



Expansion of Hong Kong International Airport into a Three-Runway System

Construction Phase Monthly EM&A Report No.41
(For May 2019)

June 2019

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(For May 2019)

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This Monthly EM&A Report No. 41 has been reviewed and certified by

the Environmental Team Leader (ETL) in accordance with

Condition 3.5 of Environmental Permit No. EP-489/2014.

Certified by:

A handwritten signature in black ink, appearing to read 'Terence Kong', written in a cursive style.

Terence Kong
Environmental Team Leader (ETL)
Mott MacDonald Hong Kong Limited

Date

14 June 2019

Our Ref : 60440482/C/JCHL190614

By Email

Airport Authority Hong Kong
HKIA Tower, 1 Sky Plaza Road
Hong Kong International Airport
Lantau, Hong Kong

Attn: Mr. Lawrence Tsui, Principal Manager

14 June 2019

Dear Sir,

Contract No. 3102
3RS Independent Environmental Checker Consultancy Services

Submission of Monthly EM&A Report No. 41 (May 2019)

Reference is made to the Environmental Team's submission of the Monthly EM&A Report No. 41 under Condition 3.5 of the Environmental Permit No. EP-489/2014 certified by the ET Leader on 14 June 2019.

We write to verify the captioned submission in accordance with the requirement stipulated in Condition 3.5 of EP-489/2014.

Should you have any query, please feel free to contact the undersigned at 3922 9376.

Yours faithfully,
AECOM Asia Co. Ltd.



Jackel Law
Independent Environmental Checker

Contents

Abbreviations	1
Executive Summary	3
1 Introduction	7
1.1 Background	7
1.2 Scope of this Report	7
1.3 Project Organisation	7
1.4 Summary of Construction Works	10
1.5 Summary of EM&A Programme Requirements	10
2 Air Quality Monitoring	13
2.1 Action and Limit Levels	13
2.2 Monitoring Equipment	13
2.3 Monitoring Methodology	13
2.3.1 Measuring Procedure	13
2.3.2 Maintenance and Calibration	14
2.4 Summary of Monitoring Results	14
2.5 Conclusion	14
3 Noise Monitoring	15
3.1 Action and Limit Levels	15
3.2 Monitoring Equipment	15
3.3 Monitoring Methodology	16
3.3.1 Monitoring Procedure	16
3.3.2 Maintenance and Calibration	16
3.4 Summary of Monitoring Results	16
3.5 Conclusion	17
4 Water Quality Monitoring	18
4.1 Action and Limit Levels	19
4.2 Monitoring Equipment	21
4.3 Monitoring Methodology	21
4.3.1 Measuring Procedure	21
4.3.2 Maintenance and Calibration	22
4.3.3 Laboratory Measurement / Analysis	22
4.4 Summary of Monitoring Results	22
4.5 Conclusion	22

5	Waste Management	24
5.1	Action and Limit Levels	24
5.2	Waste Management Status	24
6	Chinese White Dolphin Monitoring	25
6.1	Action and Limit Levels	25
6.2	CWD Monitoring Transects and Stations	25
6.2.1	Small Vessel Line-transect Survey	25
6.2.2	Land-based Theodolite Tracking Survey	27
6.3	CWD Monitoring Methodology	27
6.3.1	Small Vessel Line-transect Survey	27
6.3.2	Photo Identification	28
6.3.3	Land-based Theodolite Tracking Survey	28
6.4	Monitoring Results and Observations	29
6.4.1	Small Vessel Line-transect Survey	29
6.4.2	Photo Identification	32
6.4.3	Land-based Theodolite Tracking Survey	32
6.5	Progress Update on Passive Acoustic Monitoring	33
6.6	Site Audit for CWD-related Mitigation Measures	34
6.7	Timing of Reporting CWD Monitoring Results	34
6.8	Summary of CWD Monitoring	34
7	Environmental Site Inspection and Audit	35
7.1	Environmental Site Inspection	35
7.2	Audit of SkyPier High Speed Ferries	36
7.3	Audit of Construction and Associated Vessels	37
7.4	Implementation of Dolphin Exclusion Zone	37
7.5	Status of Submissions under Environmental Permits	38
7.6	Compliance with Other Statutory Environmental Requirements	38
7.7	Analysis and Interpretation of Complaints, Notification of Summons and Status of Prosecutions	38
7.7.1	Complaints	38
7.7.2	Notifications of Summons or Status of Prosecution	38
7.7.3	Cumulative Statistics	39
8	Future Key Issues and Other EIA & EM&A Issues	40
8.1	Construction Programme for the Coming Reporting Period	40
8.2	Key Environmental Issues for the Coming Reporting Period	41
8.3	Monitoring Schedule for the Coming Reporting Period	42
8.4	Review of the Key Assumptions Adopted in the EIA Report	42
9	Conclusion and Recommendation	43

Tables

Table 1.1: Contact Information of Key Personnel	8
Table 1.2: Summary of status for all environmental aspects under the Updated EM&A Manual	10
Table 2.1: Locations of Impact Air Quality Monitoring Stations	13
Table 2.2: Action and Limit Levels of Air Quality Monitoring	13
Table 2.3: Air Quality Monitoring Equipment	13
Table 2.4: Summary of Air Quality Monitoring Results	14
Table 3.1: Locations of Impact Noise Monitoring Stations	15
Table 3.2: Action and Limit Levels for Noise Monitoring	15
Table 3.3: Noise Monitoring Equipment	16
Table 3.4: Summary of Construction Noise Monitoring Results	17
Table 4.1: Monitoring Locations and Parameters of Impact Water Quality Monitoring	18
Table 4.2: Action and Limit Levels for General Water Quality Monitoring and Regular DCM Monitoring	20
Table 4.3: The Control and Impact Stations during Flood Tide and Ebb Tide for General Water Quality Monitoring and Regular DCM Monitoring	20
Table 4.4: Water Quality Monitoring Equipment	21
Table 4.5: Other Monitoring Equipment	21
Table 4.6: Laboratory Measurement/ Analysis of SS and Heavy Metals	22
Table 5.1: Action and Limit Levels for Construction Waste	24
Table 5.2: Construction Waste Statistics	24
Table 6.1: Derived Values of Action and Limit Levels for Chinese White Dolphin Monitoring	25
Table 6.2: Coordinates of Transect Lines in NEL, NWL, AW, WL and SWL Survey Areas	26
Table 6.3: Land-based Theodolite Survey Station Details	27
Table 6.4: Comparison of CWD Encounter Rates of the Whole Survey Area with Action Levels	31
Table 6.5: Summary of Photo Identification	32
Table 6.6: Summary of Survey Effort and CWD Group of Land-based Theodolite Tracking	32
Table 7.1: Summary of Key Audit Findings against the SkyPier Plan	37

Figures

Figure 1.1	Locations of Key Construction Activities
Figure 1.2	Locations of Reclamation Works Area
Figure 1.3	Latest Layout of the Enhanced Silt Curtain
Figure 2.1	Locations of Air and Noise Monitoring Stations and Chek Lap Kok Wind Station

- Figure 4.1 Water Quality Monitoring Stations
- Figure 6.1 Vessel based Dolphin Monitoring Transects in Construction, Post-construction and Operation Phases
- Figure 6.2 Land based Dolphin Monitoring in Baseline and Construction Phases
- Figure 6.3 Sightings Distribution of Chinese White Dolphins
- Figure 6.4 Plots of First Sightings of All CWD Groups obtained from Land-based Stations
- Figure 6.5 Location for Autonomous Passive Acoustic Monitoring
- Figure 7.1 Duration of the SkyPier HSFs travelled through the SCZ for May 2019

Appendices

- Appendix A Environmental Mitigation Implementation Schedule (EMIS) for Construction Phase
- Appendix B Monitoring Schedule
- Appendix C Monitoring Results
- Appendix D Calibration Certificates
- Appendix E Status of Environmental Permits and Licences
- Appendix F Cumulative Statistics on Exceedances, Environmental Complaints, Notification of Summons and Status of Prosecutions
- Appendix G Data of SkyPier HSF Movements to/from Zhuhai and Macau (between 1 and 31 May 2019)

Abbreviations

3RS	Three-Runway System
AAHK	Airport Authority Hong Kong
AECOM	AECOM Asia Company Limited
AFCD	Agriculture, Fisheries and Conservation Department
AIS	Automatic Information System
ANI	Encounter Rate of Number of Dolphins
APM	Automated People Mover
AW	Airport West
BHS	Baggage Handling System
C&D	Construction and Demolition
CAP	Contamination Assessment Plan
CAR	Contamination Assessment Report
CNP	Construction Noise Permit
CWD	Chinese White Dolphin
DCM	Deep Cement Mixing
DEZ	Dolphin Exclusion Zone
DO	Dissolved Oxygen
EAR	Ecological Acoustic Recorder
EIA	Environmental Impact Assessment
EM&A	Environmental Monitoring & Audit
EP	Environmental Permit
EPD	Environmental Protection Department
ET	Environmental Team
FCZ	Fish Culture Zone
HDD	Horizontal Directional Drilling
HKBCF	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities
HKIA	Hong Kong International Airport
HOKLAS	Hong Kong Laboratory Accreditation Scheme
HSF	High Speed Ferry
HVS	High Volume Sampler
IEC	Independent Environmental Checker
LKC	Lung Kwu Chau
MMHK	Mott MacDonald Hong Kong Limited
MMWP	Marine Mammal Watching Plan
MSS	Marine Surveillance System
MTRMP-CAV	Marine Travel Routes and Management Plan for Construction and Associated Vessel
NEL	Northeast Lantau
NWL	Northwest Lantau
PAM	Passive Acoustic Monitoring
PVD	Prefabricated Vertical Drain
SC	Sha Chau

SCLKCMP	Sha Chau and Lung Kwu Chau Marine Park
SS	Suspended Solids
SSSI	Site of Special Scientific Interest
STG	Encounter Rate of Number of Dolphin Sightings
SWL	Southwest Lantau
T2	Terminal 2
The Project	The Expansion of Hong Kong International Airport into a Three-Runway System
The SkyPier Plan	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier
The Manual	The Updated EM&A Manual
TSP	Total Suspended Particulates
WL	West Lantau
WMP	Waste Management Plan

Executive Summary

The “Expansion of Hong Kong International Airport into a Three-Runway System” (the Project) serves to meet the future air traffic demands at Hong Kong International Airport (HKIA). On 7 November 2014, the Environmental Impact Assessment (EIA) Report (Register No.: AEIAR-185/2014) for the Project was approved and an Environmental Permit (EP) (Permit No.: EP-489/2014) was issued for the construction and operation of the Project.

Airport Authority Hong Kong (AAHK) commissioned Mott MacDonald Hong Kong Limited (MMHK) to undertake the role of Environmental Team (ET) for carrying out the Environmental Monitoring & Audit (EM&A) works during the construction phase of the Project in accordance with the Updated EM&A Manual (the Manual).

This is the 41st Construction Phase Monthly EM&A Report for the Project which summarizes the monitoring results and audit findings of the EM&A programme during the reporting period from 1 to 31 May 2019.

Key Activities in the Reporting Period

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, seawall construction, and prefabricated vertical drain (PVD) installation. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition, piling, and excavation works.

EM&A Activities Conducted in the Reporting Period

The monthly EM&A programme was undertaken in accordance with the Manual of the Project. Summary of the monitoring activities during this reporting period is presented as below:

Monitoring Activities	Number of Sessions
1-hour Total Suspended Particulates (TSP) air quality monitoring	30
Noise monitoring	16
Water quality monitoring	12
Vessel line-transect surveys for Chinese White Dolphin (CWD) monitoring	2
Land-based theodolite tracking survey effort for CWD monitoring	3

Environmental auditing works, including weekly site inspections of construction works conducted by the ET and bi-weekly site inspections conducted by the Independent Environmental Checker (IEC), audit of SkyPier High Speed Ferries (HSF), audit of construction and associated vessels, and audit of implementation of Marine Mammal Watching Plan (MMWP) and Dolphin Exclusion Zone (DEZ) Plan, were conducted in the reporting period. Based on information including ET’s observations, records of Marine Surveillance System (MSS), and contractors’ site records, it is noted that environmental pollution control and mitigation measures were properly implemented and construction activities of the Project in the reporting period did not introduce adverse impacts to the sensitive receivers.

Snapshots of EM&A Activities in the Reporting Period

		
<p>Impact Air Quality Monitoring Conducted by ET in Tin Sum</p>	<p>Dust Suppression Measure Conducted by Contractor</p>	<p>Checking of Waste Chit Tickets during Weekly Inspection Conducted by ET</p>

Results of Impact Monitoring

The monitoring works for construction dust, construction noise, water quality, construction waste, landscape & visual, and CWD were conducted during the reporting period in accordance with the Manual.

Monitoring results of construction dust, construction noise, water quality, construction waste, and CWD did not trigger the corresponding Action and Limit Levels in the reporting period.

Summary of Upcoming Key Issues

Advanced Works:

Contract P560 (R) Aviation Fuel Pipeline Diversion Works

- Stockpiling of compressed materials

DCM Works:

Contract 3201 and 3205 DCM Works

- DCM works

Reclamation Works:

Contract 3206 Main Reclamation Works

- Seawall construction;
- PVD installation; and
- Marine filling.

Airfield Works:

Contract 3301 North Runway Crossover Taxiway

- Cable ducting works;
- Subgrade compaction and paving works;
- Drainage construction works;
- Operation of aggregate mixing facility; and
- Precast of duct bank and fabrication of steel works.

Contract 3302 Eastern Vehicular Tunnel Advance Works

- Site survey and cable laying; and
- Site establishment.

Contract 3303 Third Runway and Associated Works

- Site establishment.

Third Runway Concourse and Integrated Airport Centres Works:**Contract 3402 New Integrated Airport Centres Enabling Works**

- Site establishment;
- Installation of sheet and pipe piles; and
- Manhole and pipe construction works.

Terminal 2 Expansion Works:**Contract 3501 Antenna Farm and Sewage Pumping Station**

- Drainage works;
- Boring works; and
- Pipe installation.

Contract 3502 Terminal 2 Automated People Mover (APM) Depot Modification Works

- Site clearance; and
- Painting and fitting out works.

Contract 3503 Terminal 2 Foundation and Substructure Works

- Site establishment;
- Demolition works;
- Utilities, drainage, and road work; and
- Piling and structure works.

Automated People Mover (APM) Works:**Contract 3602 Existing APM System Modification Works**

- Site establishment; and
- Modification works at APM depot.

Airport Support Infrastructure & Logistic Works:**Contract 3801 APM and BHS Tunnels on Existing Airport Island**

- Site establishment;
- Cofferdam installation and construction of box culvert;
- Rising main installation;
- Drilling and grouting works;
- Piling and foundation works
- Demolition works; and
- Site clearance.

Summary Table

The following table summarizes the key findings of the EM&A programme during the reporting period:

	Yes	No	Details	Analysis / Recommendation / Remedial Actions
Breach of Limit Level^		√	No breach of Limit Level was recorded.	Nil
Breach of Action Level^		√	No breach of Action Level was recorded.	Nil
Complaint Received		√	No construction activities-related complaint was received	Nil
Notification of any summons and status of prosecutions		√	No notification of summons or prosecution was received.	Nil
Change that affect the EM&A		√	There was no change to the construction works that may affect the EM&A	Nil

Note:

^ Only triggering of Action or Limit Level found related to Project works is counted as Breach of Action or Limit Level.

1 Introduction

1.1 Background

On 7 November 2014, the Environmental Impact Assessment (EIA) Report (Register No.: AEIAR-185/2014) for the “Expansion of Hong Kong International Airport into a Three-Runway System” (the Project) was approved and an Environmental Permit (EP) (Permit No.: EP-489/2014) was issued for the construction and operation of the Project.

Airport Authority Hong Kong (AAHK) commissioned Mott MacDonald Hong Kong Limited (MMHK) to undertake the role of Environmental Team (ET) for carrying out the Environmental Monitoring & Audit (EM&A) works during the construction phase of the Project in accordance with the Updated EM&A Manual (the Manual) submitted under EP Condition 3.1¹. AECOM Asia Company Limited (AECOM) was employed by AAHK as the Independent Environmental Checker (IEC) for the Project.

The Project covers the expansion of the existing airport into a three-runway system (3RS) with key project components comprising land formation of about 650 ha and all associated facilities and infrastructure including taxiways, aprons, aircraft stands, a passenger concourse, an expanded Terminal 2, all related airside and landside works and associated ancillary and supporting facilities. The submarine aviation fuel pipelines and submarine power cables also require diversion as part of the works.

Construction of the Project is to proceed in the general order of diversion of the submarine aviation fuel pipelines, diversion of the submarine power cables, land formation, and construction of infrastructure, followed by construction of superstructures.

The updated overall phasing programme of all construction works was presented in Appendix A of the Construction Phase Monthly EM&A Report No. 7 and the contract information was presented in Appendix A of the Construction Phase Monthly EM&A Report No. 38.

1.2 Scope of this Report

This is the 41st Construction Phase Monthly EM&A Report for the Project which summarizes the key findings of the EM&A programme during the reporting period from 1 to 31 May 2019.

1.3 Project Organisation

The Project’s organization structure presented in Appendix B of the Construction Phase Monthly EM&A Report No.1 remained unchanged during the reporting period. Contact details of the key personnel are presented in **Table 1.1**.

¹ The Manual is available on the Project’s dedicated website (accessible at: <http://env.threerunwaysystem.com/en/index.html>).

Table 1.1: Contact Information of Key Personnel

Party	Position	Name	Telephone
Project Manager's Representative (Airport Authority Hong Kong)	Principal Manager, Environment	Lawrence Tsui	2183 2734
Environmental Team (ET) (Mott MacDonald Hong Kong Limited)	Environmental Team Leader	Terence Kong	2828 5919
	Deputy Environmental Team Leader	Heidi Yu	2828 5704
	Deputy Environmental Team Leader	Daniel Sum	2585 8495
Independent Environmental Checker (IEC) (AECOM Asia Company Limited)	Independent Environmental Checker	Jackel Law	3922 9376
	Deputy Independent Environmental Checker	Roy Man	3922 9141

Advanced Works:

Party	Position	Name	Telephone
Contract P560(R) Aviation Fuel Pipeline Diversion Works (Langfang Huayuan Mechanical and Electrical Engineering Co., Ltd.)	Project Manager	Wei Shih	2117 0566
	Environmental Officer	Lyn Liu	5172 6543

Deep Cement Mixing (DCM) Works:

Party	Position	Name	Telephone
Contract 3201 DCM (Package 1) (Penta-Ocean-China State-Dong-Ah Joint Venture)	Project Director	Tsugunari Suzuki	9178 9689
	Environmental Officer	Hiu Yeung Tang	6329 3513
Contract 3202 DCM (Package 2) (Samsung-BuildKing Joint Venture)	Project Manager	Ilkwon Nam	9643 3117
Contract 3203 DCM (Package 3) (Sambo E&C Co., Ltd)	Project Manager	Eric Kan	9014 6758
Contract 3204 DCM (Package 4) (CRBC-SAMBO Joint Venture)	Project Manager	Kyung-Sik Yoo	9683 8697
Contract 3205 DCM (Package 5) (Bachy Soletanche - Sambo Joint Venture)	Deputy Project Director	Min Park	9683 0765
	Environmental Officer	Lawrence Chan	5107 5961

Reclamation Works:

Party	Position	Name	Telephone
Contract 3206 Main Reclamation Works (ZHEC-CCCC-CDC Joint Venture)	Project Manager	Kim Chuan Lim	3763 1509
	Environmental Officer	Kwai Fung Wong	3763 1452

Airfield Works:

Party	Position	Name	Telephone
Contract 3301 North Runway Crossover Taxiway (FJT-CHEC-ZHEC Joint Venture)	Deputy Project Director	Kin Hang Chung	9800 0048
	Environmental Officer	Nelson Tam	9721 3942
Contract 3302 Eastern Vehicular Tunnel Advance Works (China Road and Bridge Corporation)	Project Manager	Wan Cheung Lee	6100 6075
	Environmental Officer	Kanny Cho	6381 8171

Third Runway Concourse and Integrated Airport Centres Works:

Party	Position	Name	Telephone
Contract 3402 New Integrated Airport Centres Enabling Works (Wing Hing Construction Co., Ltd.)	Contract Manager	Michael Kan	9206 0550
	Environmental Officer	Lisa He	5374 3418

Terminal 2 (T2) Expansion Works:

Party	Position	Name	Telephone
Contract 3501 Antenna Farm and Sewage Pumping Station (Build King Construction Ltd.)	Project Manager	Vincent Kwan	9833 1313
	Environmental Officer	Edward Tam	9287 8270
Contract 3502 Terminal 2 APM Depot Modification Works (Build King Construction Ltd.)	Project Manager	David Ng	9010 7871
	Environmental Officer	Chun Pong Chan	9187 7118
Contract 3503 Terminal 2 Foundation and Substructure Works (Leighton – Chun Wo Joint Venture)	Project Manager	Eric Wu	3973 1718
	Environmental Officer	Stephen Tsang	5508 6361

Automated People Mover (APM) Works:

Party	Position	Name	Telephone
Contract 3602 Existing APM System Modification Works (Niigata Transys Co., Ltd.)	Project Manager	Kunihiro Tatecho	9755 0351
	Environmental Officer	Arthur Wong	9170 3394

Baggage Handling System (BHS) Works:

Party	Position	Name	Telephone
Contract 3603 3RS Baggage Handling System (VISH Consortium)	Project Manager	Andy Ng	9102 2739
	Environmental Officer	Eric Ha	9215 3432

Airport Support Infrastructure and Logistic Works:

Party	Position	Name	Telephone
Contract 3801 APM and BHS Tunnels on Existing Airport Island (China State Construction Engineering (Hong Kong) Ltd.)	Project Manager	Tony Wong	9642 8672
	Environmental Officer	Fredrick Wong	9842 2703

1.4 Summary of Construction Works

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, seawall construction, and prefabricated vertical drain (PVD) installation. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS) systems, and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition of existing facilities, piling, and excavation works.

The locations of key construction activities are presented in **Figure 1.1**. Locations of reclamation works area are presented in **Figure 1.2**. Latest layout of the enhanced silt curtain deployed is presented in **Figure 1.3**.

1.5 Summary of EM&A Programme Requirements

The status for all environmental aspects are presented in **Table 1.2**. The EM&A requirements remained unchanged during the reporting period and details can be referred to Table 1.2 of the Construction Phase Monthly EM&A Report No. 1.

Table 1.2: Summary of status for all environmental aspects under the Updated EM&A Manual

Parameters	Status
Air Quality	
Baseline Monitoring	The baseline air quality monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	On-going
Noise	
Baseline Monitoring	The baseline noise monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.

Parameters	Status
Impact Monitoring	On-going
Water Quality	
General Baseline Water Quality Monitoring for reclamation, water jetting and field joint works	The baseline water quality monitoring result has been reported in Baseline Water Quality Monitoring Report and submitted to EPD under EP Condition 3.4.
General Impact Water Quality Monitoring for reclamation, water jetting and field joint works	On-going
Initial Intensive Deep Cement Mixing (DCM) Water Quality Monitoring	The Initial Intensive DCM Monitoring Report was submitted and approved by EPD in accordance with the Detailed Plan on DCM.
Regular DCM Water Quality Monitoring	On-going
Waste Management	
Waste Monitoring	On-going
Land Contamination	
Supplementary Contamination Assessment Plan (CAP)	The Supplementary CAP was submitted to EPD pursuant to EP Condition 2.20.
Contamination Assessment Report (CAR) for Golf Course	The CAR for Golf Course was submitted to EPD.
Terrestrial Ecology	
Pre-construction Egret Survey Plan	The Egret Survey Plan was submitted and approved by EPD under EP Condition 2.14.
Ecological Monitoring	The terrestrial ecological monitoring at Sheung Sha Chau was completed in January 2019.
Marine Ecology	
Pre-Construction Phase Coral Dive Survey	The Coral Translocation Plan was submitted and approved by EPD under EP Condition 2.12.
Coral Translocation	The coral translocation was completed.
Post-Translocation Coral Monitoring	The post-translocation monitoring programme according to the Coral Translocation Plan was completed in April 2018.
Chinese White Dolphins (CWD)	
Vessel Survey, Land-based Theodolite Tracking and Passive Acoustic Monitoring (PAM)	
Baseline Monitoring	Baseline CWD results were reported in the CWD Baseline Monitoring Report and submitted to EPD in accordance with EP Condition 3.4.
Impact Monitoring	On-going
Landscape & Visual	
Landscape & Visual Plan	The Landscape & Visual Plan was submitted to EPD under EP Condition 2.18
Baseline Monitoring	The baseline landscape & visual monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	On-going
Environmental Auditing	
Regular site inspection	On-going
Marine Mammal Watching Plan (MMWP) implementation measures	On-going
Dolphin Exclusion Zone (DEZ) Plan implementation measures	On-going
SkyPier High Speed Ferries (HSF) implementation measures	On-going
Construction and Associated Vessels Implementation measures	On-going
Complaint Hotline and Email channel	On-going
Environmental Log Book	On-going

Taking into account the construction works in this reporting period, impact monitoring of air quality, noise, water quality, waste management, landscape & visual, and CWD were carried out in the reporting period.

The EM&A programme also involved weekly site inspections and related auditing conducted by the ET for checking the implementation of the required environmental mitigation measures recommended in the approved EIA Report. To promote the environmental awareness and enhance the environmental performance of the contractors, environmental trainings and regular environmental management meetings were conducted during the reporting period, which are summarized as below:

- Two skipper trainings provided by ET: 8 and 22 May 2019
- Seven environmental management meetings for EM&A review with works contracts: 15, 21, 23, 28, 30, and 31 May 2019

The EM&A programme has been following the recommendations presented in the approved EIA Report and the Manual. A summary of implementation status of the environmental mitigation measures for the construction phase of the Project during the reporting period is provided in **Appendix A**.

2 Air Quality Monitoring

Air quality monitoring of 1-hour Total Suspended Particulates (TSP) was conducted three times every six days at two representative monitoring stations in the vicinity of air sensitive receivers in Tung Chung and villages in North Lantau in accordance with the Manual. **Table 2.1** describes the details of the monitoring stations. **Figure 2.1** shows the locations of the monitoring stations.

Table 2.1: Locations of Impact Air Quality Monitoring Stations

Monitoring Station	Location
AR1A	Man Tung Road Park
AR2	Village House at Tin Sum

2.1 Action and Limit Levels

In accordance with the Manual, baseline air quality monitoring of 1-hour TSP levels at the two air quality monitoring stations were established as presented in the Baseline Monitoring Report. The Action and Limit Levels of the air quality monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are provided in **Table 2.2**.

Table 2.2: Action and Limit Levels of Air Quality Monitoring

Monitoring Station	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
AR1A	306	500
AR2	298	

2.2 Monitoring Equipment

Portable direct reading dust meter was used to carry out the air quality monitoring. Details of equipment used in the reporting period are given in **Table 2.3**.

Table 2.3: Air Quality Monitoring Equipment

Equipment	Brand and Model	Last Calibration Date	Calibration Certificate Provided in
Portable direct reading dust meter (Laser dust monitor)	SIBATA LD-3B-1 (Serial No. 597337)	2 Oct 2018	Monthly EM&A Report No. 35, Appendix D
	SIBATA LD-3B-2 (Serial No. 296098)	16 Oct 2018	

2.3 Monitoring Methodology

2.3.1 Measuring Procedure

The measurement procedures involved in the impact air quality monitoring can be summarised as follows:

- a. The portable direct reading dust meter was mounted on a tripod at a height of 1.2 m above the ground.

- b. Prior to the measurement, the equipment was set up for 1 minute span check and 6 second background check.
- c. The one hour dust measurement was started. Site conditions and dust sources at the nearby area were recorded on a record sheet.
- d. When the measurement completed, the “Count” reading per hour was recorded for result calculation.

2.3.2 Maintenance and Calibration

The portable direct reading dust meter is calibrated every year against high volume sampler (HVS) to check the validity and accuracy of the results measured by direct reading method. The calibration record of the HVS provided in Appendix D of the Construction Phase Monthly EM&A Report No. 35, and the calibration certificates of portable direct reading dust meters listed in **Table 2.3** are still valid.

2.4 Summary of Monitoring Results

The air quality monitoring schedule involved in the reporting period is provided in **Appendix B**.

The air quality monitoring results in the reporting period are summarized in **Table 2.4**. Detailed impact monitoring results are presented in **Appendix C**.

Table 2.4: Summary of Air Quality Monitoring Results

Monitoring Station	1-hr TSP Concentration Range ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
AR1A	11 – 42	306	500
AR2	12 – 111	298	

The monitoring results were within the corresponding Action and Limit Levels at all monitoring stations in the reporting period.

General meteorological conditions throughout the impact monitoring period were recorded. Wind data including wind speed and wind direction for each monitoring day were collected from the Chek Lap Kok Wind Station.

2.5 Conclusion

No dust emission source from Project activities was observed during impact air quality monitoring. Major sources of dust observed at the monitoring stations during the monitoring sessions were local air pollution and nearby traffic emissions. It is considered that the monitoring work in the reporting period is effective and there was no adverse impact attributable to the Project activities.

3 Noise Monitoring

Noise monitoring in the form of 30-minute measurements of L_{eq} , L_{10} , and L_{90} levels was conducted once per week between 0700 and 1900 on normal weekdays at four representative monitoring stations in the vicinity of noise sensitive receivers in Tung Chung and villages in North Lantau in accordance with the Manual. **Table 3.1** describes the details of the monitoring stations. **Figure 2.1** shows the locations of the monitoring stations.

Table 3.1: Locations of Impact Noise Monitoring Stations

Monitoring Station	Location	Type of measurement
NM1A	Man Tung Road Park	Free field
NM2 ⁽¹⁾	Tung Chung West Development	To be determined
NM3A ⁽²⁾	Site Office	Facade
NM4	Ching Chung Hau Po Woon Primary School	Free field
NM5	Village House in Tin Sum	Free field
NM6	House No. 1, Sha Lo Wan	Free field

Note:

- (1) As described in Section 4.3.3 of the Manual, noise monitoring at NM2 will only commence after occupation of the future Tung Chung West Development.
- (2) According to Section 4.3.3 of the Manual, the noise monitoring at NM3A was temporarily suspended starting from 1 Sep 2018 and would be resumed with the completion of the Tung Chung East Development.

3.1 Action and Limit Levels

In accordance with the Manual, baseline noise levels at the noise monitoring stations were established as presented in the Baseline Monitoring Report. The Action and Limit Levels of the noise monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are provided in **Table 3.2**.

Table 3.2: Action and Limit Levels for Noise Monitoring

Monitoring Stations	Time Period	Action Level	Limit Level, $L_{eq(30mins)}$ dB(A)
NM1A, NM2, NM3A, NM4, NM5 and NM6	0700-1900 hours on normal weekdays	When one documented complaint is received from any one of the sensitive receivers	75 dB(A) ⁽¹⁾

Note:

- (1) Reduced to 70dB(A) for school and 65dB(A) during school examination periods for NM4.

3.2 Monitoring Equipment

Noise monitoring was performed using sound level meter at each designated monitoring station. The sound level meters deployed comply with the International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1) specifications. Acoustic calibrator was used to check the sound level meters by a known sound pressure level for field measurement. Details of equipment used in the reporting period are given in **Table 3.3**.

Table 3.3: Noise Monitoring Equipment

Equipment	Brand and Model	Last Calibration Date	Calibration Certificate Provided in
Integrated Sound Level Meter	NTi XL2-M2211 (Microphone Serial No.7681; Capsule Serial No.72079)	28 Aug 2018	Monthly EM&A Report No. 36, Appendix E
	Rion NL-52 (Serial No. 01287679)	6 Feb 2019	Monthly EM&A Report No. 39, Appendix D
Acoustic Calibrator	Castle GA607 (Serial No. 040162)	7 Aug 2018	Monthly EM&A Report No. 35, Appendix D
	Casella CEL-120/1 (Serial No. 2383737)	17 Oct 2018	

3.3 Monitoring Methodology

3.3.1 Monitoring Procedure

The monitoring procedures involved in the noise monitoring can be summarised as follows:

- a. The sound level meter was set on a tripod at least a height of 1.2 m above the ground for free-field measurements at monitoring stations NM1A, NM4, NM5 and NM6. A correction of +3 dB(A) was applied to the free field measurements.
- b. Façade measurements were made at the monitoring station NM3A.
- c. Parameters such as frequency weighting, time weighting and measurement time were set.
- d. Prior to and after each noise measurement, the meter was calibrated using the acoustic calibrator. If the difference in the calibration level before and after measurement was more than 1 dB(A), the measurement would be considered invalid and repeat of noise measurement would be required after re-calibration or repair of the equipment.
- e. During the monitoring period, L_{eq} , L_{10} and L_{90} were recorded. In addition, site conditions and noise sources were recorded on a record sheet.
- f. Noise measurement results were corrected with reference to the baseline monitoring levels.
- g. Observations were recorded when high intrusive noise (e.g. dog barking, helicopter noise) was observed during the monitoring.

3.3.2 Maintenance and Calibration

The maintenance and calibration procedures are summarised below:

- a. The microphone head of the sound level meter was cleaned with soft cloth at regular intervals.
- b. The meter and calibrator were sent to the supplier or laboratory accredited under Hong Kong Laboratory Accreditation Scheme (HOKLAS) to check and calibrate at yearly intervals.

Calibration certificates of the sound level meters and acoustic calibrators used in the noise monitoring listed in **Table 3.3** are still valid.

3.4 Summary of Monitoring Results

The noise monitoring schedule involved in the reporting period is provided in **Appendix B**.

The noise monitoring results in the reporting period are summarized in **Table 3.4**. Detailed impact monitoring results are presented in **Appendix C**.

Table 3.4: Summary of Construction Noise Monitoring Results

Monitoring Station	Noise Level Range, dB(A)	Limit Level, dB(A)
	Leq (30 mins)	Leq (30 mins)
NM1A ⁽¹⁾	71 – 72	75
NM4 ⁽¹⁾	64 – 66	70 ⁽²⁾
NM5 ⁽¹⁾	53 – 64	75
NM6 ⁽¹⁾	65 – 71	75

Notes:

- (1) +3 dB(A) Façade correction included;
- (2) Reduced to 65 dB(A) during school examination periods at NM4. School examination took place on 31 May in this reporting period.

No complaints were received from any sensitive receiver that triggered the Action Level. All monitoring results were also within the corresponding Limit Levels at all monitoring stations in the reporting period.

3.5 Conclusion

As the construction activities were far away from the monitoring stations, major sources of noise dominating the monitoring stations observed during the construction noise impact monitoring were traffic noise near NM1A, school activities and traffic noise near NM4, and aircraft noise near NM5 and NM6 during this reporting period. It is considered that the monitoring work during the reporting period was effective and there was no adverse impact attributable to the Project activities.

4 Water Quality Monitoring

Water quality monitoring of DO, pH, temperature, salinity, turbidity, suspended solids (SS), total alkalinity, chromium, and nickel was conducted three days per week, at mid-ebb and mid-flood tides, at a total of 23 water quality monitoring stations, comprising 12 impact (IM) stations, 8 sensitive receiver (SR) stations and 3 control (C) stations in the vicinity of water quality sensitive receivers around the airport island in accordance with the Manual. The purpose of water quality monitoring at the IM stations is to promptly capture any potential water quality impact from the Project before it could become apparent at sensitive receivers (represented by the SR stations). **Table 4.1** describes the details of the monitoring stations. **Figure 4.1** shows the locations of the monitoring stations.

Table 4.1: Monitoring Locations and Parameters of Impact Water Quality Monitoring

Monitoring Station	Description	Coordinates		Parameters
		Easting	Northing	
C1	Control Station	804247	815620	<u>General Parameters</u>
C2	Control Station	806945	825682	DO, pH, Temperature, Salinity, Turbidity, SS
C3 ⁽³⁾	Control Station	817803	822109	
IM1	Impact Station	807132	817949	<u>DCM Parameters</u>
IM2	Impact Station	806166	818163	Total Alkalinity, Heavy Metals ⁽²⁾
IM3	Impact Station	805594	818784	
IM4	Impact Station	804607	819725	
IM5	Impact Station	804867	820735	
IM6	Impact Station	805828	821060	
IM7	Impact Station	806835	821349	
IM8	Impact Station	808140	821830	
IM9	Impact Station	808811	822094	
IM10	Impact Station	809794	822385	
IM11	Impact Station	811460	822057	
IM12	Impact Station	812046	821459	
SR1A ⁽¹⁾	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) Seawater Intake for cooling	812660	819977	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS
SR2 ⁽³⁾	Planned marine park / hard corals at The Brothers / Tai Mo To	814166	821463	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS <u>DCM Parameters</u> Total Alkalinity, Heavy Metals ⁽²⁾⁽⁴⁾
SR3	Sha Chau and Lung Kwu Chau Marine Park / fishing and spawning grounds in North Lantau	807571	822147	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS
SR4A	Sha Lo Wan	807810	817189	

Monitoring Station	Description	Coordinates	Parameters
SR5A	San Tau Beach SSSI	810696	816593
SR6	Tai Ho Bay, Near Tai Ho Stream SSSI	814663	817899
SR7	Ma Wan Fish Culture Zone (FCZ)	823742	823636
SR8 ⁽⁵⁾	Seawater Intake for cooling at Hong Kong International Airport (East)	811623	820390

Notes:

- (1) With the operation of HKBCF, water quality monitoring at SR1A station was commenced on 25 October 2018. To better reflect the water quality in the immediate vicinity of the intake, the monitoring location of SR1A has been shifted closer to the intake starting from 5 January 2019.
- (2) Details of selection criteria for the two heavy metals for regular DCM monitoring refer to the Detailed Plan on Deep Cement Mixing available on the dedicated 3RS website (<http://env.threerunwaysystem.com/en/ep-submissions.html>). DCM specific water quality monitoring parameters (total alkalinity and heavy metals) were only conducted at C1 to C3, SR2, and IM1 to IM12.
- (3) According to the Baseline Water Quality Monitoring Report, C3 station is not adequately representative as a control station of impact/ SR stations during the flood tide. The control reference has been changed from C3 to SR2 from 1 September 2016 onwards.
- (4) Total alkalinity and heavy metals results are collected at SR2 as a control station for regular DCM monitoring.
- (5) The monitoring location for SR8 is subject to further changes due to silt curtain arrangements and the progressive relocation of this seawater intake.

4.1 Action and Limit Levels

In accordance with the Manual, baseline water quality levels at the abovementioned representative water quality monitoring stations were established as presented in the Baseline Water Quality Monitoring Report. The Action and Limit Levels of general water quality monitoring and regular DCM monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are provided in **Table 4.2**. The control and impact stations during ebb tide and flood tide for general water quality monitoring and regular DCM monitoring are presented in **Table 4.3**.

Table 4.2: Action and Limit Levels for General Water Quality Monitoring and Regular DCM Monitoring

Parameters		Action Level (AL)		Limit Level (LL)	
Action and Limit Levels for general water quality monitoring and regular DCM monitoring (excluding SR1A & SR8)					
General Water Quality Monitoring	DO in mg/L (Surface, Middle & Bottom)	Surface and Middle		Surface and Middle	
		4.5 mg/L		4.1 mg/L	
	Suspended Solids (SS) in mg/L	Bottom		Bottom	
		3.4 mg/L		2.7 mg/L	
Turbidity in NTU	22.6	or 120% of upstream control station at the same tide of the same day, whichever is higher	36.1	or 130% of upstream control station at the same tide of the same day, whichever is higher	
Regular DCM Monitoring	Total Alkalinity in ppm	95		99	
	Representative Heavy Metals for regular DCM monitoring (Chromium) in µg/L	0.2		0.2	
	Representative Heavy Metals for regular DCM monitoring (Nickel) in µg/L	3.2		3.6	
Action and Limit Levels SR1A					
SS (mg/l)		33		42	
Action and Limit Levels SR8					
SS (mg/l)		52		60	

Notes:

- (1) For DO measurement, non-compliance occurs when monitoring result is lower than the limits.
- (2) For parameters other than DO, non-compliance of water quality results when monitoring results is higher than the limits.
- (3) Depth-averaged results are used unless specified otherwise.
- (4) Details of selection criteria for the two heavy metals for regular DCM monitoring refer to the Detailed Plan on Deep Cement Mixing available on the dedicated 3RS website (<http://env.threerunwaysystem.com/en/ep-submissions.html>)
- (5) The Action and Limit Levels for the two representative heavy metals chosen will be the same as that for the intensive DCM monitoring.

Table 4.3: The Control and Impact Stations during Flood Tide and Ebb Tide for General Water Quality Monitoring and Regular DCM Monitoring

Control Station	Impact Stations
Flood Tide	
C1	IM1, IM2, IM3, IM4, IM5, IM6, IM7, IM8, SR3
SR2 ⁽¹⁾	IM7, IM8, IM9, IM10, IM11, IM12, SR1A, SR3, SR4A, SR5A, SR6, SR8
Ebb Tide	
C1	SR4A, SR5A, SR6
C2	IM1, IM2, IM3, IM4, IM5, IM6, IM7, IM8, IM9, IM10, IM11, IM12, SR1A, SR2, SR3, SR7, SR8

Note:

- (1) As per findings of Baseline Water Quality Monitoring Report, the control reference has been changed from C3 to SR2 from 1 Sep 2016 onwards.

4.2 Monitoring Equipment

Table 4.4 summarises the equipment used in the reporting period for monitoring of specific water quality parameters under the water quality monitoring programme.

Table 4.4: Water Quality Monitoring Equipment

Equipment	Brand and Model	Last Calibration Date	Calibration Certificate Provided in
Multifunctional Meter (measurement of DO, pH, temperature, salinity and turbidity)	YSI ProDSS (Serial No. 17E100747)	27 Mar 2019	Monthly EM&A Report No. 39, Appendix D
	YSI ProDSS (Serial No. 00019CB2)	27 Mar 2019	
	YSI ProDSS (Serial No. 17H105557)	30 Apr 2019	Appendix D
	YSI ProDSS (Serial No. 16H104233)	30 Apr 2019	
	YSI ProDSS (Serial No. 16H104234)	30 Apr 2019	
Digital Titrator (measurement of total alkalinity)	Titrette Digital Burette 50ml Class A (Serial No. 10N64701)	25 Feb 2019 ⁽¹⁾	Monthly EM&A Report No. 39, Appendix D
	Titrette Digital Burette 50ml Class A (Serial No. 10N65665)	20 May 2019	Appendix D

Note:

- (1) The monitoring equipment was not used in the reporting period after the expiry date of the calibration certificate.

Other equipment used as part of the impact water quality monitoring programme are listed in **Table 4.5**.

Table 4.5: Other Monitoring Equipment

Equipment	Brand and Model
Water Sampler	Van Dorn Water Sampler
Positioning Device (measurement of GPS)	Garmin eTrex Vista HCx
Current Meter (measurement of current speed and direction, and water depth)	Sontek HydroSurveyor

4.3 Monitoring Methodology

4.3.1 Measuring Procedure

Water quality monitoring samples were taken at three depths (at 1m below surface, at mid-depth, and at 1m above bottom) for locations with water depth >6m. For locations with water depth between 3m and 6m, water samples were taken at two depths (surface and bottom). For locations with water depth <3m, only the mid-depth was taken. Duplicate water samples were taken and analysed.

The water samples for all monitoring parameters were collected, stored, preserved and analysed according to the Standard Methods, APHA 22nd ed. and/or other methods as agreed by the EPD. In-situ measurements at monitoring locations including temperature, pH, DO, turbidity, salinity, alkalinity and water depth were collected by equipment listed in **Table 4.4** and **Table 4.5**. Water samples for heavy metals and SS analysis were stored in high density polythene bottles with no preservative added, packed in ice (cooled to 4 °C without being frozen), delivered to the laboratory within 24 hours of collection.

4.3.2 Maintenance and Calibration

Calibration of In-situ Instruments

All in-situ monitoring instrument were checked, calibrated and certified by a laboratory accredited under HOKLAS before use. Responses of sensors and electrodes were checked with certified standard solutions before each use.

Wet bulb calibration for a DO meter was carried out before commencement of monitoring and after completion of all measurements each day. Calibration was not conducted at each monitoring location as daily calibration is adequate for the type of DO meter employed. A zero check in distilled water was performed with the turbidity probe at least once per monitoring day. The probe was then calibrated with a solution of known NTU. In addition, the turbidity probe was calibrated at least twice per month to establish the relationship between turbidity readings (in NTU) and levels of SS (in mg/L). Accuracy check of the digital titrator was performed at least once per monitoring day.

Calibration certificates of the monitoring equipment used in the reporting period listed in **Table 4.4** are still valid.

4.3.3 Laboratory Measurement / Analysis

Analysis of SS and heavy metals have been carried out by a HOKLAS accredited laboratory, ALS Technichem (HK) Pty Ltd (Reg. No. HOKLAS 066). Sufficient water samples were collected at all the monitoring stations for carrying out the laboratory SS and heavy metals determination. The SS and heavy metals determination works were started within 24 hours after collection of the water samples. The analysis of SS and heavy metals have followed the standard methods summarised in **Table 4.6**. The QA/QC procedures for laboratory measurement/ analysis of SS and heavy metals were presented in Appendix F of the Construction Phase Monthly EM&A Report No.8.

Table 4.6: Laboratory Measurement/ Analysis of SS and Heavy Metals

Parameters	Instrumentation	Analytical Method	Reporting Limit
SS	Analytical Balance	APHA 2540D	2 mg/L
Heavy Metals			
Chromium (Cr)	ICP-MS	USEPA 6020A	0.2 µg/L
Nickel (Ni)	ICP-MS	USEPA 6020A	0.2 µg/L

4.4 Summary of Monitoring Results

The water quality monitoring schedule for the reporting period is updated and provided in **Appendix B**. Due to adverse weather and thunderstorm warning in force, the general water quality monitoring and regular DCM monitoring session on 28 May 2019 was cancelled.

The water quality monitoring results for all parameters (i.e. DO, total alkalinity, turbidity, SS, chromium, and nickel) obtained during the reporting period were within their corresponding Action and Limit Level. The detailed monitoring results are presented in **Appendix C**.

4.5 Conclusion

During the reporting period, all monitoring results were within the corresponding Action and Limit Levels. Nevertheless, as part of the EM&A programme, the construction methods and mitigation measures for water quality will continue to be monitored and opportunities for further enhancement will continue to be explored and implemented where possible, to strive for better protection of water quality and the marine environment.

