



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

Construction Phase Quarterly EM&A Report  
No.22 (1 April to 30 June 2021)

August 2021

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**This Construction Phase Quarterly EM&A Report No. 22 has been  
reviewed and certified by**

**the Environmental Team Leader (ETL) in accordance with**

**Section 15.4 of the Updated EM&A Manual**

**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

7 October 2021



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By Email

Airport Authority Hong Kong  
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Lantau, Hong Kong

Attn: Mr. Lawrence Tsui, Principal Manager

7 October 2021

Dear Sir,

**Contract No. 3102**  
**3RS Independent Environmental Checker Consultancy Services**

**Quarterly EM&A Report No.22 (For 1 April 2021 to 30 June 2021)**

Reference is made to the Environmental Team's submission of Quarterly EM&A Report No.22 (For 1 April 2021 to 30 June 2021) under section 15.4 of the Updated EM&A Manual certified by the ET Leader on 7 October 2021.

We would like to inform you that we have no adverse comment and verify the captioned submission.

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

c.c. Mott MacDonald – Terence Kong (ETL)

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## 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
CTCC	Construction Traffic Control Centre
CWD	Chinese White Dolphin
DCM	Deep Cement Mixing
DEZ	Dolphin Exclusion Zone
DO	Dissolved Oxygen
EIA	Environmental Impact Assessment
EM&A	Environmental Monitoring & Audit
EMIS	Environmental Mitigation Implementation Schedule
EP	Environmental Permit
EPD	Environmental Protection Department
EPSS	Emergency Power Supply Systems
ET	Environmental Team
FCZ	Fish Culture Zone
HKBCF	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities
HKIA	Hong Kong International Airport
HSF	High Speed Ferry
IEC	Independent Environmental Checker
LKC	Lung Kwu Chau
MMHK	Mott MacDonald Hong Kong Limited
MMWP	Marine Mammal Watching Plan
MSS	Maritime Surveillance System
MTRMP-CAV	Updated Marine Travel Routes and Management Plan for Construction and Associated Vessel
NEL	Northeast Lantau
NWL	Northwest Lantau
PAM	Passive Acoustic Monitoring
SC	Sha Chau
SCZ	Speed Control Zone
SCLKCMP	Sha Chau and Lung Kwu Chau Marine Park
SS	Suspended Solids
STG	Encounter Rate of Number of Dolphin Sightings
SWL	Southwest Lantau
T2	Terminal 2
The Manual	The Updated EM&A Manual

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
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 22<sup>nd</sup> Construction Phase Quarterly EM&A Report for the Project which summarises the monitoring results and audit findings of the EM&A programme during the reporting period from 1 April 2021 to 30 June 2021.

## **Key Activities in the Reporting Period**

The key activities of the Project carried out in the reporting period included reclamation works and land-based works. Works in the reclamation areas included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works. Land-based works on existing airport island involved mainly airfield works, 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 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:



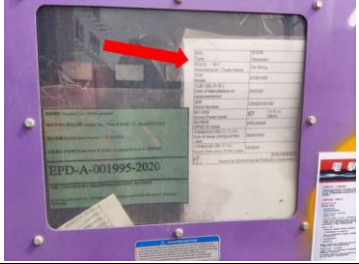

<b>Monitoring Activities</b>	<b>Number of Sessions</b>
1-hour Total Suspended Particulates (TSP) air quality monitoring	96
Noise monitoring	50
Water quality monitoring	39
Vessel line-transect surveys for Chinese White Dolphin (CWD) monitoring	6
Land-based theodolite tracking survey effort for CWD monitoring	6

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 Maritime 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.

In accordance with Section 6.2.1.1 of the Manual, the methodology of annual sewage flow monitoring for the existing gravity sewer from the airport discharge manhole to Tung Chung Sewage Pumping Station (TCSPS) should be prepared and submitted to EPD one year before

the scheduled commencement of operation of the proposed third runway. As such, the sewage flow monitoring methodology paper was prepared, submitted and subsequently approved by EPD on 21 June 2021. The annual sewage flow monitoring has also been started since June 2021. According to the daily flow monitoring record of Sewage Pumping Station 1 (SPS-1) located at the Airport for June 2021 (see **Appendix C**), the daily average flow of 13,460 m<sup>3</sup>/day was well below 80% of pipe full flow capacity of 53,395.2 m<sup>3</sup>/day as defined in Section 2.6.3 of the approved sewage flow monitoring methodology paper. For the subsequent sets of sewage flow monitoring data for SPS-1, it will be presented in upcoming Quarterly and Annual EM&A Reports.

**Snapshots of Good Environmental Practices in the Reporting Period**

 		
<p>Use of different colour labels for PME operating at different period during restricted hours</p>	<p>Use of construction equipment with valid QPME Label</p>	<p>Use of impervious liners for the prevention of potential leachate seepage of marine sediment</p>

Key examples of good site practices implemented in the Project are highlighted as below:

1. Different coloured labels were applied to Powered Mechanical Equipment (PME) being used at different period during restricted hours. Contractor’s frontline staff could easily identify the types of PME that can be used at a specific period.
2. Construction equipment with valid Quality Powered Mechanical Equipment (QPME) label was used at the construction site. This practice demonstrated that contractors’ equipment was notably quieter, more environmentally friendly and efficient.
3. Impervious liners were used for the prevention of potential leachate seepage from treated marine sediment storage area.

**Summary Findings of the EM&A Programme**

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 waste, and CWD monitoring did not trigger the corresponding Action and Limit Levels in the reporting period.

One monitoring result of construction noise triggered the Limit Level in the reporting period, and the corresponding investigation was conducted as stipulated in the EM&A programme. The investigation findings concluded that the case was not due to the Project.

The water quality monitoring results for all parameters, except dissolved oxygen (DO) and suspended solids (SS), obtained during the reporting period were within the corresponding Action and Limit Levels stipulated in the EM&A programme. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered. For DO and SS, some testing results triggered the relevant Action or Limit Levels, and the corresponding investigations were conducted accordingly. The investigation findings

concluded that the cases were not related to the Project. To conclude, the construction activities in the reporting period did not introduce adverse impact to all water quality sensitive receivers.

The key findings of the EM&A programme during the reporting period are summarised as below:

	Yes	No	Details	Analysis / Recommendation / Remedial Actions
Breach of Limit Level <sup>^</sup>		√	No breach of Limit Level was recorded.	Nil
Breach of Action Level <sup>^</sup>		√	No breach of Action Level was recorded.	Nil
Complaints Received	√		A complaint regarding alleged dusty and muddy vehicles from Three Runway System Project at Tuen Mun Public Cargo Working Area was received on 20 April 2021.	ET requested the relevant contractors to provide information related to the complaint. Regular site inspections were conducted in which wheel washing on vehicles prior to leaving their works area was observed. For ad hoc inspections, soil and sands on road surface in Tuen Mun Public Cargo Working Area and dusty surfaces at North Eastern Quay on 3RS reclaimed land were both observed. To follow up, the contractors are reminded to ensure the wheels of outgoing vehicles from their site area are properly washed. Haul road connected to the quay would be paved and manual wheel washing would be implemented continuously. In the long term, an enhanced wheel washing measure is planned at the quays. The case was considered closed.
			A complaint regarding dust issue was received on 14 May 2021.	ET requested the relevant contractor to provide information related to the complaint. Regular site inspections and joint inspections were conducted in which sprinklers and water trucks were observed operating. ET also checked the wind speed at the Chek Lap Kok wind station and the result might suggest the presence of sudden gust. Based on the information provided by the contractor and ET's findings, the dust generation might be caused by sudden gust. Nevertheless, the contractor was reminded to continue implementing mitigation measures on dust control. The case was considered closed.
			A complaint regarding sand material blown from stockpiling area of 3RS project was received on 21 June 2021.	ET requested the relevant contractors to provide information related to the complaint. Regular site inspections and joint inspection were conducted and no observation related to dust issue was recorded. Besides, inactive and idle stockpiles were covered and water spraying actions on active stockpiles were conducted and had been enhanced. All contractors were reminded to continue implementing their mitigation measures on dust control on stockpiles. The case was considered closed.
			A complaint regarding dust issue at the eastern quay of the Project was received on 21 June 2021.	ET requested the relevant contractors to provide information related to the complaint. Regular site inspections and ad-hoc inspection were conducted in which no observation related to dust issue was recorded. ET also observed contractor was conducting water spraying at concerned area during ET's site inspection. Nevertheless, all contractors were reminded to continue implementing water spraying properly and adequately at their work areas. ET and IEC would continue to monitor contractors' dust suppression measures during environmental site inspections and the implementation of these measures at the concerned area. Hence, the complaint case was considered closed.
			A complaint regarding muddy water from the Project was received on 28 June 2021.	ET requested the relevant contractors to provide information related to the complaint. Regular site inspections and joint inspection were conducted in which no illegal discharge was identified in the checklists. Moreover, Hong Kong Observatory issued four Amber Rainstorm Warning Signals on 22, 23, 24 June which might suggest heavy rainfall resulting in surface runoff at the alleged area. To follow up, ET would remind the contractors to pay attention on the possibility of surface run off, especially during rainy season and carry out

	Yes	No	Details	Analysis / Recommendation / Remedial Actions
				further improvement on current measures if needed. Hence, the complaint case was considered closed.
Notification of any summons and status of prosecutions		√	No notification of summons or prosecution were received.	Nil
Changes that affect the EM&A		√	There was no change to the construction works that may affect the EM&A.	Nil

Remarks:

^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 3.1<sup>1</sup>. 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 summary of construction works programme can be referred to the corresponding Monthly EM&A Reports. Description of relevant contracts in the reporting period was presented in Appendix A of the Construction Phase Monthly EM&A Report No. 64.

## 1.2 Scope of this Report

This is the 22<sup>nd</sup> Construction Phase Quarterly EM&A Report for the Project which summarises the key findings of the EM&A programme during the reporting period from 1 April 2021 to 30 June 2021.

## 1.3 Project Organisation

The Project’s organisation structure is provided in **Appendix A**. Contact details of the key personnel have been updated and provided in **Table 1.1**.

**Table 1.1: Contact Information of Key Personnel**

Party	Position	Name	Telephone
Project Manager’s Representative (Airport Authority Hong Kong)	Principal Manager, Environmental Compliance, Sustainability	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

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

Party	Position	Name	Telephone
Independent Environmental Checker (IEC) (AECOM Asia Company Limited)	Independent Environmental Checker	Jackel Law	3922 9376
	Deputy Independent Environmental Checker	Roy Man	3922 9141

### Reclamation Works:

Party	Position	Name	Telephone
Contract 3206 Main Reclamation Works (ZHEC-CCCC-CDC Joint Venture)	Project Manager	Alan Mong	3763 1352
	Environmental Officer	Zhang Bin Wang	3763 1451

### 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	Joe Wong	6182 0351
Contract 3302 Eastern Vehicular Tunnel Advance Works (China Road and Bridge Corporation)	Project Manager	Dickey Yau	5699 4503
	Environmental Officer	Dennis Ho	5645 0563
Contract 3303 Third Runway and Associated Works (SAPR Joint Venture)	Project Manager	Andrew Keung	6277 6628
	Environmental Officer	Max Chin	6447 5707
Contract 3305 Airfield Ground Lighting System (ADB Safegate Hong Kong Limited)	Project Manager	Allam Al-Turk	2944 9725
	Environmental Officer	Calvin Sze	9205 9277
Contract 3307 Fire Training Facility (Paul Y. Construction Company Limited)	Project Manager	Steven Meredith	6109 1813
	Environmental Officer	Albert Chan	9700 1083
Contract 3310 North Runway Modification Works and BHS Tunnels on Existing Airport Island	Project Manager	Kingsley Chiang	9424 8437
	Environmental Officer	Federick Wong	9842 2703

### Third Runway Concourse:

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
	Project Manager	Alice Leung	9220 3162

Party	Position	Name	Telephone
Contract 3403 New Integrated Airport Centres Building and Civil Works (Sun Fook Kong Construction Limited)	Environmental Officer	Ray Cheung	9785 1566
Contract 3405 Third Runway Concourse Foundation and Substructure Works (China Road and Bridge Corporation – Bachy Soletanche Group Limited – LT Sambo Co., Ltd. Joint Venture)	Project Manager	Francis Choi	9423 3469
	Environmental Officer	Jacky Lai	9028 8975
Contract 3408 Third Runway Concourse and Apron Works (Beijing Urban Construction Group Company Limited and Chevalier (Construction) Company Limited Joint Venture)	Assistant Project Manager	Qian Zhang	5377 7976
	Environmental Officer	Malcolm Leung	7073 7559

#### Terminal 2 (T2) Expansion:

Party	Position	Name	Telephone
Contract 3503 Terminal 2 Foundation and Substructure Works (Leighton – Chun Wo Joint Venture)	Project Manager	Eric Wu	3973 1718
	QA & Environmental Manager	Jerry Chang	6323 9345
Contract 3508 Terminal 2 Expansion Works (Gammon Engineering & Construction Company Limited)	Project Director	Richard Ellis	6201 5637
	Environmental Manager	Michelle Tang	9267 8866

#### Automated People Mover (APM) and Baggage Handling System (BHS):

Party	Position	Name	Telephone
Contract 3601 New Automated People Mover System (TRC Line) (CRRRC Puzhen Bombardier Transportation Systems Limited and CRRRC Nanjing Puzhen Co., Ltd. Joint Venture)	Project Manager	Hongdan Wei	158 6180 9450
	Environmental Officer	P L Wong	9143 2185
Contract 3602 Existing APM System Modification Works (Niiigata Transys Co., Ltd.)	Project Manager	Kunihiro Tatecho	9755 0351
	Environmental Officer	Carrie Kwan	9276 0551
Contract 3603 3RS Baggage Handling System (VISH Consortium)	Project Manager	K C Ho	9272 9626
	Environmental Officer	Eric Ha	9215 3432

### Construction Support (Facilities):

Party	Position	Name	Telephone
Contract 3721 Construction Support Infrastructure Works (China State Construction Engineering (Hong Kong) Ltd.)	Site Agent	Thomas Lui	9011 5340
	Environmental Officer	Xavier Lam	9493 2944
Contract 3722 Western Support Area – Construction Support Facilities (Tapbo Construction Company Limited and Konwo Modular House Limited Joint Venture)	Deputy Project Director	Philip Kong	9049 3161
	Environmental Officer	Eddie Suen	6338 8862
Contract 3723 Eastern Support Area – Construction Support Facilities (Tapbo Construction Company Limited and Konwo Modular House Ltd. Joint Venture.)	Deputy Project Director	Philip Kong	9049 3161
	Environmental Officer	Eddie Suen	6338 8862
Contract 3728 Minor Site Works (Shun Yuen Construction Company Limited)	Contract Manager	C K Liu	9194 8739
	Environmental Officer	K F Li	9086 1793

### Airport Support Infrastructure:

Party	Position	Name	Telephone
Contract 3801 APM and BHS Tunnels on Existing Airport Island (China State Construction Engineering (Hong Kong) Ltd.)	Project Manager	Kingsley Chiang	9424 8437
	Safety Manager	Joe Tang	9861 3818
Contract 3802 APM and BHS Tunnels and Related Works (Gammon Construction Limited)	Project Director	John Adams	6111 6989
	Environmental Officer	Phoebe Ng	9869 1105

### Construction Support (Services / Licences):

Party	Position	Name	Telephone
Contract 3901A Concrete Batching Facility (K. Wah Concrete Company Limited)	Project Manager	Benedict Wong	9553 2806
	Environmental Officer	C P Fung	9874 2872
Contract 3901B Concrete Batching Facility (Gammon Construction Limited)	Senior Project Manager	Gabriel Chan	2435 3260
	Environmental Officer	Rex Wong	2695 6319

## 1.4 Contact information for the Project

The contact information for the Project is provided in **Table 1.2**. The public can contact us through the following channels if they have any queries and comments on the environmental monitoring data and project related information.

**Table 1.2: Contact Information of the Project**

Channels	Contact Information
Hotline	3908 0354
Email	<a href="mailto:env@3rsproject.com">env@3rsproject.com</a>
Fax	3747 6050
Postal Address	Airport Authority Hong Kong HKIA Tower 1 Sky Plaza Road Hong Kong International Airport Lantau Hong Kong Attn: Environmental Team Leader Mr Terence Kong c/o Mr Lawrence Tsui (TRD)

## 1.5 Summary of Construction Works

The key activities of the Project carried out in the reporting period included reclamation works and land-based works. Works in the reclamation areas included DCM works, marine filling, seawall and facilities construction, together with runway and associated works. Land-based works on existing airport island involved mainly airfield works, 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.

The locations of the key construction activities are presented in **Figure 1.1**. The latest layout of enhanced silt curtain can be referred to Figure 1.2 of the Construction Phase Monthly EM&A Report No. 63.

## 1.6 Summary of EM&A Programme Requirements

The status for all environmental aspects is presented in **Table 1.3**. The EM&A requirements remained unchanged during the reporting period.

