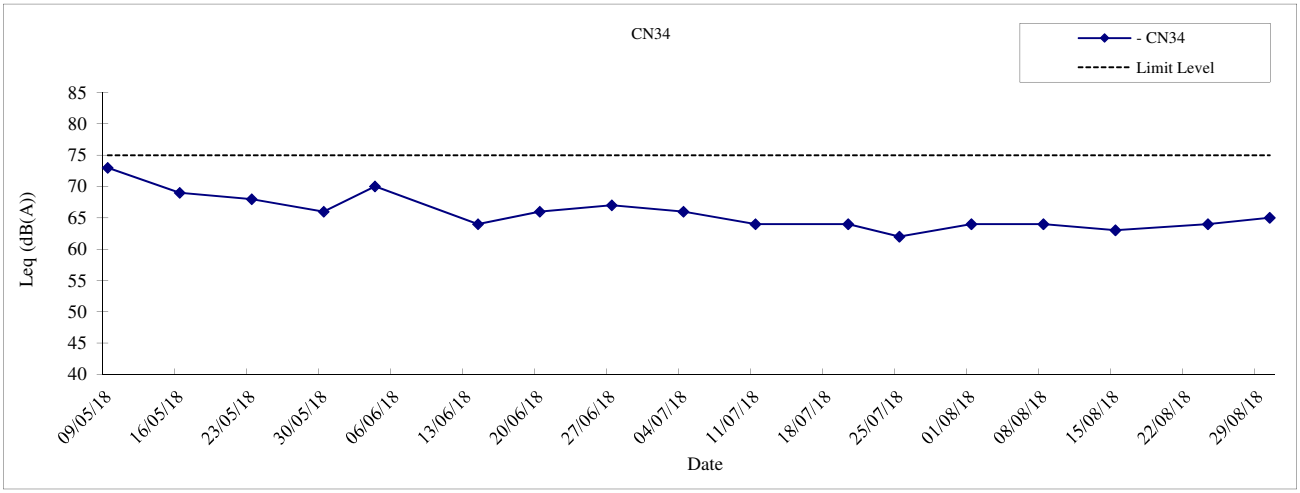


- Impact monitoring at CN31 had been temporarily suspended since August 2014 due to objection from the OC of Sorrento. Monitoring at this location would be resumed when an alternative location is determined.
- Impact monitoring at CN29 was ceased since April 2017 as major site activities have been completed.

MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN29, CN30 and CN31**	**Date**	**2018**
		APPENDIX	**F**







MTR	Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link **Graphical Presentation of Noise** **Monitoring Results for Location CN32, CN33 and CN34**	**Date**	**2018**
		APPENDIX	**F**

Appendix I

Certified Arborist Inspection Record

MTR Express Rail Link, Contract 801

Monthly Audit Inspection Record

Aug 2018

Audit of tree works, including tree protection, pruning work, transplanting work, maintenance works in the temporary holding nursery, and compensation tree planting

Date	Contract	Activity Description	Purpose
22/8/18	801 Siu Lang Shui Nursery & So Kwun Wat Nursery	Inspection of trees to be transplanted within the contract	Regular audit of tree works
24/8/18	811A – Trackwork and Overhead Line System (Nam Cheong Park)	Inspection of retained trees within the contract	Regular audit of tree works
21/8/18	812 - Soft Landscaping Works for WKT	Inspection of compensatory trees and landscape works within the contract	Regular audit of tree works
24/8/18	816D WRK – Integrated Series Contractors Site Office Private Lot – STT-RDS/KSL-002	Inspection of retained trees within the contract	Regular audit of tree works

Signed by:

Season Sit (CA)



Appendix J

Meteorological Data

EXTRACT OF METEOROLOGICAL OBSERVATIONS FOR HONG KONG, AUGUST 2018 (Table 1)

Date AUGUST	Mean Pressure (hPa)	Air Temperature			Mean Dew Point Temperature (deg. C)	Mean Relative Humidity (%)	Mean Amount of Cloud (%)	Total Rainfall (mm)
		Maximum (deg. C)	Mean (deg. C)	Minimum (deg. C)				
1	1004.6	32.4	29.9	27.9	25.7	78	76	2.7
2	1003.8	32.9	30	26.6	25.6	78	79	6.1
3	1003.4	31.8	30.1	29.1	25.6	77	86	Trace
4	1004.7	32.5	29.8	27.3	25.7	79	80	5
5	1005.9	33.1	30.3	28.9	25.8	77	84	0.5
6	1005.4	33.8	30.2	28.8	25.5	76	84	-
7	1004.4	34.2	30	28.4	25.6	78	78	-
8	1004.2	33.9	30.3	27.1	25.4	75	72	0.5
9	1003.3	33.6	30.4	29.2	25.1	74	79	Trace
10	1001.7	29.5	27.2	26	25.9	92	91	47.9
11	998.7	28.2	27	25.8	25.9	93	90	51.9
12	996.5	28.1	26.9	25.8	25.7	93	90	18.9
13	996.3	32.6	28.9	27.3	25.8	84	80	0.1
14	996.2	29.9	27.6	26.4	25.9	90	89	32.9
15	999.2	30.9	28.2	26.4	25.6	86	88	2.2
16	1000.1	29	27.8	26.7	25.9	89	88	3.2
17	1000.2	28.3	27.2	25.5	25.5	91	89	36.1
18	1001.4	30.9	28.4	25.9	25.3	84	88	21.8
19	1002.5	30.4	28.6	26.4	25.6	84	89	31.2
20	1002.3	30.5	27.8	26.1	25.7	88	91	61.1
21	1000.2	30.2	28.3	26.7	25.6	86	83	25.7
22	1000.1	31.8	28.5	24.7	25.2	83	71	26.4
23	1001.7	30.9	27.7	24.6	25.2	86	86	24.9
24	1001.6	31.9	29.1	25.6	25.6	82	83	0.1
25	999.8	32.9	30.3	27.8	24.8	73	66	-
26	999.5	31.4	28.9	25.5	24.4	77	86	80.2
27	1001.3	29.9	27	25.2	24.5	87	89	27.3
28	1002.2	29.2	26.3	25.2	24.9	93	93	71.6
29	1002.5	29.3	27.4	26.1	25.5	89	89	23.3
30	1005.5	28.9	28	26.9	25.6	87	90	6.3
31	1009.3	29	27.9	27	25.6	88	89	7.2
Mean/Total	1001.9	31	28.6	26.7	25.5	84	84	615.1
Normal*	1005.2	31.1	28.6	26.6	25	81	69	432.2