In the meantime, the contractors were reminded to implement and maintain all mitigation measures during weekly site inspection and regular environmental management meetings. These include maintaining mitigation measures properly for reclamation works including DCM works, marine filling, and seawall construction as recommended in the Manual.

5 Waste Management

In accordance with the Manual, the waste generated from construction activities was audited once per week to determine if wastes are being managed in accordance with the Waste Management Plan (WMP) prepared for the Project, contract-specific WMP, and any statutory and contractual requirements. All aspects of waste management including waste generation, storage, transportation and disposal were assessed during the audits.

5.1 Action and Limit Levels

The Action and Limit Levels of the construction waste are provided in **Table 5.1**.

Table 5.1: Action and Limit Levels for Construction Waste

Monitoring Stations	Action Level	Limit Level
Construction Area	When one valid documented complaint is received	Non-compliance of the WMP, contract-specific WMPs, any statutory and contractual requirements

5.2 Waste Management Status

Weekly monitoring on all works contracts were carried out by the ET to check and monitor the implementation of proper waste management practices during the construction phase.

Recommendations made included provision and maintenance of proper chemical waste storage area, as well as handling, segregation, and regular disposal of general refuse. The contractors had taken actions to implement the recommended measures.

Based on updated information provided by contractors, construction waste generated in the reporting period is summarized in **Table 5.2**.

There were no complaints, non-compliance of the WMP, contract-specific WMPs, statutory and contractual requirements that triggered Action and Limit Levels in the reporting period.

Table 5.2: Construction Waste Statistics

	C&D ⁽¹⁾ Material Stockpiled for Reuse or Recycle (m ³)	C&D Material Reused in the Project (m ³)	C&D Material Reused in other Projects (m ³)	C&D Material Transferred to Public Fill (m ³)	Chemical Waste (kg)	Chemical Waste (L)	General Refuse (tonne)
Apr 2019 ⁽²⁾⁽³⁾	*10,184	*5,748	*5,184	5,598	90	13,200	432
May 2019 ⁽³⁾	13,616	10,246	0	5,617	230	18,000	242

Notes:

- (1) C&D refers to Construction and Demolition.
- (2) Updated figures in the past month are reported and marked with an asterisk (*). Updated figures for earlier months will be reported in the forthcoming Annual EM&A Report.
- (3) Metals, paper and/or plastics were recycled in the reporting period.

6 Chinese White Dolphin Monitoring

In accordance with the Manual, CWD monitoring by small vessel line-transect survey supplemented by land-based theodolite tracking survey and passive acoustic monitoring should be conducted during construction phase.

The small vessel line-transect survey should be conducted at a frequency of two full surveys per month, while land-based theodolite tracking survey should be conducted at a frequency of one day per month per station at Sha Chau (SC) and Lung Kwu Chau (LKC) during the construction phase as stipulated in the Manual. Supplemental theodolite tracking survey of one additional day has also been conducted at LKC, i.e. in total twice per month at the LKC station.

6.1 Action and Limit Levels

The Action and Limit Levels for CWD monitoring were formulated by the action response approach using the running quarterly dolphin encounter rates STG and ANI derived from the baseline monitoring data, as presented in the CWD Baseline Monitoring Report. The derived values of Action and Limit Levels for CWD monitoring were summarized in **Table 6.1**.

Table 6.1: Derived Values of Action and Limit Levels for Chinese White Dolphin Monitoring
NEL, NWL, AW, WL and SWL as a Whole

Action Level ⁽³⁾	Running quarterly ⁽¹⁾ STG < 1.86 & ANI < 9.35
Limit Level ⁽³⁾	Two consecutive running quarterly ⁽²⁾ (3-month) STG < 1.86 & ANI < 9.35

Notes: (referring to the baseline monitoring report)

- (1) Action Level – running quarterly STG & ANI will be calculated from the three preceding survey months.
- (2) Limit Level – two consecutive running quarters mean both the running quarterly encounter rates of the preceding month and the running quarterly encounter rates of this month.
- (3) Action Level and/or Limit Level will be triggered if both STG and ANI fall below the criteria.

6.2 CWD Monitoring Transects and Stations

6.2.1 Small Vessel Line-transect Survey

Small vessel line-transect surveys were conducted along the transects covering Northeast Lantau (NEL), Northwest Lantau (NWL), Airport West (AW), West Lantau (WL) and Southwest Lantau (SWL) areas as proposed in the Manual, which are consistent with the Agriculture, Fisheries and Conservation Department (AFCD) long-term monitoring programme (except the addition of AW). The AW transect has not been previously surveyed in the AFCD programme due to the restrictions of HKIA Approach Area, nevertheless, this transect was established during the EIA of the 3RS Project and refined in the Manual with the aim to collect project specific baseline information within the HKIA Approach Area to fill the data gap that was not covered by the AFCD programme. This also provided a larger sample size for estimating the density, abundance and patterns of movements in the broader study area of the project.

The planned vessel survey transect lines follow the waypoints set for construction phase monitoring as proposed in the Manual and depicted in **Figure 6.1** with the waypoint coordinates of all transect lines given in **Table 6.2**, which are subject to on-site refinement based on the actual survey conditions and constraints.

Table 6.2: Coordinates of Transect Lines in NEL, NWL, AW, WL and SWL Survey Areas

Waypoint	Easting	Northing	Waypoint	Easting	Northing
NEL					
1S	813525	820900	6N	818568	824433
1N	813525	824657	7S	819532	821420
2S	814556	818449	7N	819532	824209
2N	814559	824768	8S	820451	822125
3S	815542	818807	8N	820451	823671
3N	815542	824882	9S	821504	822371
4S	816506	819480	9N	821504	823761
4N	816506	824859	10S	822513	823268
5S	817537	820220	10N	822513	824321
5N	817537	824613	11S	823477	823402
6S	818568	820735	11N	823477	824613
NWL					
1S	804671	814577	5S	808504	821735
1N	804671	831404	5N	808504	828602
2Sb	805475	815457	6S	809490	822075
2Nb	805476	818571	6N	809490	825352
2Sa	805476	820770	7S	810499	822323
2Na	805476	830562	7N	810499	824613
3S	806464	821033	8S	811508	821839
3N	806464	829598	8N	811508	824254
4S	807518	821395	9S	812516	821356
4N	807518	829230	9N	812516	824254
AW					
1W	804733	818205	2W	805045	816912
1E	806708	818017	2E	805960	816633
WL					
1W	800600	805450	7W	800400	811450
1E	801760	805450	7E	802400	811450
2W	800300	806450	8W	800800	812450
2E	801750	806450	8E	802900	812450
3W	799600	807450	9W	801500	813550
3E	801500	807450	9E	803120	813550
4W	799400	808450	10W	801880	814500
4E	801430	808450	10E	803700	814500
5W	799500	809450	11W	802860	815500
5E	801300	809450	12S/11E	803750	815500
6W	799800	810450	12N	803750	818500
6E	801400	810450			
SWL					
1S	802494	803961	6S	807467	801137
1N	802494	806174	6N	807467	808458
2S	803489	803280	7S	808553	800329
2N	803489	806720	7N	808553	807377
3S	804484	802509	8S	809547	800338
3N	804484	807048	8N	809547	807396
4S	805478	802105	9S	810542	800423
4N	805478	807556	9N	810542	807462

Waypoint	Easting	Northing	Waypoint	Easting	Northing
5S	806473	801250	10S	811446	801335
5N	806473	808458	10N	811446	809436

6.2.2 Land-based Theodolite Tracking Survey

Land-based theodolite tracking survey stations were set up at two locations, one facing east/south/west on the southern slopes of Sha Chau (SC), and the other facing north/northeast/northwest at Lung Kwu Chau (LKC). The stations (D and E) are depicted in **Figure 6.2** and shown in **Table 6.3** with position coordinates, height of station and approximate distance of consistent theodolite tracking capabilities for CWD.

Table 6.3: Land-based Theodolite Survey Station Details

Stations	Location	Geographical Coordinates	Station Height (m)	Approximate Tracking Distance (km)
D	Sha Chau (SC)	22° 20' 43.5" N 113° 53' 24.66" E	45.66	2
E	Lung Kwu Chau (LKC)	22° 22' 44.83" N 113° 53' 0.2" E	70.40	3

6.3 CWD Monitoring Methodology

6.3.1 Small Vessel Line-transect Survey

Small vessel line-transect surveys provided data for density and abundance estimation and other assessments using distance-sampling methodologies, specifically, line-transect methods.

The surveys involved small vessel line-transect data collection and have been designed to be similar to, and consistent with, previous surveys for the AFCD for their long-term monitoring of small cetaceans in Hong Kong. The survey was designed to provide systematic, quantitative measurements of density, abundance and habitat use.

As mentioned in **Section 6.2.1**, the transects covered NEL, NWL covering the AW, WL and SWL areas as proposed in the Manual and are consistent with the AFCD long-term monitoring programme (except AW). There are two types of transect lines:

- Primary transect lines: the parallel and zigzag transect lines as shown in **Figure 6.1**; and
- Secondary transect lines: transect lines connecting between the primary transect lines and going around islands.

All data collected on both primary and secondary transect lines were used for analysis of sighting distribution, group size, activities including association with fishing boat, and mother-calf pairs. Only on-effort data collected under conditions of Beaufort 0-3 and visibility of approximately 1200 m or beyond were used for analysis of the CWD encounter rates.

A 15-20 m vessel with a flying bridge observation platform about 4 to 5 m above water level and unobstructed forward view, and a team of three to four observers were deployed to undertake the surveys. Two observers were on search effort at all times when following the transect lines with a constant speed of 7 to 8 knots (i.e. 13 to 15 km per hour), one using 7X handheld binoculars and the other using unaided eyes and recording data.

During on-effort survey periods, the survey team recorded effort data including time, position (waypoints), weather conditions (Beaufort sea state and visibility) and distance travelled in each

series with assistance of a handheld GPS device. The GPS device also continuously and automatically logged data including time, position (latitude and longitude) and vessel speed throughout the entire survey.

When CWDs were seen, the survey team was taken off-effort, the dolphins were approached and photographed for photo-ID information (using a Canon 7D [or similar] camera and long 300 mm+ telephoto lens), then followed until they were lost from view. At that point, the boat returned (off effort) to the survey line at the closest point after obtaining photo records of the dolphin group and began to survey on effort again.

Focal follows of dolphins would be used for providing supplementary information only where practicable (i.e. when individual dolphins or small stable groups of dolphins with at least one member that could be readily identifiable with unaided eyes during observations and weather conditions are favourable). These would involve the boat following (at an appropriate distance to minimize disturbance) an identifiable individual dolphin for an extended period of time, and collecting detailed data on its location, behaviour, response to vessels, and associates.

6.3.2 Photo Identification

CWDs can be identified by their unique features like presence of scratches, nick marks, cuts, wounds, deformities of their dorsal fin and distinguished colouration and spotting patterns.

When CWDs were observed, the survey team was taken off-effort, the dolphins were approached and photographed for photo-ID information (using a Canon 7D [or similar] camera and long 300 mm+ telephoto lens). The survey team attempted to photo both sides of every single dolphin in the group as the colouration and spotting pattern on both sides may not be identical. The photos were taken at the highest available resolution and stored on Compact Flash memory cards for transferring into a computer.

All photos taken were initially examined to sort out those containing potentially identifiable individuals. These sorted-out images would then be examined in detail and compared to the CWD photo-identification catalogue established for 3RS during the baseline monitoring stage.

6.3.3 Land-based Theodolite Tracking Survey

Land-based theodolite tracking survey obtains fine-scale information on the time of day and movement patterns of the CWDs. A digital theodolite (Sokkia/Sokkisha Model DT5 or similar equipment) with 30-power magnification and 5-s precision was used to obtain the vertical and horizontal angle of each dolphin and vessel position. Angles were converted to geographic coordinates (latitude and longitude) and data were recorded using *Pythagoras* software, Version 1.2. This method delivers precise positions of multiple spatially distant targets in a short period of time. The technique is fully non-invasive, and allows for time and cost-effective descriptions of dolphin habitat use patterns at all times of daylight.

Three surveyors (one theodolite operator, one computer operator, and one observer) were involved in each survey. Observers searched for dolphins using unaided eyes and handheld binoculars (7X50). Theodolite tracking sessions were initiated whenever an individual CWD or group of CWDs was located. Where possible, a distinguishable individual was selected, based on colouration, within the group. The focal individual was then continuously tracked via the theodolite, with a position recorded each time the dolphin surfaced. In case an individual could not be positively distinguished from other members, the group was tracked by recording positions based on a central point within the group whenever the CWD surfaced. Tracking continued until animals were lost from view; moved beyond the range of reliable visibility (>1-3 km, depending on station height); or environmental conditions obstructed visibility (e.g., intense haze, Beaufort sea state >4, or sunset), at which time the research effort was terminated. In addition to the

tracking of CWD, all vessels that moved within 2-3 km of the station were tracked, with effort made to obtain at least two positions for each vessel.

Theodolite tracking included focal follows of CWD groups and vessels. Priority was given to tracking individual or groups of CWD. The survey team also attempted to track all vessels moving within 1 km of the focal CWD.

6.4 Monitoring Results and Observations

6.4.1 Small Vessel Line-transect Survey

Survey Effort

Within this reporting period, two complete sets of small vessel line-transect surveys were conducted on the 3, 8, 9, 10, 14, 15, 16 and 27 May 2019, covering all transects in NEL, NWL, AW, WL and SWL survey areas for twice.

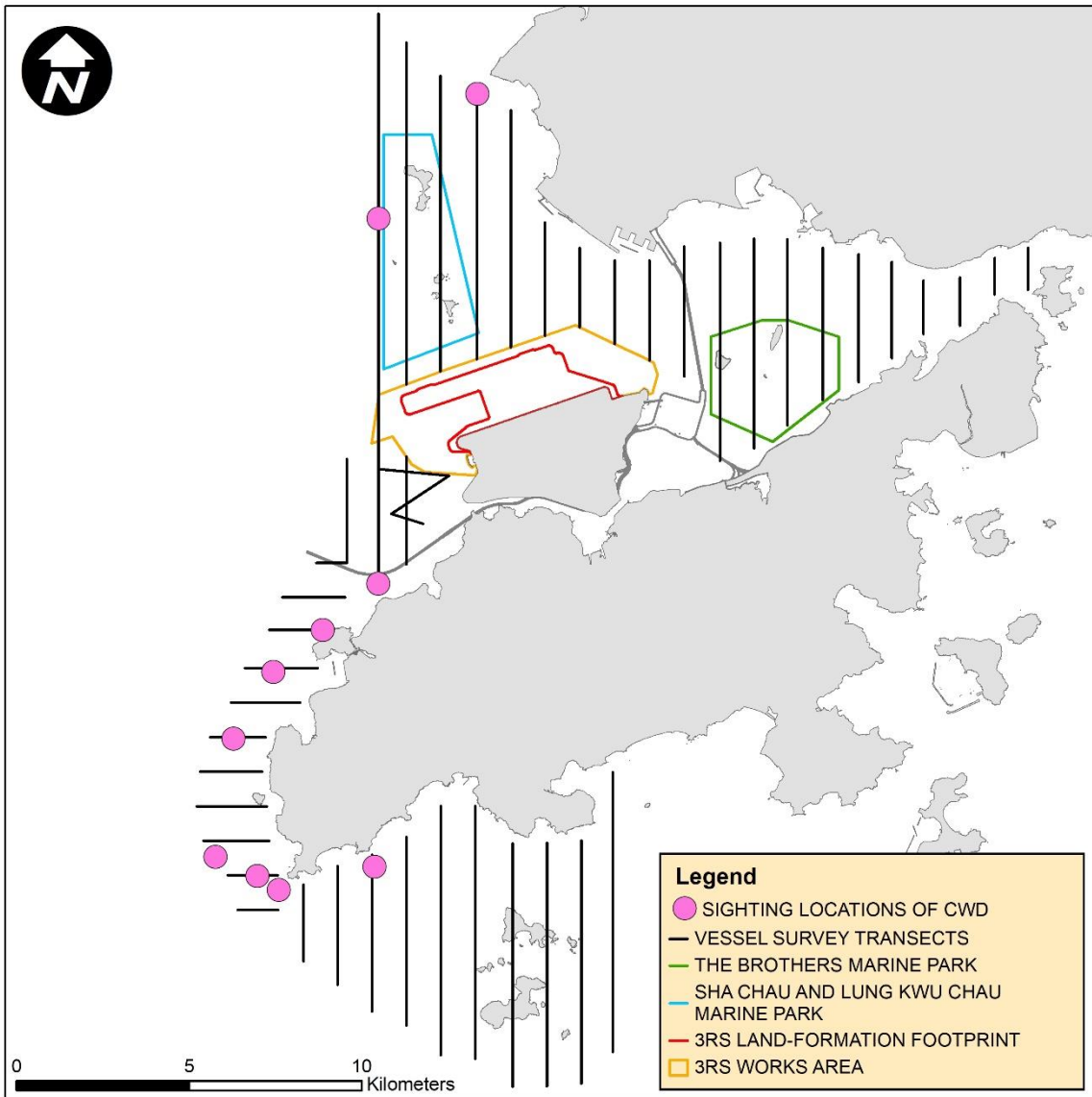
A total of around 455.90 km of survey effort was collected from these surveys, with around 94.1% of the total survey effort being conducted under favourable weather condition (i.e. Beaufort Sea State 3 or below with favourable visibility). Details of the survey effort are given in **Appendix C**.

Sighting Distribution

In May 2019, 10 sightings with 46 dolphins were sighted. Details of cetacean sightings are presented in **Appendix C**.

Distribution of all CWD sightings recorded in May 2019 is illustrated in **Figure 6.3**. In NWL, CWD sightings were recorded near Black Point and at the southwestern waters of Lung Kwu Chau respectively, with another sighting recorded at the southwestern corner of the survey area. In WL, CWD sightings were recorded along from Tai O to Fan Lau. In SWL, one CWD sighting was recorded at the coastal water near Fan Lau Tung Wan. No sightings of CWD were recorded in NEL or in close vicinity to 3RS Works Area.

Figure 6.3: Sightings Distribution of Chinese White Dolphins



Encounter Rate

Two types of dolphin encounter rates were calculated based on the data from May 2019. They included the number of dolphin sightings per 100 km survey effort (STG) and total number of dolphins per 100 km survey effort (ANI) in the whole survey area (i.e. NEL, NWL, AW, WL and SWL). In the calculation of dolphin encounter rates, only survey data collected under favourable weather condition (i.e. Beaufort Sea State 3 or below with favourable visibility) were used. The formulae used for calculation of the encounter rates are shown below:

Encounter Rate by Number of Dolphin Sightings (STG)

$$STG = \frac{\text{Total No. of On - effort Sightings}}{\text{Total Amount of Survey Effort (km)}} \times 100$$

Encounter Rate by Number of Dolphins (ANI)

$$ANI = \frac{\text{Total No. of Dolphins from On – effort Sightings}}{\text{Total Amount of Survey Effort (km)}} \times 100$$

(Notes: Only data collected under Beaufort 3 or below condition were used)

In May 2019, a total of around 429.18 km of survey effort were conducted under Beaufort Sea State 3 or below with favourable visibility, whilst a total number of 10 on-effort sightings with 46 dolphins were sighted under such condition. Calculation of the encounter rates in May 2019 are shown in **Appendix C**.

For the running quarter of the reporting period (i.e., from March 2019 to May 2019), a total of around 1306.36 km of survey effort were conducted under Beaufort Sea State 3 or below with favourable visibility, whilst a total number of 31 on-effort sightings and a total number of 128 dolphins from on-effort sightings were obtained under such condition. Calculation of the running quarterly encounter rates are shown in **Appendix C**.

The STG and ANI of CWD in the whole survey area (i.e. NEL, NWL, AW, WL and SWL) during the month of May 2019 and during the running quarter are presented in **Table 6.4** below and compared with the Action Level. The running quarterly encounter rates STG and ANI did not trigger Action Level.

Table 6.4: Comparison of CWD Encounter Rates of the Whole Survey Area with Action Levels

	Encounter Rate (STG)	Encounter Rate (ANI)
May 2019	2.33	10.72
Running Quarter from March 2019 to May 2019 ⁽¹⁾	2.37	9.80
Action Level	Running quarterly ⁽¹⁾ STG < 1.86 & ANI < 9.35	

Note: (1) Running quarterly encounter rates STG & ANI were calculated from data collected in the reporting period and the two preceding survey months, i.e. the data from March 2019 to May 2019, containing six sets of transect surveys for all monitoring areas. Action Level will be triggered if both STG and ANI fall below the criteria.

Group Size

In May 2019, 10 groups with 46 dolphins were sighted, and the average group size of CWDs was 4.6 dolphins per group. The number of sightings with small group size (i.e. 1-2 dolphins) and that with medium group size (i.e. 3-9 dolphins) were similar. One CWD sighting with 12 dolphins, i.e. regarded as large group size (10 or more dolphins), was recorded in WL.

Activities and Association with Fishing Boats

Two sightings of CWDs were recorded engaging in feeding activities in May 2019. They were recorded in NWL and SWL respectively. No CWD sightings were observed in association with operating fishing boat.

Mother-calf Pair

In May 2019, there were three sightings of CWD with the presence of mother-and-unspotted juvenile pair and/or mother-and-unspotted calf pair.

6.4.2 Photo Identification

In May 2019, a total number of 28 different CWD individuals were identified for totally 31 times. A summary of photo identification works is presented in **Table 6.5**. Representative photos of these individuals are given in **Appendix C**.

Table 6.5: Summary of Photo Identification

Individual ID	Date of Sighting (dd-mmm-yy)	Sighting Group No.	Area	Individual ID	Date of Sighting (dd-mmm-yy)	Sighting Group No.	Area
NLMM006	15-May-19	3	NWL	WLMM009	14-May-19	2	WL
NLMM013	15-May-19	3	NWL	WLMM043	14-May-19	1	WL
NLMM016	14-May-19	1	WL	WLMM061	15-May-19	2	NWL
NLMM039	15-May-19	1	NWL	WLMM063	14-May-19	4	WL
NLMM061	14-May-19	4	WL	WLMM069	14-May-19	4	WL
SLMM002	8-May-19	1	WL	WLMM070	14-May-19	3	WL
SLMM023	14-May-19	4	WL	WLMM076	14-May-19	3	WL
SLMM030	14-May-19	3	WL		27-May-19	3	SWL
	27-May-19	3	SWL	WLMM078	27-May-19	3	SWL
SLMM034	8-May-19	1	WL	WLMM079	8-May-19	1	WL
	14-May-19	5	WL	WLMM083	14-May-19	2	WL
SLMM045	14-May-19	4	WL	WLMM095	14-May-19	2	WL
SLMM049	14-May-19	4	WL	WLMM103	14-May-19	2	WL
WLMM005	14-May-19	4	WL	WLMM129	14-May-19	4	WL
WLMM006	14-May-19	2	WL	WLMM137	8-May-19	1	WL
WLMM007	8-May-19	1	WL				

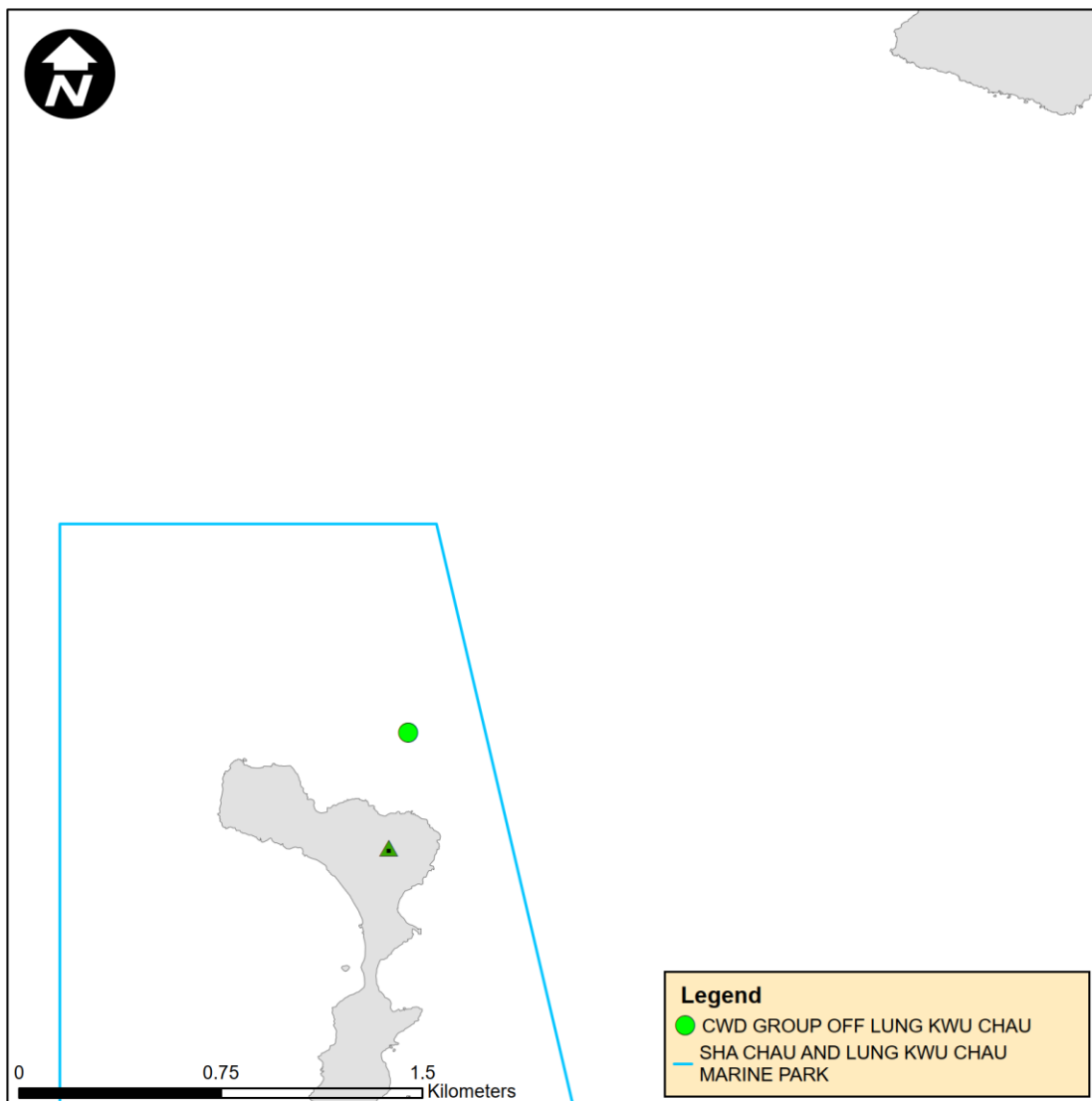
6.4.3 Land-based Theodolite Tracking Survey

Survey Effort

Land-based theodolite tracking surveys were conducted at LKC on 30 and 31 May 2019 and at SC on 3 May 2019, with a total of three days of land-based theodolite tracking survey effort accomplished in this reporting period. One CWD group was tracked at LKC station during the surveys. Information of survey effort and CWD groups sighted during these land-based theodolite tracking surveys are presented in **Table 6.6**. Details of the survey effort and CWD groups tracked are presented in **Appendix C**. The first sighting locations of CWD groups tracked at LKC station during land-based theodolite tracking surveys in May 2019 were depicted in **Figure 6.4**. No CWD group was sighted from SC station in this reporting month.

Table 6.6: Summary of Survey Effort and CWD Group of Land-based Theodolite Tracking

Land-based Station	No. of Survey Sessions	Survey Effort (hh:mm)	No. of CWD Groups Sighted	CWD Group Sighting per Survey Hour
Lung Kwu Chau	2	12:00	1	0.08
Sha Chau	1	6:00	0	0
TOTAL	3	18:00	1	0.06

Figure 6.4: Plots of First Sightings of All CWD Groups obtained from Land-based Stations

6.5 Progress Update on Passive Acoustic Monitoring

Underwater acoustic monitoring using Passive Acoustic Monitoring (PAM) should be undertaken during land formation related construction works. In this reporting period, the Ecological Acoustic Recorder (EAR) was retrieved on 24 May 2019 and subsequently redeployed and positioned at south of Sha Chau Island inside the SCLKCMP with 20% duty cycle (**Figure 6.5**). The EAR deployment is generally for 6 weeks prior to data retrieval for analysis. Acoustic data is reviewed to give an indication of CWDs occurrence patterns and to obtain anthropogenic noise information simultaneously. Analysis (by a specialized team of acousticians) involved manually browsing through every acoustic recording and logging the occurrence of dolphin signals. All data will be re-played by computer as well as listened to by human ears for accurate assessment of dolphin group presence. As the period of data collection and analysis takes more than four months, PAM results could not be reported in monthly intervals but report for supplementing the annual CWD monitoring analysis.

6.6 Site Audit for CWD-related Mitigation Measures

During the reporting period, silt curtains were in place by the contractor for marine filling, in which dolphin observers were deployed by contractor in accordance with the MMWP. Overall, 9 to 14 dolphin observation stations and teams of at least two dolphin observers were deployed by the contractors for continuous monitoring of the DEZ for DCM works, PVD installation, and seawall construction in accordance with the DEZ Plan. Trainings for the proposed dolphin observers on the implementation of MMWP and DEZ monitoring were provided by the ET prior to the aforementioned works, with a cumulative total of 677 individuals being trained and the training records kept by the ET. From the contractors' MMWP observation records, no dolphin or other marine mammals were observed within or around the silt curtains. As for DEZ monitoring records, no dolphin or other marine mammals were observed within or around the DEZs in this reporting month. These contractors' records were also audited by the ET during site inspection. Audits of acoustic decoupling measures for construction vessels were carried out during weekly site inspection and the observations are summarised in **Section 7.1**. Audits of SkyPier high speed ferries route diversion and speed control and construction vessel management are presented in **Section 7.2** and **Section 7.3** respectively.

6.7 Timing of Reporting CWD Monitoring Results

Detailed analysis of CWD monitoring results collected by small vessel line-transect survey will be provided in future quarterly reports. Detailed analysis of CWD monitoring results collected by land-based theodolite tracking survey and PAM will be provided in future annual reports after a larger sample size of data has been collected.

6.8 Summary of CWD Monitoring

Monitoring of CWD was conducted with two complete sets of small vessel line-transect surveys and three days of land-based theodolite tracking survey effort as scheduled. The running quarterly encounter rates STG and ANI in the reporting period did not trigger the Action Level for CWD monitoring.

7 Environmental Site Inspection and Audit

7.1 Environmental Site Inspection

Site inspections of the construction works were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. The weekly site inspection schedule of the construction works is provided in **Appendix B**. Bi-weekly site inspections were also conducted by the IEC. Besides, *ad-hoc* site inspections were conducted by ET and IEC if environmental problems were identified, or subsequent to receipt of an environmental complaint, or as part of the investigation work. These site inspections provided a direct means to reinforce the specified environmental protection requirements and pollution control measures in construction sites.

During site inspections, environmental situation, status of implementation of pollution control and mitigation measures were observed. Environmental documents and site records, including waste disposal record, maintenance record of environmental equipment, and relevant environmental permit and licences, were also checked on site. Observations were recorded in the site inspection checklist and passed to the contractor together with the appropriate recommended mitigation measures where necessary in order to advise contractors on environmental improvement, awareness and on-site enhancement measures. The observations were made with reference to the following information during the site inspections:

- The EIA and EM&A requirements;
- Relevant environmental protection laws, guidelines, and practice notes;
- The EP conditions and other submissions under the EP;
- Monitoring results of EM&A programme;
- Works progress and programme;
- Proposal of individual works;
- Contract specifications on environmental protection; and
- Previous site inspection results.

Good site practices were observed in site inspections during the reporting period. Advice were given when necessary to ensure the construction workforce were familiar with relevant procedures, and to maintain good environmental performance on site. Regular toolbox talks on environmental issues were organized for the construction workforce by the contractors to ensure understanding and proper implementation of environmental protection and pollution control mitigation measures.

During the reporting period, implementation of recommended landscape and visual mitigation measures (CM1 – CM10) where applicable was monitored weekly in accordance with the Manual and no non-conformity was recorded. In case of non-conformity, specific recommendations will be made, and actions will be proposed according to the Event and Action Plan. The monitoring status is summarized in **Appendix A**.

A summary of implementation status of the environmental mitigation measures for the construction phase of the Project during the reporting period is provided in **Appendix A**.

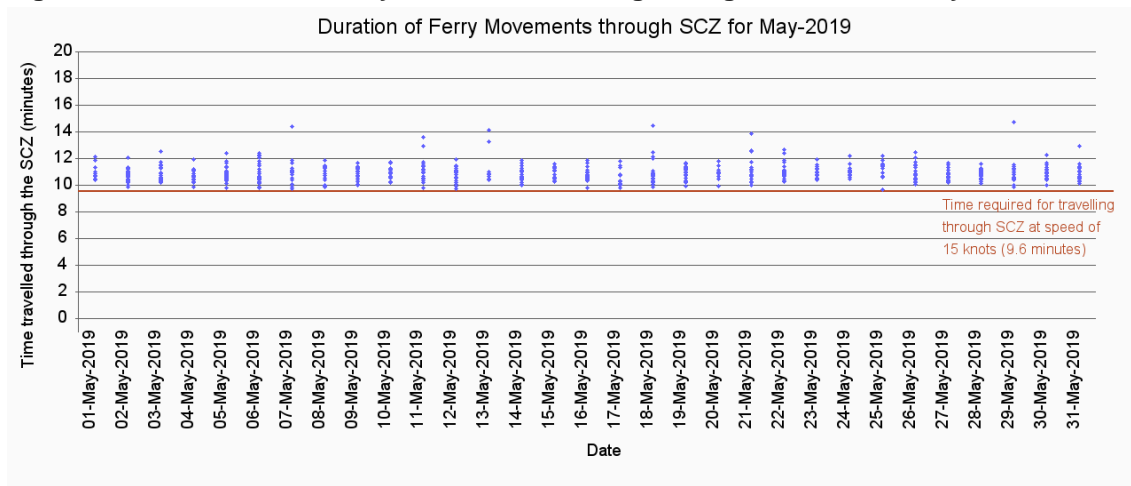
7.2 Audit of SkyPier High Speed Ferries

The Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan) was submitted to the Advisory Council on the Environment for comment and subsequently submitted to and approved by EPD in November 2015 under EP Condition 2.10. The approved SkyPier Plan is available on the dedicated website of the Project. In the SkyPier Plan, AAHK has committed to implement the mitigation measure of requiring HSFs of SkyPier travelling between HKIA and Zhuhai / Macau to start diverting the route with associated speed control across the area, i.e. Speed Control Zone (SCZ), with high CWD abundance. The route diversion and speed restriction at the SCZ have been implemented since 28 December 2015.

Key audit findings for the SkyPier HSFs travelling to/from Zhuhai and Macau against the requirements of the SkyPier Plan during the reporting period are summarized in **Table 7.1**. The daily movements of all SkyPier HSFs in this reporting period (i.e., 82 to 88 daily movements were within the maximum daily cap of 125 daily movements. Status of compliance with the annual daily average of 99 movements will be further reviewed in the annual EM&A Report.

In total, 676 ferry movements between HKIA SkyPier and Zhuhai / Macau were recorded in May 2019 and the data are presented in **Appendix G**. The time spent by the SkyPier HSFs travelling through the SCZ in May 2019 were presented in **Figure 7.1**. It will take 9.6 minutes to travel through the SCZ when the SkyPier HSFs adopt the maximum allowable speed of 15 knots within the SCZ. **Figure 7.1** shows that all of the SkyPier HSFs spent more than 9.6 minutes to travel through the SCZ.

Figure 7.1: Duration of the SkyPier HSFs travelling through the SCZ for May 2019



Note: Data above the red line indicated that the time spent by the SkyPier HSFs travelling through the SCZ is more than 9.6 minutes, which is in compliance with the SkyPier Plan.

A total of two ferries were recorded with minor route deviations on 11 and 20 May 2019. Notices were sent to the ferry operators and the cases are under investigation by ET.

As reported in the Construction Phase Monthly EM&A Report No. 40, five ferries were recorded with minor route deviation cases on 7, 13, 18, 27, and 29 April 2019. ET’s investigation found that all the deviations were due to giving way to vessels in order to avoid collision.

Table 7.1: Summary of Key Audit Findings against the SkyPier Plan

Requirements in the SkyPier Plan	1 to 31 May 2019
Total number of ferry movements recorded and audited	676
Use diverted route and enter / leave SCZ through Gate Access Points	2 deviations
Speed control in speed control zone	The average speeds of all HSFs travelling through the SCZ ranged from 9.4 to 14.1 knots. All HSFs had travelled through the SCZ with average speeds under 15 knots in compliance with the SkyPier Plan. The time used by HSFs to travel through SCZ is presented in Figure 7.1 .
Daily Cap (including all SkyPier HSFs)	82 to 88 daily movements (within the maximum daily cap - 125 daily movements).

7.3 Audit of Construction and Associated Vessels

The updated Marine Travel Routes and Management Plan for Construction and Associated Vessel (MTRMP-CAV) was submitted and approved in November 2016 by EPD under EP Condition 2.9. The approved Plan is available on the dedicated website of the Project.

ET carried out the following actions during the reporting period:

- Two skipper training sessions were held for contractors' concerned skippers of relevant construction vessels to familiarize them with the predefined routes; general education on local cetaceans; guidelines for avoiding adverse water quality impact; the required environmental practices / measures while operating construction and associated vessels under the Project; and guidelines for operating vessels safely in the presence of CWDs. The list of all trained skippers was properly recorded and maintained by ET.
- Five skipper training sessions were held by contractors' Environmental Officers. Competency tests were subsequently conducted with the trained skippers by ET.
- In this reporting period, two skippers were trained by ET and ten skippers were trained by contractors' Environmental Officers. In total, 1151 skippers were trained from August 2016 to May 2019.
- The Marine Surveillance System (MSS) automatically recorded deviation cases such as speeding, entering no entry zone and not travelling through the designated gate. ET conducted checking to ensure the MSS records deviation cases accurately.
- Deviations such as speeding in the works area, entered no entry zone, and entering from non-designated gates were identified. All the concerned contractors were reminded to comply with the requirements of the MTRMP-CAV during the bi-weekly MTCC audit.
- Three-month rolling programmes (one month record and three months forecast) for construction vessel activities were received from the contractors in order to help maintain the number of construction and associated vessels on site to a practicable minimal level.

7.4 Implementation of Dolphin Exclusion Zone

The DEZ Plan was submitted in accordance with EP Condition 3.1 (v) requirement and Section 10.3 of the Manual, and approved in April 2016 by EPD. The 24-hour DEZs with a 250m radius for marine works were established and implemented by the contractors for DCM works and seawall construction according to their Method Statement for DEZ Monitoring that followed the specifications and requirements of the DEZ Plan.

During the reporting period, ET was notified that no dolphin sightings were recorded within the DEZ by the contractors. The ET checked the relevant records by the contractors and conducted competence checking to audit the implementation of DEZ.

7.5 Status of Submissions under Environmental Permits

The current status of submissions under the EP up to the reporting period is presented in **Table 7.2**.

Table 7.2: Status of Submissions under Environmental Permit

EP Condition	Submission	Status
2.1	Complaint Management Plan	
2.4	Management Organizations	
2.5	Construction Works Schedule and Location Plans	
2.7	Marine Park Proposal	
2.8	Marine Ecology Conservation Plan	
2.9	Marine Travel Routes and Management Plan for Construction and Associated Vessels	
2.10	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier	Accepted / approved by EPD
2.11	Marine Mammal Watching Plan	
2.12	Coral Translocation Plan	
2.13	Fisheries Management Plan	
2.14	Egret Survey Plan	
2.15	Silt Curtain Deployment Plan	
2.16	Spill Response Plan	
2.17	Detailed Plan on Deep Cement Mixing	
2.18	Landscape & Visual Plan	Submitted to EPD
2.19	Waste Management Plan	
2.20	Supplementary Contamination Assessment Plan	Accepted / approved by EPD
3.1	Updated EM&A Manual	
3.4	Baseline Monitoring Reports	

7.6 Compliance with Other Statutory Environmental Requirements

During the reporting period, environmental related licenses and permits required for the construction activities were checked. No non-compliance with environmental statutory requirements was recorded. The environmental licenses and permits which are valid in the reporting period are presented in **Appendix E**.

7.7 Analysis and Interpretation of Complaints, Notification of Summons and Status of Prosecutions

7.7.1 Complaints

No construction activities-related complaint was received during the reporting period.

7.7.2 Notifications of Summons or Status of Prosecution

Neither notification of summons nor prosecution was received during the reporting period.

7.7.3 Cumulative Statistics

Cumulative statistics on complaints, notifications of summons and status of prosecutions are summarized in **Appendix F**.

8 Future Key Issues and Other EIA & EM&A Issues

8.1 Construction Programme for the Coming Reporting Period

Key activities anticipated in the next reporting period for the Project will include the following:

Advanced Works:

Contract P560 (R) Aviation Fuel Pipeline Diversion Works

- Stockpiling of compressed materials

DCM Works:

Contract 3201 and 3205 DCM Works

- DCM works

Reclamation Works:

Contract 3206 Main Reclamation Works

- Seawall construction;
- PVD installation; and
- Marine filling.

Airfield Works:

Contract 3301 North Runway Crossover Taxiway

- Cable ducting works;
- Subgrade compaction and paving works;
- Drainage construction works;
- Operation of aggregate mixing facility; and
- Precast of duct bank and fabrication of steel works.

Contract 3302 Eastern Vehicular Tunnel Advance Works

- Site survey and cable laying; and
- Site establishment.

Contract 3303 Third Runway and Associated Works

- Site establishment.

Third Runway Concourse and Integrated Airport Centres Works:

Contract 3402 New Integrated Airport Centres Enabling Works

- Site establishment;
- Installation of sheet and pipe piles; and
- Manhole and pipe construction works.

Terminal 2 Expansion Works:

Contract 3501 Antenna Farm and Sewage Pumping Station

- Drainage works;
- Boring works; and
- Pipe installation.

Contract 3502 Terminal 2 Automated People Mover (APM) Depot Modification Works

- Site clearance; and
- Painting and fitting out works.

Contract 3503 Terminal 2 Foundation and Substructure Works

- Site establishment;
- Demolition works;
- Utilities, drainage, and road work; and
- Piling and structure works.

Automated People Mover (APM) Works:

Contract 3602 Existing APM System Modification Works

- Site establishment; and
- Modification works at APM depot.

Airport Support Infrastructure & Logistic Works:

Contract 3801 APM and BHS Tunnels on Existing Airport Island

- Site establishment;
- Cofferdam installation and construction of box culvert;
- Rising main installation;
- Drilling and grouting works;
- Piling and foundation works
- Demolition works; and
- Site clearance.

8.2 Key Environmental Issues for the Coming Reporting Period

The key environmental issues for the Project in the coming reporting period expected to be associated with the construction activities include:

- Generation of dust from construction works and stockpiles;
- Noise from operating equipment and machinery on-site;
- Generation of site surface runoffs and wastewater from activities on-site;
- Water quality from DCM works and marine filling;
- DEZ monitoring for ground improvement works (DCM works) and seawall construction;
- Implementation of MMWP for silt curtain deployment;
- Sorting, recycling, storage and disposal of general refuse and construction waste;
- Management of chemicals and avoidance of oil spillage on-site; and
- Acoustic decoupling measures for equipment on marine vessels.

The implementation of required mitigation measures by the contractors will be monitored by the ET.

8.3 Monitoring Schedule for the Coming Reporting Period

A tentative schedule of the planned environmental monitoring work in the next reporting period is provided in **Appendix B**.

8.4 Review of the Key Assumptions Adopted in the EIA Report

With reference to Appendix E of the Manual, it is noted that the key assumptions adopted in approved EIA report for the construction phase are still valid and no major changes are involved. The environmental mitigation measures recommended in the approved EIA Report remain applicable and shall be implemented in undertaking construction works for the Project.

9 Conclusion and Recommendation

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included DCM works, marine filling, seawall construction, and prefabricated vertical drain (PVD) installation. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for APM and BHS systems, and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition of existing facilities, piling, and excavation works.

All the monitoring works for construction dust, construction noise, water quality, construction waste, landscape & visual, and CWD were conducted during the reporting period in accordance with the Manual.

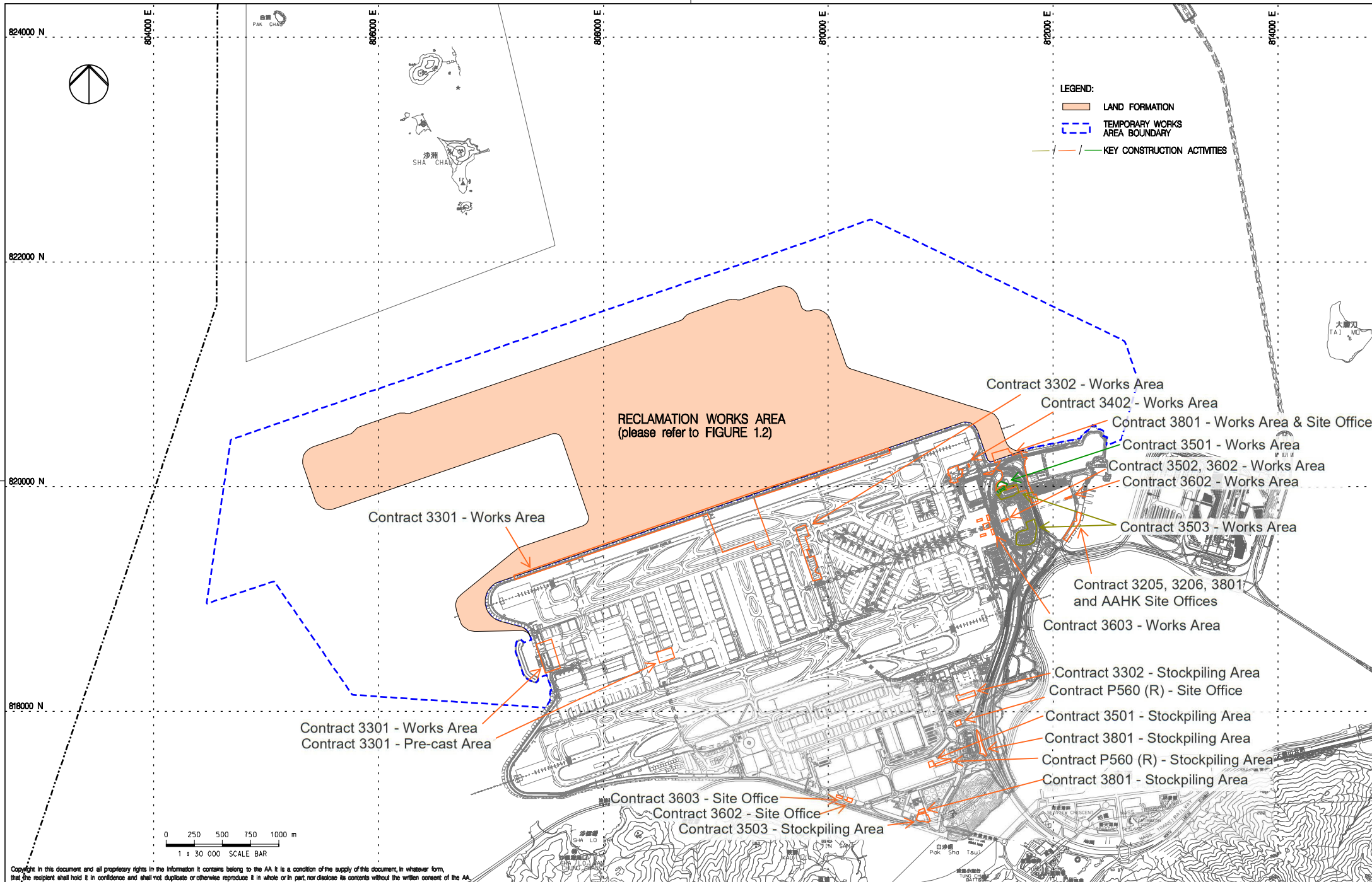
Monitoring results of construction dust, construction noise, water quality, construction waste, and CWD did not trigger the corresponding Action and Limit Levels during the reporting period.