**Table 1.3: Summary of Status for All Environmental Aspects under the Updated EM&A Manual**

Parameters	EM&A Requirements	Status
<b>Air Quality</b>		
Baseline Monitoring	At least 14 consecutive days before commencement of construction work	The baseline air quality monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	At least 3 times every 6 days	On-going
<b>Noise</b>		
Baseline Monitoring	Daily for a period of at least two weeks prior to the commencement of construction works	The baseline noise monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	Weekly	On-going
<b>Water Quality</b>		

Parameters	EM&A Requirements	Status
General Baseline Water Quality Monitoring for reclamation, water jetting and field joint works	Three days per week, at mid-flood and mid-ebb tides, for at least four weeks prior to the commencement of marine 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	Three days per week, at mid-flood and mid-ebb tides.	On-going for reclamation works. General impact water quality monitoring for water jetting works was completed on 23 May 2017.
Initial Intensive Deep Cement Mixing (DCM) Water Quality Monitoring	At least four weeks	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	Three times per week until completion of DCM works.	Due to the completion of all marine-based DCM works within May 2021, regular DCM monitoring was ceased at all monitoring stations starting from 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.
<b>Sewerage and Sewage Treatment</b>		
Methodology for carrying out annual sewage flow monitoring for concerned gravity sewer	Methodology to be prepared and submitted to EPD one year before the scheduled commencement of operation of the proposed third runway.	The proposed methodology of the annual sewage flow monitoring was approved by EPD. The annual flow monitoring has been started since June 2021.
Details of the routine H <sub>2</sub> S monitoring system for the sewerage system of 3RS	Details to be prepared and submitted to EPD at least one year before commencement of the operation of 3RS.	The details of the routine H <sub>2</sub> S monitoring system will be prepared and submitted to EPD at least one year before commencement of operation of 3RS.
<b>Waste Management</b>		
Waste Monitoring	At least weekly	On-going
<b>Land Contamination</b>		
Supplementary Contamination Assessment Plan (CAP)	At least 3 months before commencement of any soil remediation works.	The Supplementary CAP was submitted and approved by EPD under EP condition 2.20.
Contamination Assessment Report (CAR) for Golf Course	CAR to be submitted for golf course	The CAR for Golf Course was submitted and accepted by EPD.
	CAR to be submitted for Terminal 2 Emergency Power Supply Systems	The CARs for Terminal 2 Emergency Power Supply Systems were submitted and accepted by EPD.
<b>Terrestrial Ecology</b>		
Pre-construction Egretty Survey Plan	Once per month in the breeding season between April and July, prior to the commencement of HDD drilling works.	The Egretty Survey Plan was submitted and approved by EPD under EP Condition 2.14.
Ecological Monitoring	Monthly monitoring during the HDD construction works period from August to March.	The terrestrial ecological monitoring at Sheung Sha Chau was completed in January 2019.
<b>Marine Ecology</b>		
Pre-Construction Phase Coral Dive Survey	Prior to marine construction works	The Coral Translocation Plan was submitted and approved by EPD under EP Condition 2.12.
Coral Translocation	-	The coral translocation was completed on 5 January 2017.
Post-translocation Monitoring	As per an enhanced monitoring programme based on the Coral Translocation Plan	The post-translocation monitoring programme according to the Coral Translocation Plan was completed in April 2018.

Parameters	EM&A Requirements	Status
<b>Chinese White Dolphins (CWD)</b>		
Baseline Monitoring	6 months of baseline surveys before the commencement of land formation related construction works. Vessel line transect surveys: Two full surveys per month; Land-based theodolite tracking surveys: Two days per month at the Sha Chau station and two days per month at the Lung Kwu Chau station; and Passive Acoustic Monitoring (PAM): For the whole duration of baseline period.	Baseline CWD results were reported in the CWD Baseline Monitoring Report and submitted to EPD in accordance with EP Condition 3.4.
Impact Monitoring	Vessel line transect surveys: Two full surveys per month; Land-based theodolite tracking surveys: One day per month at the Sha Chau station and one day per month at the Lung Kwu Chau station; and PAM: For the whole duration for land formation related construction works.	On-going
<b>Landscape and Visual</b>		
Landscape and Visual Plan	At least 3 months before the commencement of construction works on the formed land of the Project.	The Landscape & Visual Plan was submitted and approved by EPD under EP Condition 2.18
Baseline Monitoring	One-off survey within the Project site boundary prior to commencement of any construction works	The baseline landscape & visual monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	Weekly	On-going
<b>Environmental Auditing</b>		
Regular site inspection	Weekly	On-going
Marine Mammal Watching Plan (MMWP) implementation measures	Monitor and check	On-going
Dolphin Exclusion Zone (DEZ) Plan implementation measures	Monitor and check	On-going
SkyPier High Speed Ferries (HSF) implementation measures	Monitor and check	On-going
Construction and Associated Vessels implementation measures	Monitor and check	On-going
Silt Curtain Deployment Plan implementation measures	Monitor and check	On-going
Spill Response Plan implementation measures	Monitor and check	On-going
Complaint Hotline and Email Channel	Construction phase	On-going
Environmental Log Book	Construction phase	On-going

Taking into account the construction works in the 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 ET for the checking of implementation of 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 summarised as below:

- Four skipper trainings provided by ET; and
- Fifty-one environmental management meetings for EM&A review with works contracts.

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 B**.

## 2 Environmental Monitoring and Auditing

### 2.1 Air Quality Monitoring

Impact 1-hour Total Suspended Particulates (TSP) monitoring was conducted three times every six days at two representative monitoring stations during the reporting period. The locations of monitoring stations are described in **Table 2.1** and presented in **Figure 2.1**.

#### 2.1.1 Action and Limit Levels

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 2.1** for reference.

**Table 2.1: Impact Air Quality Monitoring Stations**

Monitoring Station	Location	Action Level ( $\mu\text{g}/\text{m}^3$ )	Limit Level ( $\mu\text{g}/\text{m}^3$ )
AR1A	Man Tung Road Park	306	500
AR2	Village House at Tin Sum	298	

#### 2.1.2 Summary of Monitoring Results

The air quality monitoring results in the reporting period are summarised in **Table 2.2** and the graphical plot is presented in **Appendix C**.

**Table 2.2: Percentage of Air Quality Monitoring Results within Action and Limit Levels**

	AR1A	AR2
Apr 2021	100%	100%
May 2021	100%	100%
Jun 2021	100%	100%
Overall	100%	100%

Note: The percentages are calculated by dividing the number of monitoring results within their corresponding Action and Limit Levels by the total number of monitoring results.

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

General meteorological conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.3**.

**Table 2.3: General Meteorological Condition during Impact Air Quality Monitoring**

	Weather	Dominant Wind Direction
Mar 2021	Cloudy	Southwest
Apr 2021	Sunny to Cloudy	Southwest
May 2021	Sunny to Cloudy	Southwest
Jun 2021	Sunny to Cloudy	Southwest

### 2.1.3 Conclusion

No dust emission source was observed at the monitoring stations during the monitoring sessions. As the sensitive receivers were far away from the construction activities, with the implementation of dust control measures, there was no adverse impact at the sensitive receivers attributable to the works of the Project.

## 2.2 Noise Monitoring

Impact noise monitoring was conducted at four representative monitoring stations once per week during 0700 and 1900 in the reporting period. The locations of monitoring stations are described in **Table 2.4** and presented in **Figure 2.1**.

### 2.2.1 Action and Limit Levels

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 2.4**.

**Table 2.4: Impact Noise Monitoring Stations**

Monitoring Station	Location	Action Level	Limit Level
NM1A	Man Tung Road Park	When one documented complaint is received from any one of the sensitive receivers	75 dB(A)
NM4	Ching Chung Hau Po Woon Primary School		65dB(A) / 70 dB(A) <sup>(i)</sup>
NM5	Village House in Tin Sum		75 dB(A)
NM6	House No. 1, Sha Lo Wan		75 dB(A)

Note:

<sup>(i)</sup> The Limit Level for NM4 is reduced to 70dB(A) for being an educational institution. During school examination period, the Limit Level is further reduced to 65dB(A).

### 2.2.2 Summary of Monitoring Results

The noise monitoring results in the reporting period are summarised in **Table 2.5** and the graphical plot is presented in **Appendix C**.

**Table 2.5: Percentage of Noise Monitoring Results within Action and Limit Levels**

	NM1A	NM4	NM5	NM6
Apr 2021	100%	100%	100%	100%
May 2021	75%	100%	100%	100%
Jun 2021	100%	100%	100%	100%
Overall	91.7%	100%	100%	100%

Note: The percentages are calculated by dividing the number of monitoring results within their corresponding Action and Limit Levels by the total number of monitoring results.

No complaints were received from any sensitive receiver that triggered the Action Level.

One of the monitoring results triggered the corresponding Limit Level at NM1A on 28 May 2021. Actions were taken accordingly based on the established Event and Action Plan as presented in the Manual. Details of the investigation findings are presented in Construction Phase Monthly EM&A Report No. 65, which concluded that the case was not related to the Project.

General meteorological conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.6**.

**Table 2.6: General Meteorological Condition during Impact Noise Monitoring**

Weather	
Mar 2021	Cloudy
Apr 2021	Sunny to Cloudy
May 2021	Sunny to Cloudy
Jun 2021	Sunny to Cloudy

### 2.2.3 Conclusion

During the reporting period, it is noted that the vast majority of monitoring results were within their corresponding Action and Limit Levels, while only one result triggered the corresponding Limit Level, and investigation was conducted accordingly. Based on the findings presented in Construction Phase Monthly EM&A Report No.65, the case that triggered the corresponding Limit Level was not due to the Project. Therefore, the Project did not cause adverse impact at the noise sensitive receivers. All required actions under the Event and Action Plan were followed.

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 and cicadas chirping near NM1A, school activities at NM4, and aircraft noise near NM5 and NM6. With the implementation of noise control measures, there was no adverse impact at the sensitive receivers attributable to the works of the Project.

## 2.3 Water Quality Monitoring

During the reporting period, water quality monitoring was conducted three days per week, at mid-flood and mid-ebb 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 the water quality sensitive receivers around the existing 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 impacts from the Project before the impacts could become apparent at sensitive receivers (represented by the SR stations). **Table 2.7** describes the details of the monitoring stations. **Figure 2.2** shows the locations of the monitoring stations.

Due to the completion of all marine-based DCM works within May 2021, regular DCM monitoring was ceased at all monitoring stations starting from 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.

**Table 2.7: Monitoring Locations and Parameters for Impact Water Quality Monitoring**

Monitoring Station	Description	Coordinates		Parameters
		Easting	Northing	
C1	Control Station	804247	815620	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS
C2	Control Station	806945	825682	
C3 <sup>(3)</sup>	Control Station	817803	822109	
IM1	Impact Station	807132	817949	<u>DCM Parameters</u> Total Alkalinity, Heavy Metals <sup>(2)</sup>
IM2	Impact Station	806166	818163	
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	

Monitoring Station	Description	Coordinates		Parameters
		Easting	Northing	
IM10	Impact Station	809794	822385	
IM11	Impact Station	811460	822057	
IM12	Impact Station	812046	821459	
SR1A <sup>(1)</sup>	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 <sup>(3)</sup>	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 <sup>(2)(4)</sup>
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	
SR5A	San Tau Beach SSSI	810696	816593	
SR6A <sup>(5)</sup>	Tai Ho Bay, Near Tai Ho Stream SSSI	814739	817963	
SR7	Ma Wan Fish Culture Zone (FCZ)	823742	823636	
SR8 <sup>(6)</sup>	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.
- (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) As the access to SR6 was obstructed by the construction activities and temporary structures for Tung Chung New Town Extension, the monitoring location has been relocated to SR6A starting from 8 August 2019.
- (6) The monitoring location for SR8 is subject to further changes due to silt curtain arrangements and the progressive relocation of this seawater intake.

### 2.3.1 Action and Limit Levels

The Action and Limit Levels for 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 presented in **Table 2.8**. The control and IM stations during flood tide and ebb tide for general water quality monitoring and regular DCM monitoring are presented in **Table 2.9**.

**Table 2.8: Action and Limit Levels for General Water Quality Monitoring and Regular DCM Monitoring**

Parameters	Action Level	Limit Level
<b>Action and Limit Levels for general water quality monitoring and regular DCM monitoring (excluding SR1A &amp; SR8)</b>		
DO in mg/l (Surface, Middle & Bottom)	Surface and Middle 4.5 mg/l	Surface and Middle 4.1 mg/l 5 mg/l for Fish Culture Zone (SR7) only
	Bottom 3.4 mg/l	Bottom 2.7 mg/l
SS in mg/l	23	37
Turbidity in NTU	22.6	36.1
Total Alkalinity in ppm	95	99
Representative Heavy Metals for regular DCM monitoring (Chromium) <sup>(6)</sup>	0.2	0.2
Representative Heavy Metals for regular DCM monitoring (Nickel) <sup>(6)</sup>	3.2	3.6
<b>Action and Limit Levels SR1A</b>		
SS (mg/l)	33	42
<b>Action and Limit Levels SR8</b>		
SS (mg/l)	52	60

Notes:

1. For DO measurement, Action or Limit Level is triggered when monitoring result is lower than the limits.
2. For parameters other than DO, Action or Limit Level of water quality results is triggered 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.
6. In view of the construction programme for marine-based DCM works, regular DCM monitoring was ceased since 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.

**Table 2.9: The Control and Impact Stations during Flood Tide and Ebb Tide for General Water Quality Monitoring and Regular DCM Monitoring**

Control Station	Impact Stations
<b>Flood Tide</b>	
C1	IM1, IM2, IM3, IM4, IM5, IM6, IM7, IM8, SR3
SR2 <sup>1</sup>	IM7, IM8, IM9, IM10, IM11, IM12, SR1A, SR3, SR4A, SR5A, SR6A, SR8
<b>Ebb Tide</b>	
C1	SR4A, SR5A, SR6A
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.

### 2.3.2 Summary of Monitoring Results

The summary or results within their corresponding Action and Limit Levels in the reporting period are presented in **Table 2.10**. The weather and sea conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.11**.

**Table 2.10: Percentage of Water Quality Monitoring Results within Action and Limit Levels**

	General Water Quality Monitoring				Regular DCM Monitoring		
	DO (Surface and Middle)	DO (Bottom)	SS	Turbidity	Alkalinity	Chromium	Nickel
Apr 2021	100% (455/455)	100% (455/455)	100% (507/507)	100% (455/455)	100% (312/312)	100% (312/312)	100% (312/312)
May 2021	100% (455/455)	100% (455/455)	99.8% (506/507)	100% (455/455)	100% (312/312)	100% (312/312)	100% (312/312)
Jun 2021	86.2% (392/455)	98.9% (450/455)	100% (507/507)	100% (455/455)	100% (240/240)	100% (240/240)	100% (240/240)
Overall	95.4%	99.6%	99.9%	100%	100%	100%	100%

Note:

- (1) The percentages are calculated by dividing the number of depth-averaged results complying with their corresponding Action and Limit Levels by the total number of depth-averaged results.
- (2) The number in the bracket under the percentage represents the total number of depth-averaged results complying with their corresponding Action and Limit Levels over the total number of depth-averaged results.

**Table 2.11: General Weather Condition and Sea Condition during Impact Water Quality Monitoring**

	Weather	Sea Condition
Mar 2021	Sunny to Rainy	Calm to Rough
Apr 2021	Sunny to Rainy	Calm to Rough
May 2021	Sunny to Rainy	Calm to Rough
Jun 2021	Sunny to Rainy	Calm to Rough

The monitoring results for all parameters, except dissolved oxygen (DO) and suspended solid (SS), obtained during the reporting period were within their corresponding Action and Limit Levels stipulated in the EM&A programme. The detailed monitoring results are presented in **Appendix C**. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered.

For DO and SS, some of the testing results triggered the corresponding Action or Limit Levels in the reporting period, and investigations were conducted accordingly. Summaries of results triggering Action or Limit Levels for DO and SS are presented in **Table 2.12** to **Table 2.16**.

Details of the investigation findings were presented in Construction Phase Monthly EM&A Report Nos. 65 and 66, which concluded that all results triggering the Action or Limit Levels were not related to the Project.

**Table 2.12: Summary of DO (Surface and Middle) Compliance Status (Mid-Ebb Tide)**

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR2	SR3	SR4A	SR5A	SR6A	SR7
05/06/2021	D	D	D	D														
24/06/2021	D	D	D	D								D			D	D	D	D
26/06/2021	D	D	D	D								D	D		D			D
No. of result triggering Action or Limit Level	3	3	3	3	2	2	2	2	1	0	0	2	1	2	2	1	1	2

**Table 2.13: Summary of DO (Bottom) Compliance Status (Mid-Ebb Tide)**

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR2	SR3	SR4A	SR5A	SR6A	SR7
24/06/2021			D															
No. of result triggering	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Action or Limit Level																				
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**Table 2.14: Summary of DO (Surface and Middle) Compliance Status (Mid-Flood Tide)**

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR3	SR4A	SR5A	SR6A	SR7
05/06/2021																	
24/06/2021					D	D	D	D	D	D			D				
26/06/2021					D	D			D	D			D				
No. of result triggering Action or Limit Level	1	3	3	2	2	2	1	1	2	2	2	2	2	2	1	1	2

**Table 2.15: Summary of DO (Bottom) Compliance Status (Mid-Flood Tide)**

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR3	SR4A	SR5A	SR6A	SR7
24/06/2021																	
26/06/2021																	
No. of result triggering Action or Limit Level	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

**Table 2.16: Summary of SS Compliance Status (Mid-Ebb Tide)**

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR1A	SR2	SR3	SR4A	SR5A	SR6A	SR7	SR8	
27/05/2021														D							
No. of result triggering Action or Limit Level	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Note: The monitoring results compiled with their corresponding Action or Limit Levels are presented in **Appendix C**.