The minimum pressure recorded at the Hong Kong Observatory was 994.7 hectopascals at 1734 HKT on 12 August.

The maximum air temperature recorded at the Hong Kong Observatory was 34.2 degrees C at 1207 HKT on 7 August.

The minimum air temperature recorded at the Hong Kong Observatory was 24.6 degrees C at 0011 HKT on 23 August.

The maximum gust peak speed recorded at Waglan Island was 67 kilometres per hour from 200 degrees at 0218 HKT on 31 August.

The maximum 1-minute mean rainfall rate recorded at King's Park was 161 millimetres per hour at 0714 HKT on 11 August.

Reduced visibility refers to visibility below 8 kilometres when there is no fog, mist or precipitation.

- The visibility readings at the Hong Kong International Airport are based on hourly observations by professional meteorological observers in 2004 and before, and average readings over the 10-minute period before the clock hour of the visibility meter near the middle of the south runway from 2005 onwards. The change of the data source in 2005 is an improvement of the visibility assessment using instrumented observations following the international trend.

- Before 10 October 2007, the number of hours of reduced visibility at the Hong Kong International Airport in 2005 and thereafter displayed in this web page was based on hourly visibility observations by professional meteorological observers. Since 10 October 2007, the data have been revised using the average visibility readings over the 10-minute period before the clock hour, as recorded by the visibility meter near the middle of the south runway.

^ In case the data are not available from Waglan Island, observations of Cheung Chau or other nearby weather stations will be incorporated in computing the Prevailing Wind Direction and Mean Wind Speed.

* 1981-2010 Climatlogical Normal, unless otherwise specified

§ 1997-2017 Mean value

EXTRACT OF METEOROLOGICAL OBSERVATIONS FOR HONG KONG, AUGUST 2018 (Table 2)

Date AUGUST	Number of hours of Reduced Visibility# (hours)	Total Bright Sunshine (hours)	Daily Global Solar Radiation (MJ/m^2)	Total Evaporation (mm)	Prevailing Wind Direction (degrees)	Mean Wind Speed (km/h)
1	0	5.6	17.1	4	230	20.2
2	0	9.1	24.29	5.2	230	26
3	0	6.2	17.72	4.6	230	22.1
4	0	5.3	16.05	3.3	200	10
5	0	5.6	15.75	3.6	140	7.3
6	0	5.1	13.53	3	90	7.4
7	0	5.1	15.37	3.7	80	9.5
8	0	8.6	21.03	5	90	27.1
9	0	7.8	23.52	5.8	80	38.5
10	0	0.6	8.51	3.1	70	25.5
11	0	-	4.11	1	100	25.6
12	0	0.2	7.38	0.8	100	23.9
13	0	7	18.99	4.6	80	24.5
14	0	2.5	12.58	2.5	90	28.3
15	0	2.9	13.15	2.1	130	22.5
16	0	0.8	7.6	2.9	140	19.5
17	0	0.1	5.28	3	210	8.1
18	0	3	15.46	4.6	230	14.2
19	0	3.2	15.62	4.4	240	22.6
20	7	0.9	6.92	3.1	230	14.3
21	7	4	11.01	3.6	10	8.1
22	2	8.5	19.28	3.4	270	12.7
23	1	3.2	12.84	2.4	280	20.3
24	12	4.9	16	3.5	270	17.5
25	6	9.6	20.67	5	270	20.7
26	0	3.3	12.37	2.4	360	9.5
27	0	1.8	11.22	2.7	220	14.5
28	0	1.2	7.9	2.6	200	16.8
29	0	0.1	4.96	1.7	180	35
30	0	-	3.54	0.6	180	36.3
31	0	-	4.17	0.9	150	30.2
Mean/Total	35	116.2	13.03	99.1	230	20
Normal*	46.5[§]	188.9	15.63	134.9	230	19.4
Station	Hong Kong International Airport	King's Park			Waglan Island^	

Notes:

\# Reduced visibility refers to visibility below 8 kilometres when there is no fog, mist, or precipitation.

\- The visibility readings at the Hong Kong International Airport are based on hourly observations by professional meteorological observers in 2004 and before, and average readings over the 10-minute period before the clock hour of the visibility meter near the middle of the south runway from 2005 onwards. The change of the data source in 2005 is an improvement of the visibility assessment using instrumented observations following the international trend.

\- Before 10 October 2007, the number of hours of reduced visibility at the Hong Kong International Airport in 2005 and thereafter displayed in this web page was based on hourly visibility observations by professional meteorological observers. Since 10 October 2007, the data have been revised using the average visibility readings over the 10-minute period before the clock hour, as recorded by the visibility meter near the middle of the south runway.

^ In case the data are not available from Waglan Island, observations of Cheung Chau or other nearby weather stations will be incorporated in computing the Prevailing Wind Direction and Mean Wind Speed.

* 1981 - 2010 Climatological Normal, unless otherwise specified

§ 1997 - 2017 Mean value