Weekly site inspections of the construction works were carried out by the ET to audit the implementation of proper environmental pollution control and mitigation measures for the Project. Bi-weekly site inspections were also conducted by the IEC. Site inspection findings were recorded in the site inspection checklists and provided to the contractors to follow up.

On the implementation of the SkyPier Plan, the daily movements of all SkyPier HSFs in May 2019 were in the range of 82 to 88 daily movements, which are within the maximum daily cap of 125 daily movements. A total of 676 HSF movements under the SkyPier Plan were recorded in the reporting period. The average speeds of all HSFs travelling through the SCZ ranged from 9.4 to 14.1 knots. All HSFs had travelled through the SCZ with average speeds under 15 knots in compliance with the SkyPier Plan. Two deviations from the diverted route in May 2019 were recorded in the HSF monitoring and are under investigation by the ET. In summary, the ET and IEC have audited the HSF movements against the SkyPier Plan and conducted follow up investigations or actions accordingly.

On the implementation of MTRMP-CAV, the MSS automatically recorded the deviation case such as speeding, entering no entry zone, not travelling through the designated gates. ET conducted checking to ensure the MSS records all deviation cases accurately. Training has been provided for the concerned skippers to facilitate them in familiarising with the requirements of the MTRMP-CAV. Deviations including speeding in the works area, entered no entry zone, and entry from non-designated gates were reviewed by ET. All the concerned captains were reminded by the contractor's MTCC representative to comply with the requirements of the MTRMP-CAV. The ET reminded contractors that all vessels shall avoid entering the no-entry zone, in particular the Brothers Marine Park. Three-month rolling programmes for construction vessel activities, which ensures the proposed vessels are necessary and minimal through good planning, were also received from contractors.

Figures



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Rev.	Date	Description	Checked
A	31AUG15	FIRST ISSUE	DC
B	04APR19	GENERAL REVISION	JL



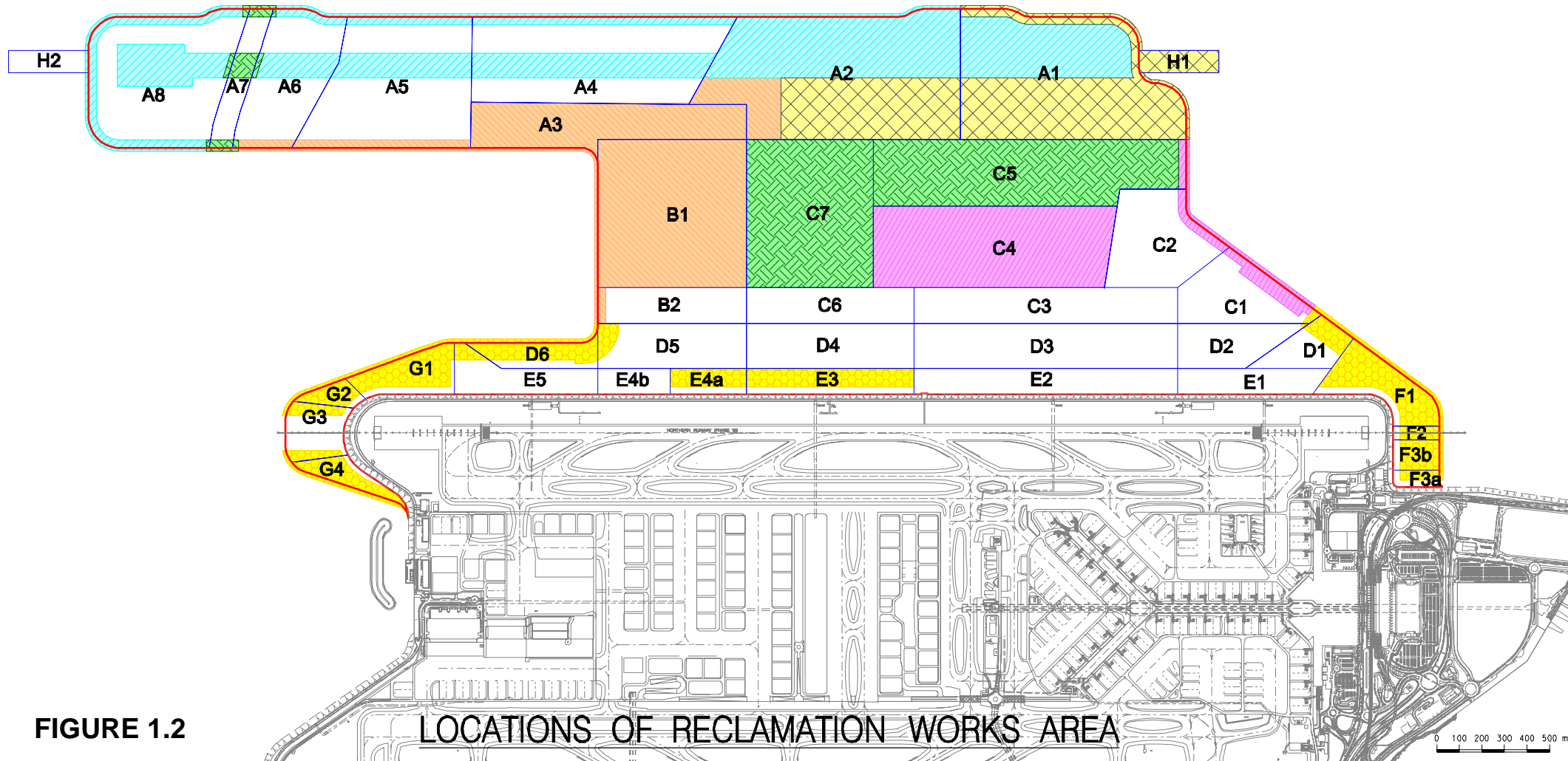
Title
LOCATIONS OF KEY CONSTRUCTION ACTIVITIES

Consultant's Signatures for Approval		Date
Design	JC	04APR19
Checkers	JC / TK	04APR19
Approver	EC	04APR19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 30000
FIGURE 1.1	Rev. B



- LEGEND:
- "A1" WORKS AREA
 - CONTRACT 3201
 - CONTRACT 3202
 - CONTRACT 3203
 - CONTRACT 3204
 - CONTRACT 3205
 - CONTRACT 3201 / 3202 / 3203 / 3204
 - CONTRACT 3206

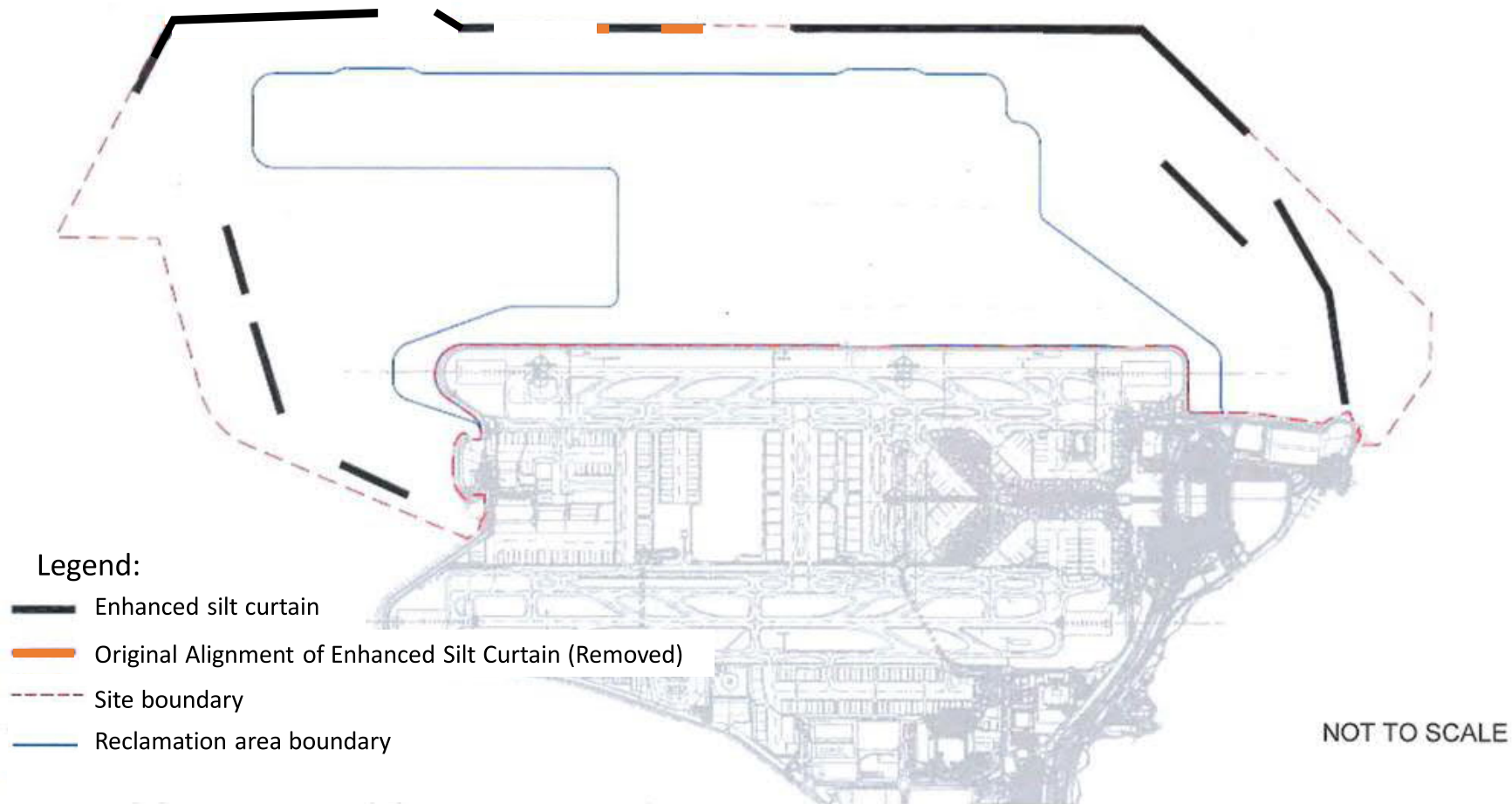


Note: The locations are for indicative purpose. The actual construction work locations are in accordance with the construction work programme.

Figure 1.3



Latest Layout of the Enhanced Silt Curtain





80000 E.

80000 E.

81000 E.

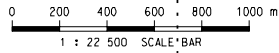
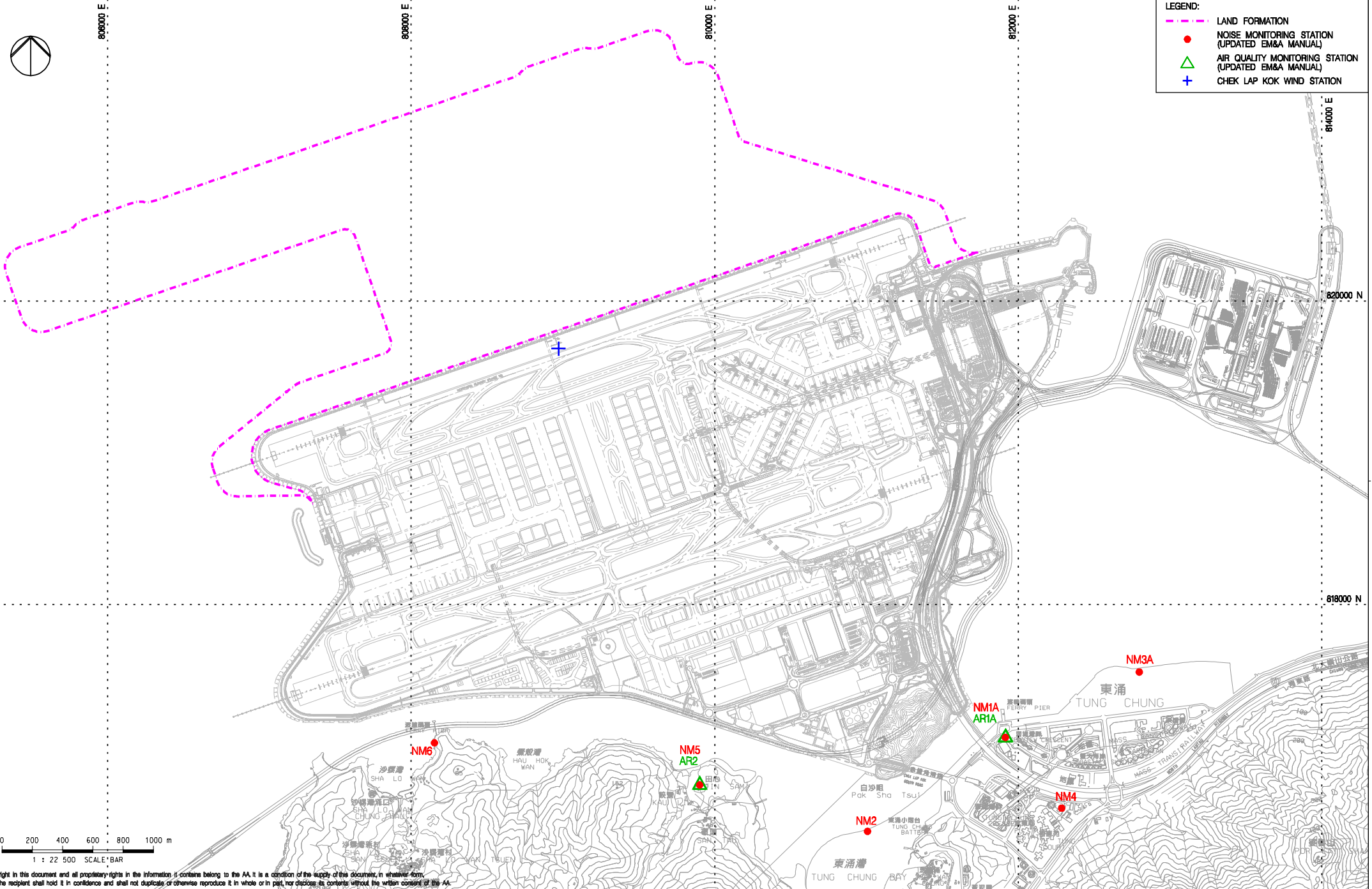
812000 E.

814000 E.

820000 N.

818000 N.

- LEGEND:
- - - LAND FORMATION
 - NOISE MONITORING STATION (UPDATED EM&A MANUAL)
 - ▲ AIR QUALITY MONITORING STATION (UPDATED EM&A MANUAL)
 - + CHEK LAP KOK WIND STATION



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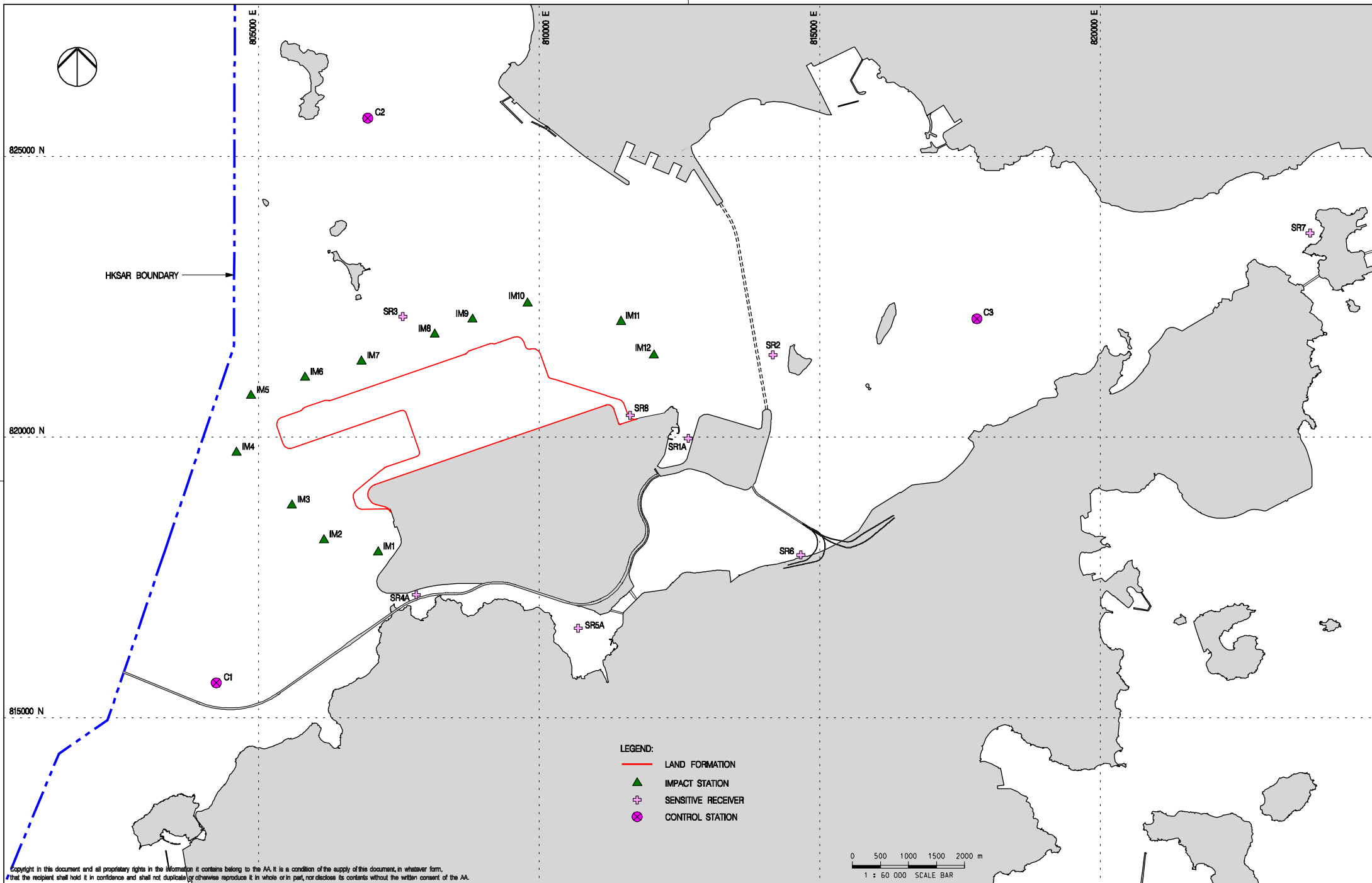
Rev.	Date	Description	Checked
A	06JAN16	FIRST ISSUE	RO
B	28JAN16	GENERAL REVISION	RO
C	11FEB16	GENERAL REVISION	RO
D	29OCT18	GENERAL REVISION	SH



Title
LOCATIONS OF AIR AND NOISE MONITORING STATIONS AND CHEK LAP KOK WIND STATION

Consultant's Signatures for Approval		Date
Design	TK	29OCT18
Checkers	TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 22500
FIGURE 2.1	Rev. D



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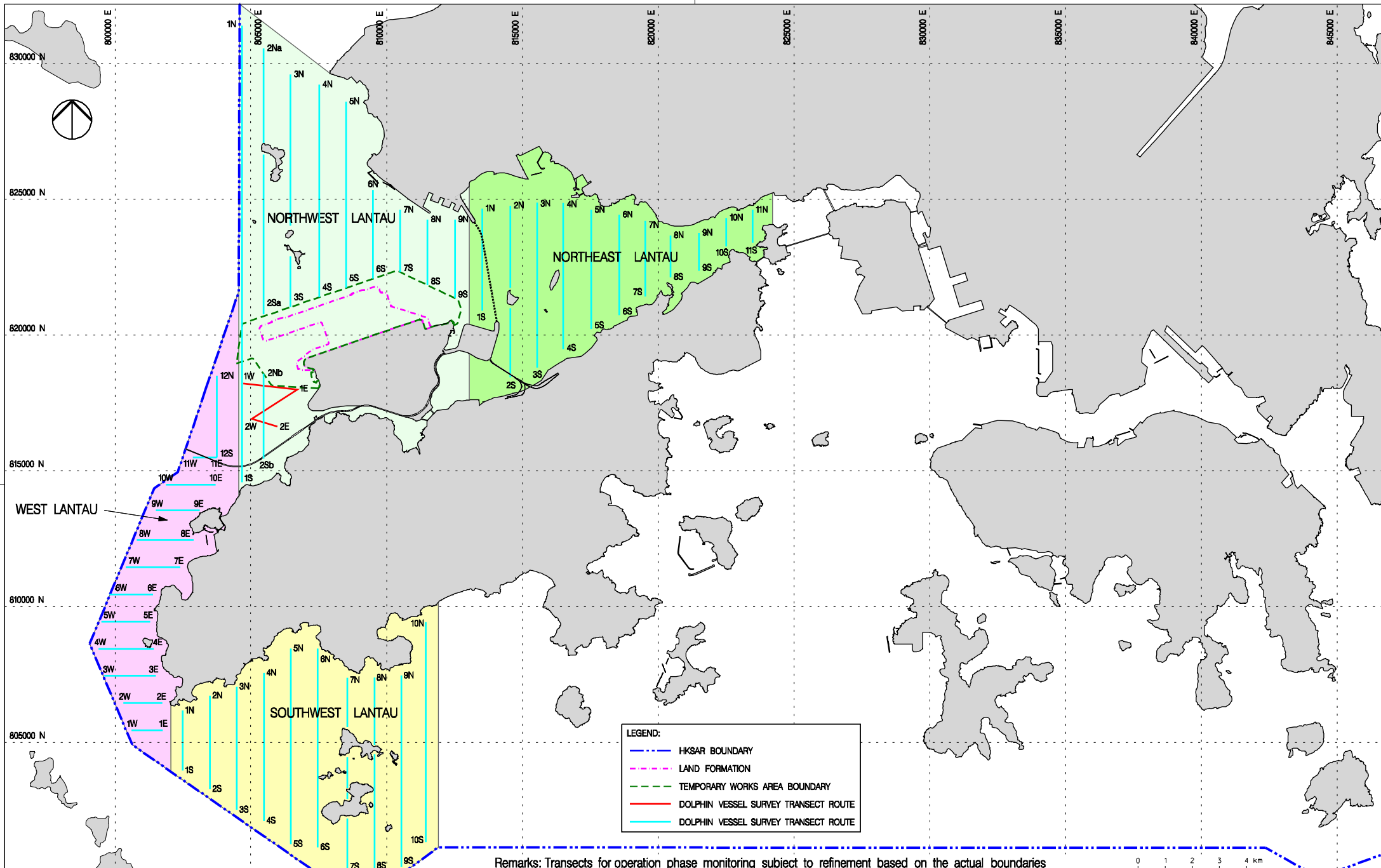
Rev.	Date	Description	Checked
A	25MAY17	FIRST ISSUE	HY
B	07AUG17	GENERAL REVISION	JL
C	25MAY18	GENERAL REVISION	SH
D	29OCT18	GENERAL REVISION	SH
E	23JAN19	GENERAL REVISION	SH



WATER QUALITY MONITORING STATIONS

Consultant's Signatures for Approval		Date
Design	DC	23JAN19
Checkers	DC / TK	23JAN19
Approver	EC	23JAN19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM		Scale at A3
Drawing No.		1 : 60000
FIGURE 4.1		Rev. E



Remarks: Transects for operation phase monitoring subject to refinement based on the actual boundaries for the extension of Hong Kong International Airport Approach Areas (HKIAAA) and 3RS Marine Park

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B	27JUL16	GENERAL REVISION	JT
C	08FEB17	GENERAL REVISION	JT
D	01MAR17	GENERAL REVISION	JT
E	29OCT18	GENERAL REVISION	SH
F	04APR19	GENERAL REVISION	SH

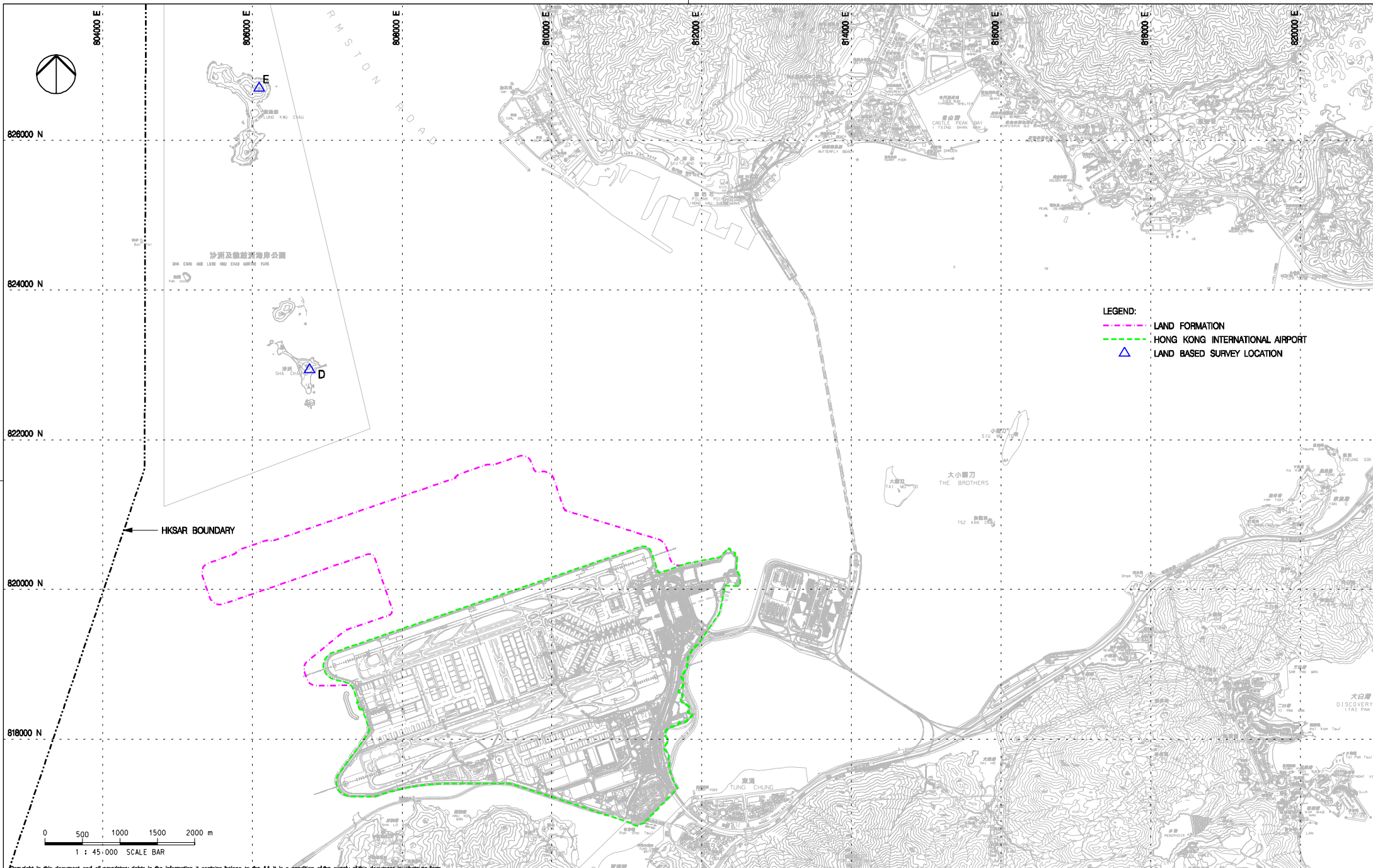


Title
VESSEL BASED DOLPHIN MONITORING
TRANSECTS IN CONSTRUCTION,
POST-CONSTRUCTION AND OPERATION PHASES

Consultant's Signatures for Approval		Date
Design	JC	04APR19
Checkers	JC / TK	04APR19
Approver	EC	04APR19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 125000
Rev.	F

FIGURE 6.1



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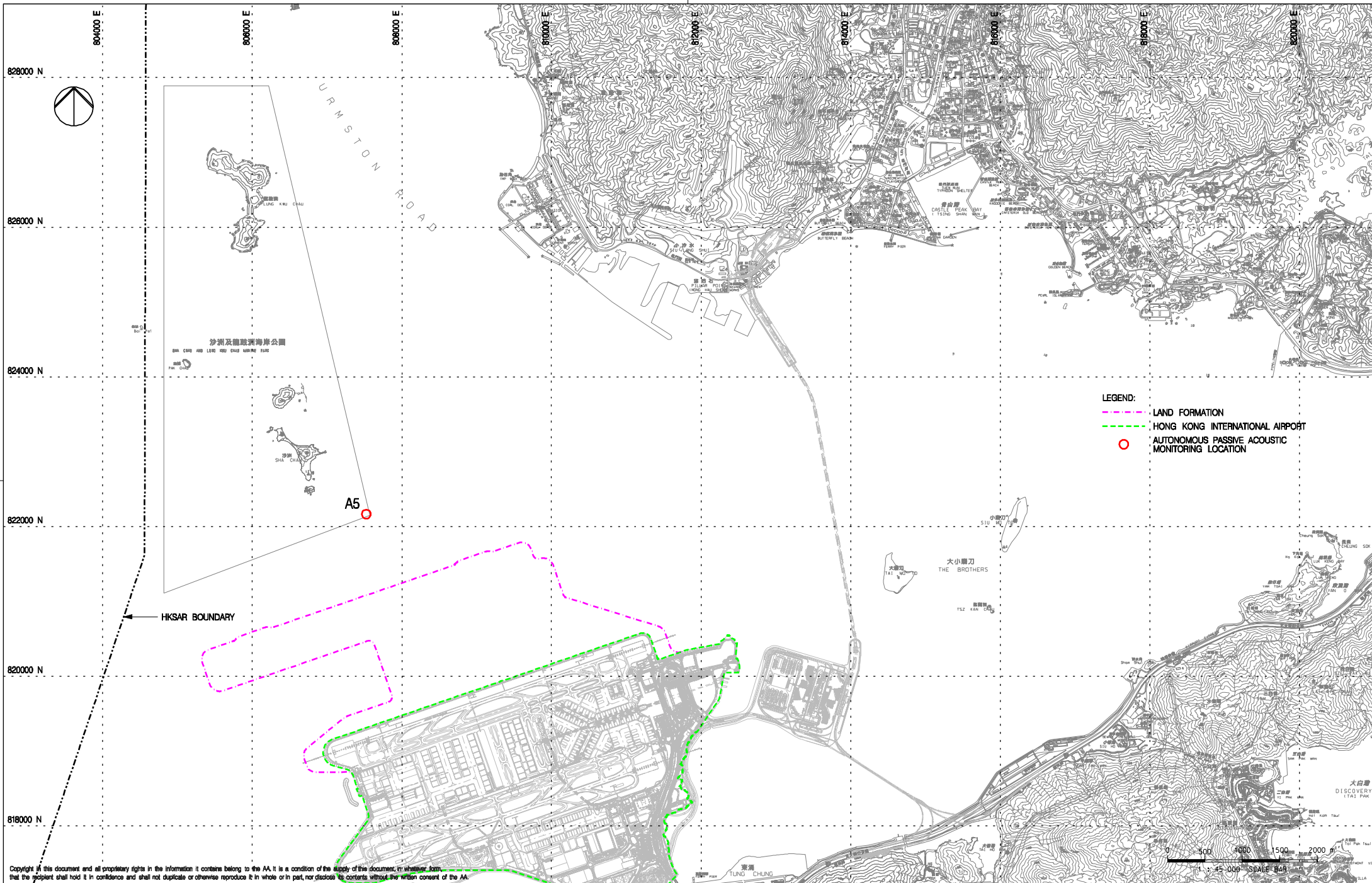
Rev.	Date	Description	Checked
A	02DEC15	FIRST ISSUE	JC
B	06FEB17	GENERAL REVISION	JC
C	29OCT18	GENERAL REVISION	SH



Title
**LAND BASED DOLPHIN MONITORING
 IN BASELINE AND CONSTRUCTION PHASES**

Consultant's Signatures for Approval		Date
Design	JC	29OCT18
Checkers	JC / TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT
 INTO A THREE-RUNWAY SYSTEM
 Drawing No. **FIGURE 6.2**
 Scale at A3 **1:45000**
 Rev. **C**



- LEGEND:**
- - - LAND FORMATION
 - - - HONG KONG INTERNATIONAL AIRPORT
 - AUTONOMOUS PASSIVE ACOUSTIC MONITORING LOCATION

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Rev.	Date	Description	Checked
A	29AUG17	FIRST ISSUE	JT
B	10OCT17	GENERAL REVISION	PL
C	29OCT18	GENERAL REVISION	SH



Title
LOCATION FOR AUTONOMOUS PASSIVE ACOUSTIC MONITORING

Consultant's Signatures for Approval		Date
Design	JC	29OCT18
Checkers	JC / TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM
Drawing No.
FIGURE 6.5
Scale at A3
1:45000
Rev. C

Appendix A. Environmental Mitigation Implementation Schedule (EMIS) for Construction Phase

Environmental Mitigation Implementation Schedule (EMIS) for Construction Phase

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
Air Quality Impact – Construction Phase					
5.2.6.2	2.1	-	Dust Control Measures <ul style="list-style-type: none"> Water spraying for 12 times a day or once every two hours for 24-hour working at all active works area. 	Within construction site / Duration of the construction phase	I
5.2.6.3	2.1	-	<ul style="list-style-type: none"> Covering of at least 80% of the stockpiling area by impervious sheets. Water spraying of all dusty materials immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling. 	Within construction site / Duration of the construction phase	I
5.2.6.4	2.1	-	Dust control practices as stipulated in the Air Pollution Control (Construction Dust) Regulation should be adopted. These practices include: Good Site Management <ul style="list-style-type: none"> Good site management is important to help reducing potential air quality impact down to an acceptable level. As a general guide, the Contractor should maintain high standard of housekeeping to prevent emission of fugitive dust. Loading, unloading, handling and storage of raw materials, wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission. Any piles of materials accumulated on or around the work areas should be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas should be carried out in a manner minimising generation of fugitive dust emissions. The material should be handled properly to prevent fugitive dust emission before cleaning. 	Within construction site / Duration of the construction phase	I
			Disturbed Parts of the Roads <ul style="list-style-type: none"> Each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials; or Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet. 	Within construction site / Duration of the construction phase	I
			Exposed Earth <ul style="list-style-type: none"> Exposed earth should be properly treated by compaction, hydroseeding, vegetation planting or seeding with latex, vinyl, bitumen within six months after the last construction activity on the site or part of the site where the exposed earth lies. 	Within construction site / Duration of the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p>Loading, Unloading or Transfer of Dusty Materials</p> <ul style="list-style-type: none"> All dusty materials should be sprayed with water immediately prior to any loading or transfer operation so as to keep the dusty material wet. 	Within construction site / Duration of the construction phase	I
			<p>Debris Handling</p> <ul style="list-style-type: none"> Any debris should be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the three sides; and Before debris is dumped into a chute, water should be sprayed so that it remains wet when it is dumped. 	Within construction site / Duration of the construction phase	I
			<p>Transport of Dusty Materials</p> <ul style="list-style-type: none"> Vehicle used for transporting dusty materials/spoils should be covered with tarpaulin or similar material. The cover should extend over the edges of the sides and tailboards. 	Within construction site / Duration of the construction phase	I
			<p>Wheel washing</p> <ul style="list-style-type: none"> Vehicle wheel washing facilities should be provided at each construction site exit. Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels. 	Within construction site / Duration of the construction phase	I
			<p>Use of vehicles</p> <ul style="list-style-type: none"> The speed of the trucks within the site should be controlled to about 10km/hour in order to reduce adverse dust impacts and secure the safe movement around the site; Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels; and Where a vehicle leaving the construction site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle. 	Within construction site / Duration of the construction phase	I
			<p>Site hoarding</p> <ul style="list-style-type: none"> Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4m high from ground level should be provided along the entire length of that portion of the site boundary except for a site entrance or exit. 	Within construction site / Duration of the construction phase	I
5.2.6.5	2.1	-	<p>Best Practices for Concrete Batching Plant</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Cement Works (Concrete Batching Plant) BPM 3/2 as well as in the future Specified Process licence should be adopted. The best practices are recommended to be applied to both the land based and floating concrete batching plants. Best practices include:</p> <p>Cement and other dusty materials</p>	Within Concrete Batching Plant / Duration of the construction phase	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> ▪ The loading, unloading, handling, transfer or storage of cement, pulverised fuel ash (PFA) and/or other equally dusty materials shall be carried in a totally enclosed system acceptable to EPD. All dust-laden air or waste gas generated by the process operations shall be properly extracted and vented to fabric filtering system to meet the required emission limit; ▪ Cement, PFA and/or other equally dusty materials shall be stored in storage silo fitted with audible high level alarms to warn of over-filling. The high-level alarm indicators shall be interlocked with the material filling line such that in the event of the silo approaching an overfilling condition, an audible alarm will operate, and after 1 minute or less the material filling line will be closed; ▪ Vents of all silos shall be fitted with fabric filtering system to meet the required emission limit; ▪ Vents of cement/PFA weighing scale shall be fitted with fabric filtering system to meet the required emission limit; and ▪ Seating of pressure relief valves of all silos shall be checked, and the valves re-seated if necessary, before each delivery. 		
			<p>Other raw materials</p> <ul style="list-style-type: none"> ▪ The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rock, sand, stone aggregate, shall be carried out in such a manner to prevent or minimize dust emissions; ▪ The materials shall be adequately wetted prior to and during the loading, unloading and handling operations. Manual or automatic water spraying system shall be provided at all unloading areas, stock piles and material discharge points; ▪ All receiving hoppers for unloading relevant materials shall be enclosed on three sides up to 3 m above the unloading point. In no case shall these hoppers be used as the material storage devices; ▪ The belt conveyor for handling materials shall be enclosed on top and two sides with a metal board at the bottom to eliminate any dust emission due to wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can achieve same performance; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passage of conveyors shall be fitted with adequate flexible seals; ▪ Scrapers shall be provided at the turning points of all conveyors to remove dust adhered to the belt surface; ▪ Conveyors discharged to stockpiles of relevant materials shall be arranged to minimize free fall as far as practicable. All free falling transfer points from conveyors to stockpiles shall be enclosed with chute(s) and water sprayed; ▪ Aggregates with a nominal size less than or equal to 5 mm should be stored in totally enclosed structure such as storage bin and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used; 	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	<p>N/A</p>

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> ▪ The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side; ▪ Aggregates with a nominal size greater than 5 mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; and ▪ The opening between the storage bin and weighing scale of the materials shall be fully enclosed. 		
			<p>Loading of materials for batching</p> <ul style="list-style-type: none"> ▪ Concrete truck shall be loaded in such a way as to minimise airborne dust emissions. The following control measures shall be implemented: <ul style="list-style-type: none"> (a) Pre-mixing the materials in a totally enclosed concrete mixer before loading the materials into the concrete truck is recommended. All dust-laden air generated by the pre-mixing process as well as the loading process shall be totally vented to fabric filtering system to meet the required emission limit; and (b) If truck mixing batching or other types of batching method is used, effective dust control measures acceptable to EPD shall be adopted. The dust control measures must have been demonstrated to EPD that they are capable to collect and vent all dust-laden air generated by the material loading/mixing to dust arrestment plant to meet the required emission limit. ▪ The loading bay shall be totally enclosed during the loading process. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Vehicles</p> <ul style="list-style-type: none"> ▪ All practicable measures shall be taken to prevent or minimize the dust emission caused by vehicle movement; and ▪ All access and route roads within the premises shall be paved and adequately wetted. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Housekeeping</p> <ul style="list-style-type: none"> ▪ A high standard of housekeeping shall be maintained. All spillages or deposits of materials on ground, support structures or roofs shall be cleaned up promptly by a cleaning method acceptable to EPD. Any dumping of materials at open area shall be prohibited. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
5.2.6.6	2.1	-	<p>Best Practices for Asphaltic Concrete Plant</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Tar and Bitumen Works (Asphaltic Concrete Plant) BPM 15 (94) as well as in the future Specified Process licence should be adopted. These include:</p> <p>Design of Chimney</p> <ul style="list-style-type: none"> ▪ The chimney shall not be less than 3 metres plus the building height or 8 metres above ground level, whichever is the greater; ▪ The efflux velocity of gases from the main chimney shall not be less than 12 m/s at full load condition; 	Within Concrete Batching Plant / Duration of the construction phase	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> ▪ The flue gas exit temperature shall not be less than the acid dew point; and ▪ Release of the chimney shall be directed vertically upwards and not be restricted or deflected. 		
			<p>Cold feed side</p> <ul style="list-style-type: none"> ▪ The aggregates with a nominal size less than or equal to 5 mm shall be stored in totally enclosed structure such as storage bin and shall not be handled in open area; ▪ Where there is sufficient buffer area surrounding the plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side. If these aggregates are stored above the feeding hopper, they shall be enclosed at least on top and three sides and be wetted on the surface to prevent wind-whipping; ▪ The aggregates with a nominal size greater than 5 mm should preferably be stored in totally enclosed structure. Aggregates stockpile that is above the feeding hopper shall be enclosed at least on top and three sides. If open stockpiling is used, the stockpiles shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; ▪ Belt conveyors shall be enclosed on top and two sides and provided with a metal board at the bottom to eliminate any dust emission due to the wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can be achieve the same performance; ▪ Scrapers shall be provided at the turning points of all belt conveyors inside the chute of the transfer points to remove dust adhered to the belt surface; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passages of conveyors shall be fitted with adequate flexible seals; and ▪ All materials returned from dust collection system shall be transferred in enclosed system and shall be stored inside bins or enclosures. 	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	N/A
			<p>Hot feed side</p> <ul style="list-style-type: none"> ▪ The inlet and outlet of the rotary dryer shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter. The particulate and gaseous concentration at the exhaust outlet of the dust collector shall not exceed the required limiting values; ▪ The bucket elevator shall be totally enclosed and the air be extracted and ducted to a dust collection system to meet the required particulates limiting value; ▪ All vibratory screens shall be totally enclosed and dust tight with close-fitted access inspection opening. Gaskets shall be installed to seal off any cracks and edges of any inspection openings; ▪ Chutes for carrying hot material shall be rigid and preferably fitted with abrasion resistant plate inside. They shall be inspected daily for leakages; 	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> All hot bins shall be totally enclosed and dust tight with close-fitted access inspection opening. Gaskets shall be installed to seal off any cracks and edges of any inspection openings. The air shall be extracted and ducted to a dust collection system to meet the required particulates limiting value; and Appropriate control measures shall be adopted in order to meet the required bitumen emission limit as well as the ambient odour level (2 odour units). 		
			<p>Material transportation</p> <ul style="list-style-type: none"> The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rocks, sands, stone aggregates, reject fines, shall be carried out in such a manner as to minimize dust emissions; Roadways from the entrance of the plant to the product loading points and/or any other working areas where there are regular movements of vehicles shall be paved or hard surfaced; and Haul roads inside the Works shall be adequately wetted with water and/or chemical suppressants by water trucks or water sprayers. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Control of emissions from bitumen decanting</p> <ul style="list-style-type: none"> The heating temperature of the particular bitumen type and grade shall not exceed the corresponding temperature limit of the same type listed in Appendix 1 of the Guidance Note; Tamper-free high temperature cut-off device shall be provided to shut off the fuel supply or electricity in case the upper limit for bitumen temperature is reached; Proper chimney for the discharge of bitumen fumes shall be provided at high level; The emission of bitumen fumes shall not exceed the required emission limit; and <p>The air-to-fuel ratio shall be properly controlled to allow complete combustion of the fuel. The fuel burners, if any, shall be maintained properly and free from carbon deposits in the burner nozzles.</p>	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Liquid fuel</p> <ul style="list-style-type: none"> The receipt, handling and storage of liquid fuel shall be carried out so as to prevent the release of emissions of organic vapours and/or other noxious and offensive emissions to the air. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Housekeeping</p> <ul style="list-style-type: none"> A high standard of housekeeping shall be maintained. Waste material, spillage and scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared frequently. The minimum clearing frequency is on a weekly basis. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
5.2.6.7	2.1	-	<p>Best Practices for Rock Crushing Plants</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Mineral Works (Stone Crushing Plant) BPM 11/1 (95) as well as in the future Specified Process licence should be adopted. These include:</p>	Within Concrete Batching Plant / Duration of the construction phase	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p>Crushers</p> <ul style="list-style-type: none"> ▪ The outlet of all primary crushers, and both inlet and outlet of all secondary and tertiary crushers, if not installed inside a reasonably dust tight housing, shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter; ▪ The inlet hopper of the primary crushers shall be enclosed on top and 3 sides to contain the emissions during dumping of rocks from trucks. The rock while still on the trucks shall be wetted before dumping; ▪ Water sprayers shall be installed and operated in strategic locations at the feeding inlet of crushers; and ▪ Crusher enclosures shall be rigid and be fitted with self-closing doors and close-fitting entrances and exits. Where conveyors pass through the crusher enclosures, flexible covers shall be installed at entries and exits of the conveyors to the enclosure. 		
			<p>Vibratory screens and grizzlies</p> <ul style="list-style-type: none"> ▪ All vibratory screens shall be totally enclosed in a housing. Screenhouses shall be rigid and reasonably dust tight with self-closing doors or close-fitted entrances and exits for access. Where conveyors pass through the screenhouse, flexible covers shall be installed at entries and exits of the conveyors to the housing. Where containment of dust within the screenhouse structure is not successful then a dust extraction and collection system shall be provided; and ▪ All grizzlies shall be enclosed on top and 3 sides and sufficient water sprayers shall be installed at their feeding and outlet areas. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Belt conveyors</p> <ul style="list-style-type: none"> ▪ Except for those conveyors which are placed within a totally enclosed structure such as a screenhouse or those erected at the ground level, all conveyors shall be totally enclosed with windshield on top and 2 sides; ▪ Effective belt scraper such as the pre-cleaner blades made by hard wearing materials and provided with pneumatic tensioner, or equivalent device, shall be installed at the head pulley of designated conveyor as required to dislodge fine dust particles that may adhere to the belt surface and to reduce carry-back of fine materials on the return belt. Bottom plates shall also be provided for the conveyor unless it has been demonstrated that the corresponding belt scraper is effective and well maintained to prevent falling material from the return belt; and ▪ Except for those transfer points which are placed within a totally enclosed structure such as a screenhouse, all transfer points to and from conveyors shall be enclosed. Where containment of dust within the enclosure is not successful, then water sprayers shall be provided. Openings for any enclosed structure for the passage of conveyors shall be fitted with flexible seals. 	Within Concrete Batching Plant / Duration of the construction phase	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p>Storage piles and bins</p> <ul style="list-style-type: none"> Where practicable, free falling transfer points from conveyors to stockpiles shall be fitted with flexible curtains or be enclosed with chutes designed to minimize the drop height. Water sprays shall also be used where required. The surface of all surge piles and stockpiles of blasted rocks or aggregates shall be kept sufficiently wet by water spraying wherever practicable; All open stockpiles for aggregates of size in excess of 5 mm shall be kept sufficiently wet by water spraying where practicable; or The stockpiles of aggregates 5 mm in size or less shall be enclosed on 3 sides or suitably located to minimize wind-whipping. Save for fluctuations in stock or production, the average stockpile shall stay within the enclosure walls and in no case the height of the stockpile shall exceed twice the height of the enclosure walls. Scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared regularly. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Rock drilling equipment</p> <ul style="list-style-type: none"> Appropriate dust control equipment such as a dust extraction and collection system shall be used during rock drilling activities. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
Hazard to Human Life – Construction Phase					
Table 6.40	3.2	-	<ul style="list-style-type: none"> Precautionary measures should be established to request barges to move away during typhoons. 	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> An appropriate marine traffic management system should be established to minimize risk of ship collision. 	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> Location of all existing hydrant networks should be clearly identified prior to any construction works. 	Construction Site / Construction Period	I
Noise Impact – Construction Phase					
7.5.6	4.3	-	<p>Good Site Practice</p> <p>Good site practice and noise management can significantly reduce the impact of construction site activities on nearby NSRs. The following package of measures should be followed during each phase of construction:</p> <ul style="list-style-type: none"> only well-maintained plant to be operated on-site and plant should be serviced regularly during the construction works; machines and plant that may be in intermittent use to be shut down between work periods or should be throttled down to a minimum; 	Within the Project site / During construction phase / Prior to commencement of operation	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> ▪ plant known to emit noise strongly in one direction, should, where possible, be orientated to direct noise away from the NSRs; ▪ mobile plant should be sited as far away from NSRs as possible; and ▪ material stockpiles and other structures to be effectively utilised, where practicable, to screen noise from on-site construction activities. 		
7.5.6	4.3	-	<p>Adoption of QPME</p> <ul style="list-style-type: none"> ▪ QPME should be adopted as far as applicable. 	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	<p>Use of Movable Noise Barriers</p> <ul style="list-style-type: none"> ▪ Movable noise barriers should be placed along the active works area and mobile plants to block the direct line of sight between PME and the NSRs. 	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	<p>Use of Noise Enclosure/ Acoustic Shed</p> <ul style="list-style-type: none"> ▪ Noise enclosure or acoustic shed should be used to cover stationary PME such as air compressor and generator. 	Within the Project site / During construction phase / Prior to commencement of operation	I
Water Quality Impact – Construction Phase					