Legend:	
	Result within corresponding Action and Limit Levels
	Result triggered the Action Level at monitoring station located upstream of the Project based on dominant tidal flow
D	Result triggered the Action Level at monitoring station located downstream of the Project based on dominant tidal flow
	Result triggered the Limit Level at monitoring station located upstream of the Project based on dominant tidal flow
D	Result triggered the Limit Level at monitoring station located downstream of the Project based on dominant tidal flow
	Upstream station with respect to the Project during the respective tide based on dominant tidal flow
	Downstream station with respect to the Project during the respective tide based on dominant tidal flow

### 2.3.3 Conclusion

During the reporting period, it is noted that most monitoring results were within their corresponding Action and Limit Levels, while some results triggered the corresponding Action or Limit Levels, and investigations were conducted accordingly. Based on the findings presented in Construction Phase Monthly EM&A Report Nos. 65 and 66, the cases that triggered the corresponding Action or Limit Levels were not related to the Project. Hence, the Project did not introduce adverse impact to all water quality sensitive receivers. All required actions under the Event and Action Plan were followed.

Nevertheless, the non-project related trigger was attended to and initiated corresponding action and measures. 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 inspections 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.

## 2.4 Waste Monitoring

In accordance with the Manual, waste generated from construction activities was audited once per week to determine if wastes were 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.

### 2.4.1 Action and Limit Levels

The Action and Limit Levels of the construction waste are provided in **Table 2.17**.

**Table 2.17: 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

### 2.4.2 Summary of Monitoring Results

Weekly monitoring of the Project construction works was carried out by the ET in the reporting period to check and monitor the implementation of proper waste management practices.

Recommendations made by the ET 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. Waste management audits were carried out by ET according to the requirement of the Waste Management Plan, Updated EM&A Manual and the implementation schedule of the waste management mitigation measures in **Appendix B**.

Based on updated contractors' information, summary of construction waste generated in the reporting period is presented in **Table 2.18**. Proactive measures have been undertaken during the re-configuration of T2 building. The contractor has established the recycling strategy for C&D materials with proper planning and design to maximize recycling and reuse. Dedicated recyclers were employed for different kinds of recyclable materials by the contractor, and ET and IEC have carried out site visits to recyclers' facilities to review recycling process. Dedicated areas for sorting of materials are established on site. Recyclable materials such as steel, reinforcement bar, structural steel, aluminium, copper, other metals and glass are sorted on-site and transported off-site for recycling. ET and IEC have carried out site audits regularly and reviewed the trip ticket system.

**Table 2.18: Construction Waste Statistics**

	C&D <sup>(1)</sup> Material Stockpiled for Reuse or Recycle (m <sup>3</sup> )	C&D Material Reused in the Project (m <sup>3</sup> )	C&D Material Reused in other Projects (m <sup>3</sup> )	C&D Material Transferred to Public Fill <sup>(3)</sup> (m <sup>3</sup> )	Chemical Waste (kg)	Chemical Waste (l)	General Refuse (tonne)
Apr 2021 <sup>(2)</sup>	29,633	57,644	1,766	4,140	0	0	1,194
May 2021 <sup>(2)</sup>	18,053	45,070	1,444	10,377	0	2,800	1,076
Jun 2021 <sup>(2)</sup>	17,809	106,196	0	5,169	120	800	1,235
Total	65,495	208,910	3,210	19,686	120	3,600	3,505

Notes:

1. C&D refers to Construction and Demolition.
2. Paper, metals and/or plastics were recycled in the reporting period.
3. C&D materials not suitable for reuse on-site, including asphalt waste and sediment slurry, were transferred to public fill during the reporting period.

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.

### 2.4.3 Marine Sediment Management

Marine sediment is managed according to the EIA Report, Updated EM&A Manual and Waste Management Plan of the Project. The sampling process, storage conditions of the excavated marine sediment, treatment process, final backfilling location as well as associated records were inspected and checked by ET and verified by IEC to ensure they were in compliance with the requirements as stipulated in the Waste Management Plan.

Sampling works for marine sediment generated from the reclaimed land area was on-going during the reporting period. The details of the marine sediment sampling, treatment and backfilling will be reported in the subsequent EM&A Reports upon completion.

## 2.5 Chinese White Dolphin Monitoring

CWD monitoring was conducted by vessel line transect survey at a frequency of two full surveys per month, supplemented by land-based theodolite tracking survey and PAM. The frequency of the land-based theodolite tracking survey during the construction phase was one day per month at both Sha Chau (SC) and Lung Kwu Chau (LKC) stations, as stipulated in the Manual. The vessel survey transects followed the transect lines proposed in the Manual and are consistent with those used in the Agriculture, Fisheries and Conservation Department (AFCD) long-term CWD monitoring programme. The transect locations of CWD monitoring by vessel line transect survey conducted from April to June 2021 are shown in **Figure 2.3**, whilst the land-based theodolite tracking survey stations are described in **Table 2.19** and depicted in **Figure 2.4**. The location of the PAM device is shown in **Figure 2.10**.

**Table 2.19: Land-based Theodolite Tracking 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

### 2.5.1 Action and Limit Levels

The Action Level and Limit Level for CWD monitoring were formulated by an action response approach using the running quarterly dolphin encounter rates (STG and ANI) derived from

baseline monitoring data, as presented in the CWD Baseline Monitoring Report. The derived values of Action and Limit Levels for CWD monitoring are shown in **Table 2.20**.

**Table 2.20: Derived Values of Action Level and Limit Level for Chinese White Dolphin Monitoring**

<b>NEL, NWL, AW, WL and SWL as a Whole</b>	
Action Level	Running quarterly STG < 1.86 & ANI < 9.35
Limit Level	Two consecutive running quarterly (3-month) STG < 1.86 & ANI < 9.35

## 2.5.2 Summary of Monitoring Results

### 2.5.2.1 Vessel Line Transect Survey

#### Survey Effort

During the April to June 2021 reporting period, a total of six sets of vessel line transect survey covering all transects in Northeast Lantau (NEL), Northwest Lantau (NWL), Airport West (AW), West Lantau (WL) and Southwest Lantau (SWL) survey areas were conducted at a frequency of twice per month, in each survey area.

A total of around 1,345 km of survey effort was collected from these surveys, with around 77.2% 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 data are presented in **Appendix C**.

#### CWD Sighting

From April to June 2021, there were a total of 28 sightings of CWDs, with 80 dolphins sighted (**Table 2.21**). Amongst these sightings, 27 sightings with 78 dolphins were recorded during on-effort searches under favourable weather condition.

When breaking down the sightings by survey areas, 13 sightings with 39 dolphins were recorded in WL while 15 sightings with 41 dolphins were recorded in SWL during the current reporting period. No CWD was sighted in NEL and NWL survey areas.

Compared with the last quarter (i.e. January to March 2021), both the total number of CWD sightings and total number of the dolphins decreased by 35% and 49% respectively. Such drops were attributed by the drops in sightings and number of dolphins in NWL and WL survey areas. On the other hand, there were increases in both the number of sightings and number of dolphins in SWL compared with the last quarter.

Compared with the same quarter of last year (i.e. April to June 2020), there were declines in terms of both the total number of CWD sightings and the total number of dolphins by 32% and 55% respectively, mainly attributed by the drops in sightings and dolphins in WL survey area.

**Table 2.21** below shows the comparison of the numbers of sightings and dolphins amongst the current reporting period, last quarter, and the same quarter of last year.

**Table 2.21: Summary of Number of CWD Sightings and Number of Dolphins for the Same Quarter Last Year, Previous Quarter, and Current Reporting Period**

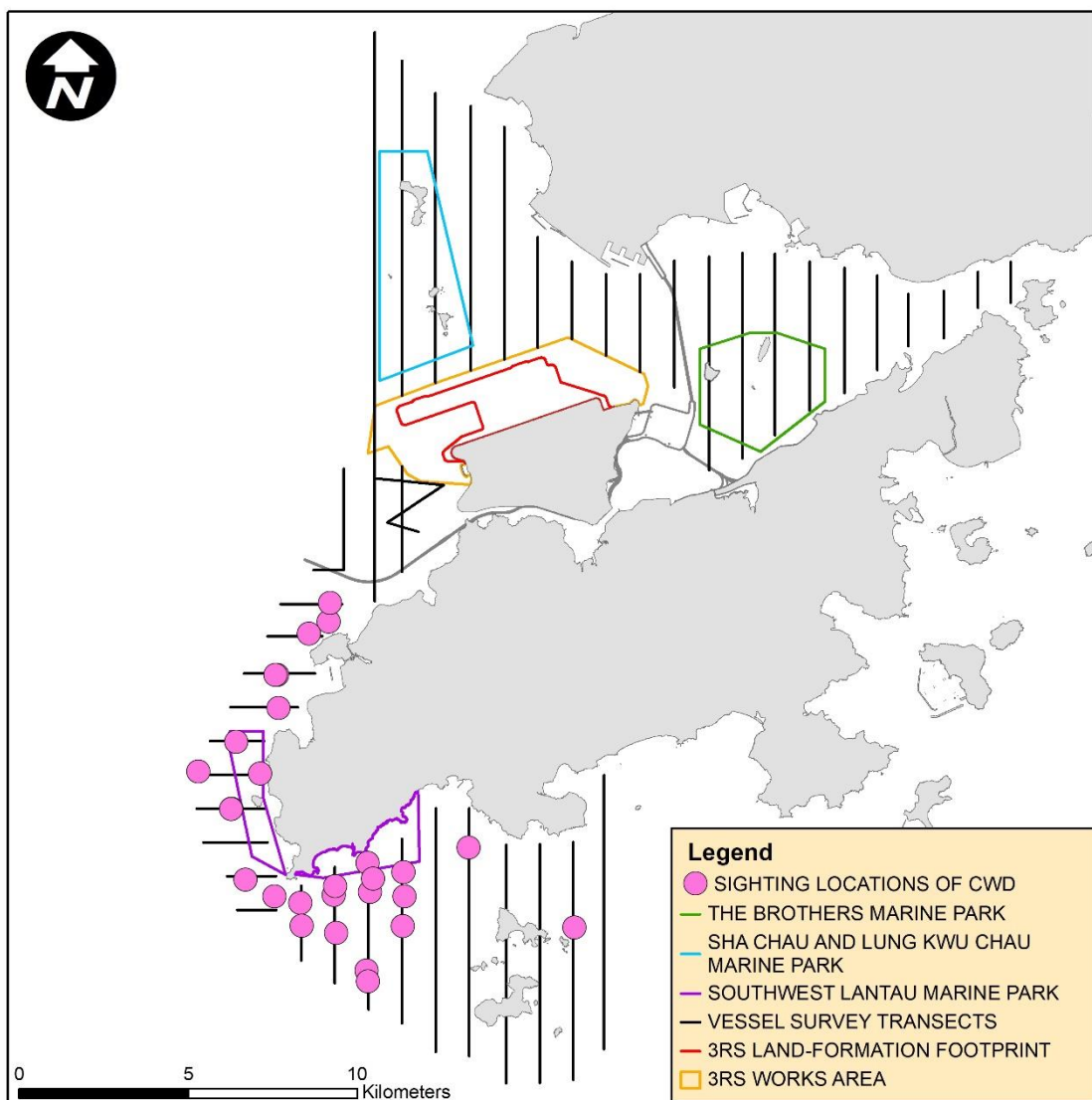
	Same Quarter of Last Year	Previous Reporting Period	Current Reporting Period
	April to June 2020	January to March 2021	April to June 2021
NEL	0 (0)	0 (0)	0 (0)
NWL	0 (0)	14 (65)	0 (0)
AW	0 (0)	0 (0)	0 (0)

	Same Quarter of Last Year	Previous Reporting Period	Current Reporting Period
WL	26 (121)	23 (82)	13 (39)
SWL	15 (57)	6 (11)	15 (41)
Total	41 (178)	43 (158)	28 (80)

Note: Values in ( ) represent number of dolphins

The distribution of CWD sightings recorded from April to June 2021 is illustrated in **Figure 2.5**. In WL, the majority of CWD sightings were scattered from Tai O to Peaked Hill. In SWL, most of the dolphin sightings were recorded in the western side of the survey area. No CWD sightings were recorded in NEL and NWL survey areas during the reporting period. Details of the sighting data are presented in **Appendix C**.

**Figure 2.5: Sightings Distribution of Chinese White Dolphins from April to June 2021**



Remarks: (1) Please note that there are 28 pink circles on the map indicating the sighting locations of CWD. Some of them were very close to each other and therefore appear overlapped on this sighting distribution map. (2) Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

**Encounter Rate**

The dolphin encounter rates for the number of on-effort dolphin sightings per 100 km survey effort (STG) and for the total on-effort number of dolphins per 100 km survey effort (ANI) in the whole

survey area (i.e. NEL, NWL, AW, WL and SWL) for April, May and June 2021 are summarised in **Table 2.22**.

In this reporting period, both the running quarterly STG and ANI decreased from April to May 2021 but followed by an increase in June 2021. No Action Level for CWD monitoring was triggered during the reporting period. For the monthly STG and ANI, both show increases from 2.02 and 6.65 in April 2021 to 2.86 and 8.25 in June 2021 respectively.

Compared with the previous reporting period (i.e. January to March 2021), the running quarterly STG decreased from 3.45 in March 2021 to 2.60 in June 2021 and the running quarterly ANI also decreased from 12.69 in March 2021 to 7.51 in June 2021. While comparing with the same quarter of last year (i.e. April to June 2020), both the running quarterly STG and ANI decreased, from 3.13 to 2.60 and from 13.86 to 7.51 respectively. Encounter rates for these periods are summarised in **Table 2.22** and graphical presentation is provided in **Appendix C**.

**Table 2.22: Summary of Monthly and Running Quarterly STG and ANI of Chinese White Dolphin for the Same Quarter Last Year, Previous Quarter, and Current Reporting Period**

	Same Quarter of Last Year			Previous Reporting Period			Current Reporting Period		
	Apr 20	May 20	Jun 20	Jan 21	Feb 21	Mar 21	Apr 21	May 21	Jun 21
Monthly STG	1.58	2.12	5.86	4.19	4.17	1.97	2.02	2.91	2.86
Monthly ANI	6.77	13.91	21.47	17.44	15.93	4.42	6.65	7.68	8.25
Running Quarterly STG	2.36	2.03	3.13	3.82	4.12	3.45	2.76	2.30	2.60
Running Quarterly ANI	7.63	9.45	13.86	11.87	13.76	12.69	9.13	6.19	7.51

Note: For detailed calculations of encounter rates STG and ANI for the current reporting period, please refer to the Construction Phase Monthly EM&A Report Nos. 64, 65 and 66.

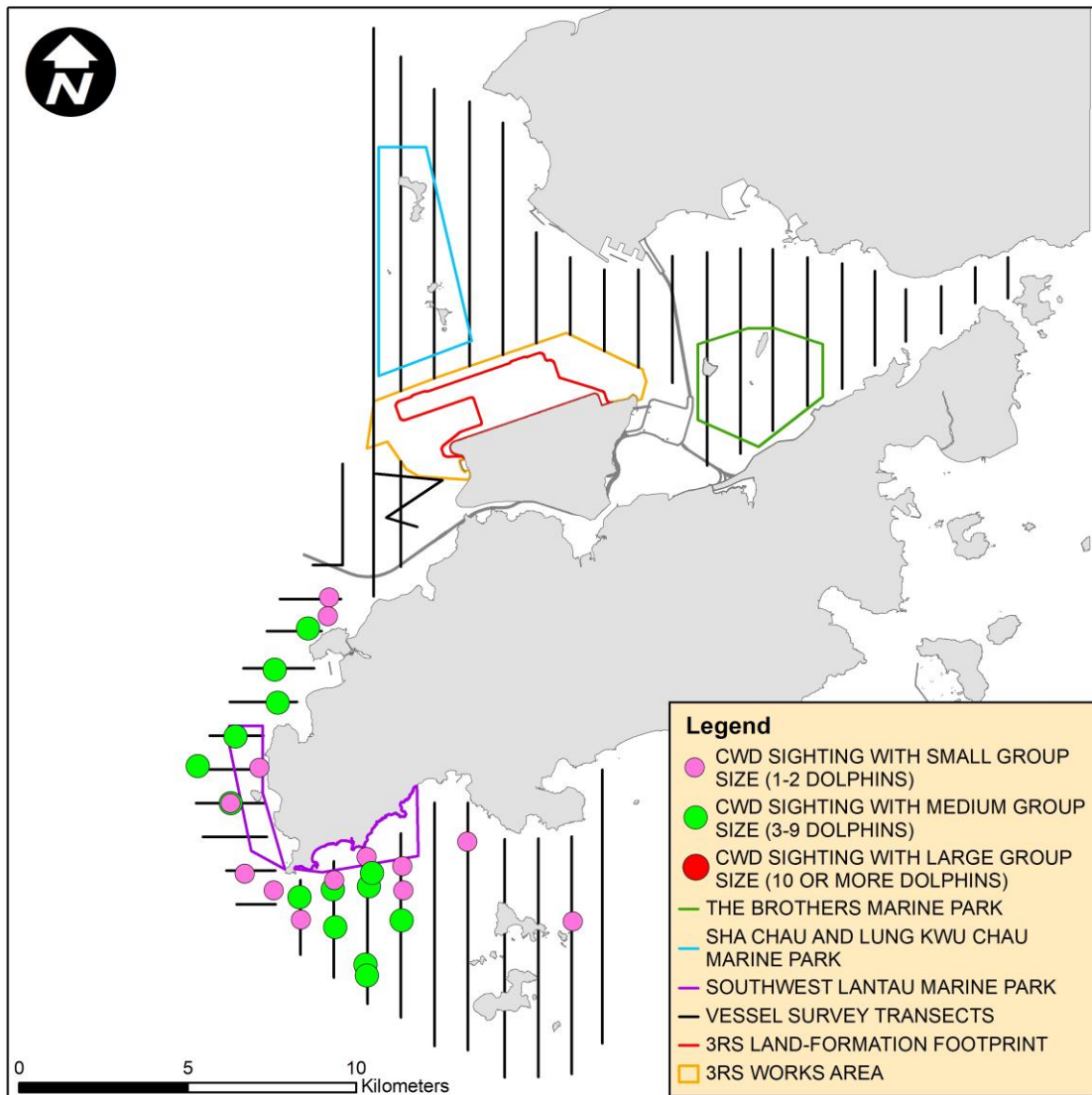
### Group Size

Between April and June 2021, the group size of CWD sightings ranged from 1 to 7 dolphins. The average group size of CWDs was 2.86 dolphins per group, which is smaller than that of the last quarter (3.67 dolphins per group). The average group size of CWDs in this reporting quarter is also smaller than that of the same quarter of last year (4.3 dolphins per group).