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
8.8.1.2 and 8.8.1.3	5.1	2.26	<p>Marine Construction Activities</p> <p><u>General Measures to be Applied to All Works Areas</u></p> <ul style="list-style-type: none"> ▪ Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation; ▪ Use of Lean Material Overboard (LMOB) systems shall be prohibited; ▪ Excess materials shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessels are moved; ▪ Plants should not be operated with leaking pipes and any pipe leakages shall be repaired quickly; ▪ Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; ▪ All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; ▪ The works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site; and ▪ For ground improvement activities including DCM, the wash water from cleaning of the drilling shaft should be appropriately treated before discharge. The Contractor should ensure the waste water meets the WPCO/TM requirements before discharge. No direct discharge of contaminated water is permitted. 	Within construction site / Duration of the construction phase	I
			<p><u>Specific Measures to be Applied to All Works Areas</u></p> <ul style="list-style-type: none"> ▪ The daily maximum production rates shall not exceed those assumed in the water quality assessment in the EIA report; ▪ A maximum of 10 % fines content to be adopted for sand blanket and 20 % fines content for marine filling below +2.5 mPD prior to substantial completion of seawall (until end of Year 2017) shall be specified in the works contract document; 	Within construction site / Duration of the construction phase	I
			<ul style="list-style-type: none"> ▪ An advance seawall of at least 200m to be constructed (comprising either rows of contiguous permanent steel cells completed above high tide mark or partially completed seawalls with rock core to high tide mark and filter layer on the inner side) prior to commencement of marine filling activities; 		I
			<ul style="list-style-type: none"> ▪ Closed grab dredger shall be used to excavate marine sediment; ▪ Silt curtains surrounding the closed grab dredger shall be deployed in accordance with the Silt Curtain Deployment Plan; and 		N/A *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> ▪ The Silt Curtain Deployment Plan shall be implemented. 		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p><u>Specific Measures to be Applied to Land Formation Activities prior to Commencement of Marine Filling Works</u></p> <ul style="list-style-type: none"> ▪ Double layer 'Type III' silt curtains to be applied around the active eastern works areas prior to commencement of sand blanket laying activities. The silt curtains shall be configured to minimise SS release during ebb tides. A silt curtain efficiency test shall be conducted to validate the performance of the silt curtains; ▪ Double layer silt curtains to enclose WSRs C7a and silt screens installed at the intake points for both WSR C7a and C8 prior to commencement of construction; and 	<p>Within construction site / Duration of the construction phase</p>	<p>NA</p> <p>*(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)</p> <p>For C7a, I</p> <p>For C8, I</p> <p>*(The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)</p>
			<ul style="list-style-type: none"> ▪ The silt curtains and silt screens should be regularly checked and maintained. 		<p>I</p>
			<p><u>Specific Measures to be Applied to Land Formation Activities during Marine Filling Works</u></p> <ul style="list-style-type: none"> ▪ Double layer 'Type II' or 'Type III' silt curtains to be applied around the eastern openings between partially completed seawalls prior to commencement of marine filling activities. The silt curtains shall be configured to minimise SS release during ebb tides; ▪ Double layer silt curtains to be applied at the south-western opening prior to commencement of marine filling activities; 	<p>Within construction site / Duration of the construction phase</p>	<p>I *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)</p> <p>N/A *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)</p>
			<ul style="list-style-type: none"> ▪ Double layer silt curtain to enclose WSR C7a and silt screens installed at the intake points for both WSR C7a and C8 prior to commencement of marine filling activities; and 		<p>N/A</p> <p>*(The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)</p>
			<ul style="list-style-type: none"> ▪ The silt curtains and silt screens should be regularly checked and maintained. 		<p>I</p>

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p><u>Specific Measures to be Applied to the Field Joint Excavation Works for the Submarine Cable Diversion</u></p> <ul style="list-style-type: none"> Only closed grabs designed and maintained to avoid spillage shall be used and should seal tightly when operated. Excavated materials shall be disposed at designated marine disposal area in accordance with the Dumping at Sea Ordinance (DASO) permit conditions; and Silt curtains surrounding the closed grab dredger to be deployed as a precautionary measure. 	Within construction site / Duration of the construction phase	N/A
8.8.1.4	5.1	-	<p>Modification of the Existing Seawall</p> <ul style="list-style-type: none"> Silt curtains shall be deployed around the seawall modification activities to completely enclose the active works areas, and care should be taken to avoid splashing of rockfill / rock armour into the surrounding marine environment. For the connecting sections with the existing outfalls, works for these connection areas should be undertaken during the dry season in order that individual drainage culvert cells may be isolated for interconnection works. 	At the existing northern seawall / Duration of the construction phase	N/A
8.8.1.5	5.1	-	<p>Construction of New Stormwater Outfalls and Modifications to Existing Outfalls</p> <ul style="list-style-type: none"> During operation of the temporary drainage channel, runoff control measures such as bunding or silt fence shall be provided on both sides of the channel to prevent accumulation and release of SS via the temporary channel. Measures should also be taken to minimise the ingress of site drainage into the culvert excavations. 	Within construction site / Duration of the construction phase	N/A
8.8.1.6 8.8.1.7	5.1	2.27	<p>Piling Activities for Construction of New Runway Approach Lights and HKIAAA Marker Beacons</p> <p>Silt curtains shall be deployed around the piling activities to completely enclose the piling works and care should be taken to avoid spillage of excavated materials into the surrounding marine environment.</p> <p><u>For construction of the eastern approach lights at the CMPs</u></p> <ul style="list-style-type: none"> Ground improvement via DCM using a close-spaced layout shall be completed prior to commencement of piling works; Steel casings shall be installed to enclose the excavation area prior to commencement of excavation; The excavated materials shall be removed using a closed grab within the steel casings; No discharge of the cement mixed materials into the marine environment will be allowed; and Excavated materials shall be treated and reused on-site. 	Within construction site / Duration of the construction phase	N/A
8.8.1.8	5.1	-	<p>Construction of Site Runoff and Drainage</p> <p>The site practices outlined in ProPECC Note PN 1/94 should be followed as far as practicable in order to minimise surface runoff and the chance of erosion. The following measures are recommended:</p> <ul style="list-style-type: none"> Install perimeter cut-off drains to direct off-site water around the site and implement internal drainage, erosion and sedimentation control facilities. Channels, earth bunds or sand bag barriers should be provided on site to direct storm water to silt removal facilities. The design of the temporary on-site 	Within construction site / Duration of the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p>drainage system should be undertaken by the Contractors prior to the commencement of construction (for works areas located on the existing Airport island) or as soon as the new land is completed (for works areas located on the new landform);</p> <ul style="list-style-type: none"> ▪ Sand/silt removal facilities such as sand/silt traps and sediment basins should be provided to remove sand/silt particles from runoff to meet the requirements of the TM-DSS standards under the WPCO. The design of efficient silt removal facilities should make reference to the guidelines in Appendix A1 of ProPECC Note PN 1/94. Sizes may vary depending upon the flow rate. The detailed design of the sand/silt traps should be undertaken by the Contractors prior to the commencement of construction; ▪ All drainage facilities and erosion and sediment control structures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly during rainstorms. Deposited silt and grit should be regularly removed, at the onset of and after each rainstorm to ensure that these facilities are functioning properly; ▪ Measures should be taken to minimize the ingress of site drainage into excavations. If excavation of trenches in wet periods is necessary, they should be dug and backfilled in short sections wherever practicable. Water pumped out from foundation excavations should be discharged into storm drains via silt removal facilities; ▪ In the event that contaminated groundwater is identified at excavation areas, this should be treated on-site using a suitable wastewater treatment process. The effluent should be treated according to the requirements of the TM-DSS standards under the WPCO prior to discharge to foul sewers or collected for proper disposal off-site. No direct discharge of contaminated groundwater is permitted; and ▪ All vehicles and plant should be cleaned before leaving a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. An adequately designed and sited wheel washing facility should be provided at construction site exits. Wash-water should have sand and silt settled out and removed regularly to ensure the continued efficiency of the process. The section of access road leading to, and exiting from, the wheel-wash bay to the public road should be paved with sufficient backfall toward the wheel-wash bay to prevent vehicle tracking of soil and silty water to public roads and drains. All washwater should be treated according to the requirements of the TM-DSS standards under the WPCO prior to discharge. 		I
8.8.1.9	5.1	-	<p>Sewage Effluent from Construction Workforce</p> <ul style="list-style-type: none"> ▪ Temporary sanitary facilities, such as portable chemical toilets, should be employed on-site where necessary to handle sewage from the workforce. A licensed contractor should be employed to provide appropriate and adequate portable toilets and be responsible for appropriate disposal and maintenance. 	Within construction site / During construction phase	I
8.8.1.10 8.8.1.11	5.1		<p>General Construction Activities</p> <ul style="list-style-type: none"> ▪ Construction solid waste, debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering any nearby storm water drain. Stockpiles of cement and other construction materials should be kept covered when not being used; and 	Within construction site / During construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
8.8.1.12 8.8.1.13	5.1	2.28	<ul style="list-style-type: none"> ▪ Oils and fuels should only be stored in designated areas which have pollution prevention facilities. To prevent spillage of fuels and solvents to any nearby storm water drain, all fuel tanks and storage areas should be provided with locks and be sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank. The bund should be drained of rainwater after a rain event. <p>Drilling Activities for the Submarine Aviation Fuel Pipelines</p> <p>To prevent potential water quality impacts at Sha Chau, the following measures shall be applied:</p> <ul style="list-style-type: none"> ▪ A 'zero-discharge' policy shall be applied for all activities to be conducted at Sha Chau; ▪ No bulk storage of chemicals shall be permitted; and ▪ A containment pit shall be constructed around the drill holes. This containment pit shall be lined with impermeable lining and bunded on the outside to prevent inflow from off-site areas. 	Within construction site / During construction phase	I
			<p>At the airport island side of the drilling works, the following measures shall be applied for treatment of wastewater:</p> <ul style="list-style-type: none"> ▪ During pipe cleaning, appropriate desilting or sedimentation device should be provided on site for treatment before discharge. The Contractor should ensure discharge water from the sedimentation tank meet the WPCO/TM requirements before discharge; and ▪ Drilling fluid used in drilling activities should be reconditioned and reused as far as possible. Temporary enclosed storage locations should be provided on-site for any unused chemicals that needs to be transported away after all the related construction activities are completed. The requirements in ProPECC Note PN 1/94 should be adhered to in the handling and disposal of bentonite slurries. 	Within construction site / During construction phase	I
Waste Management Implication – Construction Phase					
10.5.1.1	7.1	-	<p>Opportunities to minimise waste generation and maximise the reuse of waste materials generated by the project have been incorporated where possible into the planning, design and construction stages, and the following measures have been recommended:</p> <ul style="list-style-type: none"> ▪ The relevant construction methods (particularly for the tunnel works) and construction programme have been carefully planned and developed to minimise the extent of excavation and to maximise the on-site reuse of inert C&D materials generated by the project as far as practicable. Temporary stockpiling areas will also be provided to facilitate on-site reuse of inert C&D materials; ▪ Priority should be given to collect and reuse suitable inert C&D materials generated from other concurrent projects and the Government's PFRF as fill materials for the proposed land formation works; ▪ Only non-dredged ground improvement methods should be adopted in order to completely avoid the need for dredging and disposal of marine sediment for the proposed land formation work; ▪ Excavation work for constructing the APM tunnels, BHS tunnels and airside tunnels will not be down to the CMPs beneath the fill materials in order to avoid excavating any sediments; and 	Project Site Area / During design and construction phase	I
					I
					I
					I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> ▪ For the marine sediments expected to be excavated from the piling works of TRC, APM & BHS tunnels, airside tunnels and other facilities on the proposed land formation area, piling work of marine sections of the approach lights and HKIAAAA beacons, basement works for some of T2 expansion area and excavation works for the proposed APM depot should be treated and reused on-site as backfilling materials, although required treatment level / detail and the specific re-use mode are under development. 		I
10.5.1.1	7.1	-	<p>The following good site practices should be performed during the construction activities include:</p> <ul style="list-style-type: none"> ▪ Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site; ▪ Training of site personnel in proper waste management and chemical waste handling procedures; ▪ Provision of sufficient waste disposal points and regular collection for disposal; ▪ Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks by tarpaulin/ similar material or by transporting wastes in enclosed containers. The cover should be extended over the edges of the sides and tailboards; ▪ Stockpiles of C&D materials should be kept wet or covered by impervious sheets to avoid wind-blown dust; ▪ All dusty materials including C&D materials should be sprayed with water immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling at the barging points/ stockpile areas; ▪ C&D materials to be delivered to and from the project site by barges or by trucks should be kept wet or covered to avoid wind-blown dust; ▪ The speed of the trucks including dump trucks carrying C&D or waste materials within the site should be controlled to about 10 km/hour in order to reduce the adverse dust impact and secure the safe movement around the site; and ▪ To avoid or minimise dust emission during transport of C&D or waste materials within the site, each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials. Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet. 	Project Site Area / Construction Phase	I
10.5.1.3	7.1	-	<p>The following practices should be performed to achieve waste reduction include:</p> <ul style="list-style-type: none"> ▪ Use of steel or aluminium formworks and falseworks for temporary works as far as practicable; ▪ Adoption of repetitive design to allow reuse of formworks as far as practicable; ▪ 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; 	Project Site Area / Construction Phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> Encourage collection of aluminium cans, PET bottles and paper by providing separate labelled bins to enable these wastes to be segregated from other general refuse generated by the work force; Any unused chemicals or those with remaining functional capacity should be collected for reused as far as practicable; Proper storage and site practices to minimise the potential for damage or contamination of construction materials; and Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste. 		
10.5.1.5	7.1		<ul style="list-style-type: none"> Inert and non-inert C&D materials should be handled and stored separately to avoid mixing the two types of materials. 	Project Site Area / Construction Phase	I
10.5.1.5	7.1	-	<ul style="list-style-type: none"> Any recyclable materials should be segregated from the non-inert C&D materials for collection by reputable licensed recyclers whereas the non-recyclable waste materials should be disposed of at the designated landfill site by a reputable licensed waste collector. 	Project Site Area / Construction Phase	I
10.5.1.6	7.1	-	<ul style="list-style-type: none"> A trip-ticket system promulgated shall be developed in order to monitor the off-site delivery of surplus inert C&D materials that could not be reused on-site for the proposed land formation work at the PFRF and to control fly tipping. 	Project Site Area / Construction Phase	I
10.5.1.6	7.1	2.32	<ul style="list-style-type: none"> The Contractor should prepare and implement a Waste Management Plan detailing various waste arising and waste management practices. 	Construction Phase	I
10.5.1.16	7.1	-	<p>The following mitigation measures are recommended during excavation and treatment of the sediments:</p> <ul style="list-style-type: none"> On-site remediation should be carried out in an enclosed area in order to minimise odour/dust emissions; The loading, unloading, handling, transfer or storage of treated and untreated sediment should be carried out in such a manner to prevent or minimise dust emissions; All practical measures, including but not limited to speed control for vehicles, should be taken to minimise dust emission; Good housekeeping should be maintained at all times at the sediment treatment facility and storage area; Treated and untreated sediment should be clearly separated and stored separately; and Surface runoff from the enclosed area should be properly collected and stored separately, and then properly treated to levels in compliance with the relevant effluent standards as required by the Water Pollution Control Ordinance before final discharge. 	Project Site Area / Construction Phase	I I I I I
10.5.1.18	7.1	-	<p>The marine sediments to be removed from the cable field joint area would be disposed of at the designated disposal sites to be allocated by the MFC. The following mitigation measures should be strictly</p>	Project Site Area / Construction Phase	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<p>followed to minimise potential impacts on water quality during transportation of the sediments requiring Type 1 disposal:</p> <ul style="list-style-type: none"> Bottom opening of barges shall be fitted with tight fitting seals to prevent leakage of material; Monitoring of the barge loading shall be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels shall be equipped with automatic self-monitoring devices as specified by EPD; and Barges or hopper barges shall not be filled to a level that would cause the overflow of materials or sediment laden water during loading or transportation. 		
10.5.1.19	7.1	-	<p>Contractor should register with the EPD as a chemical waste producer and to follow the relevant guidelines. The following measures should be implemented:</p> <ul style="list-style-type: none"> Good quality containers compatible with the chemical wastes should be used; Incompatible chemicals should be stored separately; Appropriate labels must be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosive, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc.; and The contractor will use a licensed collector to transport and dispose of the chemical wastes at the approved Chemical Waste Treatment Centre or other licensed recycling facilities, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. 	Project Site Area / Construction Phase	I
10.5.1.20	7.1	-	<ul style="list-style-type: none"> General refuse should be stored in enclosed bins or compaction units separated from inert C&D material. A reputable waste collector should be employed by the contractor to remove general refuse from the site for disposal at designated landfill sites. An enclosed and covered area should be provided to reduce the occurrence of 'wind blown' light material. 	Project Site Area / Construction Phase	I
10.5.1.21	7.1	-	<ul style="list-style-type: none"> The construction contractors will be required to regularly check and clean any refuse trapped or accumulated along the newly constructed seawall. Such refuse will then be stored and disposed of together with the general refuse. 	Project Site Area / Construction Phase	N/A
Land Contamination – Construction Phase					
11.10.1.2 to 11.10.1.3	8.1	2.32	<p>For areas inaccessible during site reconnaissance survey</p> <ul style="list-style-type: none"> Further site reconnaissance would be conducted once the areas are accessible in order to identify any land contamination concern for the areas. 	Project Site Area inaccessible during site reconnaissance / Prior to Construction Phase	I
			<ul style="list-style-type: none"> Subject to further site reconnaissance findings, a supplementary Contamination Assessment Plan (CAP) for additional site investigation (SI) (if necessary) may be prepared and submitted to EPD for endorsement prior to the commencement of SI at these areas. 		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> After completion of SI, the Contamination Assessment Report (CAR) will be prepared and submitted to EPD for approval prior to start of the proposed construction works at the golf course, the underground and above-ground fuel storage tank areas, emergency power generation units, airside petrol filling station and fuel tank room. 		I *(CAR for golf course)
			<ul style="list-style-type: none"> Should remediation be required, Remediation Action Plan (RAP) and Remediation Report (RR) will be prepared for EPD's approval prior to commencement of the proposed remediation and any construction works respectively. 		N/A
11.8.1.2	8.1	-	<p>If contaminated soil is identified, the following mitigation measures are for the excavation and transportation of contaminated materials (if any):</p> <ul style="list-style-type: none"> To minimize the incidents of construction workers coming in contact with any contaminated materials, bulk earth-moving excavation equipment should be employed; Contact with contaminated materials can be minimised by wearing appropriate clothing and personal protective equipment such as gloves and masks (especially when working directly with contaminated material), provision of washing facilities and prohibition of smoking and eating on site; Stockpiling of contaminated excavated materials on site should be avoided as far as possible; The use of any contaminated soil for landscaping purpose should be avoided unless pre-treatment was carried out; Vehicles containing any excavated materials should be suitably covered to reduce dust emissions and/or release of contaminated wastewater; Truck bodies and tailgates should be sealed to prevent any discharge; Only licensed waste haulers should be used to collect and transport contaminated material to treatment/disposal site and should be equipped with tracking system to avoid fly tipping; Speed control for trucks carrying contaminated materials should be exercised. 8km/h is the recommended speed limit; Strictly observe all relevant regulations in relation to waste handling, such as Waste Disposal Ordinance (Cap 354), Waste Disposal (Chemical Waste) (General) Regulation (Cap 354) and obtain all necessary permits where required; and Maintain records of waste generation and disposal quantities and disposal arrangements. 	Project Site Area / Construction Phase	N/A
Terrestrial Ecological – Construction Phase					
12.10.1.1	9.2	2.14	<p>Pre-construction Egret Survey</p> <ul style="list-style-type: none"> Conduct ecological survey for Sha Chau egret to update the latest boundary of the egret. 	Breeding season (April - July) prior to commencement of HDD drilling works at HKIA	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
12.7.2.3 and 12.7.2.6	9.1	2.30	Avoidance and Minimisation of Direct Impact to Egret <ul style="list-style-type: none"> The daylighting location will avoid direct encroachment to the Sheung Sha Chau egret. The daylighting location and mooring of flat top barge, if required, will be kept away from the egret; In any event, controls such as demarcation of construction site boundary and confining the lighting within the site will be practised to minimise disturbance to off-site habitat at Sheung Sha Chau Island; and The containment pit at the daylighting location shall be covered or camouflaged. 	During construction phase at Sheung Sha Chau Island	
12.7.2.5	9.1	2.30	Preservation of Nesting Vegetation <ul style="list-style-type: none"> The proposed daylighting location and the arrangement of connecting pipeline will avoid the need of tree cutting, therefore the trees that are used by ardeids for nesting will be preserved. 	During construction phase at Sheung Sha Chau Island	
12.7.2.4 and 12.7.2.6	9.1	2.30	Timing the Pipe Connection Works outside Ardeid's Breeding Season <ul style="list-style-type: none"> All HDD and related construction works on Sheung Sha Chau Island will be scheduled outside the ardeids' breeding season (between April and July). No night-time construction work will be allowed on Sheung Sha Chau Island during all seasons. 	During construction phase at Sheung Sha Chau Island	
12.10.1.1	9.3	-	Ecological Monitoring <ul style="list-style-type: none"> During the HDD construction works period from August to March, ecological monitoring will be undertaken monthly at the HDD daylighting location on Sheung Sha Chau Island to identify and evaluate any impacts with appropriate actions taken as required to address and minimise any adverse impact found. 	at Sheung Sha Chau Island	
Marine Ecological Impact – Pre-construction Phase					
13.11.4.1	10.2.2	-	<ul style="list-style-type: none"> Pre-construction phase Coral Dive Survey. 	HKIAAA artificial seawall	
Marine Ecological Impact – Construction Phase					
13.11.1.3 to 13.11.1.6	-	-	Minimisation of Land Formation Area <ul style="list-style-type: none"> Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for marine resources, especially the CWD population. 	Land formation footprint / during detailed design phase to completion of construction	
13.11.1.7 to 13.11.1.10	-	2.31	Use of Construction Methods with Minimal Risk/Disturbance <ul style="list-style-type: none"> Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF; Use of Deep Cement Mixing (DCM) method instead of conventional seabed dredging for the land formation works to reduce the risk of negative impacts through the elevation of suspended solids and contaminants on CWDs, fisheries and the marine environment; 	During construction phase at marine works area	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<ul style="list-style-type: none"> Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; 		N/A
			<ul style="list-style-type: none"> Avoid bored piling during CWD peak calving season (Mar to Jun); 		I
			<ul style="list-style-type: none"> Prohibition of underwater percussive piling; and 		I
			<ul style="list-style-type: none"> Use of horizontal directional drilling (HDD) method and water jetting methods for placement of submarine cables and pipelines to minimise the disturbance to the CWDs and other marine ecological resources. 		I
13.11.2.1 to 13.11.2.7	-	-	<p>Mitigation for Indirect Disturbance due to Deterioration of Water Quality</p> <ul style="list-style-type: none"> Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices; Alternative construction methods including use of non-dredge methods for ground improvement (e.g. Deep Cement Mixing (DCM), prefabricated vertical drains (PVD), sand compaction piles, steel cells, stone columns and vertical sand drains); Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and <p>Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to the CWDs and other marine ecological resources.</p>	All works area during the construction phase	I
					I
					N/A
					I
13.11.1.12	-	-	<p>Strict Enforcement of No-Dumping Policy</p> <ul style="list-style-type: none"> A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would potentially be harmful to dolphins and/or their habitat in the work area; Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works; Fines for infractions should be implemented; and Unscheduled, on-site audits shall be implemented. 	All works area during the construction phase	I
13.11.1.13	-	-	<p>Good Construction Site Practices</p> <ul style="list-style-type: none"> Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; Keep the number of working or stationary vessels present on-site to the minimum anytime; and Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators. 	All works area during the construction phase	I
13.11.1.3 to 13.11.1.6	-	-	<p>Minimisation of Land Formation Area</p> <ul style="list-style-type: none"> Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for marine resources, especially the CWD population. 	Land formation footprint / during detailed design phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
13.11.5.4 to 13.11.5.13	10.3.1	-	<p>SkyPier High Speed Ferries' Speed Restrictions and Route Diversions</p> <ul style="list-style-type: none"> SkyPier HSFs operating to / from Zhuhai and Macau would divert north of SCLKC Marine Park with a 15 knot speed limit to apply for the part-journeys that cross high CWD abundance grid squares as indicatively shown in Drawing No. MCL/P132/EIA/13-023 of the EIA Report. Both the alignment of the northerly route and the portion of routings to be subject to the speed limit of 15 knots shall be finalised prior to commencement of construction based on the future review of up-to-date CWD abundance and EM&A data and taking reference to changes in total SkyPier HSF numbers; and A maximum of 10 knots will be enforced through the designated SCLKC Marine Park area at all times. <p>Other mitigation measures</p> <ul style="list-style-type: none"> The ET will audit various parameters including actual daily numbers of HSFs, compliance with the 15-knot speed limit in the speed control zone and diversion compliance for SkyPier HSFs operating to / from Zhuhai and Macau; and The effectiveness of the CWD mitigation measures after implementation of initial six month SkyPier HSF diversion and speed restriction will be reviewed. 	<p>to completion of construction</p> <p>Area between the footprint and SCLKC Marine Park during construction phase</p> <p>Area between the footprint and SCLKC Marine Park during construction phase</p>	<p> </p> <p> </p>
13.11.5.14 to 13.11.5.18	10.3.1	2.31	<p>Dolphin Exclusion Zone</p> <ul style="list-style-type: none"> Establishment of a 24 hr Dolphin Exclusion Zone (DEZ) with a 250 m radius around the land formation works areas; A DEZ would also be implemented during ground improvement works (e.g. DCM), water jetting works for submarine cables diversion, open trench dredging at the field joint locations and seawall construction; and A DEZ would also be implemented during bored piling work but as a precautionary measure only. 	<p>Marine waters around land formation works area during construction phase</p>	<p> </p> <p> </p> <p>N/A</p>
13.11.5.19	10.4	2.31	<p>Acoustic Decoupling of Construction Equipment</p> <ul style="list-style-type: none"> Air compressors and other noisy equipment that must be mounted on steel barges should be acoustically-decoupled to the greatest extent feasible, for instance by using rubber or air-filled tyres; and Specific acoustic decoupling measures shall be specified during the detailed design of the project for use during the land formation works. 	<p>Around coastal works area during construction phase</p>	<p> </p>
13.11.5.20	10.6.1	2.29	<p>Spill Response Plan</p> <ul style="list-style-type: none"> An oil and hazardous chemical spill response plan is proposed to be established during the construction phase as a precautionary measure so that appropriate actions to prevent or reduce risks to CWDs can be undertaken in the event of an accidental spillage. 	<p>Construction phase</p>	<p> </p>

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
13.11.5.21 to 13.11.5.23	10.6.1	-	Construction Vessel Speed Limits and Skipper Training <ul style="list-style-type: none"> A speed limit of 10 knots should be strictly observed for construction vessels at areas with the highest CWD densities; and Vessels traversing through the work areas should be required to use predefined and regular routes (which would presumably become known to resident dolphins) to reduce disturbance to cetaceans due to vessel movements. Specific marine routes shall be specified by the Contractor prior to construction commencing. 	All areas north and west of Lantau Island during construction phase	I
Fisheries Impact – Construction Phase					
14.9.1.2 to 14.9.1.5	-	-	Minimisation of Land Formation Area <ul style="list-style-type: none"> Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for fisheries resources. 	Land formation footprint / during detailed design phase to completion of construction	I
14.9.1.6	-	-	Use of Construction Methods with Minimal Risk/Disturbance <ul style="list-style-type: none"> Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF; Use of Deep Cement Mixing (DCM) method instead of conventional seabed dredging for the land formation works to reduce the risk of negative impacts through the elevation of suspended solids and contaminants on fisheries and the marine environment; Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to fisheries resources. 	During construction phase at marine works area	I I N/A I
14.9.1.11	-	-	Strict Enforcement of No-Dumping Policy <ul style="list-style-type: none"> A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would potentially be harmful to dolphins and/or their habitat in the work area; Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works; Fines for infractions should be implemented; and Unscheduled, on-site audits shall be implemented. 	All works area during the construction phase	I
14.9.1.12	-	-	Good Construction Site Practices <ul style="list-style-type: none"> Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; Keep the number of working or stationary vessels present on-site to the minimum anytime; and 	All works area during the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
14.9.1.13 to 14.9.1.18	-		<ul style="list-style-type: none"> ▪ Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators. <p>Mitigation for Indirect Disturbance due to Deterioration of Water Quality</p> <ul style="list-style-type: none"> ▪ Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices; ▪ Alternative construction methods including use of non-dredge methods for ground improvement (e.g. Deep Cement Mixing (DCM), prefabricated vertical drains (PVD), sand compaction piles, steel cells, stone columns and vertical sand drains); ▪ Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and ▪ Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to fisheries resources. 	All works area during the construction phase	
Landscape and Visual Impact – Construction Phase					
Table 15.6	12.3	-	CM1 - The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.	All works areas for duration of works; Upon handover and completion of works.	
Table 15.6	12.3	-	CM2 - Reduction of construction period to practical minimum.	All works areas for duration of works; Upon handover and completion of works.	
Table 15.6	12.3	-	CM3 - Phasing of the construction stage to reduce visual impacts during the construction phase.	All works areas for duration of works; Upon handover and completion of works.	
Table 15.6	12.3	-	CM4 - Construction traffic (land and sea) including construction plants, construction vessels and barges should be kept to a practical minimum.	All works areas for duration of works; Upon handover and completion of works.	
Table 15.6	12.3	-	CM5 - Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.	All works areas for duration of works; Upon handover and completion of works.	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
				may be disassembled in phases	
Table 15.6	12.3	-	CM6 - Avoidance of excessive height and bulk of site buildings and structures.	New passenger concourse, terminal 2 expansion and other proposed airport related buildings and structures under the project; Upon handover and completion of works.	N/A
Table 15.6	12.3	-	CM7 - Control of night-time lighting by hooding all lights and through minimisation of night working periods.	All works areas for duration of works; Upon handover and completion of works. – may be disassembled in phases	I
Table 15.6	12.3	-	CM8 - All existing trees shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor’s works areas.	All existing trees to be retained; Upon handover and completion of works.	I
Table 15.6	12.3	-	CM9 - Trees unavoidably affected by the works shall be transplanted where practical. A detailed Tree Transplanting Specification shall be provided in the Contract Specification, if applicable. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme.	All existing trees to be affected by the works; Upon handover and completion of works.	I
Table 15.6	12.3	-	CM10 - Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical.	All affected existing grass areas around runways and verges/Duration of works; Upon handover and completion of works.	N/A
Cultural Heritage Impact – Construction Phase					
Not applicable.					

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
Health Impact – Aircraft Emissions					
Not applicable.					
Health Impact – Aircraft Noise					
Not applicable.					

Notes:

I= implemented where applicable;

N/A= not applicable to the construction works implemented during the reporting month.

^ Checked by ET through site inspection and record provided by the Contractor.

Appendix B. Monitoring Schedule

Monitoring Schedule of This Reporting Period

May-19

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 Site Inspection WQ General & Regular DCM mid-ebb: 12:00 mid-flood: 17:48	3 Site Inspection CWD Survey (Vessel, Land-based)	4 WQ General & Regular DCM mid-ebb: 12:53 mid-flood: 19:12
5	6 Site Inspection AR1A, AR2 NM1A, NM4, NM5, NM6	7 Site Inspection WQ General & Regular DCM mid-ebb: 14:31 mid-flood: 07:48	8 Site Inspection CWD Survey (Vessel)	9 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 15:57 mid-flood: 08:53	10 Site Inspection CWD Survey (Vessel) AR1A, AR2	11 WQ General & Regular DCM mid-ebb: 17:48 mid-flood: 10:22
12	13	14 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 09:56 mid-flood: 15:17	15 Site Inspection CWD Survey (Vessel)	16 Site Inspection CWD Survey (Vessel) AR1A, AR2 NM1A, NM4, NM5, NM6 WQ General & Regular DCM mid-ebb: 11:23 mid-flood: 17:27	17 Site Inspection	18 WQ General & Regular DCM mid-ebb: 12:40 mid-flood: 19:21
19	20 Site Inspection	21 Site Inspection NM1A, NM4, NM5, NM6 WQ General & Regular DCM mid-ebb: 14:37 mid-flood: 07:45	22 Site Inspection AR1A, AR2	23 Site Inspection WQ General & Regular DCM mid-ebb: 15:58 mid-flood: 08:51	24 Site Inspection	25 WQ General & Regular DCM mid-ebb: 17:27 mid-flood: 10:05
26	27 CWD Survey (Vessel)	28 Site Inspection AR1A, AR2 NM1A, NM4, NM5, NM6 WQ General & Regular DCM* mid-ebb: 09:34 mid-flood: 14:20	29 Site Inspection	30 Site Inspection CWD Survey (Land-based) WQ General & Regular DCM mid-ebb: 10:54 mid-flood: 16:36	31 Site Inspection CWD Survey (Land-based)	
<p>Notes: CWD - Chinese White Dolphin</p> <p>Air quality and Noise Monitoring Station NM1A/AR1A - Man Tung Road Park NM4 - Ching Chung Hau Po Woon Primary School NM5/AR2 - Village House, Tin Sum NM6 - House No. 1, Sha Lo Wan</p> <p>WQ - Water Quality DCM - Deep Cement Mixing</p> <p>*Cancelled due to adverse weather and thunderstorm warning in force.</p>						

Tentative Monitoring Schedule of Next Reporting Period

Jun-19

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 WQ General & Regular DCM mid-ebb: 11:53 mid-flood: 18:15
2	3 Site Inspection AR1A, AR2 NM1A, NM4, NM5, NM6	4 Site Inspection WQ General & Regular DCM mid-ebb: 13:38 mid-flood: 06:45	5 Site Inspection CWD Survey (Land-based)	6 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 15:04 mid-flood: 07:59	7	8 AR1A, AR2 WQ General & Regular DCM mid-ebb: 16:43 mid-flood: 09:31
9	10	11 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 08:19 mid-flood: 13:43	12 Site Inspection NM4, NM6	13 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 10:16 mid-flood: 16:22	14 Site Inspection CWD Survey (Vessel) AR1A, AR2 NM1A, NM5	15 WQ General & Regular DCM mid-ebb: 11:43 mid-flood: 18:33
16	17 CWD Survey (Vessel)	18 Site Inspection CWD Survey (Vessel, Land-based) WQ General & Regular DCM mid-ebb: 13:42 mid-flood: 06:43	19 Site Inspection CWD Survey (Land-based) NM4, NM6	20 Site Inspection AR1A, AR2 NM1A, NM5 WQ General & Regular DCM mid-ebb: 14:59 mid-flood: 07:54	21 Site Inspection	22 WQ General & Regular DCM mid-ebb: 16:13 mid-flood: 09:09
23	24	25 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 18:25 mid-flood: 12:02	26 Site Inspection AR1A, AR2 NM1A, NM4, NM5, NM6	27 Site Inspection CWD Survey (Vessel) WQ General & Regular DCM mid-ebb: 09:24 mid-flood: 14:48	28 Site Inspection	29 WQ General & Regular DCM mid-ebb: 10:44 mid-flood: 17:09
30		Notes: CWD - Chinese White Dolphin Air quality and Noise Monitoring Station WQ - Water Quality DCM - Deep Cement Mixing NM1A/AR1A - Man Tung Road Park NM4 - Ching Chung Hau Po Woon Primary School NM5/AR2 - Village House, Tin Sum NM6 - House No. 1, Sha Lo Wan				

Appendix C. Monitoring Results

Air Quality Monitoring Results

1-hour TSP Results

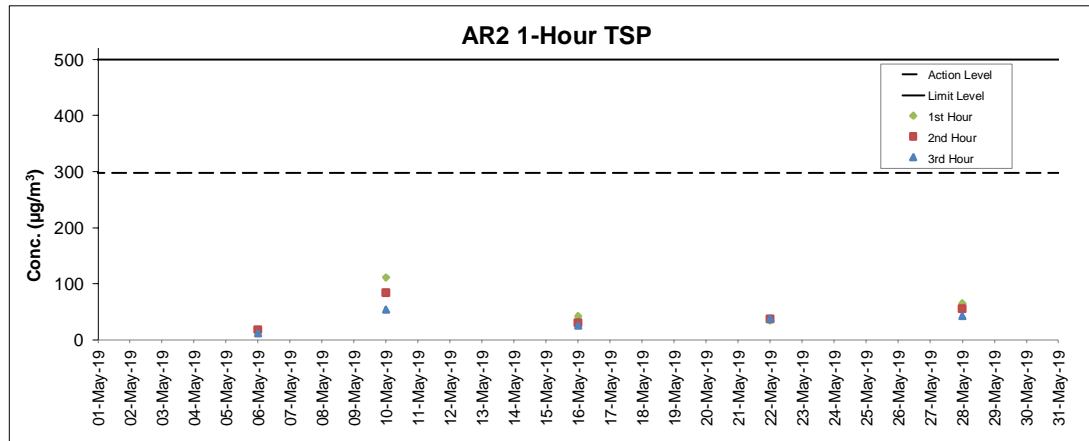
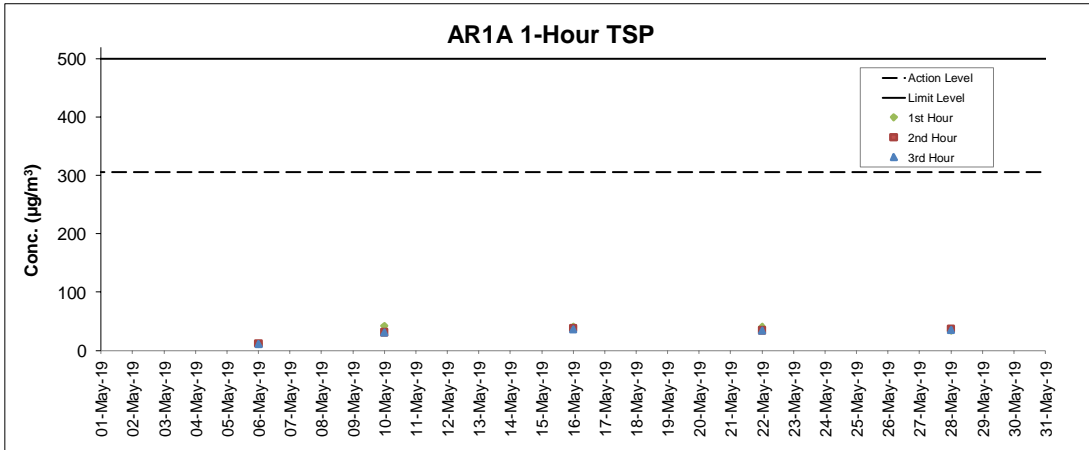
Station: AR1A- Man Tung Road Park

Date	Time	Weather	Wind Speed (m/s)	Wind Direction (deg)	1-hr TSP ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
06-May-19	8:56	Cloudy	4.8	79	11	306	500
06-May-19	9:56	Cloudy	4.1	88	12	306	500
06-May-19	10:56	Cloudy	5.2	96	11	306	500
10-May-19	13:51	Overcast	2.0	35	42	306	500
10-May-19	14:51	Overcast	2.7	25	31	306	500
10-May-19	15:51	Overcast	4.4	89	31	306	500
16-May-19	9:12	Sunny	6.2	217	40	306	500
16-May-19	10:12	Sunny	7.4	225	38	306	500
16-May-19	11:12	Sunny	8.0	222	36	306	500
22-May-19	13:54	Sunny	4.2	197	40	306	500
22-May-19	14:54	Sunny	2.8	220	34	306	500
22-May-19	15:54	Sunny	3.0	281	34	306	500
28-May-19	9:30	Cloudy	5.2	234	34	306	500
28-May-19	10:30	Cloudy	1.7	59	37	306	500
28-May-19	11:30	Cloudy	2.4	65	35	306	500

1-hour TSP Results

Station: AR2- Village House, Tin Sum

Date	Time	Weather	Wind Speed (m/s)	Wind Direction (deg)	1-hr TSP ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)
06-May-19	9:19	Cloudy	3.7	77	12	298	500
06-May-19	10:19	Cloudy	3.6	69	18	298	500
06-May-19	11:19	Cloudy	6.0	96	12	298	500
10-May-19	8:59	Overcast	2.4	325	111	298	500
10-May-19	9:59	Overcast	2.5	295	84	298	500
10-May-19	10:59	Overcast	2.7	265	54	298	500
16-May-19	8:05	Sunny	4.5	207	42	298	500
16-May-19	9:05	Sunny	6.3	219	30	298	500
16-May-19	10:05	Sunny	7.3	225	25	298	500
22-May-19	9:23	Cloudy	3.7	67	34	298	500
22-May-19	10:23	Cloudy	4.5	86	37	298	500
22-May-19	11:23	Cloudy	5.4	53	38	298	500
28-May-19	9:39	Rainy	3.8	254	65	298	500
28-May-19	10:39	Rainy	4.1	265	55	298	500
28-May-19	11:39	Rainy	2.9	250	42	298	500



Notes

1. Major site activities carried out during the reporting period are summarized in Section 1.4 of the monthly EM&A report.
2. Weather conditions during monitoring are presented in the data tables above.
3. QA/QC requirements as stipulated in the EM&A Manual were carried out during measurement.

Noise Monitoring Results

Noise Measurement Results

Station: NM1A- Man Tung Road Park

Date	Weather	Time	Measured L ₁₀ dB(A)	Measured L ₅₀ dB(A)	L _{eq(30mins)} dB(A)
06-May-19	Cloudy	10:12	71.0	56.4	71
06-May-19	Cloudy	10:17	73.0	56.3	
06-May-19	Cloudy	10:22	71.6	56.5	
06-May-19	Cloudy	10:27	70.9	51.6	
06-May-19	Cloudy	10:32	71.9	56.5	
06-May-19	Cloudy	10:37	73.2	56.5	
16-May-19	Sunny	10:37	73.3	58.9	71
16-May-19	Sunny	10:42	74.2	57.8	
16-May-19	Sunny	10:47	70.6	58.1	
16-May-19	Sunny	10:52	71.5	58.0	
16-May-19	Sunny	10:57	67.9	57.9	
16-May-19	Sunny	11:02	73.5	59.3	
21-May-19	Cloudy	15:10	70.6	55.8	71
21-May-19	Cloudy	15:15	71.7	54.3	
21-May-19	Cloudy	15:20	73.0	54.3	
21-May-19	Cloudy	15:25	70.9	53.9	
21-May-19	Cloudy	15:30	70.2	51.6	
21-May-19	Cloudy	15:35	72.2	52.9	
28-May-19	Cloudy	14:43	72.6	61.2	72
28-May-19	Cloudy	14:48	72.6	61.4	
28-May-19	Cloudy	14:53	72.5	60.4	
28-May-19	Cloudy	14:58	72.6	61.8	
28-May-19	Cloudy	15:03	71.8	60.1	
28-May-19	Cloudy	15:08	71.7	60.8	

Remarks:

+3dB (A) correction was applied to free-field measurement.

Noise Measurement Results

Station: NM4- Ching Chung Hau Po Woon Primary School

Date	Weather	Time	Measured L ₁₀ dB(A)	Measured L ₅₀ dB(A)	L _{eq(30mins)} dB(A)
06-May-19	Cloudy	15:52	65.0	59.6	65
06-May-19	Cloudy	15:57	63.3	59.5	
06-May-19	Cloudy	16:02	64.4	59.7	
06-May-19	Cloudy	16:07	63.6	59.8	
06-May-19	Cloudy	16:12	63.1	59.9	
06-May-19	Cloudy	16:17	64.0	59.8	
16-May-19	Sunny	13:13	70.3	65.4	64
16-May-19	Sunny	13:18	70.9	61.3	
16-May-19	Sunny	13:23	64.3	58.8	
16-May-19	Sunny	13:28	60.7	58.1	
16-May-19	Sunny	13:33	66.0	59.1	
16-May-19	Sunny	13:38	63.3	58.7	
21-May-19	Cloudy	14:03	65.4	59.5	66
21-May-19	Cloudy	14:08	67.7	60.6	
21-May-19	Cloudy	14:13	66.4	60.1	
21-May-19	Cloudy	14:18	65.4	59.5	
21-May-19	Cloudy	14:23	65.3	58.9	
21-May-19	Cloudy	14:28	61.5	58.2	
28-May-19	Cloudy	15:48	65.5	61.9	65
28-May-19	Cloudy	15:53	63.6	60.1	
28-May-19	Cloudy	15:58	63.8	60.2	
28-May-19	Cloudy	16:03	64.2	59.7	
28-May-19	Cloudy	16:08	62.2	59.3	
28-May-19	Cloudy	16:13	62.5	58.8	

Remarks:

+3dB (A) correction was applied to free-field measurement.

Noise Measurement Results

Station: NM5- Village House, Tin Sum

Date	Weather	Time	Measured L ₁₀ dB(A)	Measured L ₅₀ dB(A)	L _{eq(30mins)} dB(A)
06-May-19	Cloudy	09:28	58.3	49.5	61
06-May-19	Cloudy	09:33	59.7	49.8	
06-May-19	Cloudy	09:38	54.2	48.5	
06-May-19	Cloudy	09:43	53.8	48.3	
06-May-19	Cloudy	09:48	64.3	48.8	
06-May-19	Cloudy	09:53	61.1	50.1	
16-May-19	Sunny	08:12	66.6	43.4	53
16-May-19	Sunny	08:17	55.6	44.1	
16-May-19	Sunny	08:22	52.0	43.0	
16-May-19	Sunny	08:27	50.4	43.2	
16-May-19	Sunny	08:32	50.2	50.2	
16-May-19	Sunny	08:37	53.2	44.3	
21-May-19	Cloudy	11:48	54.4	48.5	57
21-May-19	Cloudy	11:53	54.1	46.4	
21-May-19	Cloudy	11:58	54.2	46.3	
21-May-19	Cloudy	12:03	54.7	45.6	
21-May-19	Cloudy	12:08	55.1	45.8	
21-May-19	Cloudy	12:13	59.3	46.8	
28-May-19	Drizzle	11:43	64.0	61.5	64
28-May-19	Drizzle	11:48	63.5	60.2	
28-May-19	Drizzle	11:53	64.6	59.5	
28-May-19	Drizzle	11:58	63.0	59.6	
28-May-19	Drizzle	12:03	62.9	57.4	
28-May-19	Drizzle	12:08	59.0	54.9	

Remarks:

+3dB (A) correction was applied to free-field measurement.

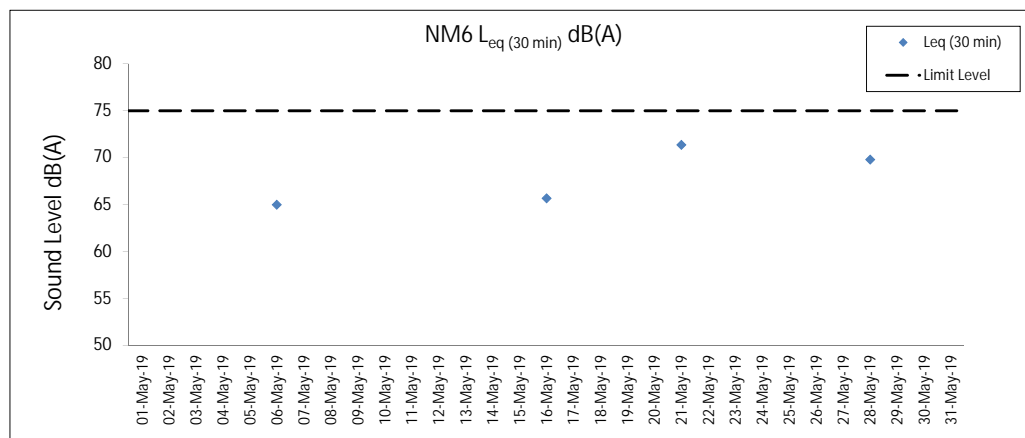
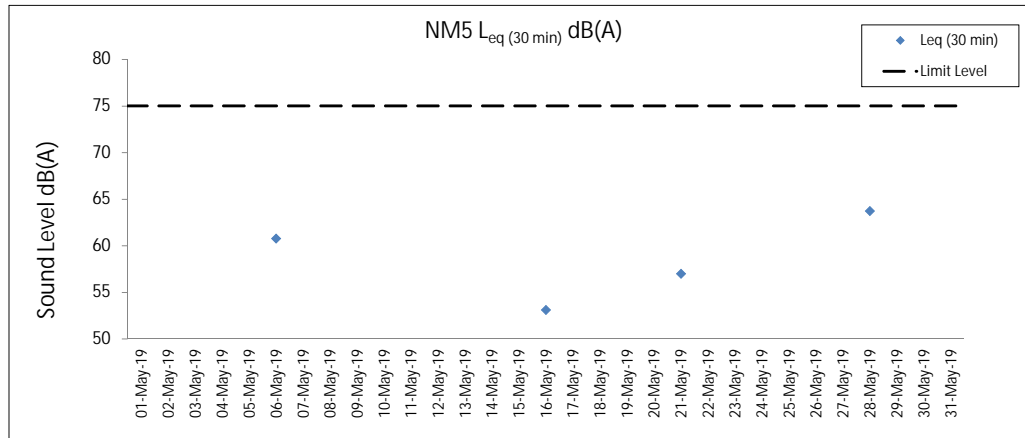
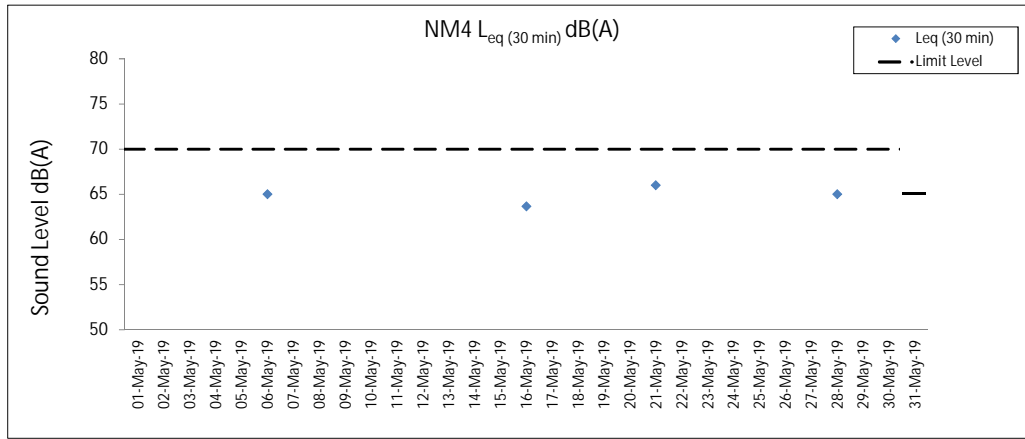
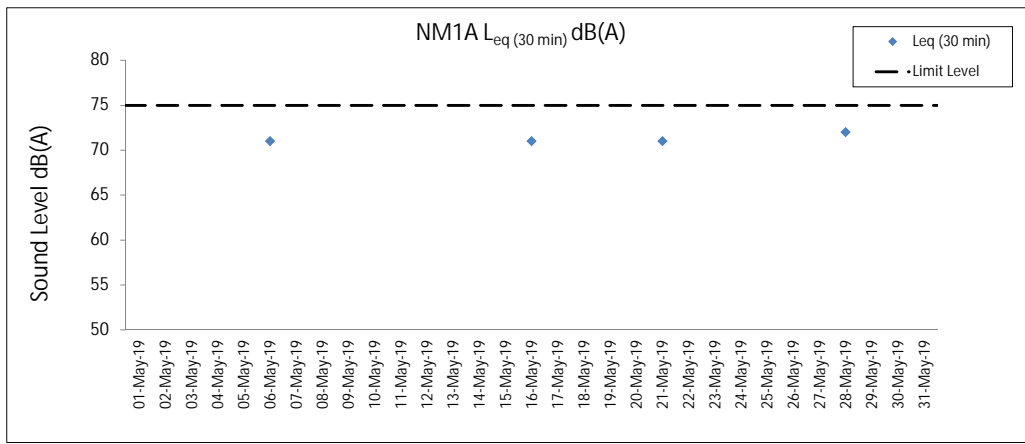
Noise Measurement Results

Station: NM6- House No.1 Sha Lo Wan

Date	Weather	Time	Measured L ₁₀ dB(A)	Measured L ₅₀ dB(A)	L _{eq(30mins)} dB(A)
06-May-19	Cloudy	13:31	64.8	46.6	65
06-May-19	Cloudy	13:36	65.1	47.6	
06-May-19	Cloudy	13:41	66.1	47.6	
06-May-19	Cloudy	13:46	67.0	48.3	
06-May-19	Cloudy	13:51	65.8	47.5	
06-May-19	Cloudy	13:56	60.9	46.1	
16-May-19	Sunny	15:43	67.6	57.5	66
16-May-19	Sunny	15:48	73.3	52.2	
16-May-19	Sunny	15:53	66.1	49.1	
16-May-19	Sunny	15:58	75.4	51.8	
16-May-19	Sunny	16:03	70.8	49.9	
16-May-19	Sunny	16:08	68.8	53.4	
21-May-19	Cloudy	10:27	72.8	54.0	71
21-May-19	Cloudy	10:32	74.6	60.1	
21-May-19	Cloudy	10:37	74.7	66.7	
21-May-19	Cloudy	10:42	73.1	66.0	
21-May-19	Cloudy	10:47	73.0	56.6	
21-May-19	Cloudy	10:52	66.7	52.6	
28-May-19	Cloudy	13:47	76.3	57.5	70
28-May-19	Cloudy	13:52	71.5	56.4	
28-May-19	Cloudy	13:57	72.0	53.8	
28-May-19	Cloudy	14:02	67.7	54.3	
28-May-19	Cloudy	14:07	66.7	50.5	
28-May-19	Cloudy	14:12	72.5	52.7	

Remarks:

+3dB (A) correction was applied to free-field measurement.



Notes

1. Major site activities carried out during the reporting period are summarized in Section 1.4 of the monthly EM&A report.
2. Weather conditions during monitoring are presented in the data tables above.
3. QA/QC requirements as stipulated in the EM&A Manual were carried out during measurement.

Water Quality Monitoring Results

Expansion of Hong Kong International Airport into a Three-Runway System

Water Quality Monitoring

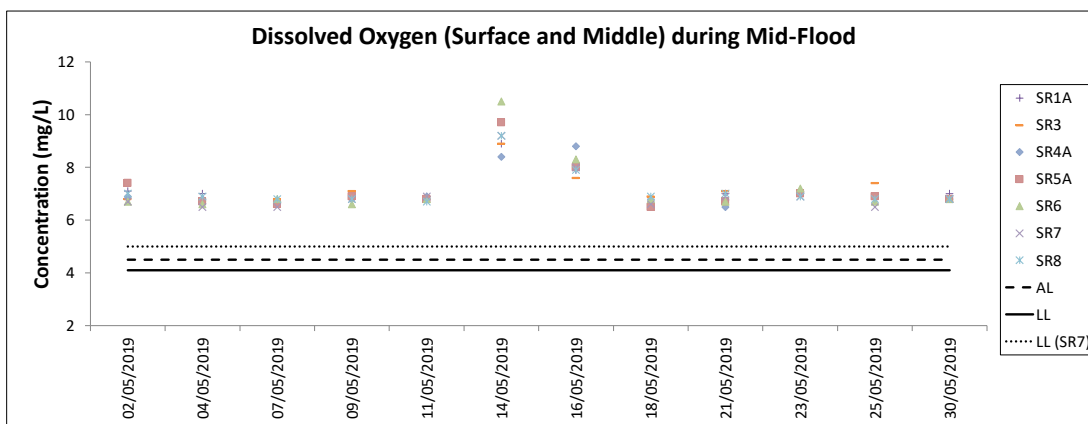
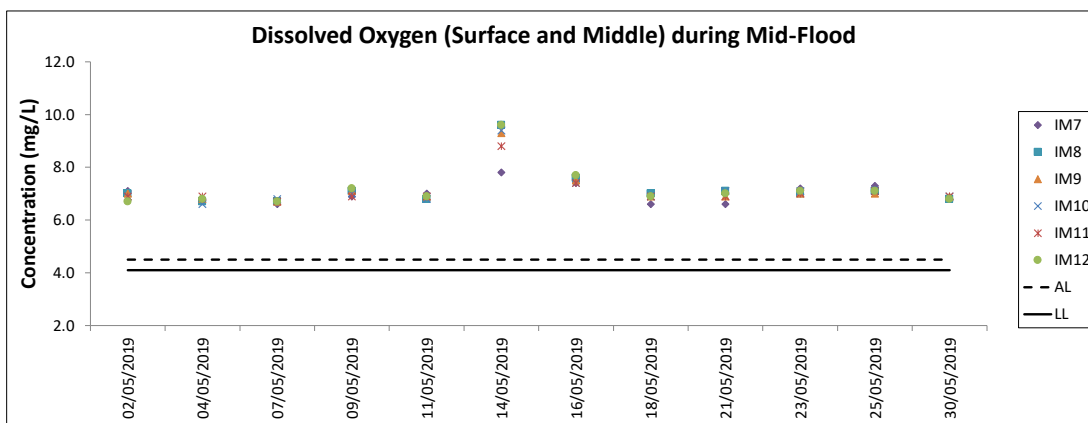
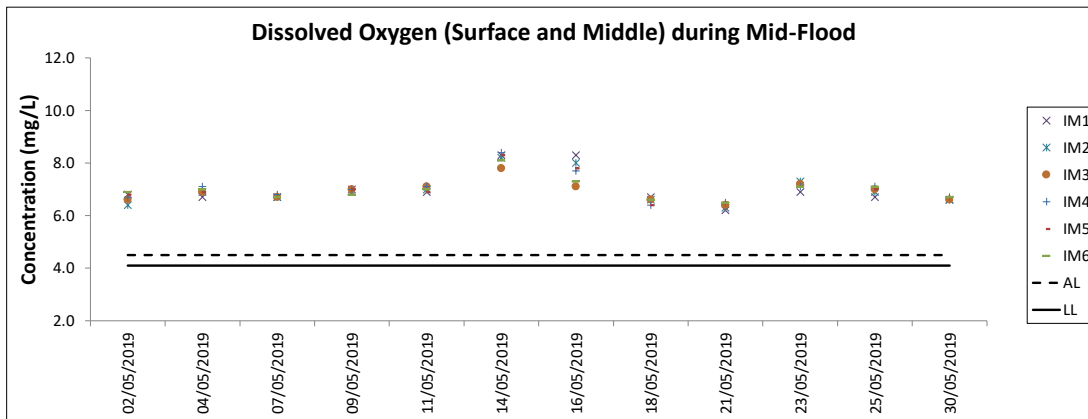
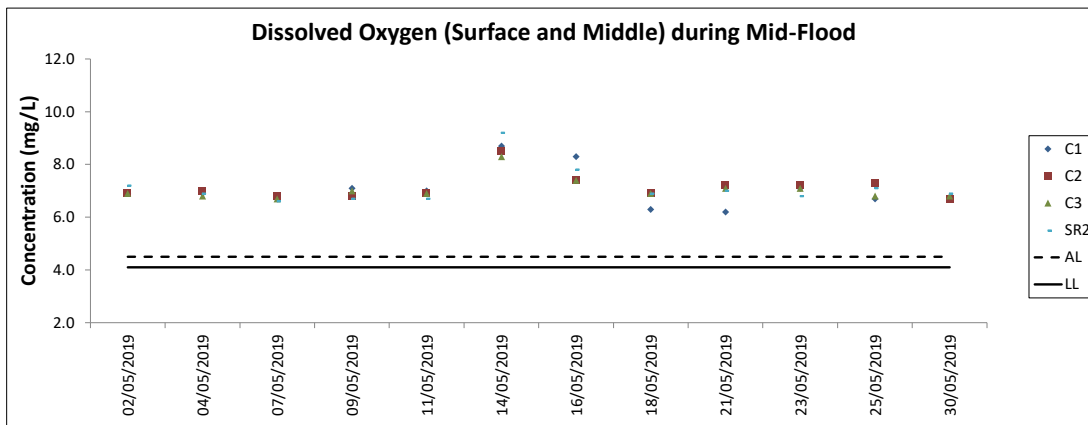
Water Quality Monitoring Results on 07 May 19 during Mid-Ebb Tide

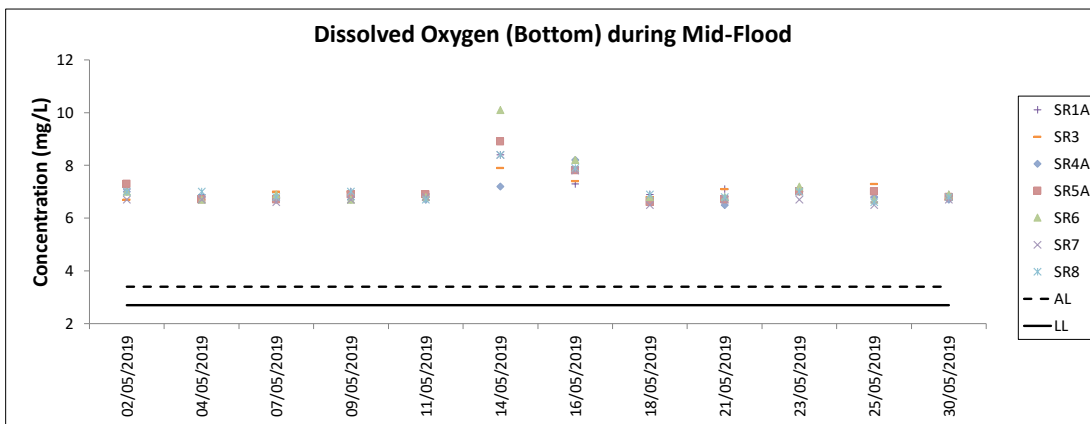
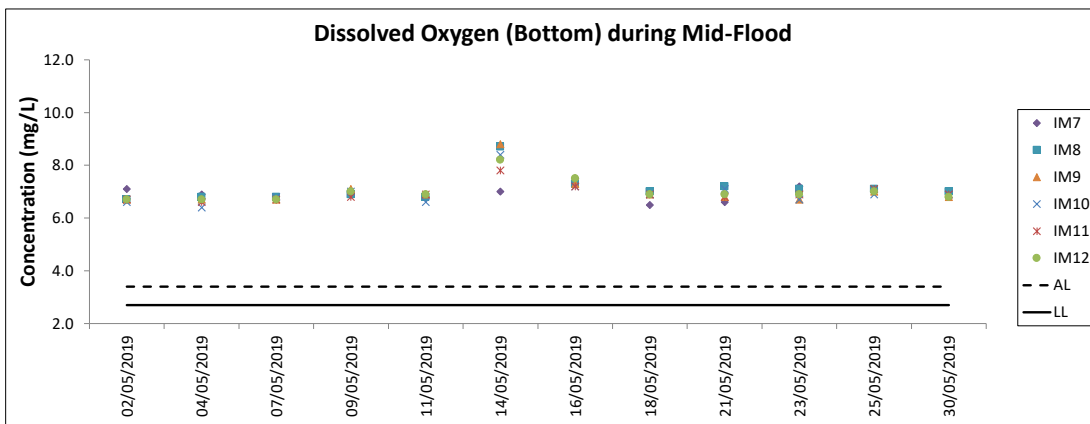
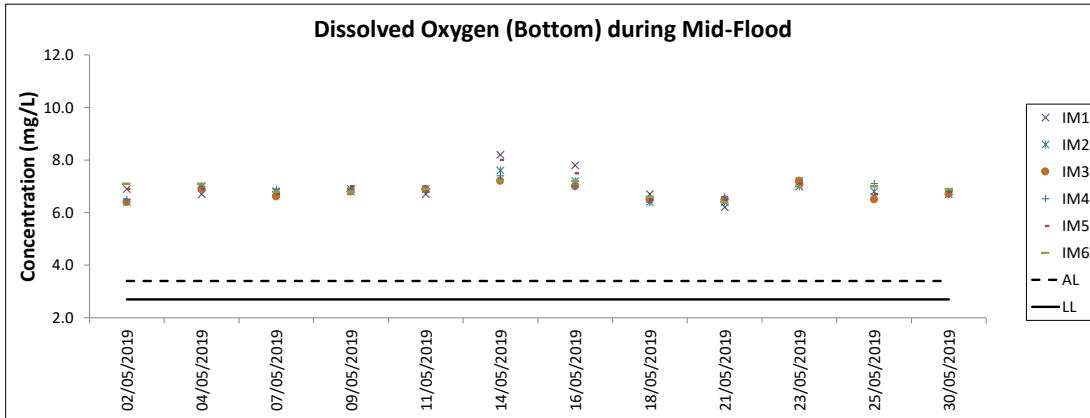
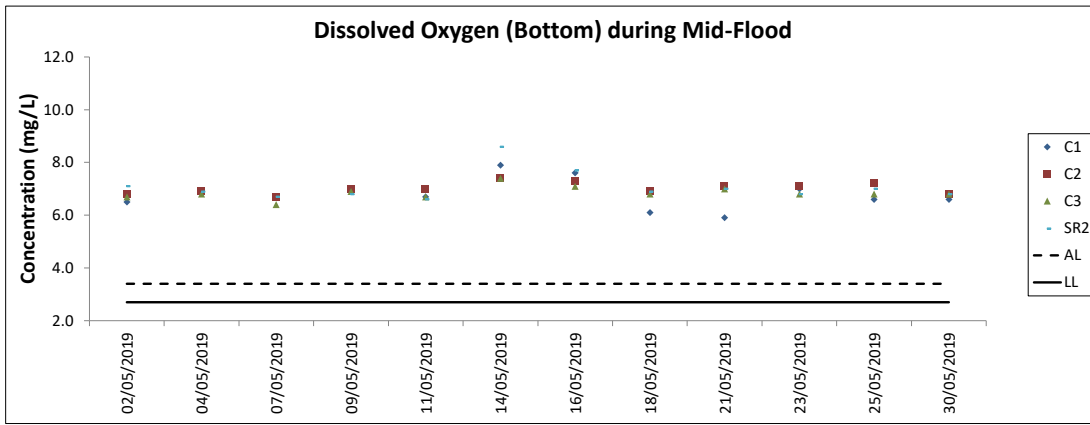
Monitoring Station	Weather Condition	Sea Condition	Sampling Time	Water Depth (m)	Sampling Depth (m)	Current Speed (m/s)	Current Direction	Water Temperature (°C)		pH		Salinity (ppt)		DO Saturation (%)		Dissolved Oxygen		Turbidity (NTU)		Suspended Solids (mg/L)		Total Alkalinity (ppm)		Coordinate HK Grid (Northing)	Coordinate HK Grid (Easting)	Chromium (µg/L)		Nickel (µg/L)			
								Value	Average	Value	Average	Value	Average	Value	Average	Value	DA	Value	DA	Value	DA	Value	DA			Value	DA	Value	DA	Value	DA
								C1	Cloudy	Rough	14:05	8.6	Surface	1.0	0.0	137	23.6	23.6	8.0	8.0	26.0	26.0	89.8			89.8	6.6	6.6	6.4	6.6	8
					Middle	4.3	0.1	139	23.8	23.8	8.0	8.0	26.1	26.1	90.5	90.6	6.6	6.6	7.2	6.8	9	9	93	94			<0.2	1.0	<0.2	0.9	
					Bottom	7.6	0.1	189	23.9	23.9	8.0	8.0	27.3	27.3	92.0	92.1	6.6	6.7	7.6	7.1	9	10	94	95			<0.2	1.0	<0.2	0.9	
					Surface	1.0	0.1	147	23.7	23.7	8.0	8.0	22.0	22.0	92.5	92.5	6.9	6.9	3.7	3.7	7	7	84	84			<0.2	1.5	<0.2	1.5	
					Middle	3.9	0.3	169	23.7	23.7	8.0	8.0	22.1	22.1	90.9	90.9	6.8	6.8	4.2	4.2	7	7	88	88			<0.2	1.6	<0.2	1.6	
					Bottom	6.8	0.6	151	23.7	23.7	8.0	8.0	22.1	22.1	91.2	91.3	6.8	6.8	4.3	4.3	6	7	91	92			<0.2	1.6	<0.2	1.7	
					Surface	1.0	0.4	60	23.7	23.7	8.0	8.0	24.5	24.5	92.5	92.5	6.8	6.8	3.6	3.7	5	4	83	84			<0.2	1.1	<0.2	1.2	
					Middle	4.9	0.5	97	23.7	23.8	8.0	8.0	24.5	24.9	92.5	92.5	6.8	6.8	4.4	4.4	9	9	87	87			<0.2	1.1	<0.2	1.0	
					Bottom	8.8	0.2	97	23.8	23.8	8.0	8.0	25.8	25.8	92.3	92.4	6.7	6.7	3.7	3.7	7	6	91	91			<0.2	1.2	<0.2	1.1	
					Surface	1.0	0.2	259	23.6	23.6	8.0	8.0	25.9	25.9	90.5	90.5	6.6	6.6	7.1	7.2	8	9	89	89			<0.2	0.9	<0.2	0.9	
					Middle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	91	91			<0.2	-	<0.2	-
					Bottom	4.4	0.2	135	23.4	23.4	8.0	8.0	26.0	26.0	90.7	90.8	6.6	6.7	7.5	7.6	12	12	92	92			<0.2	0.9	<0.2	1.0	
					Surface	1.0	0.1	295	23.5	23.5	8.0	8.0	25.6	25.6	91.6	91.8	6.7	6.7	6.8	6.8	10	9	88	88			<0.2	0.9	<0.2	0.9	
					Middle	4.2	0.1	243	23.2	23.2	8.0	8.0	25.8	25.8	94.7	94.9	7.0	7.0	7.2	7.0	8	8	92	92			<0.2	1.0	<0.2	0.9	
					Bottom	7.4	0.2	224	23.5	23.5	8.0	8.0	25.6	25.6	92.1	92.2	6.8	6.8	5.8	5.7	8	8	94	94			<0.2	0.9	<0.2	0.9	
					Surface	1.0	0.1	232	23.4	23.4	8.0	8.0	24.7	24.7	90.6	90.6	6.7	6.7	5.2	5.1	7	8	88	89			<0.2	0.8	<0.2	0.9	
					Middle	4.4	0.1	235	23.5	23.5	8.0	8.0	24.6	24.6	91.0	91.1	6.7	6.7	5.3	5.3	6	8	92	93			<0.2	1.0	<0.2	0.8	
					Bottom	7.7	0.1	245	23.5	23.5	8.0	8.0	24.6	24.6	92.6	92.9	6.8	6.9	5.1	5.4	7	6	95	96			<0.2	0.9	<0.2	0.8	
					Surface	1.0	0.3	213	23.4	23.4	8.0	8.0	24.0	24.0	90.6	90.6	6.7	6.7	4.3	4.3	5	6	89	89			<0.2	1.0	<0.2	1.0	
					Middle	4.5	0.3	219	23.4	23.4	8.0	8.0	24.1	24.1	90.7	90.7	6.7	6.7	4.2	4.1	6	7	92	93			<0.2	1.2	<0.2	1.1	
					Bottom	7.9	0.3	203	23.5	23.5	8.0	8.0	24.1	24.1	92.2	92.5	6.8	6.9	4.4	4.5	6	5	95	95			<0.2	1.2	<0.2	1.0	
					Surface	1.0	0.2	207	23.6	23.6	8.0	8.0	24.5	24.5	90.7	90.8	6.7	6.7	5.1	5.1	6	7	89	89			<0.2	1.1	<0.2	1.0	
					Middle	4.3	0.3	196	23.6	23.6	8.0	8.0	24.7	24.7	91.6	91.7	6.7	6.7	7.1	7.1	7	6	94	94			<0.2	1.2	<0.2	1.1	
					Bottom	7.5	0.2	200	23.6	23.6	8.0	8.0	24.6	24.6	92.9	93.1	6.8	6.9	9.3	9.4	9	10	95	95			<0.2	1.2	<0.2	1.1	
					Surface	1.0	0.1	198	23.6	23.6	8.0	8.0	25.6	25.6	89.8	89.8	6.6	6.6	6.4	6.4	9	8	89	90			<0.2	1.1	<0.2	1.2	
					Middle	3.9	0.5	197	23.7	23.7	8.0	8.0	25.5	25.5	89.7	89.8	6.6	6.6	6.6	6.8	11	12	93	93			<0.2	1.1	<0.2	1.1	
					Bottom	6.8	0.3	186	23.7	23.7	8.0	8.0	25.7	25.7	90.8	90.9	6.6	6.6	6.8	6.7	9	10	94	94			<0.2	1.1	<0.2	1.2	
					Surface	1.0	0.1	182	23.6	23.7	7.9	7.9	22.0	22.0	87.6	87.6	6.5	6.5	4.1	4.1	6	6	88	89			<0.2	1.1	<0.2	1.0	
					Middle	4.1	0.2	165	23.6	23.6	7.9	7.9	21.9	21.9	88.8	88.9	6.6	6.6	5.3	5.4	5	6	92	93			<0.2	1.3	<0.2	1.2	
					Bottom	7.2	0.3	177	23.6	23.6	8.0	8.0	23.4	23.4	92.0	92.1	6.8	6.8	5.2	5.3	8	8	95	95			<0.2	1.2	<0.2	1.2	
					Surface	1.0	0.3	167	23.7	23.7	8.0	8.0	22.5	22.5	91.1	91.1	6.8	6.8	5.8	5.8	8	11	83	83			<0.2	1.4	<0.2	1.5	
					Middle	4.0	0.4	167	23.7	23.7	8.0	8.0	23.4	23.4	91.2	91.2	6.8	6.8	11.7	11.7	11	11	88	88			<0.2	1.4	<0.2	1.4	
					Bottom	7.0	0.3	177	23.7	23.7	8.0	8.0	23.2	23.2	91.2	91.3	6.8	6.8	6.1	6.2	12	13	92	92			<0.2	1.4	<0.2	1.4	

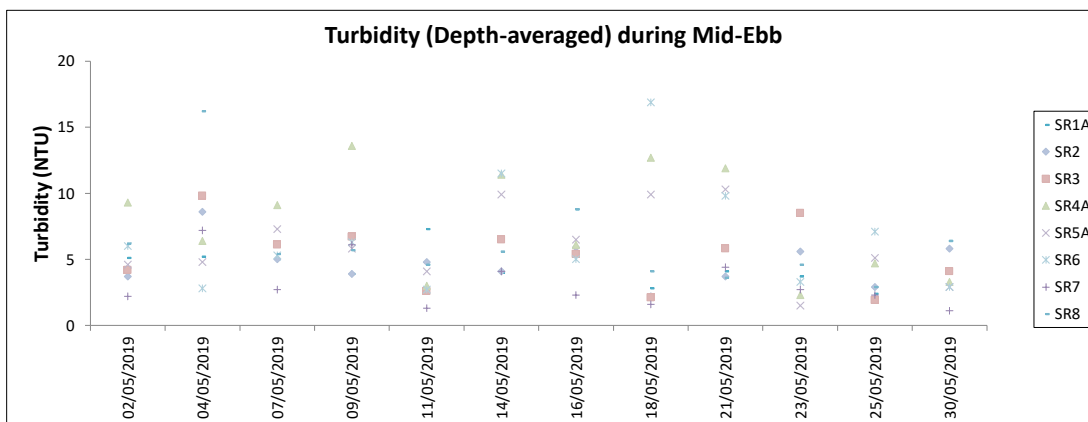
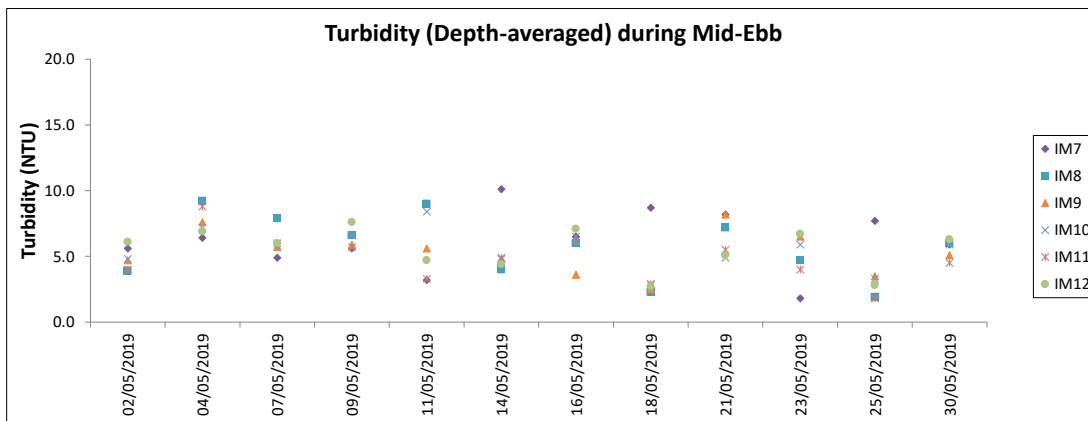
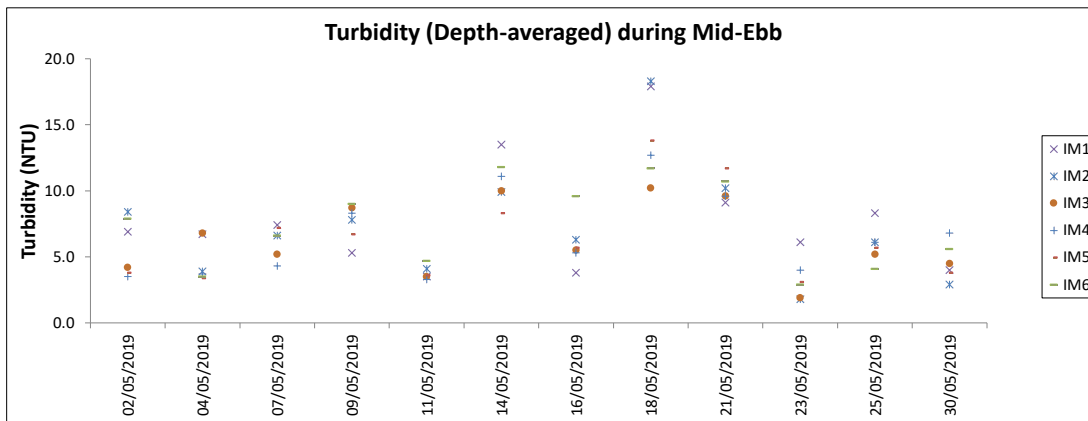
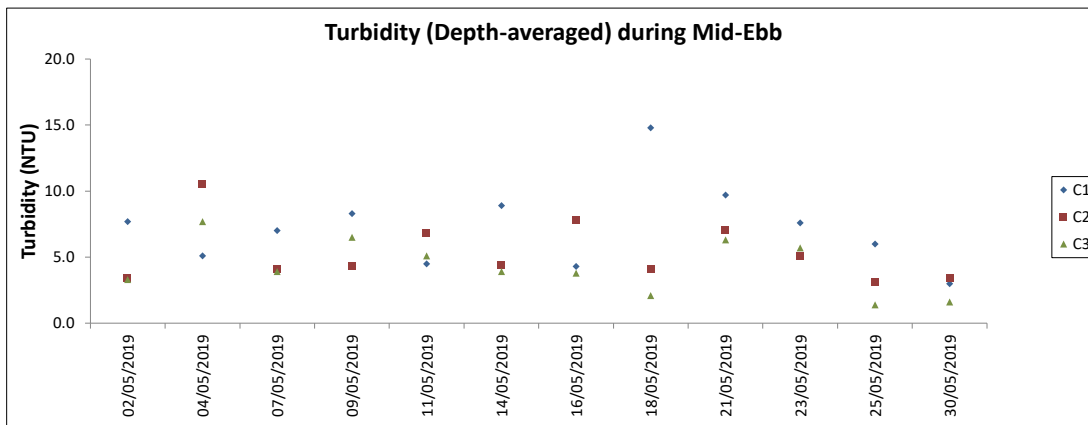
DA: Depth-Averaged

Calm: Small or no wave; Moderate: Between calm and rough; Rough: White capped or rougher

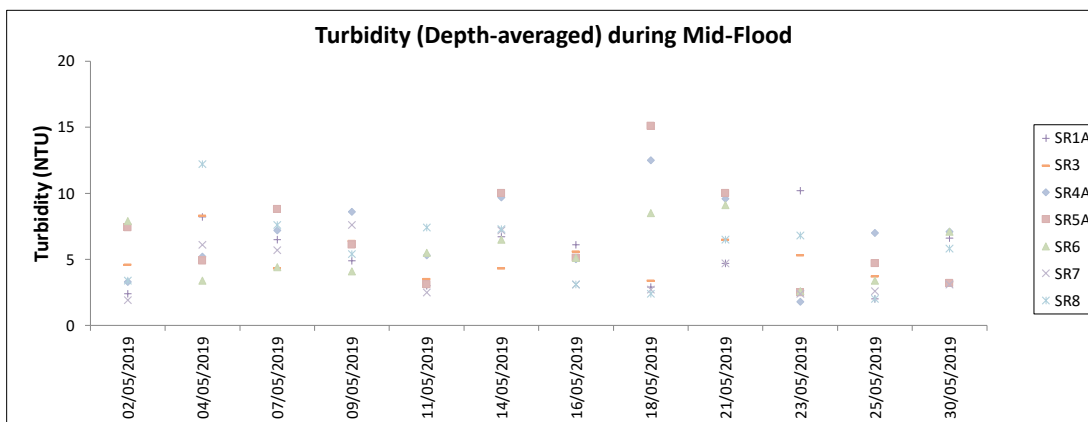
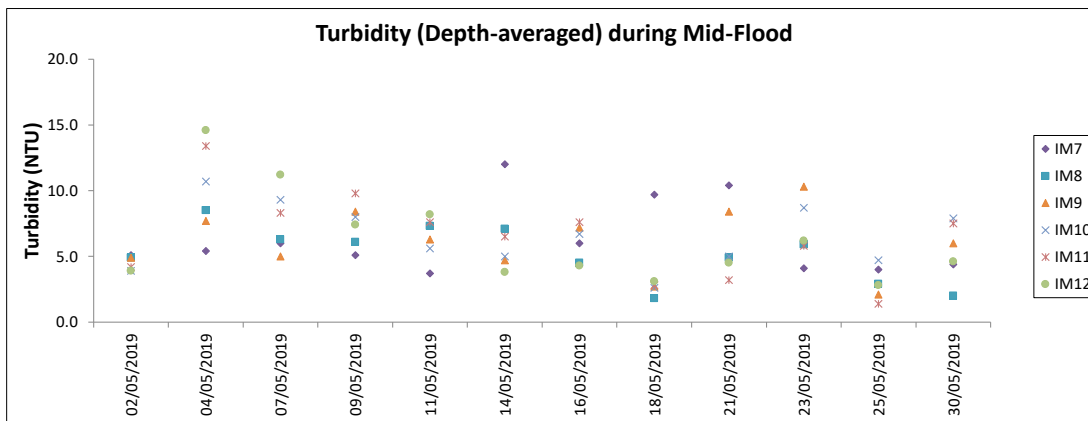
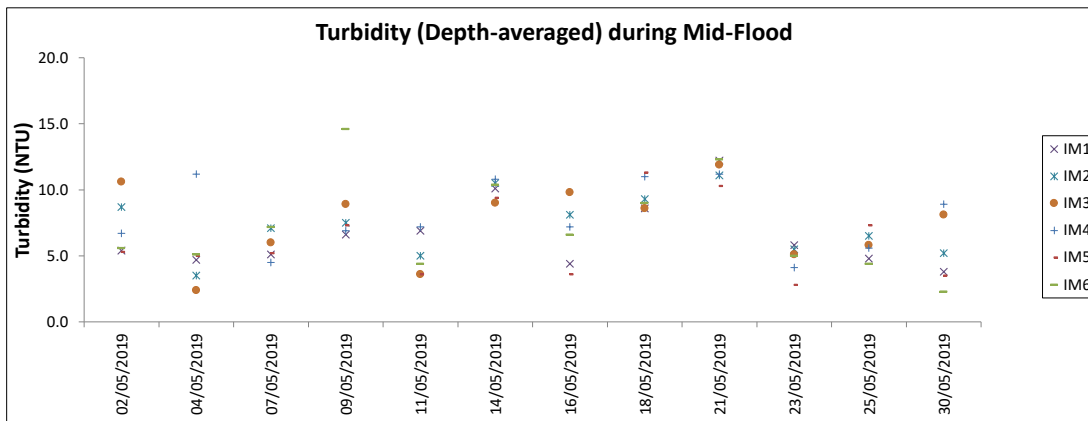
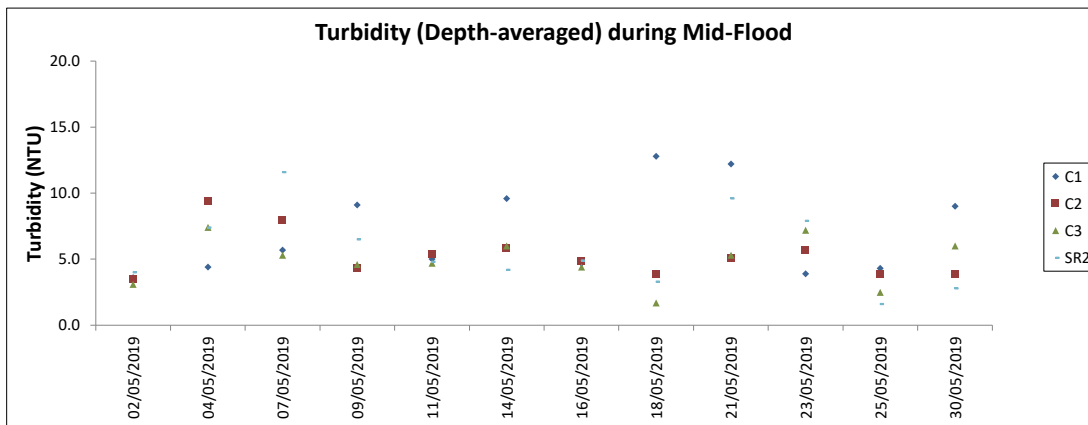
Value exceeding Action Level is underlined; Value exceeding Limit Level is bolded and underlined