In this reporting quarter, the numbers of CWD sightings with small group size (i.e. 1-2 dolphins) and medium group size (i.e. 3-9 dolphins) were identical. There were no CWD sightings with large group size (i.e. 10 or more dolphins) recorded in this reporting period.

There are no observable differences in the distribution pattern between small-sized and medium-sized dolphin groups as they all scattered amongst WL and SWL survey areas during the current reporting quarter. Sighting locations of CWD groups with different group sizes are depicted in **Figure 2.6**.

**Figure 2.6: Sighting Locations of Chinese White Dolphins with Different Group Sizes**



Remarks: (1) Please note that there are 28 circles on the map indicating the sighting locations of CWD. Some of them were very close to each other and therefore appear overlapped on this sighting distribution map. (2) Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

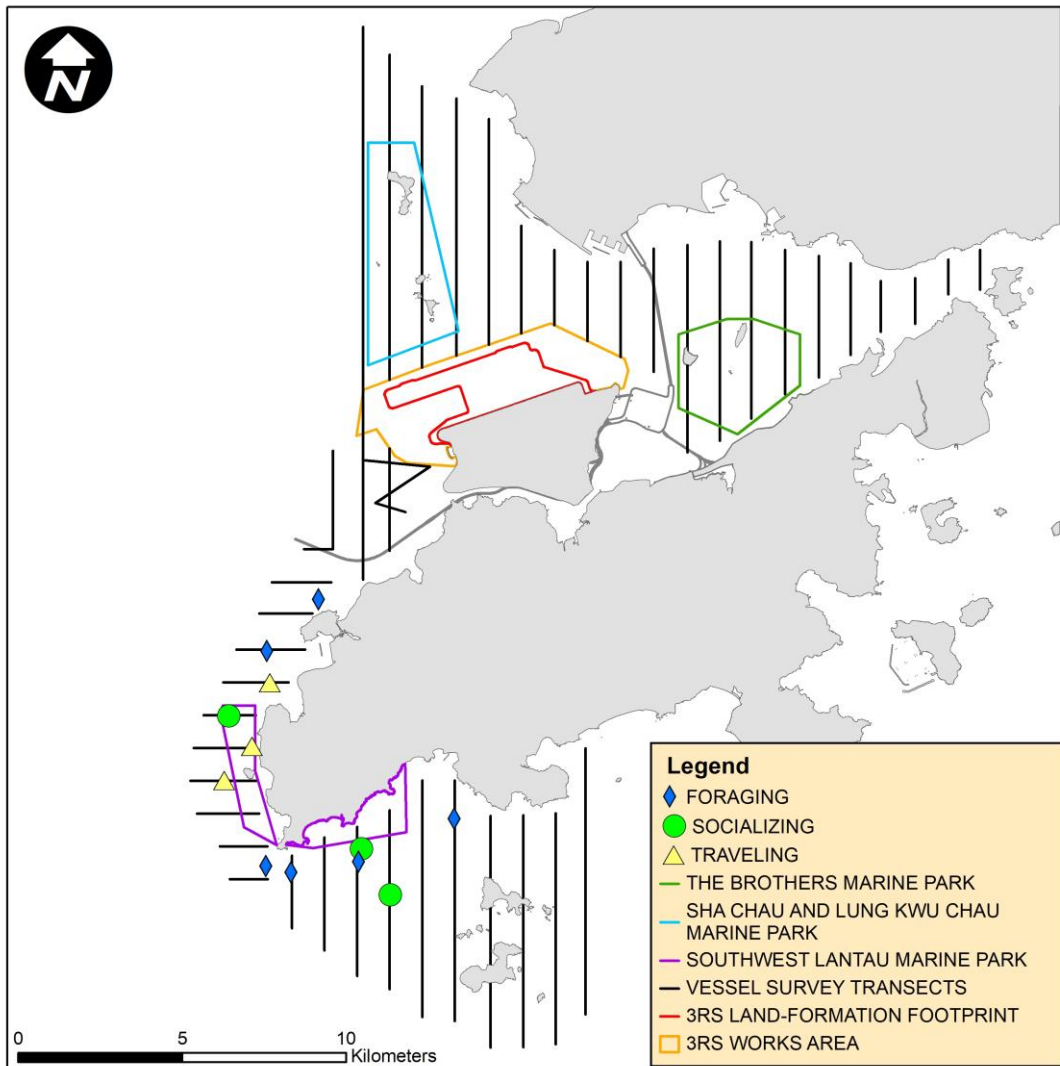
**Activities and Association with Fishing Boats**

From April to June 2021, six sightings of CWDs were recorded with feeding activities. Amongst them, three sightings were observed associated with operating purse seiners.

The number of sightings with feeding recorded in the current reporting period is slightly lower than that in the previous reporting period (i.e. seven sightings involved feeding activities between January and March 2021). The number of CWD sightings with feeding activities in this reporting period is lower than that in the same quarter of last year (i.e. 11 sightings between April and June 2020).

The sighting locations of CWDs engaged in different behaviours during the current reporting period are illustrated in **Figure 2.7**.

**Figure 2.7: Sighting Locations of Chinese White Dolphins Engaged in Different Behaviours**



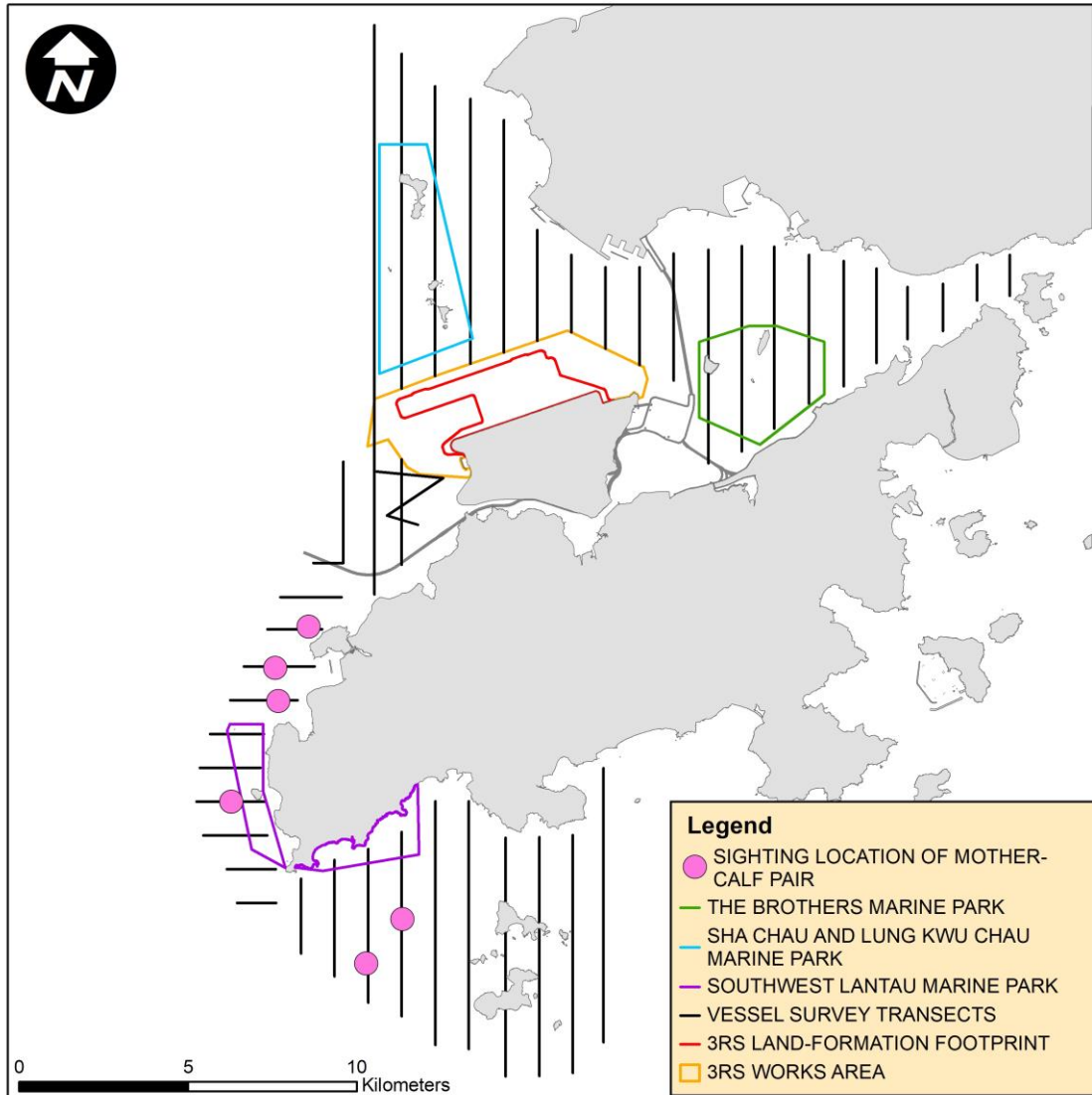
Remarks: Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

**Mother-calf Pairs**

From April to June 2021, six sightings of CWDs were recorded with the presence of mother-and-unspotted juvenile pairs (no mother-and-unspotted calf pairs observed), which is fewer than that recorded in the previous reporting quarter (i.e. ten sightings between January and March 2021). The number of CWD sightings with the presence of mother-calf pairs is slightly lower than that recorded in the same quarter of last year (i.e. seven sightings between April and June 2020). These six sightings were recorded in WL and SWL.

The locations of CWD sightings with the presence of mother-and-unspotted juvenile pairs are shown in **Figure 2.8**.

**Figure 2.8: Sighting Locations of Mother-calf Pairs**



Remarks: (1) Please note that there are six circles on the map indicating the sighting locations of Mother-Calf pair. (2) Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

**Photo Identification**

Between April and June 2021, a total number of 37 different CWD individuals were identified altogether for 56 times. Re-sighting information of CWD individuals provides an initial idea of their range use and apparent connection between different areas of Lantau waters. Amongst these 37 different CWD individuals, 13 animals (i.e. NLMM015, SLMM003, SLMM010, SLMM014, SLMM037, WLMM004, WLMM007, WLMM019, WLMM063, WLMM065, WLMM114, WLMM131 and WLMM164) were sighted for more than once.

Five individuals including SLMM003, SLMM010, SLMM037, WLMM007 and WLMM065 were re-sighted in different survey areas (i.e. WL and SWL) during this reporting period. The most frequently re-sighted individual in this reporting quarter is SLMM037 which has been encountered four times. The number of CWD individuals re-sighted more than once and the number of CWD individuals showing cross-area movement in the current reporting period are both lower than

those of the previous reporting quarter from January to March 2021 (29 and 12 individuals respectively).

A summary of photo identification works is presented in **Table 2.23**. Representative photos of the 37 identified individuals and figures depicting the sighting locations of the aforementioned 13 re-sighted individuals recorded in this reporting period are presented **Appendix C**.

**Table 2.23: Summary of Photo Identification**

Individual ID	Date of sighting	Sighting Group No.	Area	Individual ID	Date of sighting	Sighting Group No.	Area
NLMM015	08-Jun-21	1	WL	WLMM007	12-Apr-21	4	WL
		2	WL		25-May-21	4	SWL
	15-Jun-21	1	WL	WLMM018	25-May-21	7	SWL
NLMM037	15-Jun-21	1	WL	WLMM019	08-Jun-21	1	WL
NLMM061	26-May-21	2	SWL			2	WL
NLMM063	08-Jun-21	2	WL	WLMM027	25-May-21	3	SWL
SLMM003	12-Apr-21	4	WL	WLMM028	12-Apr-21	2	WL
	25-May-21	6	SWL	WLMM029	12-Apr-21	2	WL
SLMM007	12-Apr-21	4	WL	WLMM039	12-Apr-21	4	WL
SLMM010	25-May-21	4	SWL	WLMM043	08-Jun-21	3	WL
	28-May-21	2	WL	WLMM061	11-May-21	1	WL
	08-Jun-21	4	WL	WLMM063	25-May-21	7	SWL
SLMM012	25-Jun-21	3	SWL		26-May-21	3	SWL
SLMM014	12-Apr-21	2	WL	WLMM065	26-May-21	2	SWL
		4	WL	08-Jun-21	3	WL	
SLMM030	25-May-21	5	SWL	WLMM079	26-May-21	3	SWL
SLMM031	13-Apr-21	6	SWL	WLMM114	13-Apr-21	7	SWL
SLMM034	25-May-21	6	SWL		25-Jun-21	3	SWL
SLMM037	12-Apr-21	4	WL	WLMM131	13-Apr-21	6	SWL
	13-Apr-21	6	SWL			7	SWL
		7	SWL		25-Jun-21	1	SWL
	25-May-21	6	SWL	WLMM135	26-May-21	3	SWL
SLMM045	28-May-21	1	WL	WLMM156	08-Jun-21	1	WL
SLMM049	25-May-21	4	SWL	WLMM160	12-Apr-21	2	WL
SLMM052	25-May-21	6	SWL	WLMM164	08-Jun-21	1	WL
SLMM073	12-Apr-21	4	WL			2	WL
WLMM004	25-May-21	7	SWL		15-Jun-21	1	WL
	26-May-21	3	SWL	WLMM165	08-Jun-21	1	WL

### 2.5.2.2 Land-based Theodolite Tracking Survey

#### Survey Effort

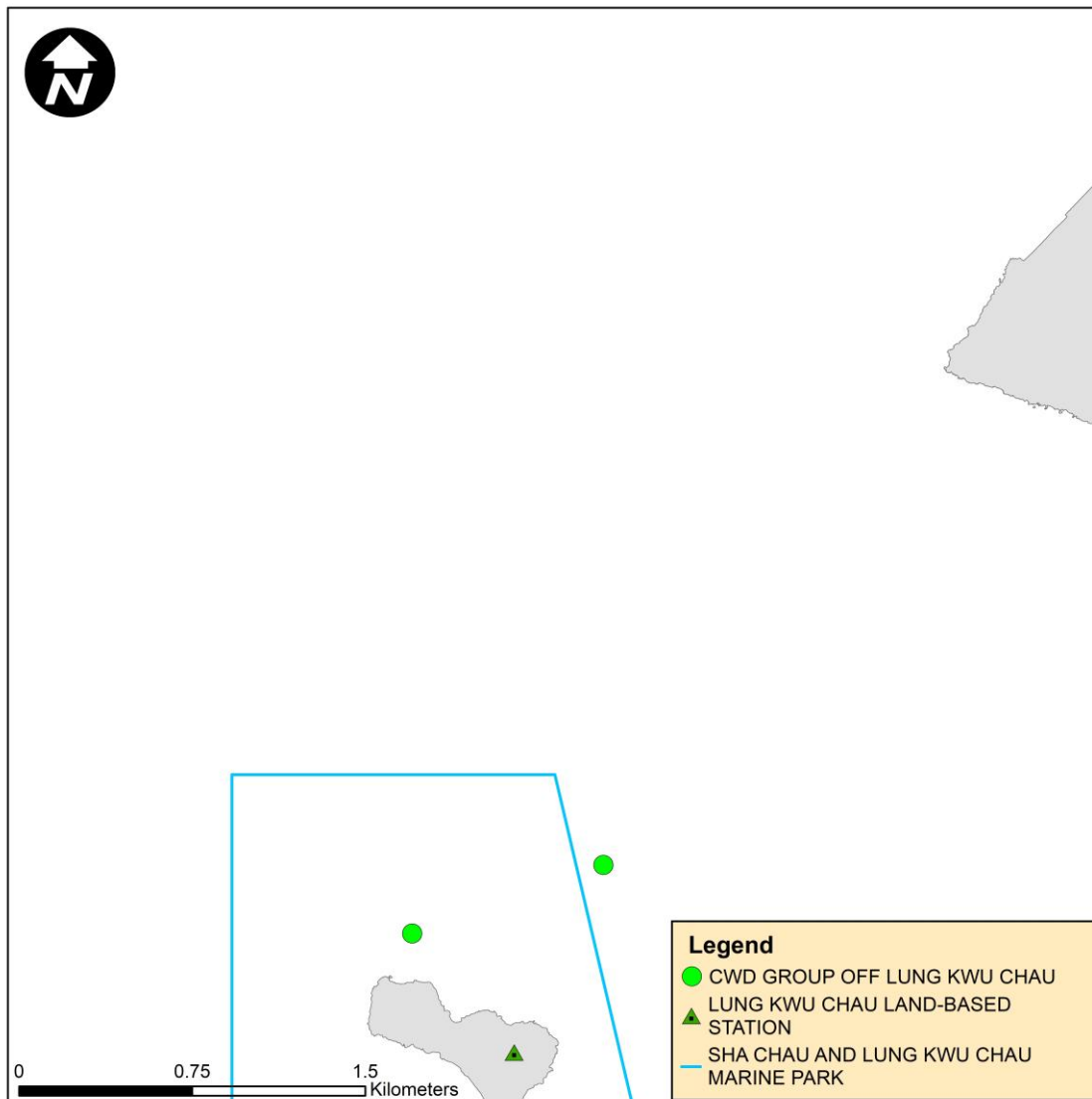
Between April and June 2021, a total of six days of land-based theodolite tracking survey effort were completed, including three days on Lung Kwu Chau and three days on Sha Chau. In total, two CWD groups were tracked from the Lung Kwu Chau station while no CWD groups were tracked from the Sha Chau station, with an overall 0.06 CWD groups sighted per survey hour.

Information on survey effort and CWD groups sighted during land-based theodolite tracking surveys are presented in **Table 2.24**. Details on the survey effort and CWD groups tracked are presented in **Appendix C**. The first sighting locations of CWD groups tracked between April and June 2021 are shown in **Figure 2.9**.

**Table 2.24: Summary of Survey Effort and CWD Group of Land-based Theodolite Tracking Survey**

Land-based Station	# of Survey Sessions	Survey Effort (hh:mm)	# CWD Groups Sighted	CWD Group Sighting per Survey Hour
<b>April 2021</b>				
Lung Kwu Chau	1	06:00	2	0.33
Sha Chau	1	06:00	0	0
<b>TOTAL</b>	<b>2</b>	<b>12:00</b>	<b>2</b>	<b>0.17</b>
<b>May 2021</b>				
Lung Kwu Chau	1	06:00	0	0
Sha Chau	1	06:00	0	0
<b>TOTAL</b>	<b>2</b>	<b>12:00</b>	<b>0</b>	<b>0</b>
<b>June 2021</b>				
Lung Kwu Chau	1	06:00	0	0
Sha Chau	1	06:00	0	0
<b>TOTAL</b>	<b>2</b>	<b>12:00</b>	<b>0</b>	<b>0</b>
<b>OVERALL</b>	<b>6</b>	<b>36:00</b>	<b>2</b>	<b>0.06</b>

**Figure 2.9: Plots of First Sightings of All CWD Groups from Land-based Stations**



Remark: Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

### 2.5.2.3 Progress Update on PAM

PAM device has been deployed and positioned to the south of Sha Chau Island inside the SCLKMP (**Figure 2.10**), supplement the detection of CWD presence in the south Sha Chau area that are not recorded visually by the land-based theodolite tracking survey and to coincide the theodolite data when there is sighting from the land-based station at Sha Chau. Both C-POD and F-POD are considered as effective PAM devices in detecting CWD occurrence, and F-POD was the main PAM device deployed where feasible. In this reporting period, the C-POD has been retrieved on 20 May 2021 for data collection and the F-POD was subsequently deployed. As the period of data collection and analysis takes more than four months, PAM results could not be reported in quarterly intervals but report for supplementing the annual CWD monitoring analysis.

### 2.5.2.4 Site Audit for CWD-related Mitigation Measures

During the reporting period, silt curtains were in place by the contractors for marine filling works, in which dolphin observers were deployed by each contractor in accordance with the Marine

Mammal Watching Plan (MMWP). Teams of at least two dolphin observers were deployed at 1 to 6 dolphin observation stations by the contractors for continuous monitoring of the DEZ by all contractors for DCM works 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 704 individuals being trained and the training records were kept by the ET. From the contractors' MMWP observation records and DEZ monitoring records, no dolphin or other marine mammals were observed within or around the silt curtains or the DEZ in this reporting period. The contractors' records were also audited by the ET during site inspection.

Audits of acoustic decoupling for construction vessels were carried out during weekly site inspection and summarised in **Section 2.7**. Summary of audits of SkyPier HSFs route diversion and speed control and construction vessel management are presented in **Section 2.8** and **Section 2.9** respectively.

## 2.6 Sewage Flow Monitoring

In accordance with the approved EIA Report (AEIAR-185/2014) for Expansion of Hong Kong International Airport into a Three-Runway System (3RS), the gravity sewer from the airport discharge manhole to TCSPS was recommended to be upgraded by AAHK to cater for the ultimate design sewage flow from the expanded airport. It was recommended in section 6.2.1.1 of the Manual that AAHK should conduct annual monitoring for the sewage flow build-up of the gravity sewer from the airport discharge manhole to TCSPS one year before the scheduled commencement of operation of the proposed third runway. The annual monitoring results shall inform the timing of commencement of the planning of the sewer upgrading works. The sewage flow monitoring methodology paper (the Paper) was prepared, submitted and subsequently approved by EPD on 21 June 2021.

### 2.6.1 Brief Summary of the Agreed Method

With reference to the Paper, the existing sewer to be monitored is the section between FMH7042035 (reference point A) and FMH7043286 (reference point C). A schematic diagram of the sewage system between reference point A and C is presented in **Figure 2.11**. The locations of these reference points are presented in **Figure 2.12**. To determine if the threshold of 80% of the design capacity is being reached, an approach using the Colebrook-White equation was used.

Two pipe segments between reference points A and C were identified with the lowest flow capacity and therefore selected as the benchmark for comparing the actual sewage flow of the sewers for the flow monitoring:

- Segment 1: for sewage pipelines serving the airport – the critical segment is the 1050mm sewer between manholes FMH7042032 and FMH7042033, where the 80% threshold of full flow capacity is 53,395.2 m<sup>3</sup>/day; and
- Segment 2: for the sewage pipelines serving the airport and catchment L4 – the critical segment is the 1050mm sewer between manholes FMH7043288 and FMH7043287, where the 80% threshold of full flow capacity is 57,628.8 m<sup>3</sup>/day.

According to the Paper, segment 1 would reach its 80% full flow capacity before segment 2. Hence, segment 1 was considered the critical segment within the section between reference points A and C, and it was agreed to conduct sewage flow monitoring for segment 1 only. With the daily flow rate of SPS-1, which collects sewage arising from the Airport, is available from AAHK, desk-based flow monitoring would be conducted by comparing the daily average flow rate of SPS-1 (i.e. Q1) against the threshold of 80% of pipe capacity of segment 1 (i.e. 53,395.2 m<sup>3</sup>/day) in accordance with the following criteria:

- If  $Q1 \leq 53,395.2 \text{ m}^3/\text{day}$ , planning of sewerage upgrading works can be on hold until results of next annual monitoring; and
- If  $Q1 > 53,395.2 \text{ m}^3/\text{day}$ , planning of sewerage upgrading works shall be considered to start and annual monitoring shall be discontinued.

Within the monitoring period, if the daily average flow rate of SPS-1 (i.e. Q1) is higher than the threshold (i.e.  $53,395.2 \text{ m}^3/\text{day}$ ), planning of sewerage upgrading works shall be considered to start and the annual monitoring shall be discontinued. The above approach was agreed to be adopted as part of annual monitoring for the sewage flow increment of the concerned gravity sewer in 2021 and 2022.

### 2.6.2 Desk-Based Monitoring Result

To fulfil the requirements as mentioned in previous section, the annual sewage flow monitoring has been started since June 2021. According to the daily flow monitoring record of SPS-1 for June 2021 (see **Appendix C**), the daily average flow of  $13,460 \text{ m}^3/\text{day}$  was well below the above-mentioned threshold (i.e.  $53,395.2 \text{ m}^3/\text{day}$ ). For the subsequent sets of sewage flow monitoring data for SPS-1, it will be presented in upcoming Quarterly and Annual EM&A Reports.

## 2.7 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. 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.



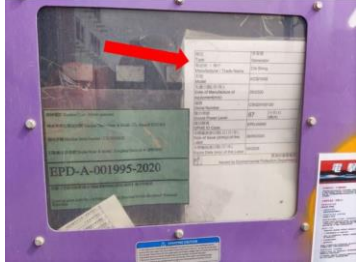

During site inspections, environmental situation, status of implementation of pollution control and mitigation measures were observed. Environmental documents and site records, including waste disposal record, maintenance record of environmental equipment, and relevant environmental permit and licences, 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 implemented in the project to enhance environmental performance. Key examples implemented in the Project are highlighted as below:

1. Different coloured labels were applied to PME being used at different period during restricted hours. Contractor's frontline staff could easily identify the types of PME that can be used at a specific period.

2. Construction equipment with valid QPME label was used at the construction site. This practice demonstrated that contractors' equipment was notably quieter, more environmentally friendly and efficient.
3. Impervious liners were used for the prevention of potential leachate seepage from treated marine sediment storage area.

 		
<p>Use of labels with different colours for PME operating at different period during restricted hours</p>	<p>Use of construction equipment with valid QPME Label</p>	<p>Use of impervious liners for the prevention of potential leachate seepage of marine sediment</p>

Besides, advice was 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 organised for the construction workforce by the contractors to ensure understanding and proper implementation of environmental protection and pollution control mitigation measures.

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 B**.

### 2.7.1 Landscape and Visual Mitigation Measures

Implementation of applicable landscape and visual mitigation measures (reference to the environmental protection measures CM1 – CM10 in **Appendix B**) is monitored regularly in accordance with the Manual. The implementation status of the environmental protection measures is summarised in **Table 2.25**. For trees which were managed under the Project during the reporting period, relevant measures have been implemented by Contracts 3302, 3503, 3508, 3602 and 3801. Contract 3802 would begin to undertake tree management measures subject to the handover of site area. Those trees which were within the Project boundary yet to be taken care by existing 3RS Contractors during the reporting period were managed by AAHK. The total number of retained trees, transplanted trees and to-be-transplanted trees under the management of Project are summarized in **Table 2.26**.

The total number of retained trees of the Project as of June 2021 was 98. Compared to 140 retained trees reported in the previous reporting period, the change in number was due to the following reasons:

- A works area with 4 nos. of trees were handed over from Contract 3801 to Contract 3508 (-0 nos);
- Contract 3801 reviewed their initial tree survey areas and confirmed that some of the survey areas were not to be their works areas. Therefore, trees located in those areas were removed from the retained tree list under the Project (-41 nos); and
- A tree near Airport North Interchange under Contract 3801 was removed due to safety concern of Airport Express Line (AEL) operation (-1 no) in May 2021.

**Table 2.25** lists the affected tree ID together with the reasons for change of retained tree status of the Project.

A total of five trees under Contractor 3508 were transplanted to their corresponding receptor sites during the reporting period. Therefore, the cumulative total number of transplanted trees of the Project has been increased from 14 from previous reporting period to 19. The summary of transplanted trees is shown in **Table 2.28**. Photos of the transplanted trees are presented in **Table 2.29** and the locations of newly transplanted trees during the reporting period are presented in **Figure 2.13**.

**Table 2.25: Landscape and Visual – Construction Phase Audit Summary**

Landscape and Visual Mitigation Measures during Construction Implementation Status	Implementation Status	Relevant Contract(s) in the Reporting Period
CM1- The construction area and contractor's temporary works areas shall be minimised to avoid impacts on adjacent landscape.	The implementation of mitigation measures were checked by ET during weekly site inspection and clarified by the Contractors during the monthly Environmental Management Meetings. Implementation of the measures CM5, CM6 and CM7 by Contractors was observed.	3RS Project contracts
CM2 – Reduction of construction period to practical minimum.		
CM3 – Phasing of the construction stage to reduce visual impacts during the construction phase.		
CM4 – Construction traffic (land and sea) including construction plants, construction vessels and barges shall be kept to a practical minimum.		
CM5 – Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.		
CM6 – Avoidance of excessive height and bulk of site buildings and structures		
CM7 – Control of night-time lighting by hooding all lights and through minimisation of night working periods		
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	Tree Protection Specifications have been provided in the relevant Contract Specifications respectively for implementation by the Contractors under the Project.	3302, 3503, 3508, 3602, 3801  3802 (To be implemented)
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	Tree Transplanting Specifications have been provided in the relevant Contract Specifications respectively for implementation by the Contractors under the Project where trees will unavoidably be affected by the construction works.  The Contractors were required to submit Method Statements for tree transplanting prior to the transplanting works. Tree inspections were conducted by ET to check the tree transplanting works implemented by the Contractors on site.  The Contractors' performance on the implementation of trees maintenance and protection measures on transplanted trees	3503, 3508 3801  3802 (To be implemented)

Landscape and Visual Mitigation Measures during Construction Implementation Status	Implementation Status	Relevant Contract(s) in the Reporting Period
	<p>were observed and checked by the ET bi-monthly during the 12-month establishment period after the completion of each batch of transplanting works.</p> <p>Long term management of the transplanted trees were currently monitored by ET annually.</p>	
CM 10 – Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical	To be implemented around taxiways and runways as soon as practicable.	To be implemented

**Table 2.26: Summary of the Number of Retained, Transplanted and To-be-transplanted Trees in the Reporting Period**

Existing				
Contract	Retain (nos.)	Transplanted (nos.)		To-be-transplanted (nos.)
		Establishment Period	Maintenance Period	
3302	9	0	0	0
3503	19	6	3	0
3508 <sup>(1)</sup>	25	5	0	7
3602	2	0	0	0
3801	43	0	5 <sup>(2)</sup>	0
Sub-total	98	11	8	7
Provisional				
Contract	Retain (nos.)	Transplanted (nos.)		To-be-transplanted (nos.)
3508 <sup>(1)</sup>	130	0		10
Sub-total	130	0		10
<b>Grand Total</b>	<b>228</b>	<b>19</b>		<b>17</b>

Note:

- (1) As some of the site areas have been handed over to Contract 3508, Contractor of Contract 3508 is currently managing some of the trees. Existing trees to be managed by Contract 3508 is subject to change after initial tree surveys for each batch of site areas have been conducted by the Contractor.
- (2) Three transplanted trees (CT1194, CT1794 and CT1795) were subsequently fell after transplantation. Please refer to for details.

**Table 2.27: Summary of the Tree Status Updated in the Reporting Period**

Tree ID(s)	Contract	Previous Status (Mar 2021)	Current Status (June 2021)	Remarks	Impact to Retain Tree Number
CT1373, CT1375, CT1376, CT1378, CT1379, CT1384, CT1387, CT1388, CT1389, CT1390, CT1391, CT1392, CT1393, CT1394,	3801	Retain	Not within Project's contract works area	41 nos. of trees were confirmed not located within Project's contract works area.	- 41 nos.

Tree ID(s)	Contract	Previous Status (Mar 2021)	Current Status (June 2021)	Remarks	Impact to Retain Tree Number
CT1395, CT1396, CT1397, CT1399, CT1403, CT1404, CT1426, CT1427, CT1428, CT1429, CT1432, CT1433, CT1443, CT1448, CT1449, CT1450, CT1451, CT1515, CT1516, CT1517, CT1518, CT1519, CT1520, CT1521, CT1522, CT1523, CT1524					
CT1417	3801	Retain	Fell	1 no. of tree was removed due to safety concern of Airport Express Line (AEL) operation.	- 1 no.