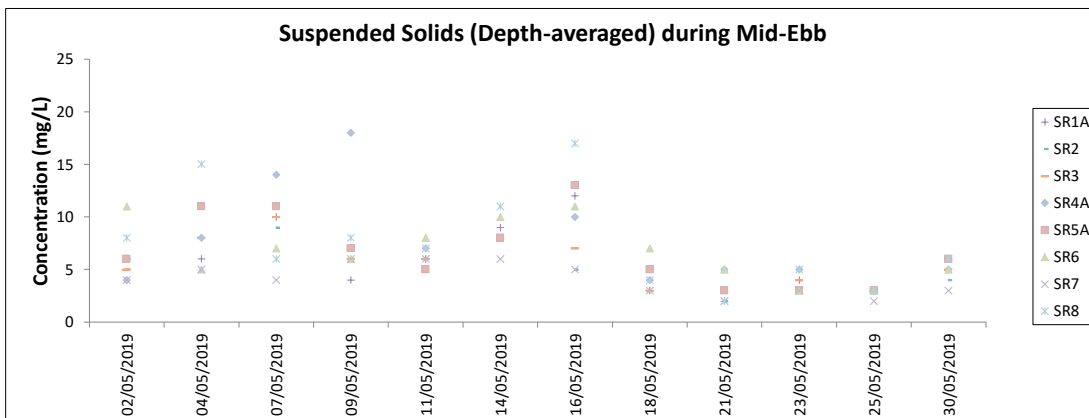
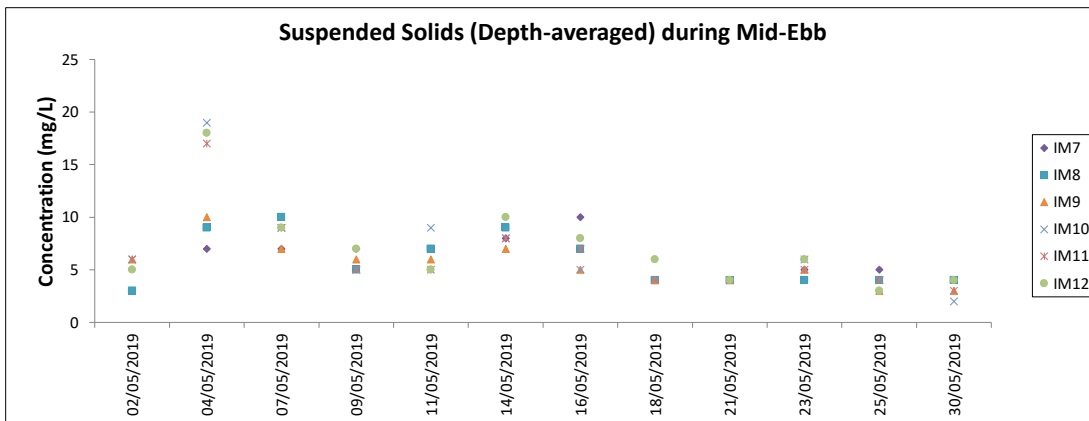
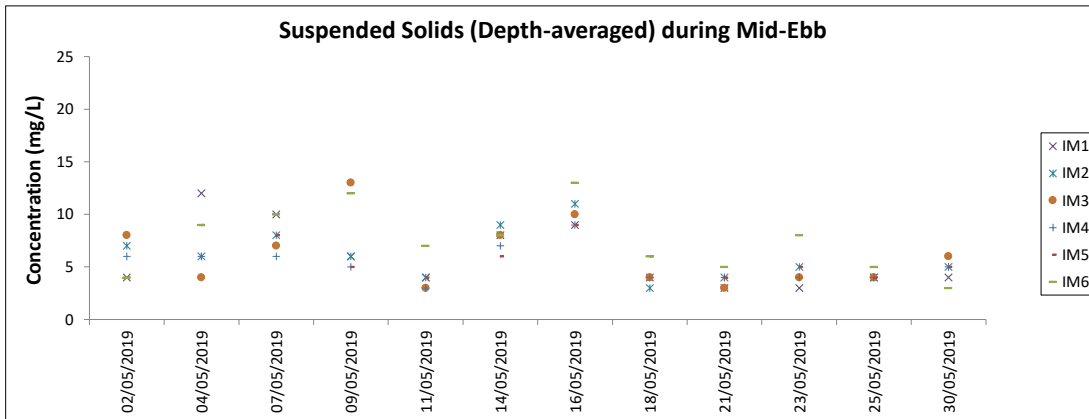
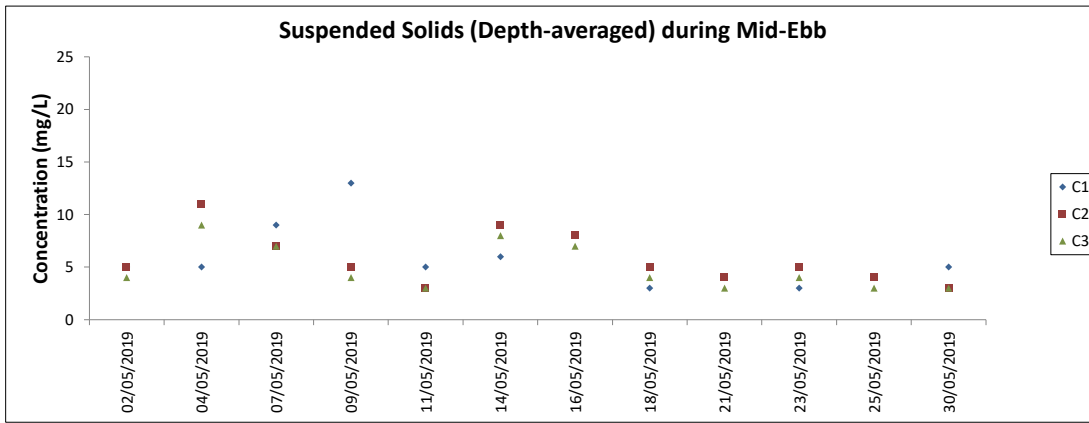




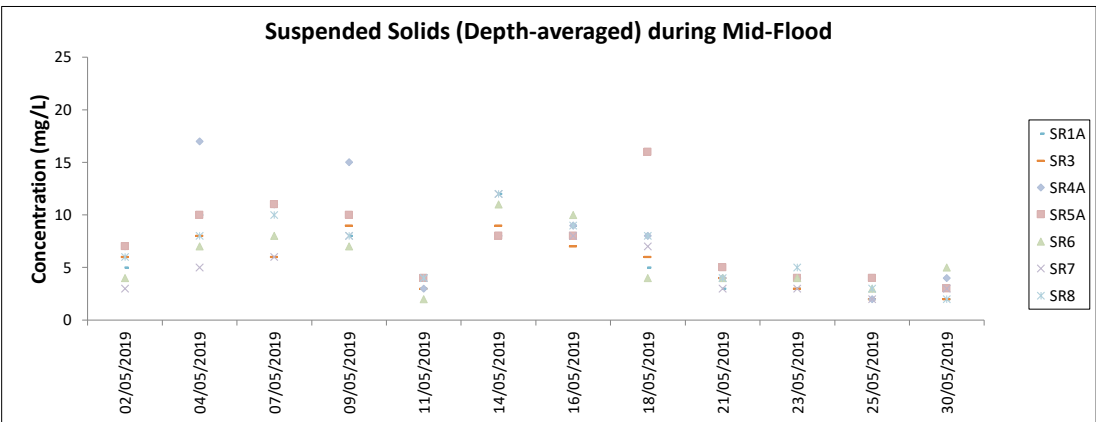
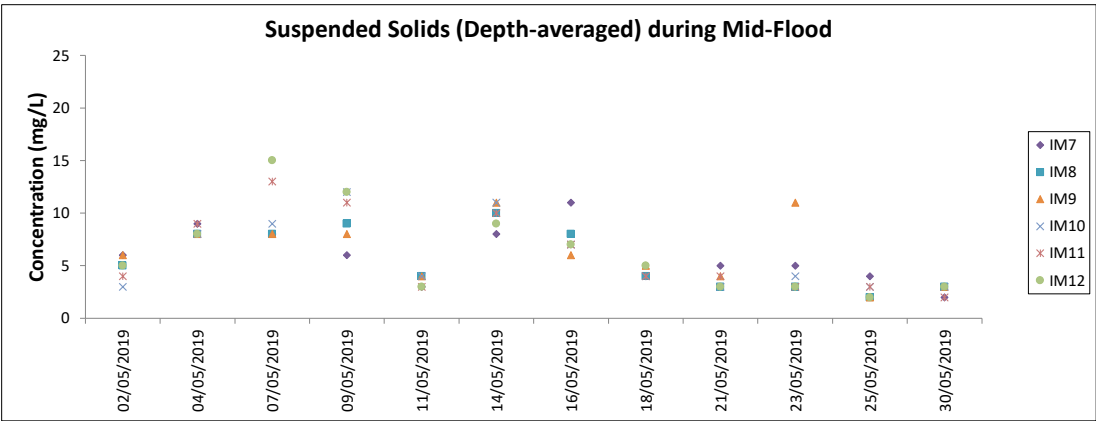
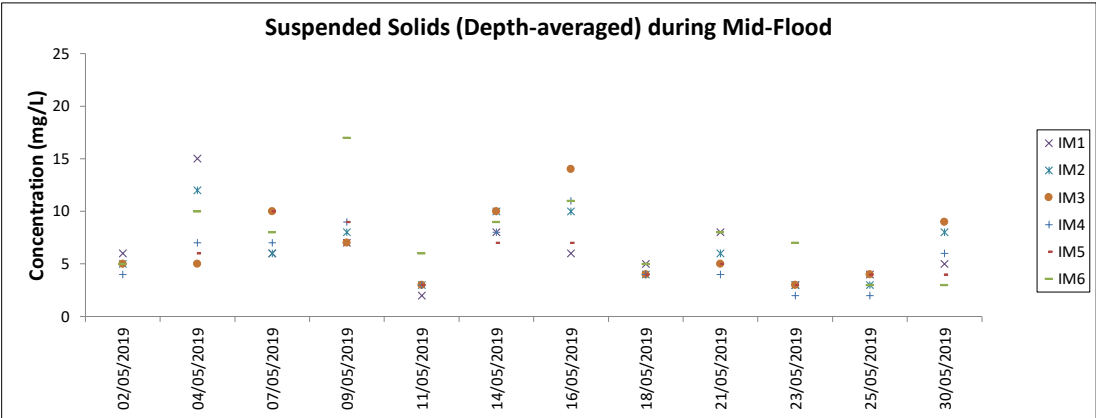
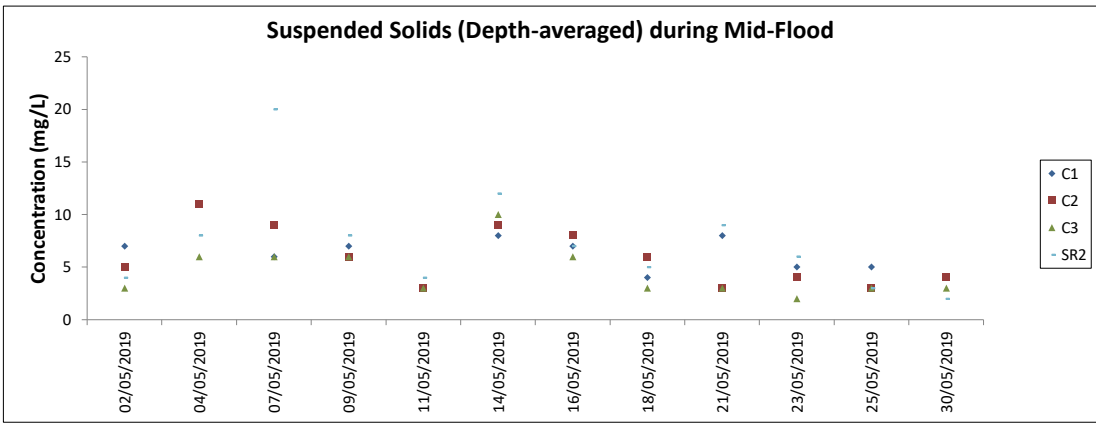
Note: The Action and Limit Level of turbidity can be referred to Table 4.2 of the monthly EM&A report.



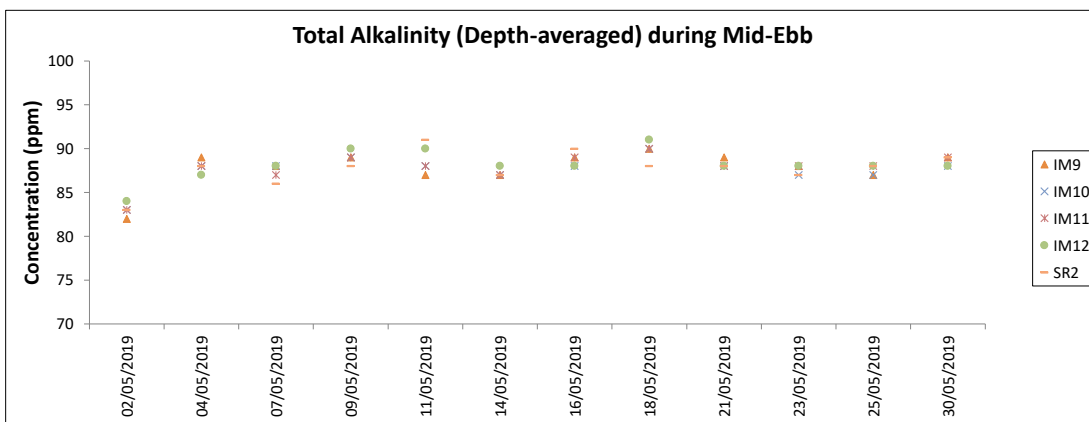
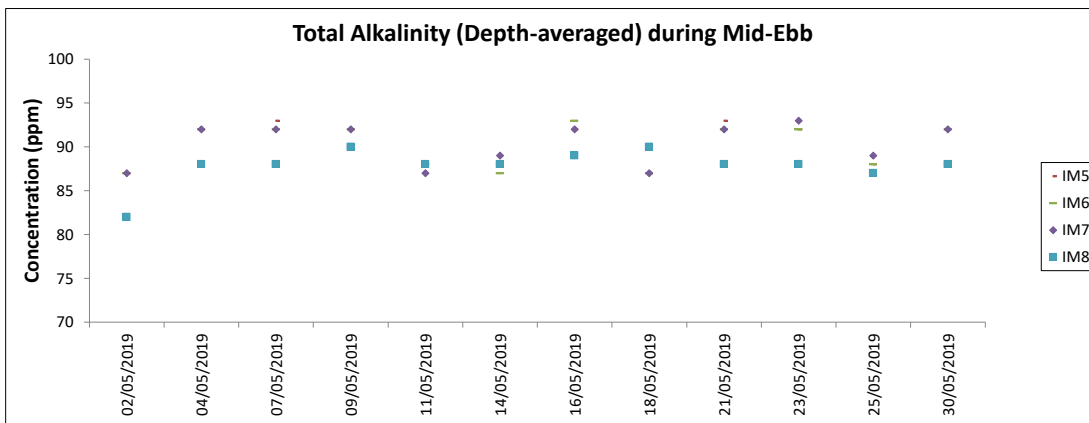
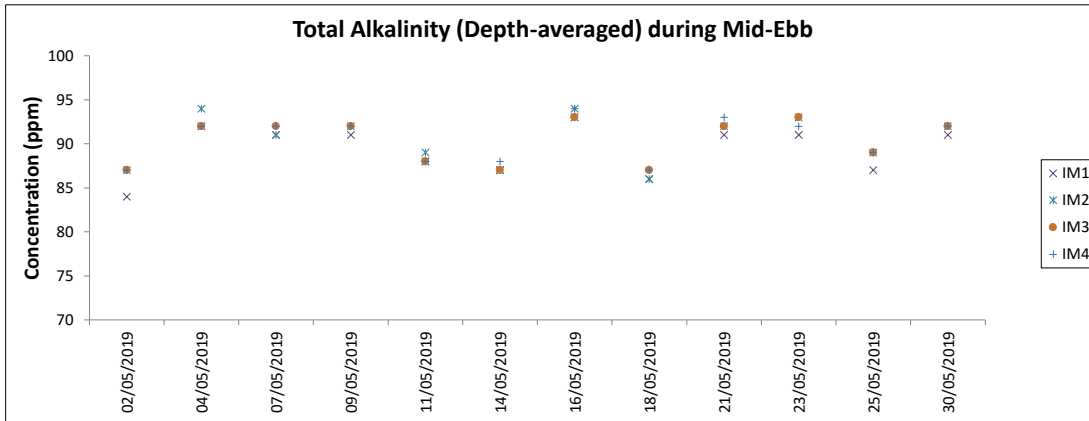
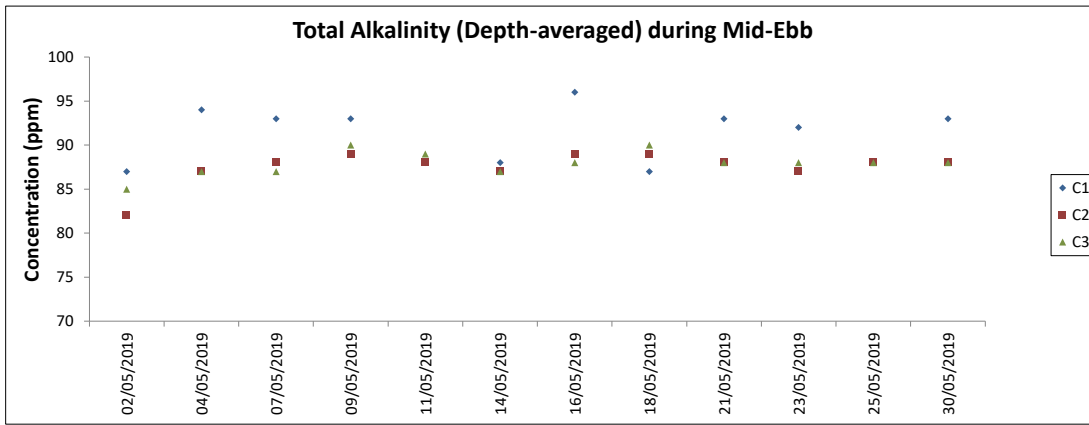
Note: The Action and Limit Level of turbidity can be referred to Table 4.2 of the monthly EM&A report.



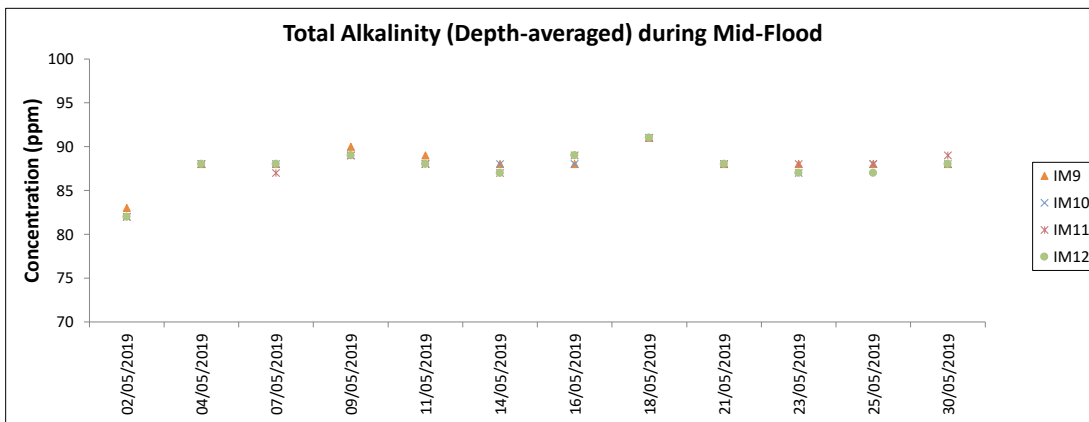
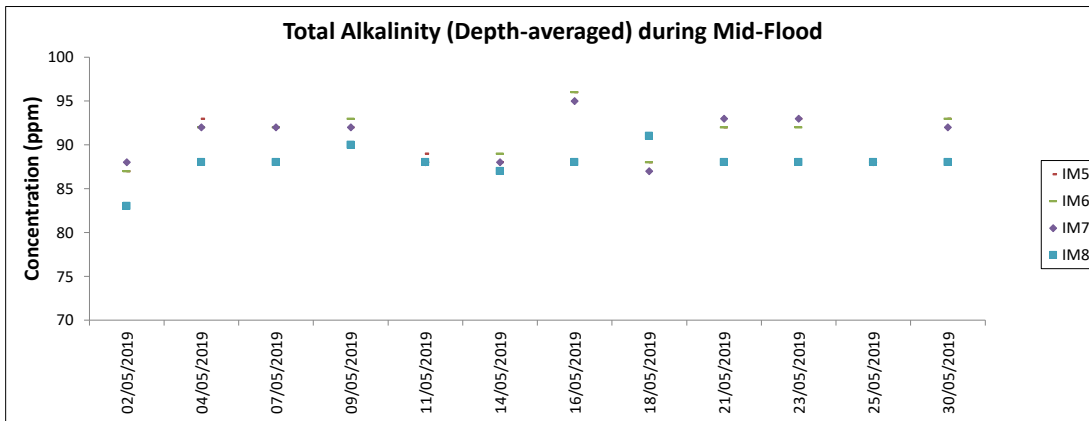
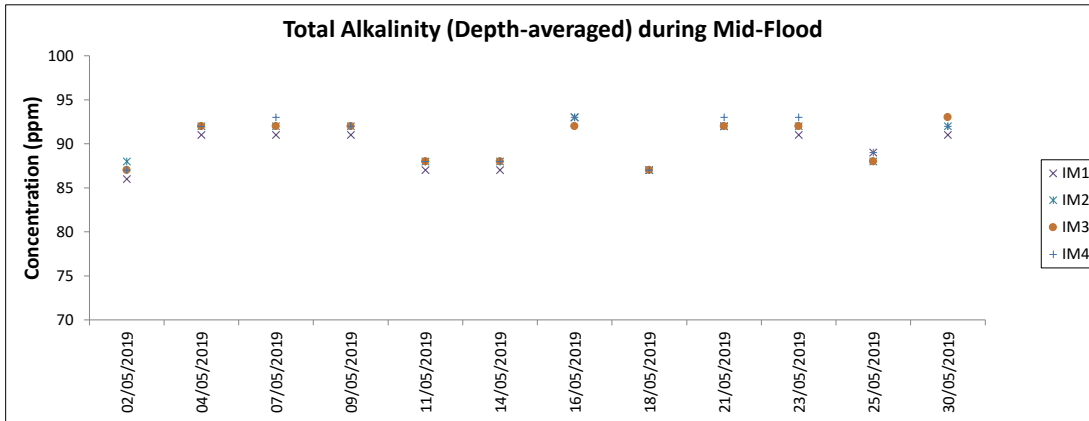
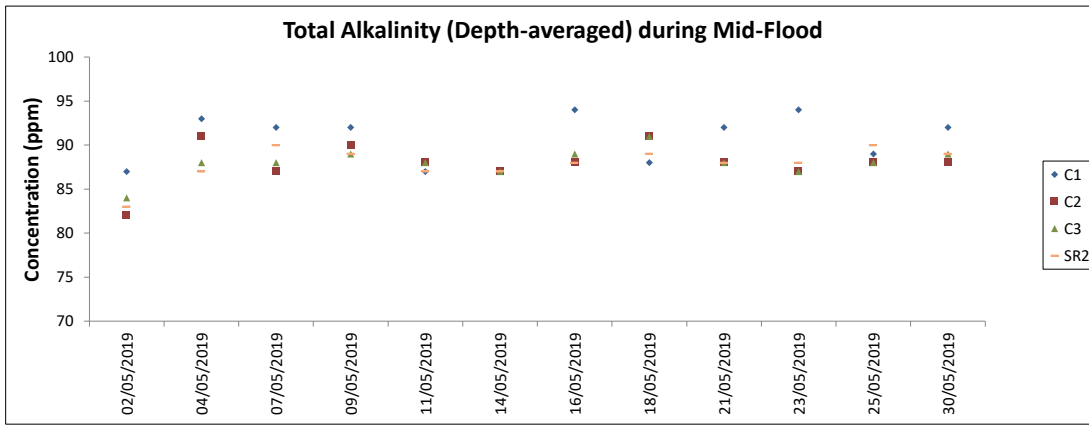
Note: The Action and Limit Level of suspended solids can be referred to Table 4.2 of the monthly EM&A report.



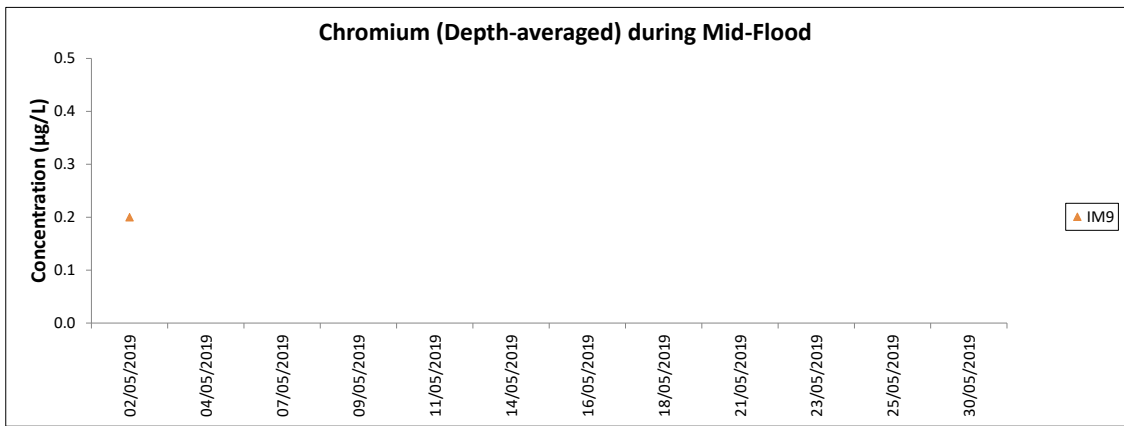
Note: The Action and Limit Level of suspended solids can be referred to Table 4.2 of the monthly EM&A report.



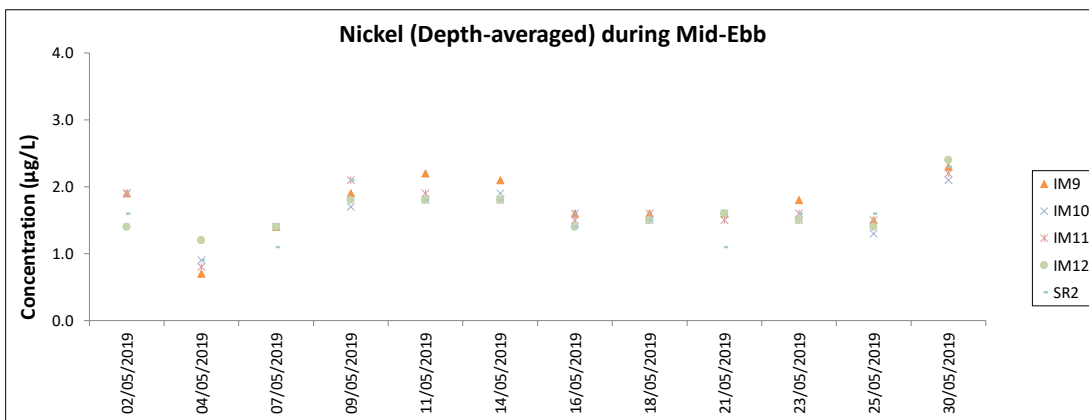
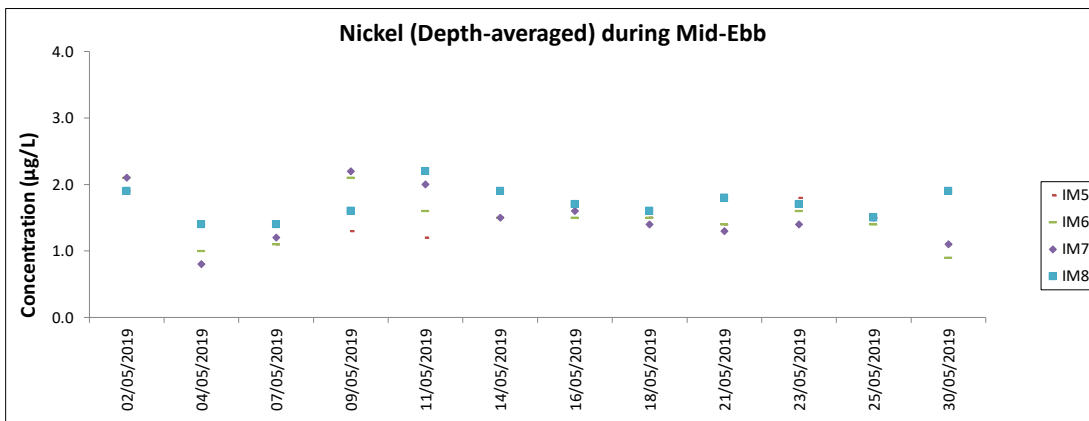
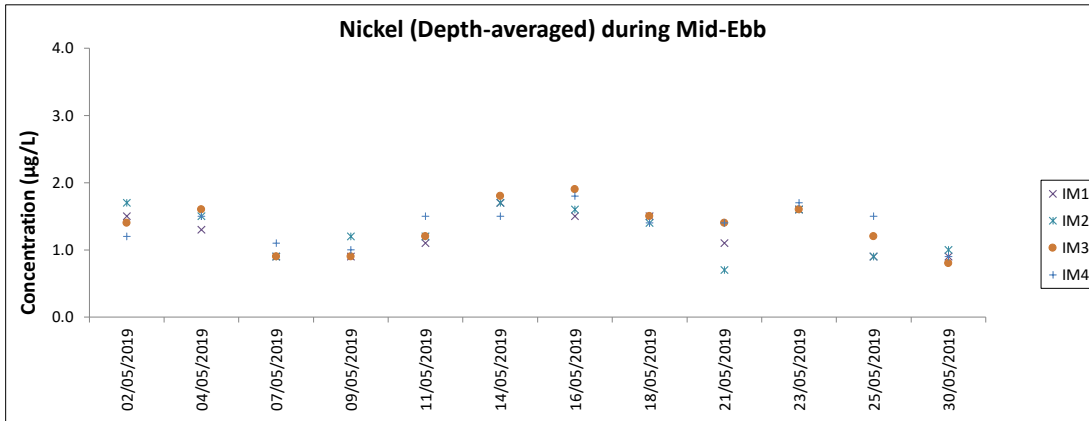
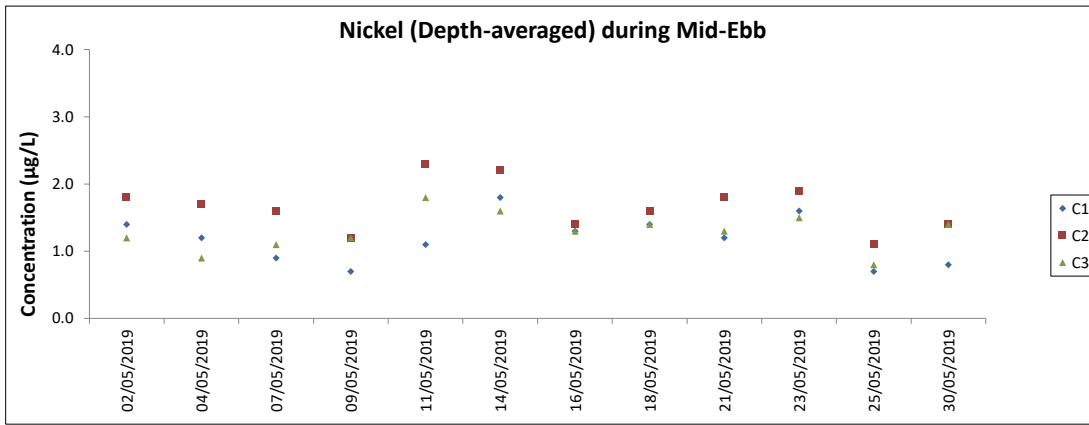
Note: The Action and Limit Level of total alkalinity can be referred to Table 4.2 of the monthly EM&A report.



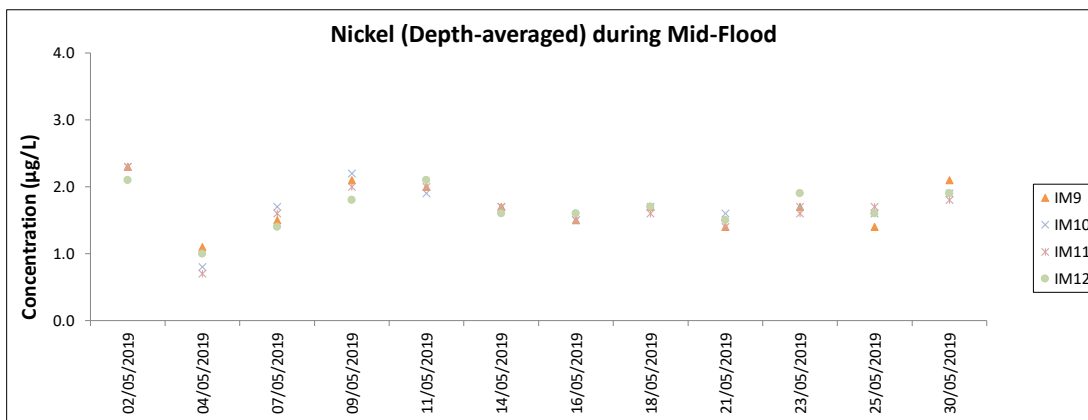
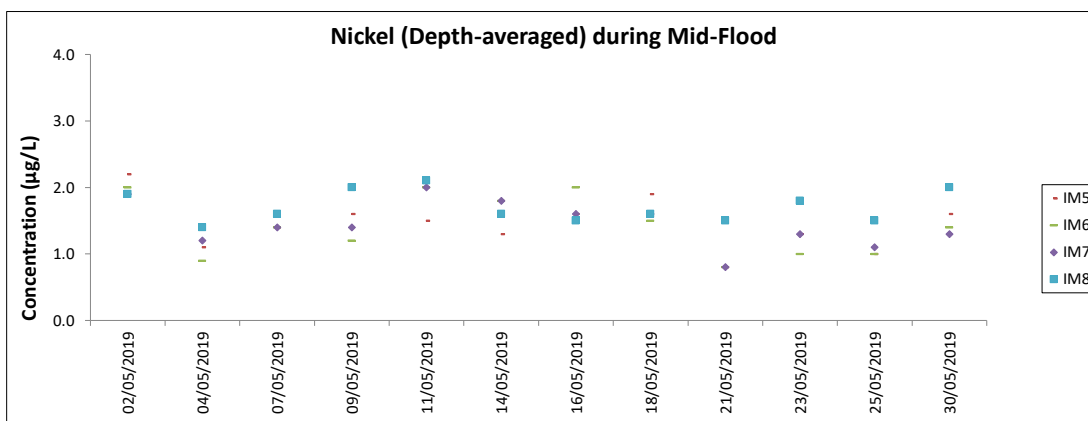
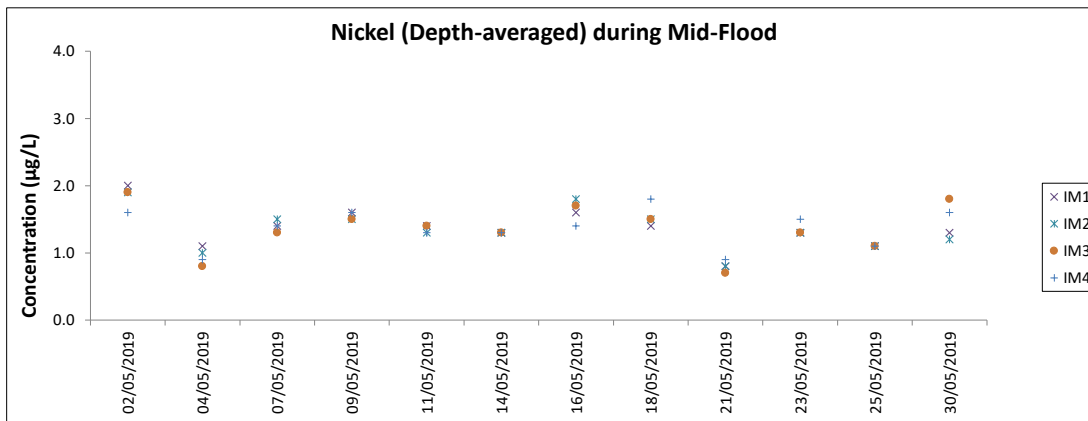
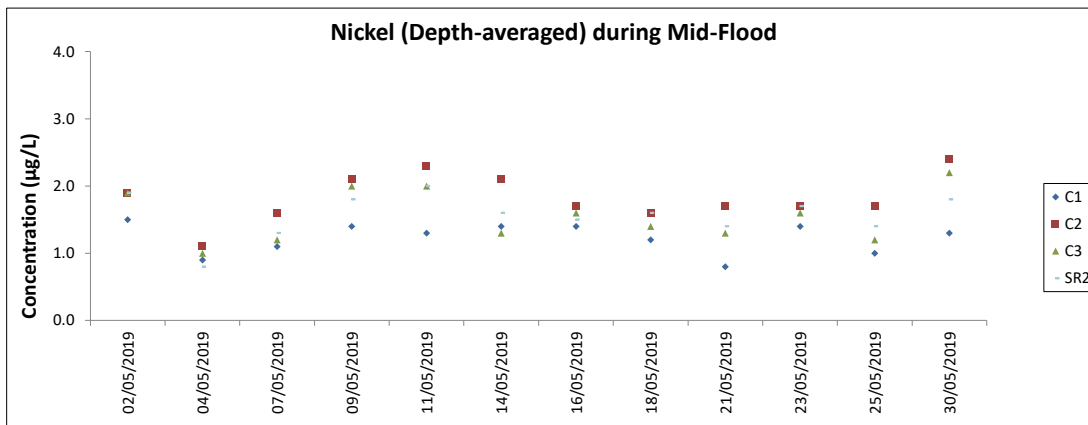
Note: The Action and Limit Level of total alkalinity can be referred to Table 4.2 of the monthly EM&A report.



Note: The Action and Limit Level of chromium can be referred to Table 4.2 of the monthly EM&A report.
All other chromium results in the reporting period was below the reporting limit 0.2 µg/L.



Note: The Action and Limit Level of nickel can be referred to Table 4.2 of the monthly EM&A report.



Note: The Action and Limit Level of nickel can be referred to Table 4.2 of the monthly EM&A report.
 Major site activities carried out during the reporting period are summarized in Section 1.4 of the monthly EM&A report.
 Weather conditions during monitoring are presented in the data tables above.
 QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

Chinese White Dolphin Monitoring Result

CWD Small Vessel Line-transect Survey

Survey Effort Data

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
6-Mar-19	NWL	2	7.760	SPRING	32166	3RS ET	P
6-Mar-19	NWL	3	45.090	SPRING	32166	3RS ET	P
6-Mar-19	NWL	4	9.860	SPRING	32166	3RS ET	P
6-Mar-19	NWL	2	2.390	SPRING	32166	3RS ET	S
6-Mar-19	NWL	3	9.400	SPRING	32166	3RS ET	S
8-Mar-19	NEL	2	7.210	SPRING	32166	3RS ET	P
8-Mar-19	NEL	3	15.470	SPRING	32166	3RS ET	P
8-Mar-19	NEL	4	14.300	SPRING	32166	3RS ET	P
8-Mar-19	NEL	2	1.100	SPRING	32166	3RS ET	S
8-Mar-19	NEL	3	9.020	SPRING	32166	3RS ET	S
12-Mar-19	AW	2	4.790	SPRING	32166	3RS ET	P
12-Mar-19	WL	2	17.206	SPRING	32166	3RS ET	P
12-Mar-19	WL	3	1.200	SPRING	32166	3RS ET	P
12-Mar-19	WL	2	8.012	SPRING	32166	3RS ET	S
12-Mar-19	WL	3	0.890	SPRING	32166	3RS ET	S
13-Mar-19	NWL	2	25.190	SPRING	32166	3RS ET	P
13-Mar-19	NWL	3	37.650	SPRING	32166	3RS ET	P
13-Mar-19	NWL	2	9.060	SPRING	32166	3RS ET	S
13-Mar-19	NWL	3	2.600	SPRING	32166	3RS ET	S
15-Mar-19	NEL	2	22.660	SPRING	32166	3RS ET	P
15-Mar-19	NEL	3	15.030	SPRING	32166	3RS ET	P
15-Mar-19	NEL	2	8.010	SPRING	32166	3RS ET	S
15-Mar-19	NEL	3	1.700	SPRING	32166	3RS ET	S
21-Mar-19	SWL	1	6.680	SPRING	32166	3RS ET	P
21-Mar-19	SWL	2	49.790	SPRING	32166	3RS ET	P
21-Mar-19	SWL	3	4.000	SPRING	32166	3RS ET	P
21-Mar-19	SWL	2	9.960	SPRING	32166	3RS ET	S
22-Mar-19	SWL	1	3.850	SPRING	32166	3RS ET	P
22-Mar-19	SWL	2	56.301	SPRING	32166	3RS ET	P
22-Mar-19	SWL	2	9.689	SPRING	32166	3RS ET	S
25-Mar-19	AW	3	4.650	SPRING	32166	3RS ET	P
25-Mar-19	WL	2	3.400	SPRING	32166	3RS ET	P
25-Mar-19	WL	3	12.070	SPRING	32166	3RS ET	P
25-Mar-19	WL	4	4.800	SPRING	32166	3RS ET	P
25-Mar-19	WL	2	4.640	SPRING	32166	3RS ET	S
25-Mar-19	WL	3	6.190	SPRING	32166	3RS ET	S
2-Apr-19	NEL	2	3.760	SPRING	32166	3RS ET	P
2-Apr-19	NEL	3	32.560	SPRING	32166	3RS ET	P
2-Apr-19	NEL	4	1.300	SPRING	32166	3RS ET	P
2-Apr-19	NEL	2	2.950	SPRING	32166	3RS ET	S
2-Apr-19	NEL	3	6.330	SPRING	32166	3RS ET	S
3-Apr-19	AW	3	4.860	SPRING	32166	3RS ET	P
3-Apr-19	WL	2	16.868	SPRING	32166	3RS ET	P
3-Apr-19	WL	3	6.320	SPRING	32166	3RS ET	P
3-Apr-19	WL	2	5.681	SPRING	32166	3RS ET	S
3-Apr-19	WL	3	3.930	SPRING	32166	3RS ET	S
9-Apr-19	SWL	2	4.100	SPRING	32166	3RS ET	P

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
9-Apr-19	SWL	3	50.530	SPRING	32166	3RS ET	P
9-Apr-19	SWL	4	1.000	SPRING	32166	3RS ET	P
9-Apr-19	SWL	2	1.200	SPRING	32166	3RS ET	S
9-Apr-19	SWL	3	13.470	SPRING	32166	3RS ET	S
11-Apr-19	SWL	2	50.110	SPRING	32166	3RS ET	P
11-Apr-19	SWL	3	5.000	SPRING	32166	3RS ET	P
11-Apr-19	SWL	2	13.420	SPRING	32166	3RS ET	S
11-Apr-19	SWL	3	2.340	SPRING	32166	3RS ET	S
17-Apr-19	AW	2	4.700	SPRING	32166	3RS ET	P
17-Apr-19	WL	1	3.160	SPRING	32166	3RS ET	P
17-Apr-19	WL	2	6.754	SPRING	32166	3RS ET	P
17-Apr-19	WL	3	13.978	SPRING	32166	3RS ET	P
17-Apr-19	WL	1	2.450	SPRING	32166	3RS ET	S
17-Apr-19	WL	2	2.196	SPRING	32166	3RS ET	S
17-Apr-19	WL	3	3.312	SPRING	32166	3RS ET	S
18-Apr-19	NEL	2	3.820	SPRING	32166	3RS ET	P
18-Apr-19	NEL	3	32.970	SPRING	32166	3RS ET	P
18-Apr-19	NEL	2	3.510	SPRING	32166	3RS ET	S
18-Apr-19	NEL	3	6.500	SPRING	32166	3RS ET	S
24-Apr-19	NWL	2	24.330	SPRING	32166	3RS ET	P
24-Apr-19	NWL	3	38.410	SPRING	32166	3RS ET	P
24-Apr-19	NWL	2	7.110	SPRING	32166	3RS ET	S
24-Apr-19	NWL	3	5.150	SPRING	32166	3RS ET	S
25-Apr-19	NWL	2	15.581	SPRING	32166	3RS ET	P
25-Apr-19	NWL	3	45.251	SPRING	32166	3RS ET	P
25-Apr-19	NWL	4	1.100	SPRING	32166	3RS ET	P
25-Apr-19	NWL	2	4.530	SPRING	32166	3RS ET	S
25-Apr-19	NWL	3	7.379	SPRING	32166	3RS ET	S
3-May-19	NEL	2	9.550	SPRING	32166	3RS ET	P
3-May-19	NEL	3	27.830	SPRING	32166	3RS ET	P
3-May-19	NEL	2	5.120	SPRING	32166	3RS ET	S
3-May-19	NEL	3	5.300	SPRING	32166	3RS ET	S
8-May-19	AW	3	2.330	SPRING	32166	3RS ET	P
8-May-19	AW	4	2.340	SPRING	32166	3RS ET	P
8-May-19	WL	2	8.310	SPRING	32166	3RS ET	P
8-May-19	WL	3	5.280	SPRING	32166	3RS ET	P
8-May-19	WL	4	7.050	SPRING	32166	3RS ET	P
8-May-19	WL	2	5.150	SPRING	32166	3RS ET	S
8-May-19	WL	3	2.580	SPRING	32166	3RS ET	S
8-May-19	WL	4	3.130	SPRING	32166	3RS ET	S
9-May-19	NEL	1	2.300	SPRING	32166	3RS ET	P
9-May-19	NEL	2	32.170	SPRING	32166	3RS ET	P
9-May-19	NEL	3	3.160	SPRING	32166	3RS ET	P
9-May-19	NEL	1	1.000	SPRING	32166	3RS ET	S
9-May-19	NEL	2	8.970	SPRING	32166	3RS ET	S
10-May-19	SWL	2	6.600	SPRING	32166	3RS ET	P
10-May-19	SWL	3	48.980	SPRING	32166	3RS ET	P
10-May-19	SWL	2	2.120	SPRING	32166	3RS ET	S
10-May-19	SWL	3	13.300	SPRING	32166	3RS ET	S

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
14-May-19	AW	2	4.730	SPRING	32166	3RS ET	P
14-May-19	WL	2	12.245	SPRING	32166	3RS ET	P
14-May-19	WL	3	6.915	SPRING	32166	3RS ET	P
14-May-19	WL	2	5.880	SPRING	32166	3RS ET	S
14-May-19	WL	3	4.048	SPRING	32166	3RS ET	S
15-May-19	NWL	2	36.790	SPRING	32166	3RS ET	P
15-May-19	NWL	3	26.720	SPRING	32166	3RS ET	P
15-May-19	NWL	2	7.310	SPRING	32166	3RS ET	S
15-May-19	NWL	3	4.710	SPRING	32166	3RS ET	S
16-May-19	NWL	2	4.080	SPRING	32166	3RS ET	P
16-May-19	NWL	3	44.920	SPRING	32166	3RS ET	P
16-May-19	NWL	4	13.900	SPRING	32166	3RS ET	P
16-May-19	NWL	3	11.800	SPRING	32166	3RS ET	S
16-May-19	NWL	4	0.300	SPRING	32166	3RS ET	S
27-May-19	SWL	2	29.957	SPRING	32166	3RS ET	P
27-May-19	SWL	3	24.860	SPRING	32166	3RS ET	P
27-May-19	SWL	2	12.763	SPRING	32166	3RS ET	S
27-May-19	SWL	3	1.400	SPRING	32166	3RS ET	S

Notes: CWD monitoring survey data of the two preceding survey months (i.e. March 2019 and April 2019) are presented for reference only.