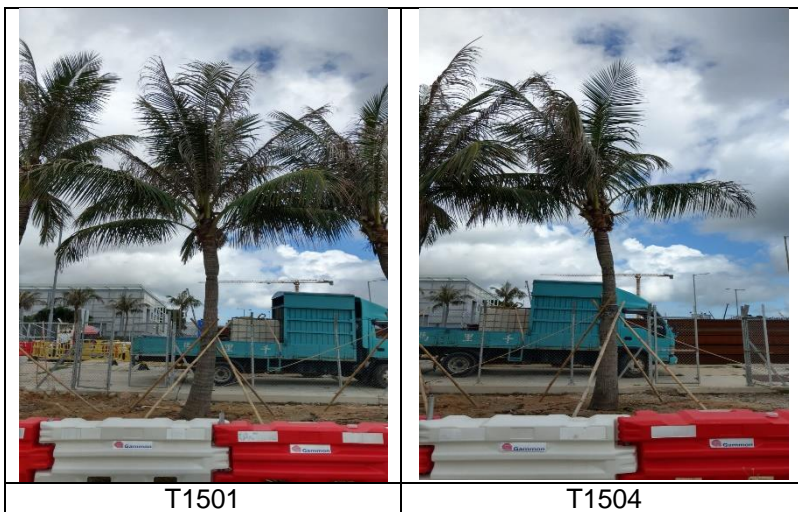
**Table 2.28: Summary of the Transplanted Trees Updated in the Reporting Period**

Tree ID	Transplant Date	Management Stage	Management Agency	Remarks
CT276	3 May 2018	<u>Establishment period</u> 4 May 2018 – May 2019 <u>Long Term Management period</u> Jun 2019 – May 2028	Contract 3801  Southern Landside Petrol Filling Station	Next inspection will be conducted in February 2022. Photos of the last inspection in February 2021 can be referred to Table 7.7 of Monthly EM&A Report No. 62.
CT1253	4 May 2018	<u>Establishment period</u> 5 May 2018 – May 2019 <u>Long Term Management period</u> Jun 2019 – May 2028	Contract 3801  Southern Landside Petrol Filling Station	
T835	22 Jan 2020	<u>Establishment period</u> 23 Jan 2020 – Jan 2021 <u>Long Term Management period</u> Feb 2021 – Jan 2030	Contract 3503	Next inspection will be conducted in February 2022. Photos of the last inspection in February 2021 can be referred to Table 7.7 of Monthly EM&A Report No. 62.
T836	13 Dec 2019	<u>Establishment period</u> 14 Dec 2020 – Jan 2021 <u>Long Term Management period</u> Feb 2021 – Jan 2030		
T838	22 Jan 2020	<u>Establishment period</u> 23 Jan 2020 – Jan 2021 <u>Long Term Management period</u>		

Tree ID	Transplant Date	Management Stage	Management Agency	Remarks
		Feb 2021 – Jan 2030		
T812	21 Dec 2020	<u>Establishment period</u> 22 Dec 2020 – Dec 2021	Contract 3503	Next inspection will be conducted in August 2021. Photos of the last inspection in June 2021 were shown in <b>Table 2.29</b> .
T814	20 Dec 2020	<u>Establishment period</u> 21 Dec 2020 – Dec 2021		
T815	15 Dec 2020	<u>Establishment period</u> 16 Dec 2020 – Dec 2021		
T829	18 Dec 2020	<u>Establishment period</u> 19 Dec 2020 – Dec 2021		
T830	14 Dec 2020	<u>Establishment period</u> 15 Dec 2020 – Dec 2021		
T831	19 Dec 2020	<u>Establishment period</u> 20 Dec 2020 – Dec 2021		
T1498	29 Jun 2021	<u>Establishment period</u> 30 Jun 2021 – Jul 2022	Contract 3508	
T1499	29 Jun 2021	<u>Establishment period</u> 30 Jun 2021 – Jul 2022		
T1500	30 Jun 2021	<u>Establishment period</u> 1 Jul 2021 – Jul 2022		
T1501	30 Jun 2021	<u>Establishment period</u> 1 Jul 2021 – Jul 2022		
T1504	24 Jun 2021	<u>Establishment period</u> 25 Jun 2021 – Jul 2022		
CT1194	4 May 2018	<u>Establishment period</u> 5 May 2018 – May 2019 <u>Long Term Management period</u> Jun 2019 – May 2028	Contract 3801  Southern Landside Petrol Filling Station	NA  Uprooted and collapsed due to Typhoon Higos on 18 August 2020. Tree removal was conducted as recommended by tree specialist of the contractor of Southern Landside Petrol Filling Station.
CT1794	3 May 2018	<u>Establishment period</u> 4 May 2018 – May 2019 <u>Long Term Management period</u> Jun 2019 – May 2028	Contract 3801  AsiaWorld-Expo	NA  The tree within the land parcel was acquired by the government for construction of emergency hospital to handle COVID19 pandemic at AsiaWorld-Expo. The tree was felled in late 2020.
CT1795	3 May 2018	<u>Establishment period</u> 4 May 2018 – May 2019 <u>Long Term Management period</u> Jun 2019 – May 2028	Contract 3801  AsiaWorld-Expo	NA  The tree within the land parcel was acquired by the government for construction of emergency hospital to handle COVID19 pandemic at AsiaWorld-Expo. The tree was felled in late 2020.

**Table 2.29: Photos of the Existing Transplanted Trees in the Reporting Period**

<b>Under 12-month Establishment Period:</b>		
 <p>T812</p>	 <p>T814</p>	 <p>T815</p>
 <p>T829</p>	 <p>T830</p>	 <p>T831</p>
<b>Newly Transplanted Trees during the Reporting Period</b>		
 <p>T1498</p>	 <p>T1499</p>	 <p>T1500</p>



### 2.7.2 Land Contamination Assessment

The Supplementary CAP was submitted to EPD pursuant to EP Condition 2.20. The CARs for Golf Course and T2 Emergency Power Supply Systems (EPSS) were submitted to EPD in accordance with EP Condition 1.9 and the Supplementary CAP in which no land contamination issues were identified. EPD has issued no further comment for aforesaid CARs. No leakage was found after the removal of underground fuel pipelines and all required additional photos have been submitted to EPD.

According to the approved supplementary CAP, there are 3 remaining locations where site re-appraisal / additional site investigation are proposed. Based on the latest construction information, which has been presented in Appendix A Implementation Schedule of the approved CARs for T2 EPSS, there is no development programme for these locations at this stage. As such, the status of site re-appraisal/ additional site investigation will be further updated upon latest development programme is available.

### 2.8 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.

Due to the COVID-19 pandemic, all SkyPier HSF services to/from Zhuhai and Macau have been suspended from 25 March 2020 until further notice. Limited HSF services from other destination, which does not require the use of the diverted route, were provided starting from 28 October 2020.

No ferry movement between HKIA SkyPier to/from Zhuhai and Macau was recorded in the reporting period. The daily movements of all SkyPier HSFs in the reporting period, including those not using the diverted route, ranged between 2 and 3, which fell within the maximum daily cap number of 125.

As updated by CLP Power, the construction works of the Hong Kong Offshore LNG Terminal Project may affect the route diversion operation of the SkyPier HSFs from Q3 to Q4 2021. The

captains were informed on the issue and ET will continue to closely monitor the implementation of the SkyPier Plan in the period.

## 2.9 Audit of Construction and Associated Vessels

On the implementation of the updated Marine Travel Routes and Management Plan for Construction and Associated Vessels (MTRMP-CAV), the Maritime Surveillance System (MSS) automatically recorded deviation cases such as speeding, entering no entry zone, and not traveling through the designated gates. ET conducted bi-weekly audit of relevant information including AIS data, vessel tracks and other relevant records to ensure sufficient information were provided by the system and the contractors complied with the requirements of the MTRMP-CAV. The contractors submitted 3-month rolling vessel plans for construction vessel activities to AAHK in order to help maintain the number of construction vessels to a practicable minimum. The IEC also performed audit on the compliance of the requirements as part of the EM&A programme.

During the reporting period, deviations including speeding within the works area, entry from non-designated gates, and entering no-entry zones were identified. After investigation by the contractor's Construction Traffic Control Centre (CTCC) representatives, all the concerned captains were reminded to comply with the requirements of the MTRMP-CAV.

A total of 4 skipper training workshops were held by ET during the reporting period and 39 concerned captains of construction vessels associated with the 3RS contracts were trained to familiarise 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. Another 13 skipper training workshops were held with 24 captains by contractors' Environmental Officers and competency tests were conducted subsequently with the trained captains by ET.

## 2.10 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.

## 3 Report on Non-compliance, Complaints, Notifications of Summons and Prosecutions

### 3.1 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.

### 3.2 Analysis and Interpretation of Complaints, Notification of Summons and Status of Prosecutions

#### 3.2.1 Complaints

Five environmental complaints were received in the reporting period. All environmental complaints were attended to and investigation was conducted by the ET in accordance with the Manual and the Complaint Management Plan. The summary of the complaints and analysis is presented in **Table 3.1**.

**Table 3.1: Summary of Environmental Complaints**

Date of Complaint Received	Details	Analysis/ Remedial Actions	Status
20 Apr 2021	A complaint regarding alleged dusty and muddy vehicles from Three Runway System Project at Tuen Mun Public Cargo Working Area was received on 20 April 2021.	For the complaint received on 20 April 2021 regarding alleged dusty and muddy vehicles from 3RS Project at Tuen Mun Public Cargo Working Area (TMPCWA), the case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET requested the related 3RS contractors to provide more information regarding the complaint. According to the information provided by the contractors, the ET identified the relevant contractor and noted the alleged vehicle was a cement truck transported by RoRo barge service running between the 3RS reclaimed land and TMPCWA. Based on ET's regular site inspections on this contract in April 2021, it was observed that the contractor had conducted wheel washing on vehicles prior to leaving the works area.  An ad hoc inspection at TMPCWA was arranged after receiving the complaint. While no RoRo barge was observed at TMPCWA during the inspection, soil and sand were observed on the road surface. Another ad hoc inspection at North Eastern Quay on 3RS reclaimed land, the location of the said RoRo barge service, was conducted in early May 2021 where dusty surfaces at the quay area was observed. The ET reminded the quay-managing contractor to provide adequate water spraying at the quay area. Having said that, it was noted that all air quality monitoring results of the Project in April 2021 were within the corresponding Action and Limit Levels at all monitoring stations.  To follow up, individual contractors were reminded to properly wash the wheels of outgoing trucks from their respective construction sites. In the short term, a section of haul road connected to the quay would be paved to reduce fugitive dust generation and manual wheel washing would be implemented continuously. In the long term, an enhanced wheel washing measure is planned at both the North Eastern and Western Quay on the 3RS reclaimed land. ET and IEC would continue to	Closed

Date of Complaint Received	Details	Analysis/ Remedial Actions	Status
14 May 2021	A complaint regarding dust issue was received on 14 May 2021.	<p>monitor the wheel washing performance of all the contractors during the environmental site inspections. The complaint case was considered closed.</p> <p>For the complaint received on 14 May 2021 regarding dust issue at 3RS construction site area, the case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The anonymous complainant provided photos and did not provide any details on the complaint such as time and location of the observation. The ET recognized the concerned area and identified one related 3RS contractor and requested the contractor to provide information regarding the complaint. The contractor replied they had enhanced dust suppression measures by installing 360-degree water sprinklers. They also provided water spraying record of May and their dust control management plan.</p> <p>After receiving the complaint, a joint inspection by ET, IEC and AAHK was arranged, in which sprinklers and water trucks were both observed operating, and the installation of more sprinklers was underway at the concerned area. Nonetheless, ET reminded the contractor to enhance dust mitigation measures at the concerned area and review the dust control management plan regularly. Proper dust mitigation measures were observed during another joint inspection by ET, AAHK and EPD in late May 2021. In parallel, ET checked the daytime wind speed for 12 May 2021 at Chek Lap Kok wind station of Hong Kong Observatory. It was noted that the wind speed reached 26-27km/hr for several periods of time which might suggest the presence of sudden gust at the concerned area. Moreover, all air quality monitoring results of the Project in May 2021 were within the corresponding Action and Limit Levels at all monitoring stations.</p> <p>In view of the information mentioned above, the dust generation might be caused by sudden gust. Having said that, ET reminded the contractor to regularly review and update their dust control management plan and continue implementing dust mitigation measures according to the plan. ET and IEC would continue to monitor the related contractor's dust mitigation measures during the environmental site inspections. Hence, the complaint case was considered closed.</p>	Closed
21 June 2021	A complaint regarding sand material blown from stockpiling area of 3RS project was received on 21 June 2021.	<p>For the complaint received on 21 June 2021 regarding sand material being blown from stockpiling area at 3RS construction site area, the case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET recognised the concerned area and identified four related contractors and requested them to provide information regarding the complaint. Based on the information provided by the contractors, the stockpiling areas are used for loading, unloading and storage of excavated materials and site materials. The contractors replied that they have conducted dust suppression measures including regular water spraying on materials during loading and unloading and regular compaction on stockpile for prolonged storage.</p> <p>A joint ad-hoc inspection by EPD, ET, IEC and AAHK at the concerned area was conducted after receiving the complaint and no observation related to dust issue was recorded. ET conducted subsequent site inspections and observed that their inactive and idle stockpiles had been covered and further enhanced their water spraying actions on the active stockpiles. It is noted that all air quality monitoring results were within the corresponding Action and Limit Levels. Nevertheless, ET reminded the contractors to continue their mitigation measures on dust control on stockpiles and review the dust suppression plan regularly. Hence, the complaint case was considered closed.</p>	Closed
21 June 2021	A complaint regarding dust	For the complaint received on 21 June 2021 regarding dust issue at the eastern quay of the Project, the case was	

Date of Complaint Received	Details	Analysis/ Remedial Actions	Status
	issue at the eastern quay of the Project was received on 21 June 2021.	<p>investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET recognised the concerned areas and three identified related contractors and requested them to provide information regarding the complaint. Based on the information provided by the contractors, water trucks were assigned to carry out regular water spraying along the concerned areas according to their dust control management plan and provided their water spraying record for June and July 2021.</p> <p>Based on the ET's weekly site inspections and ad-hoc inspection, no observation related to dust issue was recorded. A joint inspection by EPD, ET, IEC and AAHK was arranged after receiving the complaint, in which the contractor was reminded to provide and maintain adequate dust mitigation measures for haul roads in site areas and review the effectiveness of dust control measures regularly. ET also observed another contractor was conducting water spraying at concerned area during ET's site inspection. Nevertheless, all contractors were reminded to continue implementing water spraying properly and adequately at their work areas. ET and IEC would continue to monitor contractors' dust suppression measures during environmental site inspections and the implementation of these measures at the concerned area. Hence, the complaint case was considered closed.</p>	
28 June 2021	A complaint regarding muddy water from the Project was received on 28 June 2021.	<p>For the complaint received on 28 June 2021 regarding muddy water from the Project, the case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET recognised the concerned area and identified five related contractors and requested them to provide information regarding the complaint. Based on the information provided by the contractors, no illegal discharge along the alleged area during 21 to 25 June 2021 was reported. The temporary drainage system from one of the related contractors was operating properly for water storage, reuse and recycling onsite; and the sedimentation tanks from another contractor was installed on-site and confirmed their wastewater would be treated before discharge.</p> <p>Based on the ET's weekly site inspections, no illegal discharge was identified in the checklists. Both the temporary drainage system and sedimentation tanks were observed operating properly during the regular site inspections in June. No wastewater discharge was observed at the alleged area during IEC's ad-hoc site inspection in late June. A joint inspection by EPD, ET, IEC and AAHK was also arranged after receiving the complaint. For the licensed discharge point near the alleged area, no discharge of muddy water was observed. No observation indicating any illegal discharge of muddy water from the vessels and pipes in accordance with the provided photo. Furthermore, the Hong Kong Observatory issued four Amber Rainstorm Warning Signals on 22, 23 and 24 June which might suggest the heavy rainfall might resulting in surface runoff at the alleged area. As such, ET would remind the contractors to pay attention on the possibility of surface run off, especially during rainy season and carry out further improvement on current measures if needed. ET and IEC would continue to monitor 3RS water quality and conduct site inspections to check contractors' environmental practice and compliances. Hence, the complaint case was considered closed.</p>	

### 3.2.2 Notifications of Summons or Status of Prosecution

No notification of summons nor prosecution was received during the reporting period.

### 3.3 Cumulative Statistics

Cumulative statistics on valid exceedance, non-compliance, complaints, notifications of summons and status of prosecutions are summarised in **Table 3.2** and **Table 3.3**.

**Table 3.2: Statistics for Valid Exceedances for the Environmental Monitoring**

		Total No. Recorded in the Reporting Period	Total No. Recorded since the Project Commenced
1-hr TSP	Action Level	0	0
	Limit Level	0	0
Noise	Action Level	0	0
	Limit Level	0	0
Waste	Action Level	0	0
	Limit Level	0	0
Water	Action Level	0	0
	Limit Level	0	0
CWD	Action Level	0	0
	Limit Level	0	0

Remark: Non-project related triggers of Action or Limit Level are not shown in this table.

**Table 3.3: Statistics for Non-compliance, Complaints, Notifications of Summons and Prosecution**

Reporting Period	Cumulative Statistics			
	Non-compliance	Complaints	Notifications of Summons	Prosecutions
This reporting period	0	5	0	0
From 28 December 2015 to end of the reporting period	0	39	1	1

## 4 Conclusion and Recommendation

In this quarterly period from 1 April 2021 to 30 June 2021, the EM&A programme has been implemented as planned, including 96 sets of air quality measurements, 50 sets of construction noise measurements, 39 sets of water quality measurements, 6 complete sets of vessel line transect surveys and 6 days of land-based theodolite tracking survey effort for CWD monitoring, as well as environmental site inspections and waste monitoring for the Project's construction works.

The key activities of the Project carried out in the reporting period included reclamation works and land-based works. Works in the reclamation areas included DCM works, marine filling, seawall and facilities construction, together with runway and associated works. Land-based works on existing airport island involved mainly airfield works, foundation and substructure work for Terminal 2 expansion, modification and tunnel work for APM and 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.

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

One monitoring result of construction noise triggered the Limit Level in the reporting period, and the corresponding investigation was conducted as stipulated in the EM&A programme. The investigation findings concluded that the case was not due to the Project.

All site observations made by the ET were recorded in the site inspection checklists and passed to the contractor together with the recommended follow-up actions.

For water quality, the water quality monitoring results for all parameters, except DO and SS, obtained during the reporting period were within the corresponding Action and Limit Levels stipulated in the EM&A programme. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered. For DO and SS, some testing results triggered the relevant Action or Limit Levels, and the corresponding investigations were conducted accordingly. The investigation findings concluded that the cases were not related to the Project. In summary, the construction activities in the reporting period did not introduce adverse impact to all water quality sensitive receivers.