CWD Small Vessel Line-transect Survey

Sighting Data

DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
06-Mar-19	1	1204	CWD	3	NWL	2	244	ON	3RS ET	22.3957	113.8876	SPRING	NONE	P
12-Mar-19	1	1014	CWD	1	WL	2	434	ON	3RS ET	22.2760	113.8506	SPRING	NONE	S
12-Mar-19	2	1026	CWD	5	WL	2	9	ON	3RS ET	22.2718	113.8455	SPRING	NONE	S
12-Mar-19	3	1051	CWD	11	WL	2	313	ON	3RS ET	22.2684	113.8518	SPRING	NONE	P
12-Mar-19	4	1137	CWD	1	WL	2	53	ON	3RS ET	22.2412	113.8370	SPRING	NONE	P
12-Mar-19	5	1216	CWD	4	WL	2	295	ON	3RS ET	22.2142	113.8286	SPRING	NONE	P
13-Mar-19	1	1032	CWD	2	NWL	2	76	ON	3RS ET	22.2866	113.8699	SPRING	NONE	P
21-Mar-19	1	1039	FP	6	SWL	1	230	ON	3RS ET	22.1842	113.9354	SPRING	NONE	P
21-Mar-19	2	1220	FP	3	SWL	2	103	ON	3RS ET	22.1539	113.9068	SPRING	NONE	P
22-Mar-19	1	1032	FP	3	SWL	2	81	ON	3RS ET	22.1998	113.9356	SPRING	NONE	P
22-Mar-19	2	1041	FP	5	SWL	2	103	ON	3RS ET	22.1822	113.9365	SPRING	NONE	P
22-Mar-19	3	1114	FP	9	SWL	2	296	ON	3RS ET	22.1637	113.9278	SPRING	NONE	P
22-Mar-19	4	1207	FP	2	SWL	2	2	ON	3RS ET	22.1482	113.9175	SPRING	NONE	P
22-Mar-19	5	1413	FP	1	SWL	2	199	ON	3RS ET	22.1820	113.8780	SPRING	NONE	P
22-Mar-19	6	1425	FP	1	SWL	2	45	ON	3RS ET	22.1766	113.8781	SPRING	NONE	P
22-Mar-19	7	1433	FP	2	SWL	2	70	ON	3RS ET	22.1626	113.8784	SPRING	NONE	P
22-Mar-19	8	1447	FP	4	SWL	2	85	ON	3RS ET	22.1710	113.8688	SPRING	NONE	P
25-Mar-19	1	1052	CWD	6	WL	2	206	ON	3RS ET	22.2504	113.8372	SPRING	NONE	P
3-Apr-19	1	1028	CWD	1	WL	2	355	ON	3RS ET	22.2658	113.8586	SPRING	NONE	S
3-Apr-19	2	1043	CWD	1	WL	2	202	ON	3RS ET	22.2603	113.8457	SPRING	NONE	P
3-Apr-19	3	1148	CWD	21	WL	3	728	ON	3RS ET	22.2187	113.8197	SPRING	PAIR TRAWLER	S
11-Apr-19	1	1041	FP	4	SWL	3	256	ON	3RS ET	22.1688	113.8569	SPRING	NONE	S
17-Apr-19	1	1043	CWD	3	WL	2	195	ON	3RS ET	22.2499	113.8366	SPRING	NONE	P
17-Apr-19	2	1059	CWD	1	WL	2	474	ON	3RS ET	22.2413	113.8370	SPRING	NONE	P
17-Apr-19	3	1114	CWD	2	WL	2	567	ON	3RS ET	22.2390	113.8271	SPRING	NONE	S
17-Apr-19	4	1127	CWD	4	WL	2	55	ON	3RS ET	22.2358	113.8250	SPRING	NONE	S
17-Apr-19	5	1143	CWD	3	WL	2	224	ON	3RS ET	22.2322	113.8308	SPRING	NONE	P
17-Apr-19	6	1200	CWD	4	WL	3	246	ON	3RS ET	22.2230	113.8306	SPRING	NONE	P
24-Apr-19	1	1038	CWD	1	NWL	3	33	ON	3RS ET	22.2711	113.8716	SPRING	NONE	S
25-Apr-19	1	0946	CWD	3	NWL	2	182	ON	3RS ET	22.3854	113.8697	SPRING	NONE	P
25-Apr-19	2	1000	CWD	2	NWL	2	319	ON	3RS ET	22.3797	113.8705	SPRING	NONE	P

DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
25-Apr-19	3	1055	CWD	3	NWL	3	473	ON	3RS ET	22.2795	113.8699	SPRING	NONE	P
8-May-19	1	1120	CWD	12	WL	3	72	ON	3RS ET	22.2321	113.8295	SPRING	NONE	P
14-May-19	1	1038	CWD	2	WL	2	169	ON	3RS ET	22.2606	113.8545	SPRING	NONE	S
14-May-19	2	1102	CWD	7	WL	2	505	ON	3RS ET	22.2496	113.8407	SPRING	NONE	P
14-May-19	3	1229	CWD	4	WL	3	171	ON	3RS ET	22.2012	113.8245	SPRING	NONE	S
14-May-19	4	1249	CWD	8	WL	3	126	ON	3RS ET	22.1962	113.8363	SPRING	NONE	P
14-May-19	5	1318	CWD	2	WL	2	396	ON	3RS ET	22.1926	113.8423	SPRING	NONE	S
15-May-19	1	0955	CWD	2	NWL	2	305	ON	3RS ET	22.3681	113.8700	SPRING	NONE	P
15-May-19	2	1054	CWD	1	NWL	3	1539	ON	3RS ET	22.2727	113.8701	SPRING	NONE	P
15-May-19	3	1348	CWD	4	NWL	2	6	ON	3RS ET	22.4008	113.8978	SPRING	NONE	P
27-May-19	1	1210	FP	2	SWL	2	171	ON	3RS ET	22.1536	113.9084	SPRING	NONE	P
27-May-19	2	1316	FP	1	SWL	2	4	ON	3RS ET	22.1584	113.8976	SPRING	NONE	P
27-May-19	3	1443	CWD	4	SWL	2	15	ON	3RS ET	22.1987	113.8692	SPRING	NONE	P

Abbreviations: STG# = Sighting Number; GP SZ = Group Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance (in metres); N/A = Not Applicable; DEC LAT = Latitude (WGS84 in Decimal), DEC LON = Longitude (WGS84 in Decimal); BOAT ASSOC. = Fishing Boat Association; P/S = Primary Transect / Secondary Transect

Notes:

CWD monitoring survey data of the two preceding survey months (i.e. March 2019 and April 2019) are presented for reference only. No relevant figure or text will be mentioned in this monthly EM&A report.

Sighting data of finless porpoise (FP) are presented for reference only. No relevant figure or text will be mentioned in the monthly EM&A report. All FP sightings are excluded in calculation.

Calculation of the May 2019 encounter rates STG and ANI in the whole survey area (NEL, NWL, AW, WL, SWL):

A total of 429.178 km of survey effort was collected under Beaufort Sea State 3 or below with favourable visibility; total no. of 10 on-effort sightings and total number of 46 dolphins from on-effort sightings were collected under such condition. Calculation of the encounter rates in May 2019 are shown as below:

Encounter Rate by Number of Dolphin Sightings (STG) in May 2019

$$STG = \frac{10}{429.178} \times 100 = 2.33$$

Encounter Rate by Number of Dolphins (ANI) in May 2019

$$ANI = \frac{46}{429.178} \times 100 = 10.72$$

Calculation of the running quarterly STG and ANI in the whole survey area (NEL, NWL, AW, WL, SWL):

A total of 1306.356 km of survey effort was collected under Beaufort Sea State 3 or below with favourable visibility; total no. of 31 on-effort sightings and total number of 128 dolphins from on-effort sightings were collected under such condition. Calculation of the running quarterly encounter rates are shown as below:

Running Quarterly Encounter Rate by Number of Dolphin Sightings (STG)









$$STG = \frac{31}{1306.356} \times 100 = 2.37$$

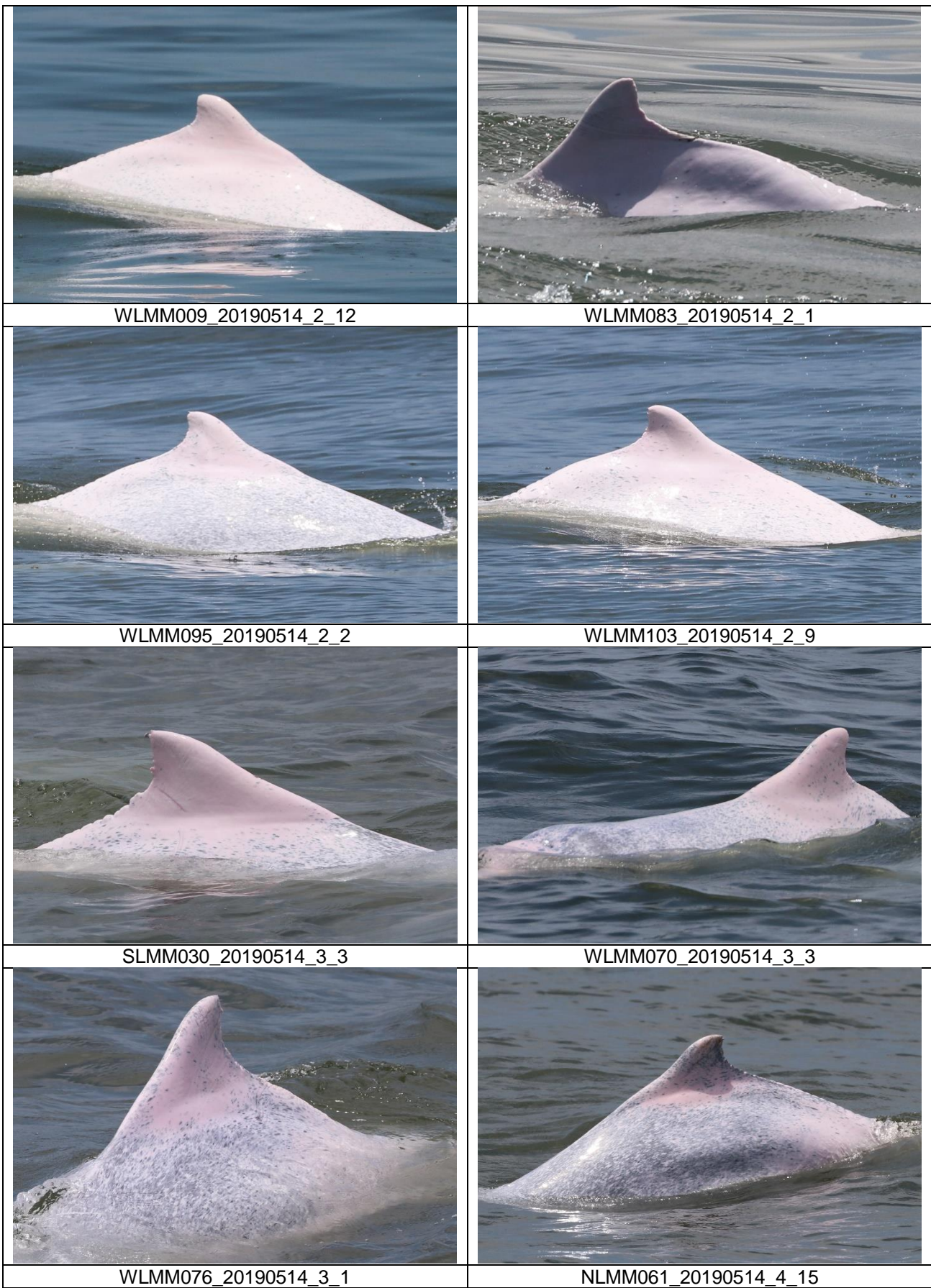
Running Quarterly Encounter Rate by Number of Dolphins (ANI)

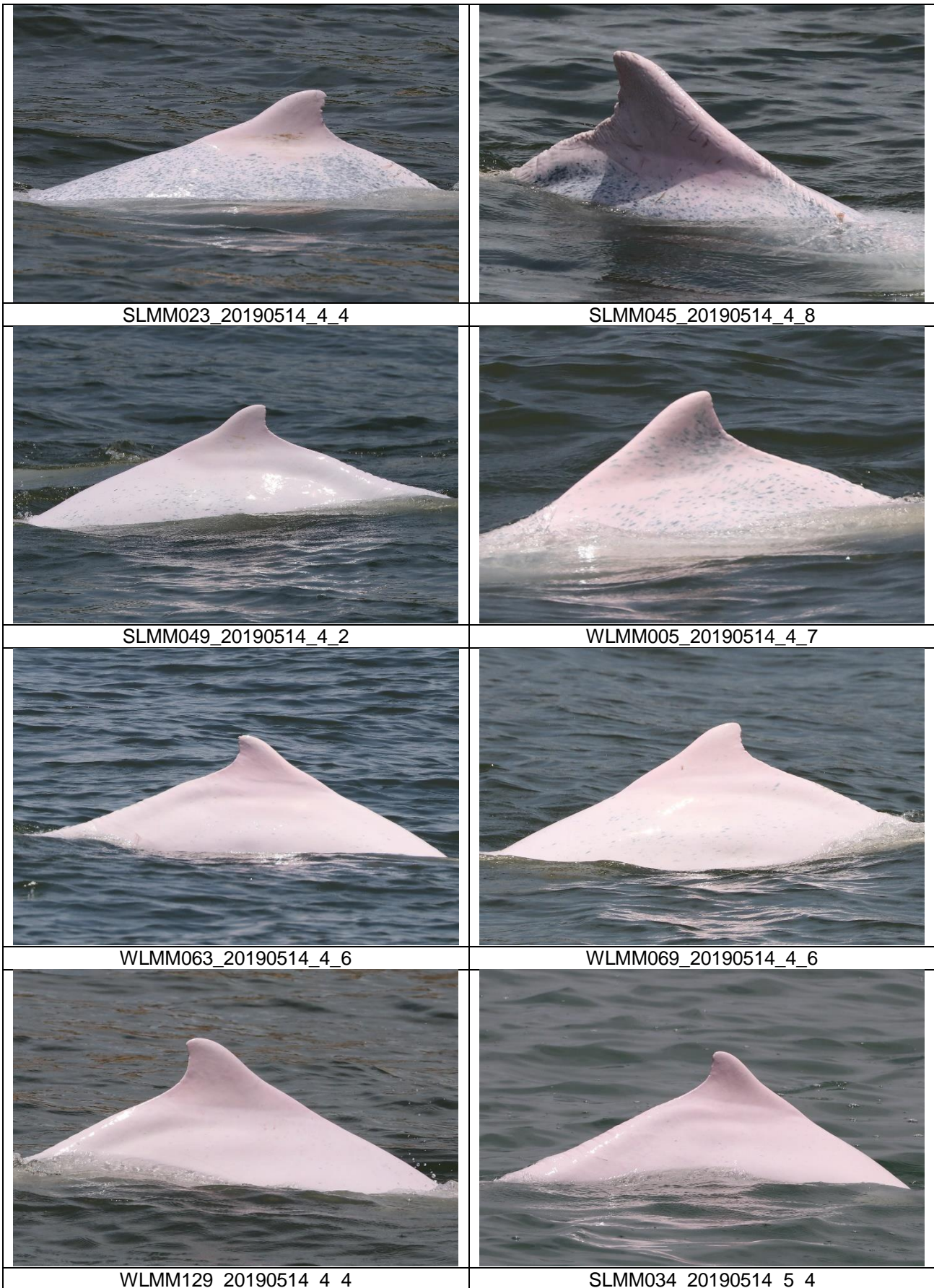
$$ANI = \frac{128}{1306.356} \times 100 = 9.80$$








CWD Small Vessel Line-transect Survey

Photo Identification

	
SLMM002_20190508_1_1	SLMM034_20190508_1_5
	
WLMM007_20190508_1_7	WLMM079_20190508_1_13
	
WLMM137_20190508_1_1	NLMM016_20190514_1_4
	
WLMM043_20190514_1_6	WLMM006_20190514_2_11





	
NLMM039_20190515_1_5	WLMM061_20190515_2_5
	
NLMM006_20190515_3_2	NLMM013_20190515_3_5
	
SLMM030_20190527_3_2	WLMM076_20190527_3_5
	
WLMM078_20190527_3_7	

CWD Land-based Theodolite Tracking Survey**CWD Groups by Survey Date**

Date	Station	Start Time	End Time	Duration	Beaufort Range	Visibility	No. of Focal Follow Dolphin Groups Tracked	Dolphin Group Size Range
3/May/19	Sha Chau	8:37	14:37	6:00	2-3	2-3	0	0
30/May/19	Lung Kwu Chau	8:45	14:45	6:00	3	3	0	-
31/May/19	Lung Kwu Chau	8:43	14:43	6:00	2	2-4	1	6

Visibility: 1=Excellent, 2=Good, 3=Fair, 4=Poor

Appendix D. Calibration Certificates



專業化驗有限公司

QUALITY PRO TEST-CONSULT LIMITED

Unit 10, 14/F, Wah Wai Centre, 38-40 Au Pui Wan St., Fotan, Hong Kong

Email: info@qualityprotest.com; Website: www.qualityprotest.com

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REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050006
Date of Issue : 02 May, 2019
Page No. : 1 of 2

PART A – CUSTOMER INFORMATION

Enovative Environmental Service Ltd.
Flat 2207, Yu Fun House,
Yu Chui Court, Shatin
New Territories, Hong Kong
Attn: Mr. Thomas WONG

PART B – DESCRIPTION

Name of Equipment : YSI ProDSS (Multi-Parameters)
Manufacturer : YSI (a xylem brand)
Serial Number : 16H104233
Date of Received : Apr 30, 2019
Date of Calibration : Apr 30, 2019
Date of Next Calibration^(a) : Jul 30, 2019

PART C – REFERENCE METHODS/ DOCUMENTS FOR THE CALIBRATION

Parameter	Reference Method
pH at 25°C	APHA 21e 4500-H ⁺ B
Dissolved Oxygen	APHA 21e 4500-O G
Conductivity at 25°C	APHA 21e 2510 B
Salinity	APHA 21e 2520 B
Turbidity	APHA 21e 2130 B
Temperature	Section 6 of international Accreditation New Zealand Technical Guide no. 3 Second edition March 2008: Working Thermometer Calibration Procedure.

PART D – CALIBRATION RESULTS^(b,c)

(1) pH at 25°C

Target (pH unit)	Displayed Reading ^(d) (pH Unit)	Tolerance ^(e) (pH Unit)	Results
4.00	4.00	0.00	Satisfactory
7.42	7.42	0.00	Satisfactory
10.01	10.00	-0.01	Satisfactory

Tolerance of pH should be less than ± 0.20 (pH unit)

(2) Temperature

Reading of Ref. thermometer (°C)	Displayed Reading (°C)	Tolerance (°C)	Results
14.5	14.7	0.2	Satisfactory
25.0	25.1	0.1	Satisfactory
62.0	61.4	-0.6	Satisfactory


Tolerance limit of temperature should be less than ± 2.0 (°C)

~ CONTINUED ON NEXT PAGE ~

Remark(s): -

- ^(a) The "Date of Next Calibration" is recommended according to best practice principals as practiced by QPT or quoted from relevant international standards.
^(b) The results relate only to the calibrated equipment as received
^(c) The performance of the equipment stated in this report is checked with independent reference material and results compared against a calibrated secondary source.
^(d) "Displayed Reading" denotes the figure shown on item under calibration/ checking regardless of equipment precision or significant figures.
^(e) The "Tolerance Limit" mentioned is referenced to YSI product specifications.

APPROVED SIGNATORY:


LAM Ho-ye, Emma
Assistant Laboratory Manager



專業化驗有限公司

QUALITY PRO TEST-CONSULT LIMITED

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REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050006
Date of Issue : 02 May, 2019
Page No. : 2 of 2

PART D – CALIBRATION RESULTS (Cont'd)

(3) Dissolved Oxygen

Expected Reading (mg/L)	Displayed Reading (mg/L)	Tolerance (mg/L)	Results
0.02	0.34	0.32	Satisfactory
2.74	2.39	-0.35	Satisfactory
5.37	5.17	-0.20	Satisfactory
8.14	8.30	0.16	Satisfactory

Tolerance limit of dissolved oxygen should be less than ± 0.50 (mg/L)

(4) Conductivity at 25°C

Conc. of KCl (M)	Expected Reading ($\mu\text{S/cm}$)	Displayed Reading ($\mu\text{S/cm}$)	Tolerance (%)	Results
0.001	146.9	138.7	-5.6	Satisfactory
0.01	1412	1430	1.3	Satisfactory
0.1	12890	12869	-0.2	Satisfactory
0.5	58670	58863	0.3	Satisfactory
1.0	111900	111581	-0.3	Satisfactory

Tolerance limit of conductivity should be less than ± 10.0 (%)

(5) Salinity

Expected Reading (g/L)	Displayed Reading (g/L)	Tolerance (%)	Results
10	9.99	-0.1	Satisfactory
20	20.11	0.5	Satisfactory
30	30.99	3.3	Satisfactory

Tolerance limit of salinity should be less than ± 10.0 (%)

(6) Turbidity

Expected Reading (NTU)	Displayed Reading ⁽¹⁾ (NTU)	Tolerance ⁽²⁾ (%)	Results
0	0.00	--	--
10	10.15	1.5	Satisfactory
20	20.00	0.0	Satisfactory
100	108.33	8.3	Satisfactory
800	829.20	3.7	Satisfactory

Tolerance limit of turbidity should be less than ± 10.0 (%)

~ END OF REPORT ~

Remark(s): -

⁽¹⁾ "Displayed Reading" presents the figures shown on item under calibration/ checking regardless of equipment precision or significant figures.

⁽²⁾ The "Tolerance Limit" mentioned is the acceptance criteria applicable for similar equipment used by Quality Pro Test-Consult Ltd. or quoted from relevant international standards.



專業化驗有限公司

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REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050004
Date of Issue : 02 May, 2019
Page No. : 1 of 2

PART A – CUSTOMER INFORMATION

Enovative Environmental Service Ltd.

Flat 2207, Yu Fun House,

Yu Chui Court, Shatin

New Territories, Hong Kong

Attn: Mr. Thomas WONG

PART B – DESCRIPTION

Name of Equipment : YSI ProDSS (Multi-Parameters)
Manufacturer : YSI (a xylem brand)
Serial Number : 16H104234
Date of Received : Apr 30, 2019
Date of Calibration : Apr 30, 2019
Date of Next Calibration^(a) : Jul 30, 2019

PART C – REFERENCE METHODS/ DOCUMENTS FOR THE CALIBRATION

Parameter	Reference Method
pH at 25°C	APHA 21e 4500-H ⁺ B
Dissolved Oxygen	APHA 21e 4500-O G
Conductivity at 25°C	APHA 21e 2510 B
Salinity	APHA 21e 2520 B
Turbidity	APHA 21e 2130 B
Temperature	Section 6 of international Accreditation New Zealand Technical Guide no. 3 Second edition March 2008: Working Thermometer Calibration Procedure.

PART D – CALIBRATION RESULTS^(b,c)

(1) pH at 25°C

Target (pH unit)	Displayed Reading ^(d) (pH Unit)	Tolerance ^(e) (pH Unit)	Results
4.00	4.02	0.02	Satisfactory
7.42	7.42	0.00	Satisfactory
10.01	10.00	-0.01	Satisfactory

Tolerance of pH should be less than ±0.20 (pH unit)

(2) Temperature

Reading of Ref. thermometer (°C)	Displayed Reading (°C)	Tolerance (°C)	Results
14.5	14.6	0.1	Satisfactory
25.0	25.1	0.1	Satisfactory
62.0	62.1	0.1	Satisfactory


Tolerance limit of temperature should be less than ±2.0 (°C)

~ CONTINUED ON NEXT PAGE ~

Remark(s): -

- ^(a) The "Date of Next Calibration" is recommended according to best practice principals as practiced by QPT or quoted from relevant international standards.
^(b) The results relate only to the calibrated equipment as received
^(c) The performance of the equipment stated in this report is checked with independent reference material and results compared against a calibrated secondary source.
^(d) "Displayed Reading" denotes the figure shown on item under calibration/ checking regardless of equipment precision or significant figures.
^(e) The "Tolerance Limit" mentioned is referenced to YSI product specifications.

APPROVED SIGNATORY:


LAM Ho-ye, Emma
Assistant Laboratory Manager



REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050004
Date of Issue : 02 May, 2019
Page No. : 2 of 2

PART D – CALIBRATION RESULTS (Cont'd)

(3) Dissolved Oxygen

Expected Reading (mg/L)	Displayed Reading (mg/L)	Tolerance (mg/L)	Results
0.02	0.29	0.27	Satisfactory
2.74	2.33	-0.41	Satisfactory
5.37	5.03	-0.34	Satisfactory
8.14	8.41	0.27	Satisfactory

Tolerance limit of dissolved oxygen should be less than ± 0.50 (mg/L)

(4) Conductivity at 25°C

Conc. of KCl (M)	Expected Reading ($\mu\text{S/cm}$)	Displayed Reading ($\mu\text{S/cm}$)	Tolerance (%)	Results
0.001	146.9	140.2	-4.6	Satisfactory
0.01	1412	1437	1.8	Satisfactory
0.1	12890	12789	-0.8	Satisfactory
0.5	58670	58362	-0.5	Satisfactory
1.0	111900	111714	-0.2	Satisfactory

Tolerance limit of conductivity should be less than ± 10.0 (%)

(5) Salinity

Expected Reading (g/L)	Displayed Reading (g/L)	Tolerance (%)	Results
10	9.96	-0.4	Satisfactory
20	19.84	-0.8	Satisfactory
30	30.00	0.0	Satisfactory

Tolerance limit of salinity should be less than ± 10.0 (%)

(6) Turbidity

Expected Reading (NTU)	Displayed Reading ^(f) (NTU)	Tolerance ^(g) (%)	Results
0	0.00	--	--
10	10.10	1.0	Satisfactory
20	19.88	-0.6	Satisfactory
100	99.04	-1.0	Satisfactory
800	778.05	-2.7	Satisfactory

Tolerance limit of turbidity should be less than ± 10.0 (%)

~ END OF REPORT ~

Remark(s): -

^(f) "Displayed Reading" presents the figures shown on item under calibration/ checking regardless of equipment precision or significant figures.

^(g) The "Tolerance Limit" mentioned is the acceptance criteria applicable for similar equipment used by Quality Pro Test-Consult Ltd. or quoted from relevant international standards.



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Tel: (852) 3956 8717; Fax: (852) 3956 3928

REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050005
Date of Issue : 02 May, 2019
Page No. : 1 of 2

PART A – CUSTOMER INFORMATION

Enovative Environmental Service Ltd.
Flat 2207, Yu Fun House,
Yu Chui Court, Shatin
New Territories, Hong Kong
Attn: Mr. Thomas WONG

PART B – DESCRIPTION

Name of Equipment : YSI ProDSS (Multi-Parameters)
Manufacturer : YSI (a xylem brand)
Serial Number : 17H105557
Date of Received : Apr 30, 2019
Date of Calibration : Apr 30, 2019
Date of Next Calibration^(a) : Jul 30, 2019

PART C – REFERENCE METHODS/ DOCUMENTS FOR THE CALIBRATION

Parameter	Reference Method
pH at 25°C	APHA 21e 4500-H ⁺ B
Dissolved Oxygen	APHA 21e 4500-O G
Conductivity at 25°C	APHA 21e 2510 B
Salinity	APHA 21e 2520 B
Turbidity	APHA 21e 2130 B
Temperature	Section 6 of international Accreditation New Zealand Technical Guide no. 3 Second edition March 2008: Working Thermometer Calibration Procedure.

PART D – CALIBRATION RESULTS^(b,c)

(1) pH at 25°C

Target (pH unit)	Displayed Reading ^(d) (pH Unit)	Tolerance ^(e) (pH Unit)	Results
4.00	4.01	0.01	Satisfactory
7.42	7.42	0.00	Satisfactory
10.01	10.01	0.00	Satisfactory

Tolerance of pH should be less than ±0.20 (pH unit)

(2) Temperature

Reading of Ref. thermometer (°C)	Displayed Reading (°C)	Tolerance (°C)	Results
14.5	14.8	0.3	Satisfactory
25.0	25.1	0.1	Satisfactory
62.0	62.0	0.0	Satisfactory


Tolerance limit of temperature should be less than ±2.0 (°C)

~ CONTINUED ON NEXT PAGE ~

Remark(s): -

- ^(a) The "Date of Next Calibration" is recommended according to best practice principals as practiced by QPT or quoted from relevant international standards.
^(b) The results relate only to the calibrated equipment as received
^(c) The performance of the equipment stated in this report is checked with independent reference material and results compared against a calibrated secondary source.
^(d) "Displayed Reading" denotes the figure shown on item under calibration/ checking regardless of equipment precision or significant figures.
^(e) The "Tolerance Limit" mentioned is referenced to YSI product specifications.

APPROVED SIGNATORY:


LAM Ho-ye, Emma
Assistant Laboratory Manager



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REPORT OF EQUIPMENT PERFORMANCE CHECK/ CALIBRATION

Report No. : AI050005
Date of Issue : 02 May, 2019
Page No. : 2 of 2

PART D – CALIBRATION RESULTS (Cont'd)

(3) Dissolved Oxygen

Expected Reading (mg/L)	Displayed Reading (mg/L)	Tolerance (mg/L)	Results
0.02	0.28	0.26	Satisfactory
2.74	2.35	-0.39	Satisfactory
5.37	5.19	-0.18	Satisfactory
8.14	8.44	0.30	Satisfactory

Tolerance limit of dissolved oxygen should be less than ± 0.50 (mg/L)

(4) Conductivity at 25°C

Conc. of KCl (M)	Expected Reading ($\mu\text{S}/\text{cm}$)	Displayed Reading ($\mu\text{S}/\text{cm}$)	Tolerance (%)	Results
0.001	146.9	156.3	6.4	Satisfactory
0.01	1412	1388	-1.7	Satisfactory
0.1	12890	12767	-1.0	Satisfactory
0.5	58670	58538	-0.2	Satisfactory
1.0	111900	111855	0.0	Satisfactory

Tolerance limit of conductivity should be less than ± 10.0 (%)

(5) Salinity

Expected Reading (g/L)	Displayed Reading (g/L)	Tolerance (%)	Results
10	9.95	-0.5	Satisfactory
20	19.93	-0.4	Satisfactory
30	30.33	1.1	Satisfactory

Tolerance limit of salinity should be less than ± 10.0 (%)

(6) Turbidity

Expected Reading (NTU)	Displayed Reading ^(f) (NTU)	Tolerance ^(g) (%)	Results
0	0.02	--	--
10	10.01	0.1	Satisfactory
20	19.78	-1.1	Satisfactory
100	99.29	-0.7	Satisfactory
800	784.87	-1.9	Satisfactory

Tolerance limit of turbidity should be less than ± 10.0 (%)

~ END OF REPORT ~

Remark(s): -

^(f) "Displayed Reading" presents the figures shown on item under calibration/ checking regardless of equipment precision or significant figures.

^(g) The "Tolerance Limit" mentioned is the acceptance criteria applicable for similar equipment used by Quality Pro Test-Consult Ltd. or quoted from relevant international standards.



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CALIBRATION REPORT

Test Report No. : AI050182
Date of Issue : 31 May 2019
Page No. : 1 of 2

PART A – CUSTOMER INFORMATION

Enovative Environmental Service Ltd.
Flat 2207, Yu Fun House,
Yu Chui Court, Shatin,
New Territories, Hong Kong
Attn: Mr. Thomas Wong

PART B – SAMPLE INFORMATION

Description of Samples : Titrette® bottle-top burette, 50mL
Brand Name : BRAND
Model Number : 6761161
Serial Number : 10N65665
Date of Received : May 20, 2019
Date of Calibration : May 20, 2019
Date of Next Calibration^(a) : Aug 20, 2019

PART C – CALIBRATION REQUESTED


<u>Parameter</u>	<u>Reference Method</u>
Accuracy Test	In-house Method (Gravimetric Method)

~ Continued On Next Page ~

Remark(s): -

^(a) The "Date of Next Calibration" is recommended according to best practice principals as practiced by QPT or quoted from relevant international standards.

APPROVED SIGNATORY:



LAM Ho-ye, Emma
Assistant Laboratory Manager



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CALIBRATION REPORT

Test Report No. : AI050182
Date of Issue : 31 May 2019
Page No. : 2 of 2

PART D – RESULT^{(b),(c)}

Water temperature: 22.0 °C

Relative humidity: 64%

z-Factor: 1.0033

Trial	Nominal volume (mL) at interval				
	3	3	3	3	3
	Range: (1-4)	Range: (16-19)	Range: (23-26)	Range: (34-37)	Range: (42-45)
1	2.9804	2.9725	2.9765	2.9768	2.9913
2	2.9794	2.9772	2.9693	2.9843	2.9765
3	2.9840	2.9763	2.9735	2.9850	2.9758
4	2.9811	2.9806	2.9792	2.9799	2.9803
5	2.9806	2.9845	2.9733	2.9784	2.9753
6	2.9823	2.9833	2.9717	2.9895	2.9848
7	2.9813	2.9795	2.9699	2.9793	2.9788
8	2.9848	2.9789	2.9668	2.9841	2.9924
9	2.9842	2.9788	2.9845	2.9856	2.9899
10	2.9809	2.9807	2.9728	2.9843	2.9861
Average (g)	2.9819	2.9792	2.9738	2.9827	2.9831
Standard deviation	0.0018	0.0034	0.0052	0.0039	0.0066
Calculated volume (mL)	2.9917	2.9891	2.9836	2.9926	2.9930
Error (%)	-0.2753	-0.3646	-0.5479	-0.2479	-0.2345
RSD (%)	0.0615	0.1152	0.1735	0.1317	0.2216

Acceptance Criteria^(d)

Accuracy (%Error)	< ±1%	< ±1%	< ±1%	< ±1%	< ±1%
Precision (%RSD)	< 1%	< 1%	< 1%	< 1%	< 1%

~ END OF REPORT ~

Remark(s): -

^(b) The results relate only to the tested sample as received

^(c) The performance of the equipment stated in this report is checked with independent reference material and results compared against a calibrated secondary source.

^(d) The "acceptance criteria" is applicable for similar equipment used by QPT or quoted from relevant international standards.

Appendix E. Status of Environmental Permits and Licences

	Description		Permit/ Reference No.	Status
EIAO	Environmental Permit		EP-489/2014	Approved on 7 Nov 2014
Contract No.	Description	Location	Permit/ Reference No.	Status
P560 (R)	Notification of Construction Work under APCO	Site Office	397151	Receipt acknowledged by EPD on 15 Jan 2016
		Stockpiling Area	398015	Receipt acknowledged by EPD on 18 Jan 2016
	Discharge License under WPCO	Stockpiling Area	WT00024250-2016	Approved on 25 Apr 2016 to 30 Apr 2021
	Registration as Chemical Waste Producer	Stockpiling Area	WPN 5213-951-L2902-02	Registration was updated on 3 Oct 2016
	Bill Account for disposal		A/C 7023982	Approval granted from EPD on 14 Dec 2015
3201	Notification of Construction Work under APCO	Works area of 3201	406004	Receipt acknowledged by EPD on 10 Aug 2016
	Construction Noise Permit (General Works)	Works area of 3201	GW-RS0130-19	Valid until 13 Aug 2019
	Discharge License under WPCO	Works area of 3201	WT00032628-2018	Valid from to 19 Dec 2018 to 31 Dec 2023
	Registration as Chemical Waste Producer	Works area of 3201	WPN 5213-951-P3231-01	Completion of Registration on 9 Sep 2016
	Bill Account for disposal		A/C 7025760	Approval granted from EPD on 31 Aug 2016
3202	Notification of Construction Work under APCO	Works area of 3202	439729	Receipt acknowledged by EPD on 23 Nov 2018
	Registration as Chemical Waste Producer	Works area of 3202	WPN 5213-951-S3967-01	Registration was updated on 23 May 2017
	Discharge License under WPCO	Works area of 3202	WT00028293-2017	Valid from 12 Jun 2017 to 30 Jun 2022
	Bill Account for disposal		A/C 7025739	Approval granted from EPD on 31 August 2016
3203	Notification of Construction Work under APCO	Works area of 3203	407053	Receipt acknowledged by EPD on 2 Sep 2016
	Registration as Chemical Waste Producer	Works area of 3203	WPN 5213-951-S3954-01	Registration was updated on 12 Dec 2016
	Discharge License under WPCO	Works area of 3203	WT00028251-2017	Valid from 9 Jun 2017 to 30 Jun 2022
	Bill Account for disposal		A/C 7025846	Approval granted from EPD on 9 Sep 2016

Contract No.	Description	Location	Permit/ Reference No.	Status
3204	Notification of Construction Work under APCO	Works area of 3204	406446	Receipt acknowledged by EPD on 19 Aug 2016
	Registration as Chemical Waste Producer	Works Area of 3204	WPN 5213-951-C4102-01	Completion of Registration on 15 Sep 2016
		Site Office of 3204	WPN 5213-951-C4102-02	Completion of Registration on 17 Mar 2017
	Discharge License under WPCO	Works area of 3204	WT00028245-2017	Valid from 5 Jun 2017 to 30 Jun 2022
Bill Account for disposal		A/C 7025969	Approval granted from EPD on 21 Sep 2016	
3205	Notification of Construction Work under APCO	Works area of 3205	409041	Receipt acknowledged by EPD on 19 Oct 2016
	Registration as Chemical Waste Producer	Works Area of 3205	WPN 5213-951-B2502-01	Registration was updated on 25 Sep 2017
		Works Area of 3205	WPN 5111-421-B2509-01	Registration was updated on 25 Sep 2017
	Construction Noise Permit (General Works)	Works Area of 3205	GW-RS0303-19	Valid until 9 Oct 2019
	Discharge License under WPCO	Works area of 3205	WT00028370-2017	Valid from 21 Jun 2017 to 30 Jun 2022
Bill Account for disposal	Works area of 3205	A/C 7026295	Approval granted from EPD on 9 Nov 2016	
3206	Notification of Construction Work under APCO	Works area of 3206	409237	Receipt acknowledged by EPD on 25 Oct 2016
	Registration as Chemical Waste Producer	Site office of 3206	WPN 5213-951-Z4035-01	Completion of Registration on 18 Nov 2016
		Works area of 3206	WPN 5213-951-Z4035-02	Completion of Registration on 18 Nov 2016
	Construction Noise Permit (General Works)	Works Area of 3206	GW-RS0352-19	Valid until 28 Oct 2019
Bill Account for disposal	Works area of 3206	A/C 7026398	Approval granted from EPD on 16 Nov 2016	
3301	Notification of Construction Work under APCO	Works area of 3301	415821	Receipt acknowledged by EPD on 19 Apr 2017
	Registration as Chemical Waste Producer	Works area of 3301	WPN 5213-951-F2718-02	Completion of Registration on 9 Jun 2017
	Bill Account for disposal	Works area of 3301	A/C 7027728	Approval granted from EPD on 8 May 2017
	Construction Noise Permit (General Works)	Works area of 3301 (Cable ducting works)	GW-RS0266-19	Valid until 11 Oct 2019
Works area of 3301		GW-RS0267-19	Valid until 11 Oct 2019	

Contract No.	Description	Location	Permit/ Reference No.	Status
3302	Notification of Construction Work under APCO	Works area of 3302	440222	Receipt acknowledged by EPD on 10 Dec 2018
		Staging area of 3302	2018CES1	Receipt acknowledged by EPD on 21 Dec 2018
	Registration as Chemical Waste Producer	Works area of 3302	5296-951-C4331-01	Completion of Registration on 4 Jan 2019
	Bill Account for disposal	Works area of 3302	A/C 7032881	Approval granted from EPD on 8 Jan 2019
	Construction Noise Permit (General Works)	Works area of 3302	GW-RS0096-19	Valid until 10 Aug 2019
3402	Notification of Construction Work under APCO	Works area of 3402	440808	Receipt acknowledged by EPD on 31 Dec 2018
		Stockpiling area of 3402	441960	Receipt acknowledged by EPD on 8 Feb 2019
	Registration as Chemical Waste Producer	Works area of 3402	WPN 5213-951-W1172-05	Registration was updated on 25 Feb 2019
	Bill Account for disposal	Works area of 3402	A/C 7032577	Approval granted from EPD on 27 Nov 2018
	Construction Noise Permit (General Works)	Works area of 3402	GW-RS0207-19	Valid until 14 Aug 2019
3501	Notification of Construction Work under APCO	Works area of 3501	434640	Receipt acknowledged by EPD on 13 Jun 2018
		Registration as Chemical Waste Producer	Works area of 3501	WPN 5213-951-B2520-02
	Discharge License under WPCO	Works area of 3501	WT00031400-2018	Valid from 30 Aug 2018 to 31 Aug 2023
	Bill Account for disposal	Works area of 3501	A/C 7028144	Approval granted from EPD on 23 Jun 2017
	Construction Noise Permit (General Works)	Works area of 3501	GW-RS0184-19	Valid until 4 Sep 2019
3502	Notification of Construction Work under APCO	Works area of 3502	437766	Receipt acknowledged by EPD on 26 Sep 2018
		Registration as Chemical Waste Producer	Works area of 3502	WPN 5213-951-B2520-01
	Bill Account for disposal	Works area of 3502	A/C 7028050	Approval granted from EPD on 21 Jun 2017
	Construction Noise Permit (General Works)	Works area of 3502	GW-RS0191-19	Valid until 10 Sep 2019
3503	Notification of Construction Work under APCO	Works area of 3503	435180	Receipt acknowledged by EPD on 29 Jun 2018
		Stockpiling area of 3503	439777	Receipt acknowledged by EPD on 26 Nov 2018
	Registration as Chemical Waste Producer	Works area of 3503	WPN 5113-951-L2845-02	Completion of Registration on 8 Jan 2018
	Discharge License under WPCO	Works area of 3503	WT00031258-2018	Valid from 7 Jun 2018 to 30 Jun 2023

Contract No.	Description	Location	Permit/ Reference No.	Status
		Stockpiling area of 3503	WT00031826-2018	Valid from 18 Sep 2018 to 30 Sep 2023
	Bill Account for disposal	Works area of 3503	A/C 7029665	Approval granted from EPD on 27 Dec 2017
	Construction Noise Permit (General Works)	Works area of 3503	GW-RS0045-19	Superseded by GW-RS0406-19 on 14 May 2019
GW-RS0406-19			Valid until 12 Nov 2019	
Stockpiling area of 3503		GW-RS1031-18	Superseded by GW-RS0407-19 on 14 May 2019	
			GW-RS0407-19	Valid until 13 Nov 2019
3602	Notification of Construction Work under APCO	Works area of 3602	421278	Receipt acknowledged by EPD on 18 Sep 2017
	Registration as Chemical Waste Producer	Works area of 3602	WPN 5296-951-N2673-01	Completion of Registration on 9 Oct 2017
		Site office of 3602	WPN 5296-951-N2673-02	Completion of Registration on 11 Dec 2017
	Bill Account for disposal	Works area of 3602	A/C 7028942	Approval granted from EPD on 6 Oct 2017
3603	Notification of Construction Work under APCO	Site office of 3603	433604	Receipt acknowledged by EPD on 16 May 2018
	Registration as Chemical Waste Producer	Works area of 3603	WPN 5296-951-S4069-01	Completion of Registration on 22 Jan 2018
	Bill Account for disposal	Works area of 3603	A/C 7030002	Approval granted from EPD on 1 Feb 2018
	Construction Noise Permit (General Works)	Works area of 3603	GW-RS0313-19	Valid until 25 Oct 2019
3801	Notification of Construction Work under APCO	Works area of 3801	418345	Receipt acknowledged by EPD on 26 Jun 2017
			430372	Receipt acknowledged by EPD on 2 Feb 2018
			435652	Receipt acknowledged by EPD on 16 Jul 2018
	Registration as Chemical Waste Producer	Works area of 3801	WPN 5296-951-C1169-53	Completion of Registration on 14 Aug 2018
	Discharge License under WPCO	Works and stockpiling area of 3801	WT00029535-2017	Valid from 24 Nov 2017 to 30 Nov 2022
	Bill Account for disposal	Works area of 3801	A/C 7028254	Approval granted from EPD on 3 Jul 2017
	Construction Noise Permit (General Works)	Works and stockpiling area of 3801	GW-RS0068-19	Valid until 24 Jul 2019
		Works area of 3801 (Drill and grouting works)	GW-RS0245-19	Valid until 26 Jun 2019

Appendix F. Cumulative Statistics on Exceedances, Environmental Complaints, Notification of Summons and Status of Prosecution

Statistics for Exceedances for 1-hour TSP, Noise, Water, Waste, CWD Monitoring

		Total no. recorded in the reporting period	Total no. recorded since the project commenced
1-hr TSP	Action	0	0
	Limit	0	0
Noise	Action	0	0
	Limit	0	0
Water	Action	0	0
	Limit	0	0
Waste	Action	0	0
	Limit	0	0
CWD	Action	0	0
	Limit	0	0

Remark: Exceedances, which are not project related, are not shown in this table.