No HSF movement between HKIA SkyPier to/from Zhuhai and Macau was recorded during the reporting period. Therefore, no deviation was recorded in the HSF monitoring in the reporting period.

During the reporting period, ET conducted bi-weekly audit of the MSS to ensure the system recorded all deviation cases accurately and the contractors fully complied with the requirements of the MTRMP-CAV. 4 skipper training workshops were held by ET and 13 skipper training workshops were held by contractors' Environmental Officers during the reporting period and competency tests were conducted subsequently with the trained skippers by ET.

On the implementation of MMWP, dolphin observers were deployed by the contractors for laying of silt curtains for marine filling works in accordance with the plan. On the implementation of DEZ Plan, dolphin observers were deployed for continuous monitoring of the DEZ by the contractors for DCM works and seawall construction works in accordance with the DEZ Plan. Trainings for the proposed dolphin observers were provided by the ET prior to the aforementioned works. From the contractors' MMWP observation records and DEZ monitoring records, no dolphin or other marine mammals were observed within or around the silt curtains or the DEZ in this reporting period. Audits of acoustic decoupling for construction vessels were also carried out by the ET.

The recommended environmental mitigation measures, as included in the EM&A programme, were effectively implemented during the reporting period. Also, the EM&A programme implemented by the ET has effectively monitored the construction activities and ensured the proper implementation of mitigation measures.

# Figures

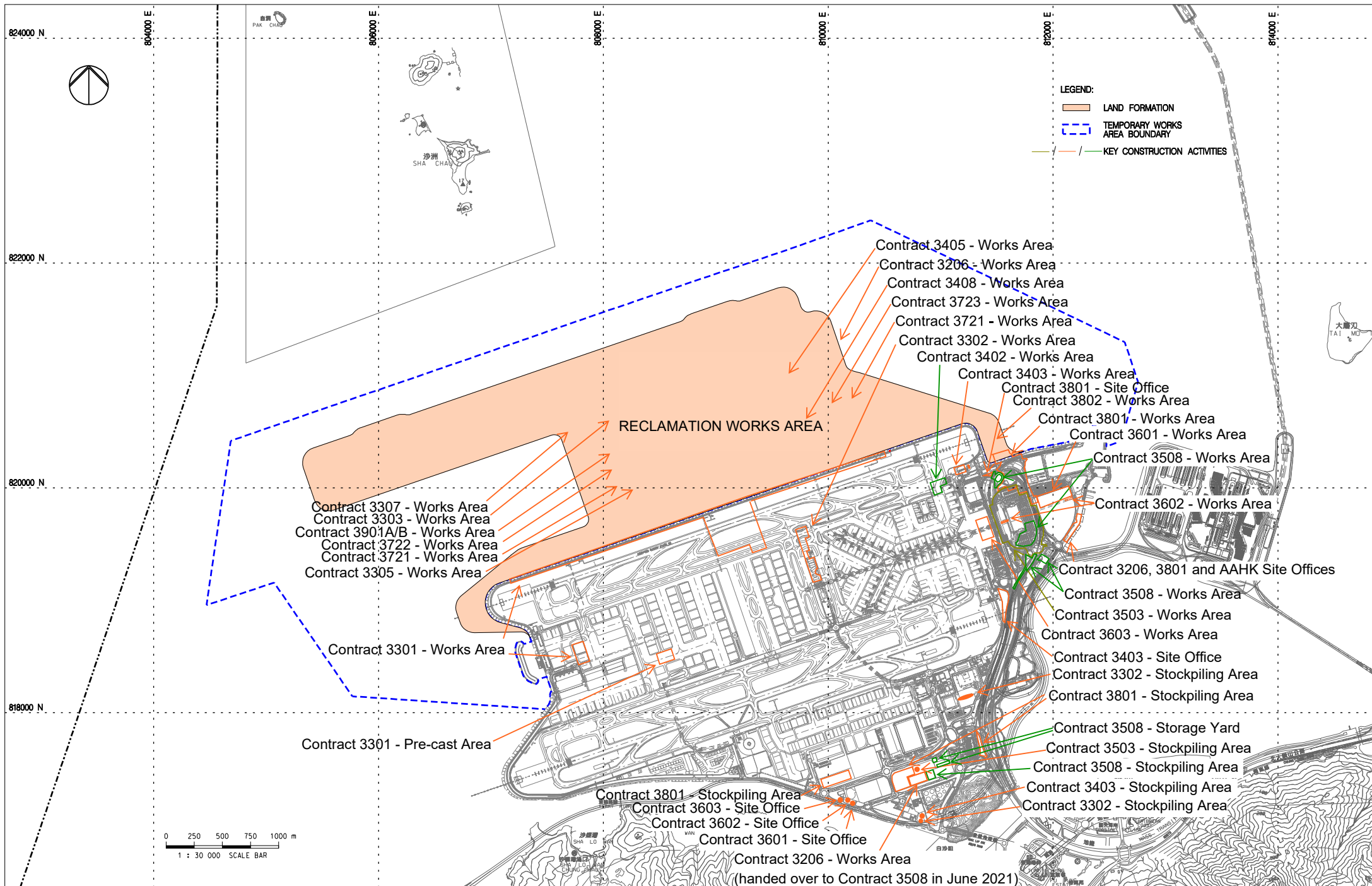


FIGURE 1.1 LOCATIONS OF KEY CONSTRUCTION ACTIVITIES

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



80000 E.

80000 E.

81000 E.

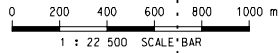
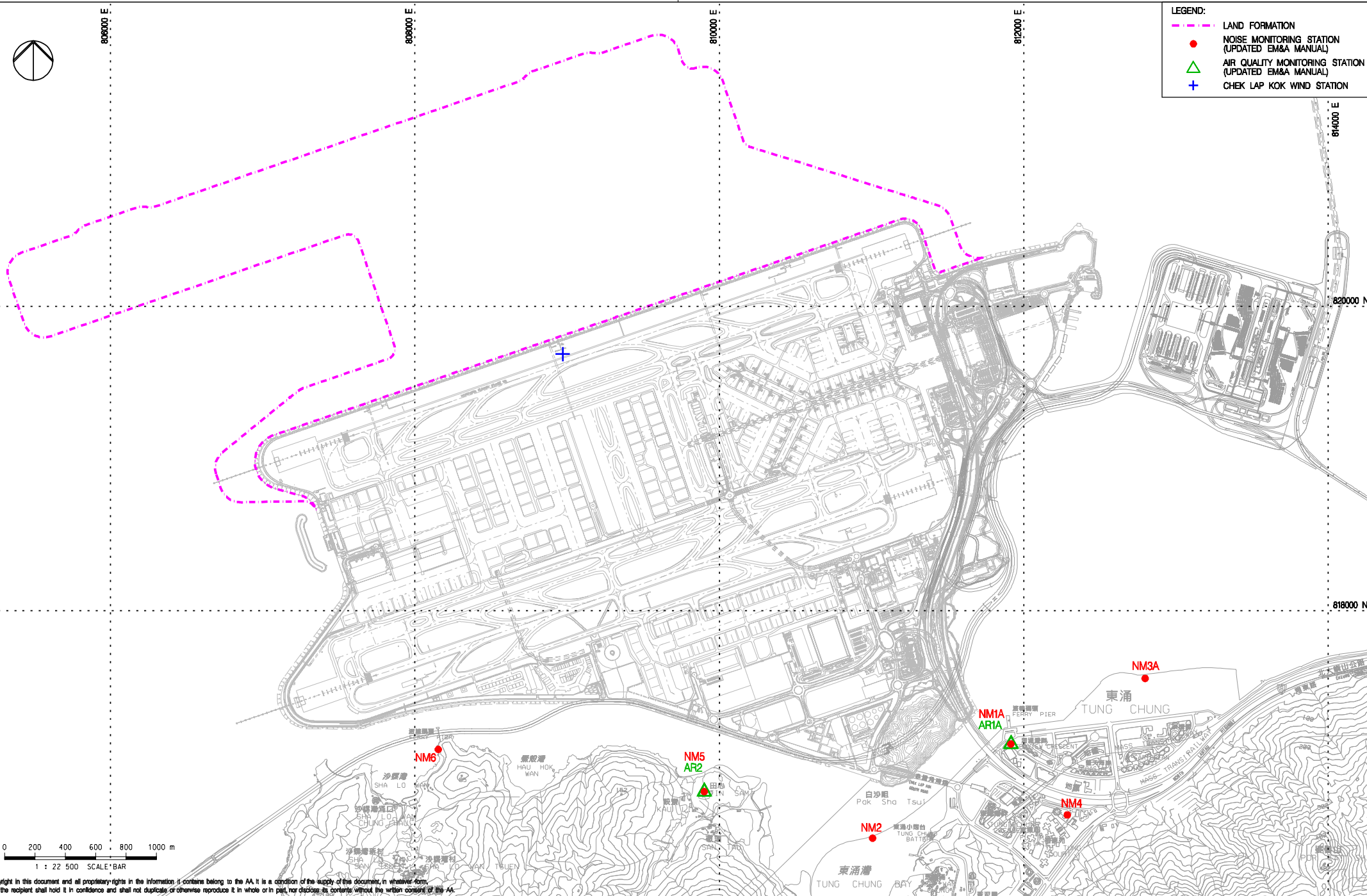
82000 E.

84000 E.

82000 N.

81800 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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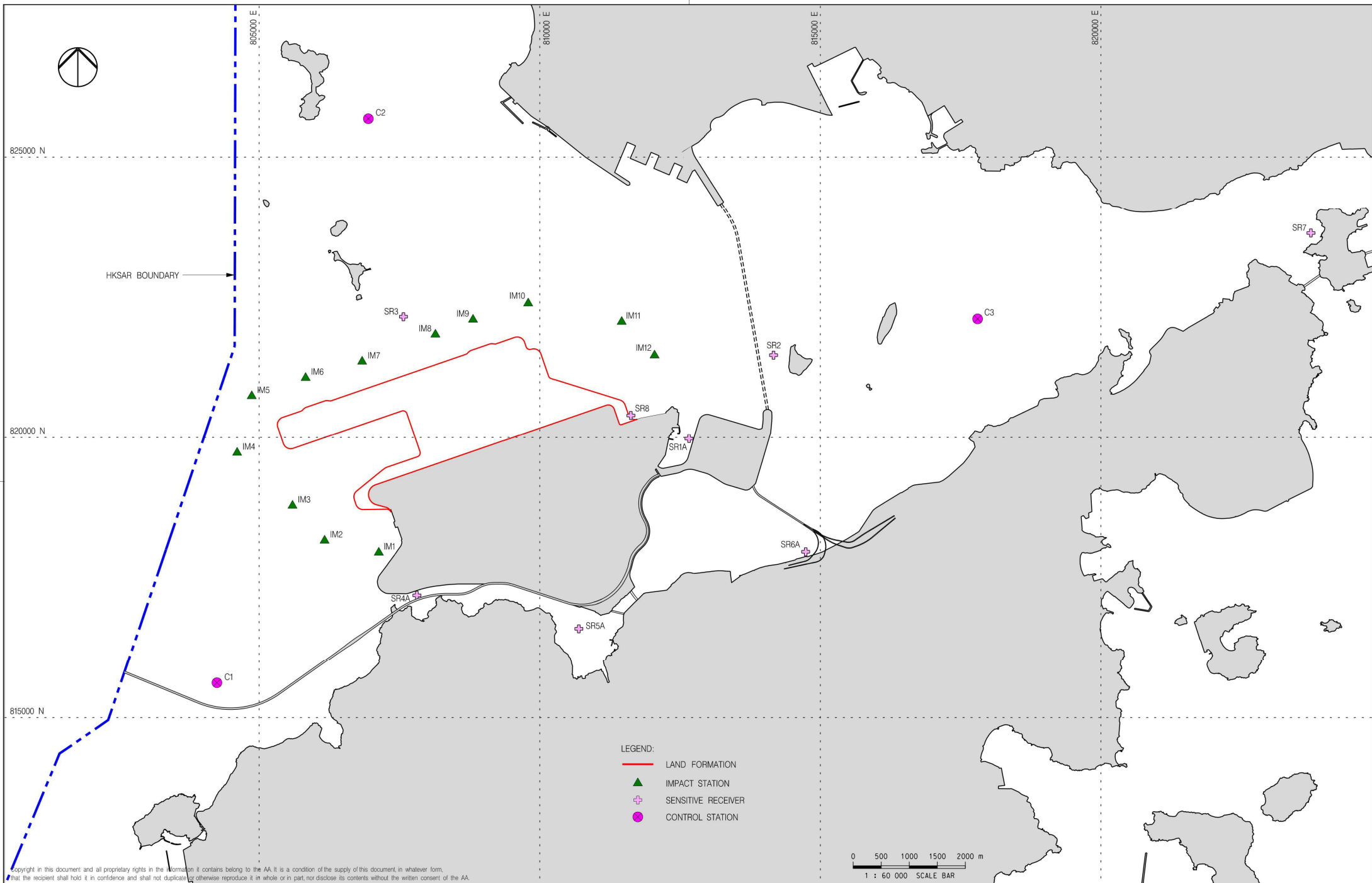
Rev.	Date	Description	Checked
A	06JAN16	FIRST ISSUE	RO
B	28JAN16	GENERAL REVISION	RO
C	11FEB16	GENERAL REVISION	RO
D	29OCT18	GENERAL REVISION	SH



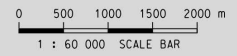
Title  
LOCATIONS OF AIR AND NOISE MONITORING STATIONS AND CHEK LAP KOK WIND STATION

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



- LEGEND:
- LAND FORMATION
  - ▲ IMPACT STATION
  - + SENSITIVE RECEIVER
  - CONTROL STATION



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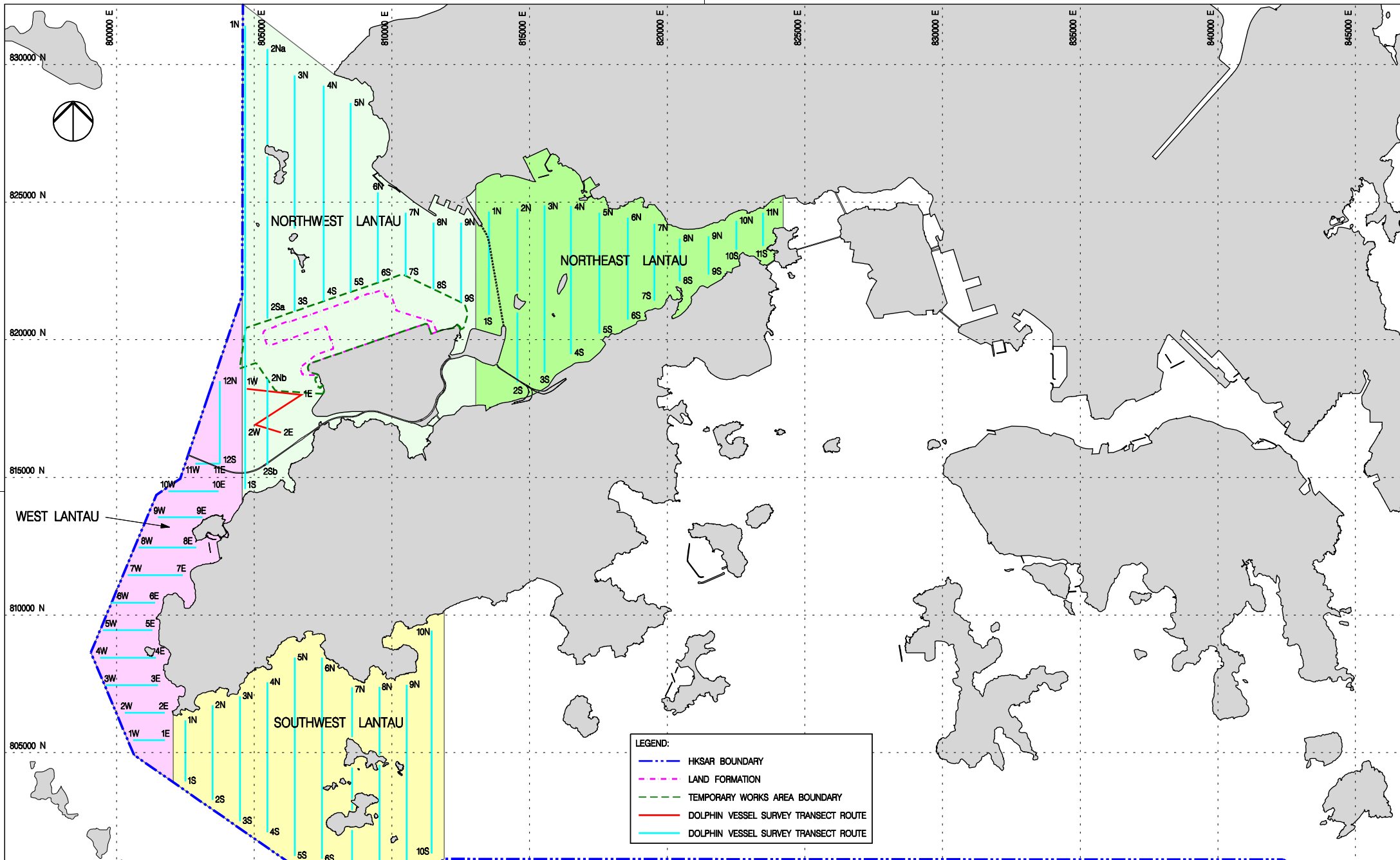
Rev.	Date	Description	Checked
A	21AUG19	FIRST ISSUE	VL