Statistics for Complaints, Notifications of Summons and Prosecution

Reporting Period	Cumulative Statistics		
	Complaints	Notifications of Summons	Prosecutions
This reporting period	0	0	0
From 28 December 2015 to end of the reporting period	17	1	1

Appendix G. Data of SkyPier HSF Movements to/from Zhuhai and Macau (between 1 and 31 May 2019)

Data of SkyPier HSF Movements to/from Zhuhai and Macau (between 1 and 31 May 2019)

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
01-May	8:29	8S210	XZM	Arrival	11.3	-	-
01-May	8:53	3A061	YFT	Arrival	12.5	-	-
01-May	9:30	3A165	YFT	Departure	11.9	-	-
01-May	9:59	3A081	ZUI	Arrival	12.6	-	-
01-May	10:28	3A181	ZUI	Departure	12.6	-	-
01-May	10:40	8S212	XZM	Arrival	12.3	-	-
01-May	11:03	3A063	YFT	Arrival	11.2	-	-
01-May	11:04	8S121	XZM	Departure	13	-	-
01-May	13:11	3A064	YFT	Arrival	12.6	-	-
01-May	13:15	8S215	XZM	Arrival	12.1	-	-
01-May	13:17	8S123	XZM	Departure	11.8	-	-
01-May	14:01	3A082	ZUI	Arrival	12.8	-	-
01-May	14:13	3A164	YFT	Departure	13.4	-	-
01-May	14:14	3A182	ZUI	Departure	12.4	-	-
01-May	15:01	3A065	YFT	Arrival	11.7	-	-
01-May	16:21	3A167	YFT	Departure	12	-	-
01-May	16:35	8S218	XZM	Arrival	11.9	-	-
01-May	16:54	3A067	YFT	Arrival	12.4	-	-
01-May	17:03	3A083	ZUI	Arrival	12.5	-	-
01-May	17:07	8S126	XZM	Departure	12.5	-	-
01-May	17:17	3A183	ZUI	Departure	13	-	-
01-May	20:36	3A084	ZUI	Arrival	13	-	-
01-May	20:51	8S2113	XZM	Arrival	11.5	-	-
01-May	20:56	3A185	ZUI	Departure	13.1	-	-
01-May	22:09	8S520	XZM	Departure	11.5	-	-
02-May	8:24	8S210	XZM	Arrival	11.3	-	-
02-May	8:55	3A061	YFT	Arrival	12	-	-
02-May	9:57	3A081	ZUI	Arrival	13.2	-	-
02-May	10:30	3A181	ZUI	Departure	13.4	-	-
02-May	10:56	8S212	XZM	Arrival	13.2	-	-
02-May	10:58	3A063	YFT	Arrival	12.2	-	-
02-May	11:18	8S121	XZM	Departure	13	-	-
02-May	12:48	3A169	YFT	Departure	12.9	-	-
02-May	12:50	8S215	XZM	Arrival	12.6	-	-
02-May	12:55	3A064	YFT	Arrival	12.8	-	-
02-May	13:24	8S123	XZM	Departure	13	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
02-May	13:30	3A168	YFT	Departure	13	-	-
02-May	14:00	3A082	ZUI	Arrival	13	-	-
02-May	14:17	3A182	ZUI	Departure	12.8	-	-
02-May	14:21	3A164	YFT	Departure	13.8	-	-
02-May	14:58	3A065	YFT	Arrival	12.3	-	-
02-May	16:17	3A167	YFT	Departure	13	-	-
02-May	16:37	8S218	XZM	Arrival	12.3	-	-
02-May	16:56	3A067	YFT	Arrival	12.4	-	-
02-May	17:00	8S126	XZM	Departure	13.6	-	-
02-May	17:12	3A083	ZUI	Arrival	12.5	-	-
02-May	17:24	3A183	ZUI	Departure	13.1	-	-
02-May	20:42	3A084	ZUI	Arrival	12.6	-	-
02-May	20:52	8S2113	XZM	Arrival	12.4	-	-
02-May	20:59	3A185	ZUI	Departure	13.2	-	-
02-May	22:11	8S520	XZM	Departure	12.1	-	-
03-May	8:25	8S210	XZM	Arrival	12.9	-	-
03-May	9:04	3A061	YFT	Arrival	11.8	-	-
03-May	9:59	3A081	ZUI	Arrival	13	-	-
03-May	10:30	3A181	ZUI	Departure	12	-	-
03-May	10:38	8S212	XZM	Arrival	12.9	-	-
03-May	11:01	3A063	YFT	Arrival	12.4	-	-
03-May	11:06	8S121	XZM	Departure	11.6	-	-
03-May	12:39	8S215	XZM	Arrival	12.4	-	-
03-May	13:00	3A064	YFT	Arrival	12	-	-
03-May	13:58	3A082	ZUI	Arrival	13.3	-	-
03-May	14:12	3A182	ZUI	Departure	12.7	-	-
03-May	14:14	3A164	YFT	Departure	11.8	-	-
03-May	15:01	3A065	YFT	Arrival	12.5	-	-
03-May	16:11	3A167	YFT	Departure	13.2	-	-
03-May	16:58	3A083	ZUI	Arrival	13.3	-	-
03-May	17:02	3A067	YFT	Arrival	10.8	-	-
03-May	17:03	8S126	XZM	Departure	13.1	-	-
03-May	17:17	3A183	ZUI	Departure	12.9	-	-
03-May	20:38	3A084	ZUI	Arrival	12.7	-	-
03-May	20:46	8S2113	XZM	Arrival	12.9	-	-
03-May	21:01	3A185	ZUI	Departure	13.2	-	-
03-May	22:16	8S520	XZM	Departure	11.8	-	-
04-May	8:24	8S210	XZM	Arrival	10.4	-	-
04-May	8:55	3A061	YFT	Arrival	12.1	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
04-May	9:58	3A081	ZUI	Arrival	13.1	-	-
04-May	10:25	3A181	ZUI	Departure	12.7	-	-
04-May	10:46	8S212	XZM	Arrival	12.3	-	-
04-May	11:03	3A063	YFT	Arrival	11.5	-	-
04-May	11:11	8S121	XZM	Departure	13.3	-	-
04-May	12:41	8S215	XZM	Arrival	12.8	-	-
04-May	12:58	3A064	YFT	Arrival	13	-	-
04-May	14:01	3A082	ZUI	Arrival	13.2	-	-
04-May	14:18	3A182	ZUI	Departure	12.2	-	-
04-May	14:22	3A164	YFT	Departure	12.3	-	-
04-May	15:03	3A065	YFT	Arrival	11.4	-	-
04-May	16:14	3A167	YFT	Departure	12.5	-	-
04-May	16:58	3A067	YFT	Arrival	12.1	-	-
04-May	17:00	3A083	ZUI	Arrival	12.7	-	-
04-May	17:04	8S126	XZM	Departure	13.3	-	-
04-May	17:25	3A183	ZUI	Departure	12.9	-	-
04-May	20:36	3A084	ZUI	Arrival	12.2	-	-
04-May	20:54	8S2113	XZM	Arrival	11	-	-
04-May	20:58	3A185	ZUI	Departure	13.8	-	-
04-May	22:13	8S520	XZM	Departure	13.1	-	-
05-May	8:17	8S210	XZM	Arrival	13.1	-	-
05-May	8:50	3A061	YFT	Arrival	13.2	-	-
05-May	9:56	3A081	ZUI	Arrival	12.9	-	-
05-May	10:21	3A181	ZUI	Departure	12.8	-	-
05-May	10:43	8S212	XZM	Arrival	11.5	-	-
05-May	10:58	3A063	YFT	Arrival	12.5	-	-
05-May	11:19	8S121	XZM	Departure	13.1	-	-
05-May	12:40	8S215	XZM	Arrival	12.8	-	-
05-May	13:02	3A064	YFT	Arrival	13	-	-
05-May	14:00	3A082	ZUI	Arrival	12.8	<= 5	< 1min
05-May	14:28	3A164	YFT	Departure	12.6	-	-
05-May	14:28	3A182	ZUI	Departure	12.3	-	-
05-May	15:03	3A065	YFT	Arrival	12	-	-
05-May	16:11	3A167	YFT	Departure	13.5	-	-
05-May	17:04	8S126	XZM	Departure	12.4	-	-
05-May	17:10	3A083	ZUI	Arrival	12.4	-	-
05-May	17:12	3A067	YFT	Arrival	12	-	-
05-May	17:32	3A183	ZUI	Departure	12.6	-	-
05-May	20:37	3A084	ZUI	Arrival	11.6	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
05-May	20:46	8S2113	XZM	Arrival	10.9	-	-
05-May	20:58	3A185	ZUI	Departure	13.9	-	-
05-May	22:09	8S520	XZM	Departure	12.6	-	-
06-May	8:25	8S210	XZM	Arrival	11.7	-	-
06-May	9:05	3A061	YFT	Arrival	11.2	-	-
06-May	10:00	3A081	ZUI	Arrival	12.9	-	-
06-May	10:30	3A181	ZUI	Departure	13.5	-	-
06-May	10:47	8S212	XZM	Arrival	11.3	-	-
06-May	11:05	3A063	YFT	Arrival	11.4	-	-
06-May	11:10	8S121	XZM	Departure	13.2	-	-
06-May	12:41	8S215	XZM	Arrival	13	-	-
06-May	13:02	3A064	YFT	Arrival	13.3	-	-
06-May	13:56	3A082	ZUI	Arrival	13.3	-	-
06-May	14:22	3A182	ZUI	Departure	12.1	-	-
06-May	14:22	3A164	YFT	Departure	13.9	-	-
06-May	15:08	3A065	YFT	Arrival	11.7	-	-
06-May	16:20	3A167	YFT	Departure	11	-	-
06-May	16:57	8S126	XZM	Departure	13	-	-
06-May	17:02	3A083	ZUI	Arrival	12.8	-	-
06-May	17:16	3A183	ZUI	Departure	11.6	-	-
06-May	17:29	3A067	YFT	Arrival	12.5	-	-
06-May	20:36	3A084	ZUI	Arrival	12.4	-	-
06-May	20:57	3A185	ZUI	Departure	13.8	-	-
06-May	21:14	8S2113	XZM	Arrival	11.9	-	-
06-May	22:11	8S520	XZM	Departure	12.8	-	-
07-May	8:19	8S210	XZM	Arrival	12.4	-	-
07-May	8:55	3A061	YFT	Arrival	11.5	-	-
07-May	9:56	3A081	ZUI	Arrival	12.9	-	-
07-May	10:25	3A181	ZUI	Departure	13.5	-	-
07-May	10:34	8S212	XZM	Arrival	13.1	-	-
07-May	10:57	3A063	YFT	Arrival	12.9	-	-
07-May	11:01	8S121	XZM	Departure	12.9	-	-
07-May	12:39	8S215	XZM	Arrival	12.2	-	-
07-May	12:57	3A064	YFT	Arrival	12.1	-	-
07-May	13:56	3A082	ZUI	Arrival	13.7	-	-
07-May	14:14	3A164	YFT	Departure	12.4	-	-
07-May	14:17	3A182	ZUI	Departure	12.6	-	-
07-May	15:05	3A065	YFT	Arrival	12.6	-	-
07-May	16:18	3A167	YFT	Departure	13.1	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
07-May	16:59	3A083	ZUI	Arrival	13.1	-	-
07-May	17:02	8S126	XZM	Departure	11.1	-	-
07-May	17:03	3A067	YFT	Arrival	12.3	-	-
07-May	17:23	3A183	ZUI	Departure	11.5	-	-
07-May	20:37	3A084	ZUI	Arrival	12.6	-	-
07-May	20:49	8S2113	XZM	Arrival	12.2	-	-
07-May	21:00	3A185	ZUI	Departure	13.9	-	-
07-May	22:10	8S520	XZM	Departure	11.6	-	-
08-May	8:27	8S210	XZM	Arrival	11.5	-	-
08-May	8:54	3A061	YFT	Arrival	12.5	-	-
08-May	9:57	3A081	ZUI	Arrival	12.9	-	-
08-May	10:25	3A181	ZUI	Departure	13.6	-	-
08-May	10:41	8S212	XZM	Arrival	11.8	-	-
08-May	11:00	3A063	YFT	Arrival	12.3	-	-
08-May	11:09	8S121	XZM	Departure	12	-	-
08-May	12:51	8S215	XZM	Arrival	12.3	-	-
08-May	13:05	3A064	YFT	Arrival	13.3	-	-
08-May	13:55	3A082	ZUI	Arrival	13.6	-	-
08-May	14:09	3A164	YFT	Departure	13.7	-	-
08-May	14:15	3A182	ZUI	Departure	12.7	-	-
08-May	14:55	3A065	YFT	Arrival	11.9	-	-
08-May	16:14	3A167	YFT	Departure	12	-	-
08-May	17:01	3A083	ZUI	Arrival	13.1	-	-
08-May	17:01	3A067	YFT	Arrival	13.1	-	-
08-May	17:06	8S126	XZM	Departure	12.5	-	-
08-May	17:17	3A183	ZUI	Departure	11.5	-	-
08-May	20:37	3A084	ZUI	Arrival	12.6	-	-
08-May	20:49	8S2113	XZM	Arrival	12.6	-	-
08-May	21:01	3A185	ZUI	Departure	13.8	-	-
08-May	22:09	8S520	XZM	Departure	11.9	-	-
09-May	8:29	8S210	XZM	Arrival	13.1	-	-
09-May	8:59	3A061	YFT	Arrival	12.3	-	-
09-May	9:57	3A081	ZUI	Arrival	12.5	-	-
09-May	10:25	3A181	ZUI	Departure	13.6	-	-
09-May	10:44	8S212	XZM	Arrival	11.9	-	-
09-May	10:56	3A063	YFT	Arrival	12.4	-	-
09-May	11:04	8S121	XZM	Departure	11.7	-	-
09-May	12:37	8S215	XZM	Arrival	12	-	-
09-May	12:56	3A064	YFT	Arrival	12.1	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
09-May	13:55	3A082	ZUI	Arrival	13.2	-	-
09-May	14:13	3A164	YFT	Departure	12.6	-	-
09-May	14:15	3A182	ZUI	Departure	12.9	-	-
09-May	14:58	3A065	YFT	Arrival	12.1	-	-
09-May	16:17	3A167	YFT	Departure	12.6	-	-
09-May	16:54	3A067	YFT	Arrival	12.9	-	-
09-May	16:57	8S126	XZM	Departure	12.3	-	-
09-May	17:00	3A083	ZUI	Arrival	13.3	-	-
09-May	17:15	3A183	ZUI	Departure	12	-	-
09-May	20:40	3A084	ZUI	Arrival	12.7	-	-
09-May	20:50	8S2113	XZM	Arrival	12	-	-
09-May	20:56	3A185	ZUI	Departure	13.5	-	-
09-May	22:09	8S520	XZM	Departure	12.8	-	-
10-May	8:16	8S210	XZM	Arrival	12.2	-	-
10-May	8:54	3A061	YFT	Arrival	12.1	-	-
10-May	9:55	3A081	ZUI	Arrival	12.9	-	-
10-May	10:24	3A181	ZUI	Departure	13.4	-	-
10-May	10:39	8S212	XZM	Arrival	12.1	-	-
10-May	10:54	3A063	YFT	Arrival	11.6	-	-
10-May	10:59	8S121	XZM	Departure	12.5	-	-
10-May	12:34	8S215	XZM	Arrival	12.1	-	-
10-May	12:57	3A064	YFT	Arrival	12.4	-	-
10-May	13:55	3A082	ZUI	Arrival	13.4	-	-
10-May	14:14	3A182	ZUI	Departure	12.8	-	-
10-May	14:15	3A164	YFT	Departure	12.2	-	-
10-May	14:58	3A065	YFT	Arrival	13.3	-	-
10-May	16:18	3A167	YFT	Departure	12.9	-	-
10-May	16:59	3A083	ZUI	Arrival	13.3	-	-
10-May	17:00	3A067	YFT	Arrival	11.7	-	-
10-May	17:01	8S126	XZM	Departure	13.3	-	-
10-May	17:16	3A183	ZUI	Departure	12.1	-	-
10-May	20:40	3A084	ZUI	Arrival	12.8	-	-
10-May	20:48	8S2113	XZM	Arrival	12.2	-	-
10-May	20:56	3A185	ZUI	Departure	12.3	-	-
10-May	22:12	8S520	XZM	Departure	12.5	-	-
11-May	8:23	8S210	XZM	Arrival	12.4	-	-
11-May	9:03	3A061	YFT	Arrival	11.6	-	-
11-May	9:58	3A081	ZUI	Arrival	12.8	-	-
11-May	10:31	3A181	ZUI	Departure	12.9	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
11-May	10:34	8S212	XZM	Arrival	12.4	-	-
11-May	10:56	3A063	YFT	Arrival	12.2	-	-
11-May	10:57	8S121	XZM	Departure	10.8	-	-
11-May	12:38	8S215	XZM	Arrival	12.9	-	-
11-May	13:02	3A064	YFT	Arrival	13	-	-
11-May	13:57	3A082	ZUI	Arrival	12.9	-	-
11-May	14:13	3A182	ZUI	Departure	13.3	-	-
11-May	14:18	3A164	YFT	Departure	13.2	-	-
11-May	14:56	3A065	YFT	Arrival	12.5	-	-
11-May	16:16	3A167	YFT	Departure	13.9	-	-
11-May	16:56	3A067	YFT	Arrival	13	-	-
11-May	16:57	3A083	ZUI	Arrival	13.2	-	-
11-May	17:00	8S126	XZM	Departure	0.0 **	-	-
11-May	17:15	3A183	ZUI	Departure	12.4	-	-
11-May	20:40	3A084	ZUI	Arrival	12.5	-	-
11-May	20:51	8S2113	XZM	Arrival	11.8	-	-
11-May	20:55	3A185	ZUI	Departure	11.7	-	-
11-May	22:13	8S520	XZM	Departure	10.4	-	-
12-May	8:16	8S210	XZM	Arrival	12.1	-	-
12-May	8:52	3A061	YFT	Arrival	12.6	-	-
12-May	9:56	3A081	ZUI	Arrival	13.3	-	-
12-May	10:27	3A181	ZUI	Departure	13.1	-	-
12-May	10:46	8S212	XZM	Arrival	11.4	-	-
12-May	10:54	3A063	YFT	Arrival	12.5	-	-
12-May	11:06	8S121	XZM	Departure	12.3	-	-
12-May	12:38	8S215	XZM	Arrival	13.7	-	-
12-May	12:55	3A064	YFT	Arrival	12.3	-	-
12-May	14:09	3A082	ZUI	Arrival	12.3	-	-
12-May	14:12	3A164	YFT	Departure	11.9	-	-
12-May	14:21	3A182	ZUI	Departure	13.5	-	-
12-May	14:56	3A065	YFT	Arrival	12.3	-	-
12-May	16:43	3A167	YFT	Departure	12	-	-
12-May	16:55	3A067	YFT	Arrival	12.1	-	-
12-May	17:01	8S126	XZM	Departure	13.9	-	-
12-May	17:03	3A083	ZUI	Arrival	12.8	-	-
12-May	17:15	3A183	ZUI	Departure	12.9	-	-
12-May	20:42	3A084	ZUI	Arrival	12.6	-	-
12-May	20:55	3A185	ZUI	Departure	11.9	-	-
12-May	21:02	8S2113	XZM	Arrival	12.3	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
12-May	22:10	8S520	XZM	Departure	12.9	-	-
13-May	8:22	8S210	XZM	Arrival	11.9	-	-
13-May	8:57	3A061	YFT	Arrival	11.8	-	-
13-May	9:58	3A081	ZUI	Arrival	13.1	-	-
13-May	10:24	3A181	ZUI	Departure	13.2	-	-
13-May	10:37	8S212	XZM	Arrival	12.6	-	-
13-May	10:53	3A063	YFT	Arrival	12.8	-	-
13-May	11:04	8S121	XZM	Departure	13.1	-	-
13-May	11:36	3A168	YFT	Departure	12.1	-	-
13-May	12:33	8S215	XZM	Arrival	12.5	-	-
13-May	12:54	3A064	YFT	Arrival	12.6	-	-
13-May	14:00	3A082	ZUI	Arrival	12.7	-	-
13-May	14:16	3A164	YFT	Departure	13.2	-	-
13-May	14:17	3A182	ZUI	Departure	13.4	-	-
13-May	14:54	3A065	YFT	Arrival	12.4	-	-
13-May	16:14	3A167	YFT	Departure	12.8	-	-
13-May	16:56	3A067	YFT	Arrival	12.8	-	-
13-May	17:02	3A083	ZUI	Arrival	13.1	-	-
13-May	17:06	8S126	XZM	Departure	13.6	-	-
13-May	17:20	3A183	ZUI	Departure	13.3	-	-
13-May	20:38	3A084	ZUI	Arrival	13	-	-
13-May	20:50	8S2113	XZM	Arrival	11.8	-	-
13-May	20:54	3A185	ZUI	Departure	12.2	-	-
13-May	22:18	8S520	XZM	Departure	12.3	-	-
14-May	8:18	8S210	XZM	Arrival	13.5	-	-
14-May	8:59	3A061	YFT	Arrival	12.8	-	-
14-May	9:58	3A081	ZUI	Arrival	12.9	-	-
14-May	10:29	3A181	ZUI	Departure	13	-	-
14-May	10:41	8S212	XZM	Arrival	12.7	-	-
14-May	10:59	3A063	YFT	Arrival	11.9	-	-
14-May	11:00	8S121	XZM	Departure	11.5	-	-
14-May	12:34	8S215	XZM	Arrival	12.6	-	-
14-May	12:54	3A064	YFT	Arrival	12.3	-	-
14-May	14:01	3A082	ZUI	Arrival	12.1	-	-
14-May	14:13	3A164	YFT	Departure	12.4	-	-
14-May	14:15	3A182	ZUI	Departure	13.3	-	-
14-May	15:09	3A065	YFT	Arrival	12.3	-	-
14-May	16:17	3A167	YFT	Departure	12.8	-	-
14-May	16:58	3A067	YFT	Arrival	12.3	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
14-May	17:00	3A083	ZUI	Arrival	13	-	-
14-May	17:03	8S126	XZM	Departure	13	-	-
14-May	17:17	3A183	ZUI	Departure	13.6	-	-
14-May	20:40	3A084	ZUI	Arrival	13.1	-	-
14-May	20:55	8S2113	XZM	Arrival	12.4	<= 10	< 2min
14-May	20:57	3A185	ZUI	Departure	12.9	-	-
14-May	22:10	8S520	XZM	Departure	11.8	-	-
15-May	8:20	8S210	XZM	Arrival	11.7	-	-
15-May	8:55	3A061	YFT	Arrival	12	-	-
15-May	9:56	3A081	ZUI	Arrival	12.9	-	-
15-May	10:28	3A181	ZUI	Departure	13	-	-
15-May	10:44	8S212	XZM	Arrival	12.1	-	-
15-May	11:01	3A063	YFT	Arrival	12.3	-	-
15-May	11:14	8S121	XZM	Departure	12.9	-	-
15-May	12:36	8S215	XZM	Arrival	12.9	-	-
15-May	12:56	3A064	YFT	Arrival	11.7	-	-
15-May	14:00	3A082	ZUI	Arrival	12.6	-	-
15-May	14:17	3A164	YFT	Departure	12.1	-	-
15-May	14:20	3A182	ZUI	Departure	13.2	-	-
15-May	14:59	3A065	YFT	Arrival	12	-	-
15-May	16:21	3A167	YFT	Departure	12.3	-	-
15-May	16:58	3A067	YFT	Arrival	12	-	-
15-May	17:00	8S126	XZM	Departure	13	-	-
15-May	17:03	3A083	ZUI	Arrival	12.3	-	-
15-May	17:19	3A183	ZUI	Departure	13	-	-
15-May	20:39	3A084	ZUI	Arrival	12.9	-	-
15-May	20:47	8S2113	XZM	Arrival	12.6	-	-
15-May	20:56	3A185	ZUI	Departure	13.2	-	-
15-May	22:09	8S520	XZM	Departure	12.1	-	-
16-May	8:19	8S210	XZM	Arrival	12.7	-	-
16-May	8:55	3A061	YFT	Arrival	12.4	-	-
16-May	9:56	3A081	ZUI	Arrival	13.1	-	-
16-May	10:24	3A181	ZUI	Departure	12.7	-	-
16-May	10:38	8S212	XZM	Arrival	11.9	-	-
16-May	10:57	3A063	YFT	Arrival	11.7	-	-
16-May	11:06	8S121	XZM	Departure	12.7	-	-
16-May	12:38	8S215	XZM	Arrival	12.4	-	-
16-May	12:57	3A064	YFT	Arrival	12.4	-	-
16-May	13:58	3A082	ZUI	Arrival	12.8	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
16-May	14:15	3A182	ZUI	Departure	12.5	-	-
16-May	14:30	3A164	YFT	Departure	12.8	-	-
16-May	14:56	3A065	YFT	Arrival	11.5	-	-
16-May	16:14	3A167	YFT	Departure	12.9	-	-
16-May	16:59	3A083	ZUI	Arrival	12.2	-	-
16-May	17:01	3A067	YFT	Arrival	12.6	-	-
16-May	17:05	8S126	XZM	Departure	12.3	-	-
16-May	17:17	3A183	ZUI	Departure	13.8	-	-
16-May	20:37	3A084	ZUI	Arrival	12.8	-	-
16-May	20:53	8S2113	XZM	Arrival	11.9	-	-
16-May	21:05	3A185	ZUI	Departure	13.1	-	-
16-May	22:12	8S520	XZM	Departure	13	-	-
17-May	8:20	8S210	XZM	Arrival	11.3	-	-
17-May	8:53	3A061	YFT	Arrival	12.1	-	-
17-May	9:59	3A081	ZUI	Arrival	13.4	-	-
17-May	10:25	3A181	ZUI	Departure	12.6	-	-
17-May	10:41	8S212	XZM	Arrival	12	-	-
17-May	10:58	3A063	YFT	Arrival	12.6	-	-
17-May	11:05	8S121	XZM	Departure	12.1	-	-
17-May	12:38	8S215	XZM	Arrival	12.5	-	-
17-May	12:54	3A064	YFT	Arrival	13.5	-	-
17-May	14:00	3A082	ZUI	Arrival	13.3	-	-
17-May	14:15	3A164	YFT	Departure	13.2	-	-
17-May	14:17	3A182	ZUI	Departure	12.2	-	-
17-May	14:58	3A065	YFT	Arrival	11.9	-	-
17-May	16:14	3A167	YFT	Departure	11.5	-	-
17-May	16:56	3A067	YFT	Arrival	12.6	-	-
17-May	16:58	8S126	XZM	Departure	13.2	-	-
17-May	17:19	3A083	ZUI	Arrival	12.6	-	-
17-May	17:29	3A183	ZUI	Departure	13.6	-	-
17-May	20:34	3A084	ZUI	Arrival	13.2	-	-
17-May	20:46	8S2113	XZM	Arrival	11.9	-	-
17-May	21:04	3A185	ZUI	Departure	13.9	-	-
17-May	22:12	8S520	XZM	Departure	13.5	-	-
18-May	8:20	8S210	XZM	Arrival	13.2	-	-
18-May	8:56	3A061	YFT	Arrival	12.4	-	-
18-May	9:57	3A081	ZUI	Arrival	13.5	-	-
18-May	10:29	3A181	ZUI	Departure	12.7	-	-
18-May	10:35	8S212	XZM	Arrival	12.4	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
18-May	10:53	3A063	YFT	Arrival	12.9	-	-
18-May	11:15	8S121	XZM	Departure	13.3	-	-
18-May	12:37	8S215	XZM	Arrival	12.7	-	-
18-May	13:01	3A064	YFT	Arrival	11.5	-	-
18-May	14:13	3A082	ZUI	Arrival	13	-	-
18-May	14:15	3A164	YFT	Departure	10.9	-	-
18-May	14:25	3A182	ZUI	Departure	12.3	-	-
18-May	14:58	3A065	YFT	Arrival	12.5	-	-
18-May	16:15	3A167	YFT	Departure	9.4	-	-
18-May	17:03	3A067	YFT	Arrival	11.2	-	-
18-May	17:08	3A083	ZUI	Arrival	12.7	-	-
18-May	17:27	3A183	ZUI	Departure	13.4	-	-
18-May	17:59	8S126	XZM	Departure	12.4	-	-
18-May	20:37	3A084	ZUI	Arrival	12.6	-	-
18-May	20:55	8S2113	XZM	Arrival	12.3	-	-
18-May	20:56	3A185	ZUI	Departure	13.8	-	-
19-May	8:17	8S210	XZM	Arrival	11.9	-	-
19-May	8:56	3A061	YFT	Arrival	12.4	-	-
19-May	10:03	3A081	ZUI	Arrival	12.2	-	-
19-May	10:31	3A181	ZUI	Departure	12.7	-	-
19-May	10:41	8S212	XZM	Arrival	11.7	-	-
19-May	11:03	3A063	YFT	Arrival	11.9	-	-
19-May	11:04	8S121	XZM	Departure	11.8	-	-
19-May	12:37	8S215	XZM	Arrival	13.3	-	-
19-May	12:59	3A064	YFT	Arrival	12.9	-	-
19-May	13:55	3A082	ZUI	Arrival	13.3	-	-
19-May	14:20	3A164	YFT	Departure	13.2	-	-
19-May	14:22	3A182	ZUI	Departure	12.1	-	-
19-May	14:56	3A065	YFT	Arrival	12	-	-
19-May	16:14	3A167	YFT	Departure	12.2	-	-
19-May	16:59	3A067	YFT	Arrival	12.7	<= 5	< 2min
19-May	17:05	3A083	ZUI	Arrival	12.6	-	-
19-May	17:25	3A183	ZUI	Departure	12.1	-	-
19-May	17:57	8S126	XZM	Departure	13.3	-	-
19-May	20:45	3A084	ZUI	Arrival	12	-	-
19-May	20:56	8S2113	XZM	Arrival	12.4	-	-
19-May	20:59	3A185	ZUI	Departure	13.7	-	-
20-May	8:16	8S210	XZM	Arrival	11.3	-	-
20-May	8:50	3A061	YFT	Arrival	13	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
20-May	10:08	3A081	ZUI	Arrival	12.5	-	-
20-May	10:37	3A181	ZUI	Departure	12.6	-	-
20-May	10:47	8S212	XZM	Arrival	11.9	-	-
20-May	10:55	3A063	YFT	Arrival	12.6	-	-
20-May	11:14	8S121	XZM	Departure	13	-	-
20-May	12:46	8S215	XZM	Arrival	12.5	-	-
20-May	12:54	3A064	YFT	Arrival	12.5	-	-
20-May	13:55	3A082	ZUI	Arrival	13.7	-	-
20-May	14:15	3A182	ZUI	Departure	12	-	-
20-May	14:17	3A164	YFT	Departure	13.1	-	-
20-May	14:55	3A065	YFT	Arrival	12.9	-	-
20-May	16:36	3A167	YFT	Departure	12.8	-	-
20-May	16:57	3A067	YFT	Arrival	12.2	-	-
20-May	16:58	3A083	ZUI	Arrival	12.4	-	-
20-May	17:20	3A183	ZUI	Departure	11.5	-	-
20-May	18:04	8S126	XZM	Departure	12.9	-	-
20-May	20:35	3A084	ZUI	Arrival	12.2	-	-
20-May	20:46	8S2113	XZM	Arrival	12.1	-	-
20-May	20:56	3A185	ZUI	Departure	12.4	-	-
21-May	8:22	8S210	XZM	Arrival	12.2	-	-
21-May	9:03	3A061	YFT	Arrival	11.1	-	-
21-May	10:01	3A081	ZUI	Arrival	12.8	-	-
21-May	10:33	3A181	ZUI	Departure	13	-	-
21-May	10:42	8S212	XZM	Arrival	10.8	-	-
21-May	11:01	3A063	YFT	Arrival	12	-	-
21-May	11:06	8S121	XZM	Departure	12.6	-	-
21-May	12:37	8S215	XZM	Arrival	13.1	-	-
21-May	12:59	3A064	YFT	Arrival	12.3	-	-
21-May	13:56	3A082	ZUI	Arrival	13.3	-	-
21-May	14:13	3A182	ZUI	Departure	12.1	-	-
21-May	14:16	3A164	YFT	Departure	12.7	-	-
21-May	14:56	3A065	YFT	Arrival	12.3	-	-
21-May	16:14	3A167	YFT	Departure	12.2	-	-
21-May	16:59	3A067	YFT	Arrival	12.4	-	-
21-May	17:05	3A083	ZUI	Arrival	12.6	-	-
21-May	17:20	3A183	ZUI	Departure	11.9	-	-
21-May	18:04	8S126	XZM	Departure	13.3	-	-
21-May	20:48	3A084	ZUI	Arrival	12.1	-	-
21-May	20:56	8S2113	XZM	Arrival	11.6	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
21-May	21:08	3A185	ZUI	Departure	13.6	-	-
22-May	8:27	8S210	XZM	Arrival	12.2	-	-
22-May	8:57	3A061	YFT	Arrival	13.2	-	-
22-May	9:59	3A081	ZUI	Arrival	11.5	-	-
22-May	10:18	3A181	ZUI	Departure	12.5	-	-
22-May	10:41	8S212	XZM	Arrival	11.6	-	-
22-May	10:59	3A063	YFT	Arrival	13	-	-
22-May	11:16	8S121	XZM	Departure	13	-	-
22-May	12:40	8S215	XZM	Arrival	12.7	-	-
22-May	12:56	3A064	YFT	Arrival	11.9	-	-
22-May	14:03	3A082	ZUI	Arrival	12.7	-	-
22-May	14:12	3A182	ZUI	Departure	12.5	-	-
22-May	14:14	3A164	YFT	Departure	12.6	-	-
22-May	14:54	3A065	YFT	Arrival	12.4	-	-
22-May	16:23	3A167	YFT	Departure	12.2	-	-
22-May	16:58	3A083	ZUI	Arrival	13.2	-	-
22-May	16:59	3A067	YFT	Arrival	12.3	-	-
22-May	17:18	3A183	ZUI	Departure	10.8	-	-
22-May	18:12	8S126	XZM	Departure	11	-	-
22-May	20:37	3A084	ZUI	Arrival	12.4	-	-
22-May	20:55	3A185	ZUI	Departure	12.7	-	-
22-May	20:56	8S2113	XZM	Arrival	11.5	-	-
23-May	8:17	8S210	XZM	Arrival	12.6	-	-
23-May	8:55	3A061	YFT	Arrival	11.4	-	-
23-May	10:02	3A081	ZUI	Arrival	12.3	-	-
23-May	10:30	3A181	ZUI	Departure	12.6	-	-
23-May	10:37	8S212	XZM	Arrival	12.9	-	-
23-May	10:52	3A063	YFT	Arrival	12.6	-	-
23-May	10:59	8S121	XZM	Departure	13	-	-
23-May	12:38	8S215	XZM	Arrival	13.4	-	-
23-May	13:02	3A064	YFT	Arrival	11.8	-	-
23-May	13:57	3A082	ZUI	Arrival	12.7	-	-
23-May	14:15	3A182	ZUI	Departure	13	-	-
23-May	14:17	3A164	YFT	Departure	12.1	-	-
23-May	14:58	3A065	YFT	Arrival	12.4	-	-
23-May	16:15	3A167	YFT	Departure	12.3	-	-
23-May	17:07	3A083	ZUI	Arrival	12.7	-	-
23-May	17:13	3A067	YFT	Arrival	11.8	-	-
23-May	17:26	3A183	ZUI	Departure	11.9	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
23-May	17:59	8S126	XZM	Departure	11.8	-	-
23-May	20:46	3A084	ZUI	Arrival	12.2	-	-
23-May	20:54	8S2113	XZM	Arrival	11.8	-	-
23-May	20:59	3A185	ZUI	Departure	12.4	-	-
24-May	8:23	8S210	XZM	Arrival	11.4	-	-
24-May	9:01	3A061	YFT	Arrival	11.7	-	-
24-May	10:03	3A081	ZUI	Arrival	12.4	-	-
24-May	10:32	3A181	ZUI	Departure	12.1	-	-
24-May	10:47	8S212	XZM	Arrival	11.2	-	-
24-May	10:56	3A063	YFT	Arrival	12.7	-	-
24-May	11:13	8S121	XZM	Departure	12.2	-	-
24-May	12:42	8S215	XZM	Arrival	11.9	-	-
24-May	12:58	3A064	YFT	Arrival	12.6	-	-
24-May	14:06	3A082	ZUI	Arrival	13	-	-
24-May	14:12	3A164	YFT	Departure	12.5	-	-
24-May	14:16	3A182	ZUI	Departure	12.9	-	-
24-May	14:59	3A065	YFT	Arrival	12.3	-	-
24-May	16:18	3A167	YFT	Departure	12.9	-	-
24-May	17:00	3A067	YFT	Arrival	12.9	-	-
24-May	17:04	3A083	ZUI	Arrival	12.8	-	-
24-May	17:19	3A183	ZUI	Departure	11.9	-	-
24-May	18:00	8S126	XZM	Departure	13	-	-
24-May	20:39	3A084	ZUI	Arrival	12.3	-	-
24-May	20:51	8S2113	XZM	Arrival	12.4	<= 5	< 3min
24-May	20:57	3A185	ZUI	Departure	12.6	-	-
25-May	8:18	8S210	XZM	Arrival	13.1	-	-
25-May	8:59	3A061	YFT	Arrival	12	-	-
25-May	9:59	3A081	ZUI	Arrival	12.8	-	-
25-May	10:25	3A181	ZUI	Departure	12.5	-	-
25-May	10:41	8S212	XZM	Arrival	12.4	-	-
25-May	10:52	3A063	YFT	Arrival	11.7	-	-
25-May	11:02	8S121	XZM	Departure	12.4**	-	-
25-May	12:39	8S215	XZM	Arrival	13.4	-	-
25-May	13:01	3A064	YFT	Arrival	11.5	-	-
25-May	13:58	3A082	ZUI	Arrival	12.7	-	-
25-May	14:17	3A164	YFT	Departure	12	-	-
25-May	14:18	3A182	ZUI	Departure	13.5	-	-
25-May	14:57	3A065	YFT	Arrival	11.8	-	-
25-May	16:18	3A167	YFT	Departure	14.1	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
25-May	16:58	3A067	YFT	Arrival	12.2	-	-
25-May	17:01	3A083	ZUI	Arrival	12.7	-	-
25-May	17:24	3A183	ZUI	Departure	12.1	-	-
25-May	17:58	8S126	XZM	Departure	13	-	-
25-May	20:38	3A084	ZUI	Arrival	12.8	-	-
25-May	20:45	8S2113	XZM	Arrival	11.9	-	-
25-May	20:57	3A185	ZUI	Departure	11.8	-	-
26-May	8:20	8S210	XZM	Arrival	11.3	-	-
26-May	9:06	3A061	YFT	Arrival	11.8	-	-
26-May	9:58	3A081	ZUI	Arrival	13	-	-
26-May	10:25	3A181	ZUI	Departure	13	-	-
26-May	10:37	8S212	XZM	Arrival	11.9	-	-
26-May	11:00	3A063	YFT	Arrival	11.6	-	-
26-May	11:08	8S121	XZM	Departure	12.5	-	-
26-May	12:44	8S215	XZM	Arrival	13.4	-	-
26-May	13:00	3A064	YFT	Arrival	13.1	-	-
26-May	13:56	3A082	ZUI	Arrival	13	-	-
26-May	14:13	3A164	YFT	Departure	12.7	-	-
26-May	14:16	3A182	ZUI	Departure	13.6	-	-
26-May	15:02	3A065	YFT	Arrival	12	-	-
26-May	16:15	3A167	YFT	Departure	11	-	-
26-May	17:00	3A083	ZUI	Arrival	13.3	-	-
26-May	17:03	3A067	YFT	Arrival	12.5	-	-
26-May	17:25	3A183	ZUI	Departure	12.6	-	-
26-May	18:01	8S126	XZM	Departure	12	-	-
26-May	20:53	8S2113	XZM	Arrival	12.7	-	-
26-May	21:01	3A084	ZUI	Arrival	12.9	-	-
26-May	21:13	3A185	ZUI	Departure	12.3	-	-
27-May	8:40	8S210	XZM	Arrival	11.7**	-	-
27-May	8:53	3A061	YFT	Arrival	12.9	-	-
27-May	9:58	3A081	ZUI	Arrival	13.1	-	-
27-May	10:35	3A181	ZUI	Departure	12.7	-	-
27-May	10:44	8S212	XZM	Arrival	12.6	-	-
27-May	10:54	3A063	YFT	Arrival	12.6	-	-
27-May	11:17	8S121	XZM	Departure	12.9	-	-
27-May	12:38	8S215	XZM	Arrival	12.2	-	-
27-May	13:02	3A064	YFT	Arrival	11.8	-	-
27-May	13:58	3A082	ZUI	Arrival	12.6	-	-
27-May	14:15	3A182	ZUI	Departure	13.2	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
27-May	14:16	3A164	YFT	Departure	12.4	-	-
27-May	14:57	3A065	YFT	Arrival	12.8	-	-
27-May	16:21	3A167	YFT	Departure	12	-	-
27-May	16:53	3A067	YFT	Arrival	12.5	-	-
27-May	17:00	3A083	ZUI	Arrival	13.2	-	-
27-May	17:18	3A183	ZUI	Departure	13.3	-	-
27-May	17:59	8S126	XZM	Departure	13.2	-	-
27-May	20:35	3A084	ZUI	Arrival	13.2	-	-
27-May	20:53	3A185	ZUI	Departure	12.5	-	-
27-May	21:04	8S2113	XZM	Arrival	11.6	-	-
28-May	8:21	8S210	XZM	Arrival	12.8	-	-
28-May	9:01	3A061	YFT	Arrival	11.7	-	-
28-May	9:56	3A081	ZUI	Arrival	13.5	-	-
28-May	10:25	3A181	ZUI	Departure	12.4	-	-
28-May	10:40	8S212	XZM	Arrival	12.3	-	-
28-May	10:55	3A063	YFT	Arrival	12.7	-	-
28-May	11:05	8S121	XZM	Departure	12.5	-	-
28-May	12:37	8S215	XZM	Arrival	12.2	-	-
28-May	13:04	3A064	YFT	Arrival	12.4	-	-
28-May	13:58	3A082	ZUI	Arrival	13.1	-	-
28-May	14:14	3A164	YFT	Departure	12.9	-	-
28-May	14:16	3A182	ZUI	Departure	13.1	-	-
28-May	14:57	3A065	YFT	Arrival	11.7	-	-
28-May	16:20	3A167	YFT	Departure	13.1	-	-
28-May	16:56	3A067	YFT	Arrival	13	-	-
28-May	16:59	3A083	ZUI	Arrival	12.6	-	-
28-May	17:18	3A183	ZUI	Departure	12.9	-	-
28-May	18:08	8S126	XZM	Departure	12.7	-	-
28-May	20:41	3A084	ZUI	Arrival	13.2	-	-
28-May	20:52	8S2113	XZM	Arrival	12.1	-	-
28-May	20:56	3A185	ZUI	Departure	12.1	-	-
29-May	8:17	8S210	XZM	Arrival	12.6	-	-
29-May	9:01	3A061	YFT	Arrival	11.9	-	-
29-May	9:53	3A081	ZUI	Arrival	12.1	-	-
29-May	10:24	3A181	ZUI	Departure	12.1	-	-
29-May	10:40	8S212	XZM	Arrival	12.6	-	-
29-May	11:08	3A063	YFT	Arrival	9.7	-	-
29-May	11:11	8S121	XZM	Departure	12.1	-	-
29-May	12:34	8S215	XZM	Arrival	13	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
29-May	13:00	3A064	YFT	Arrival	12.1	-	-
29-May	13:40	3A082	ZUI	Arrival	12.3	-	-
29-May	14:12	3A182	ZUI	Departure	13.1	-	-
29-May	14:28	3A164	YFT	Departure	12.3	-	-
29-May	15:01	3A065	YFT	Arrival	11.9	-	-
29-May	16:17	3A167	YFT	Departure	12.5	-	-
29-May	16:55	3A083	ZUI	Arrival	13.8	-	-
29-May	17:11	3A067	YFT	Arrival	11.8	-	-
29-May	17:20	3A183	ZUI	Departure	13.6	-	-
29-May	18:00	8S126	XZM	Departure	12.8	-	-
29-May	20:37	3A084	ZUI	Arrival	12.9	-	-
29-May	20:50	8S2113	XZM	Arrival	12.5	-	-
29-May	20:54	3A185	ZUI	Departure	12.6	-	-
30-May	8:20	8S210	XZM	Arrival	12	-	-
30-May	8:58	3A061	YFT	Arrival	11.7	-	-
30-May	10:02	3A081	ZUI	Arrival	12.9	-	-
30-May	10:31	3A181	ZUI	Departure	12.8	-	-
30-May	10:36	8S212	XZM	Arrival	12.5	-	-
30-May	11:01	8S121	XZM	Departure	12.2	-	-
30-May	11:02	3A063	YFT	Arrival	12.7	-	-
30-May	12:38	8S215	XZM	Arrival	12.7	-	-
30-May	13:02	3A064	YFT	Arrival	11.8	-	-
30-May	13:57	3A082	ZUI	Arrival	13	-	-
30-May	14:11	3A182	ZUI	Departure	12.5	-	-
30-May	14:15	3A164	YFT	Departure	12.6	-	-
30-May	14:58	3A065	YFT	Arrival	12	-	-
30-May	16:14	3A167	YFT	Departure	12.1	-	-
30-May	16:57	3A067	YFT	Arrival	12.4	-	-
30-May	16:59	3A083	ZUI	Arrival	13.1	-	-
30-May	17:17	3A183	ZUI	Departure	13.6	-	-
30-May	18:00	8S126	XZM	Departure	12.4	-	-
30-May	20:40	3A084	ZUI	Arrival	13	-	-
30-May	20:55	8S2113	XZM	Arrival	11.1	-	-
30-May	20:56	3A185	ZUI	Departure	13	-	-
31-May	8:24	8S210	XZM	Arrival	12	-	-
31-May	9:03	3A061	YFT	Arrival	12.1	-	-
31-May	10:01	3A081	ZUI	Arrival	12.9	-	-
31-May	10:35	3A181	ZUI	Departure	12.7	-	-
31-May	10:41	8S212	XZM	Arrival	11.9	-	-

Date	Time [Arrival at / Departure from HKIA SkyPier]	Ferry No.	Connecting Port [XZM - Macao (Maritime Ferry Terminal) YFT - Macao (Taipa) ZUI - Zhuhai Jiuzhou]	Travel Direction [Arrival at / Departure from HKIA SkyPier]	Average Speed within Speed Control Zone (knots)	Extent of Instantaneous Speeding by SkyPier HSFs across SCZ (knots)	Duration of the Instantaneous Speeding (min)
31-May	10:55	3A063	YFT	Arrival	12.3	-	-
31-May	11:01	8S121	XZM	Departure	12.6	-	-
31-May	12:39	8S215	XZM	Arrival	12.4	-	-
31-May	12:59	3A064	YFT	Arrival	13.2	-	-
31-May	13:58	3A082	ZUI	Arrival	13	-	-
31-May	14:12	3A164	YFT	Departure	13	-	-
31-May	14:15	3A182	ZUI	Departure	12	-	-
31-May	15:03	3A065	YFT	Arrival	10.5	-	-
31-May	16:17	3A167	YFT	Departure	11.9	-	-
31-May	17:00	3A083	ZUI	Arrival	12.8	-	-
31-May	17:07	3A067	YFT	Arrival	12.8	-	-
31-May	17:17	3A183	ZUI	Departure	13.4	-	-
31-May	18:04	8S126	XZM	Departure	14	-	-
31-May	20:36	3A084	ZUI	Arrival	13.3	-	-
31-May	20:49	8S2113	XZM	Arrival	11.7	-	-
31-May	20:58	3A185	ZUI	Departure	13.2	-	-

** Insufficient or no AIS data for speed calculation.

Follow-up on instantaneous speeding

Referring to the data of SkyPier HSF movements in May 2019, instantaneous speeding (i.e. a sudden change in speed at over 15 knots for a short period of time) within the SCZ was recorded from 4 HSF movements of which the durations of all instantaneous speeding cases were less than 2 minutes. The AIS data and ferry operators' responses showed the cases were due to local strong water, GIS error and giving way to vessels. The captains had reduced speed and maintained the speed at less than 15 knots after the incidents.

Three HSFs with insufficient transmission of AIS data were received in May 2019. Vessel captains were requested to provide the AIS plots to indicate the vessels entered the SCZ though the gate access points with no speeding in the SCZ.