Title  
**WATER QUALITY MONITORING STATIONS**

Consultant's Signatures for Approval		Date
Design	DC	21AUG19
Checkers	DC / TK	21AUG19
Approver	EC	21AUG19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 60000
<b>FIGURE 2.2</b>	
Rev.	A



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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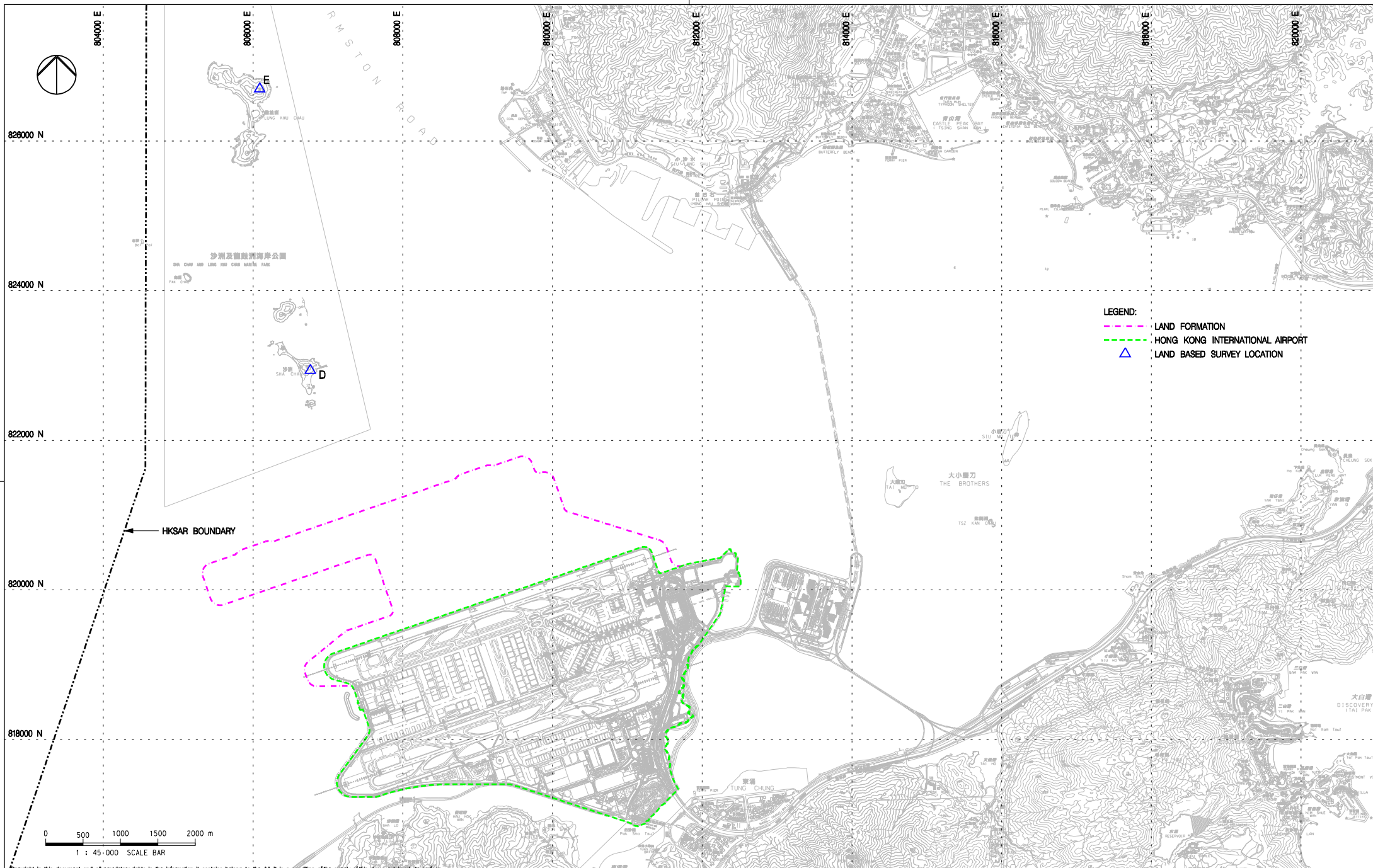
Rev.	Date	Description	Checked
B	27JUL16	GENERAL REVISION	JT
C	06FEB17	GENERAL REVISION	JT
D	01MAR17	GENERAL REVISION	JT
E	29OCT18	GENERAL REVISION	SH
F	04APR19	GENERAL REVISION	SH



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
FIGURE 2.3	Rev. F



**LEGEND:**  
 --- LAND FORMATION  
 --- HONG KONG INTERNATIONAL AIRPORT  
 ▲ LAND BASED SURVEY LOCATION

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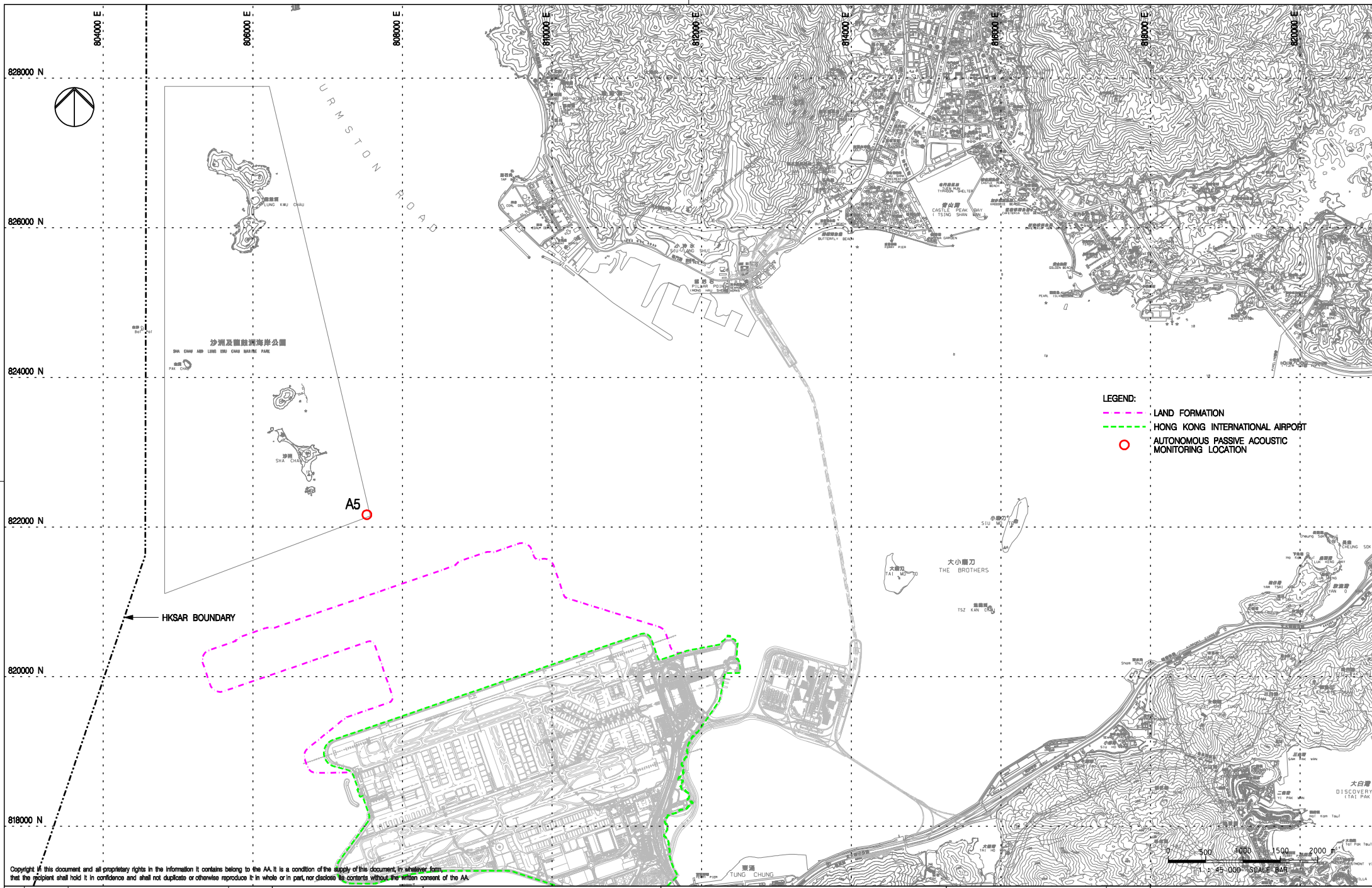
Rev.	Date	Description	Checked
A	02DEC15	FIRST ISSUE	JC
B	06FEB17	GENERAL REVISION	JC
C	29OCT18	GENERAL REVISION	SH



**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 2.4
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
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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		Scale at A3
Drawing No.		1:45000
<b>FIGURE 2.10</b>		Rev. C

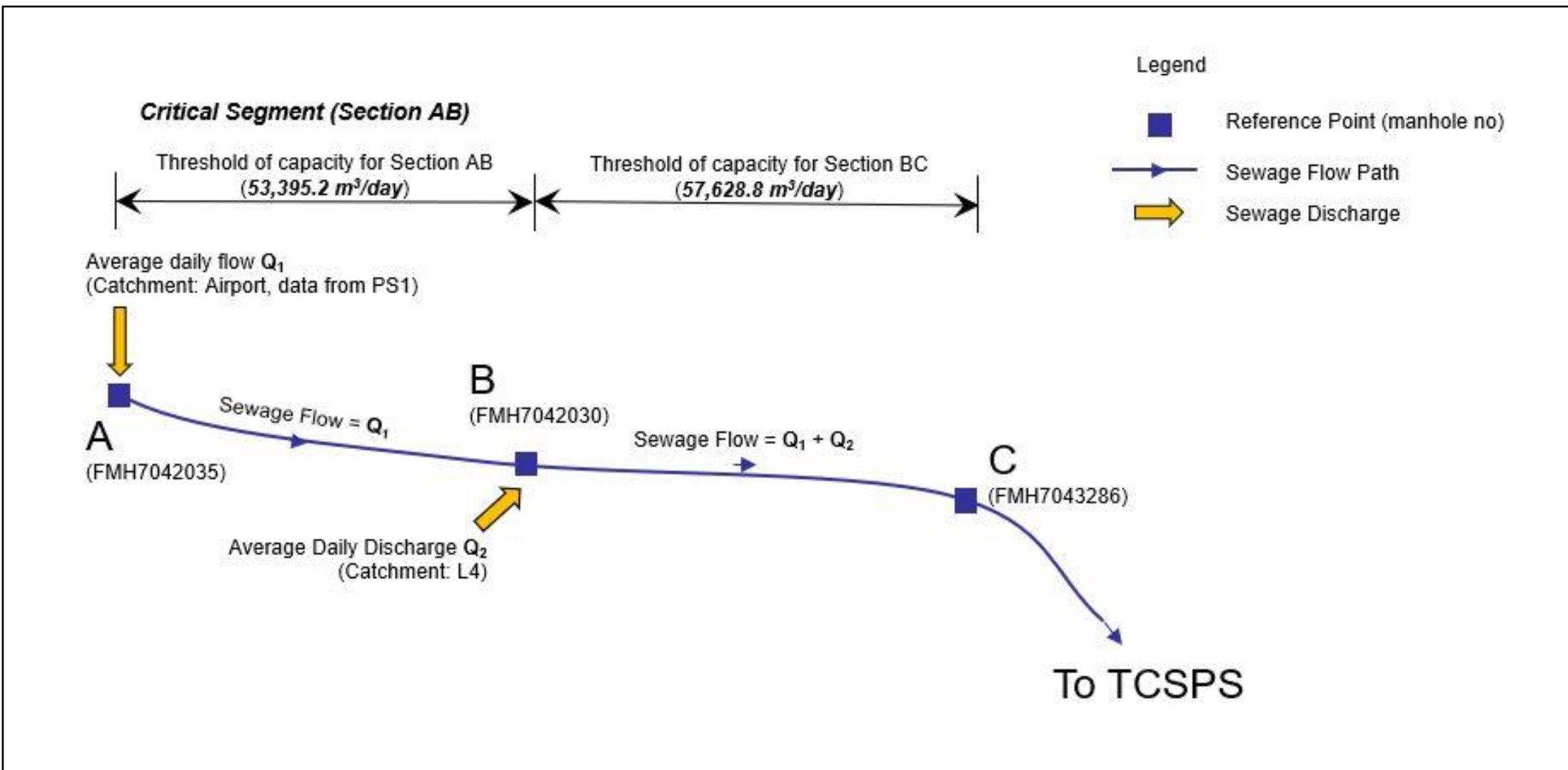
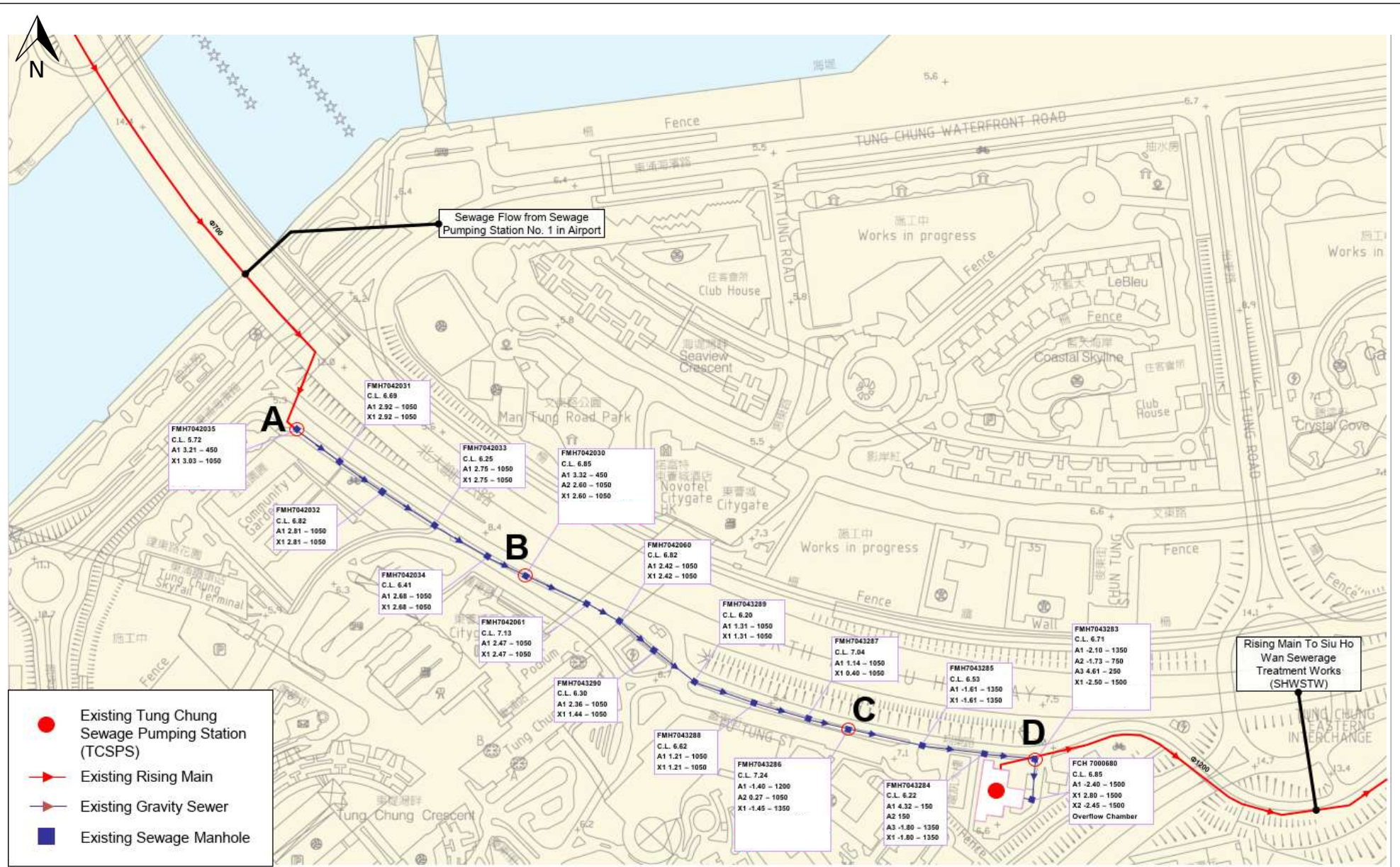


FIGURE 2.11 SCHEMATIC DIAGRAM FOR SEWERAGE SYSTEM FLOW MONITORING



<b>Project</b> Hong Kong International Airport Contract 3101 - 3RS Environmental Team Consultancy Services - Proposal for Additional Services on Development of Method for Annual Sewage Flow Monitoring for the Existing Gravity Sewer		<b>M M</b> MOTT MACDONALD
<b>Title</b> Sewerage System Collecting Sewage from Airport		
<b>Date</b> Nov 2020	<b>Scale</b> N.T.S.	<b>File</b>

FIGURE 2.12

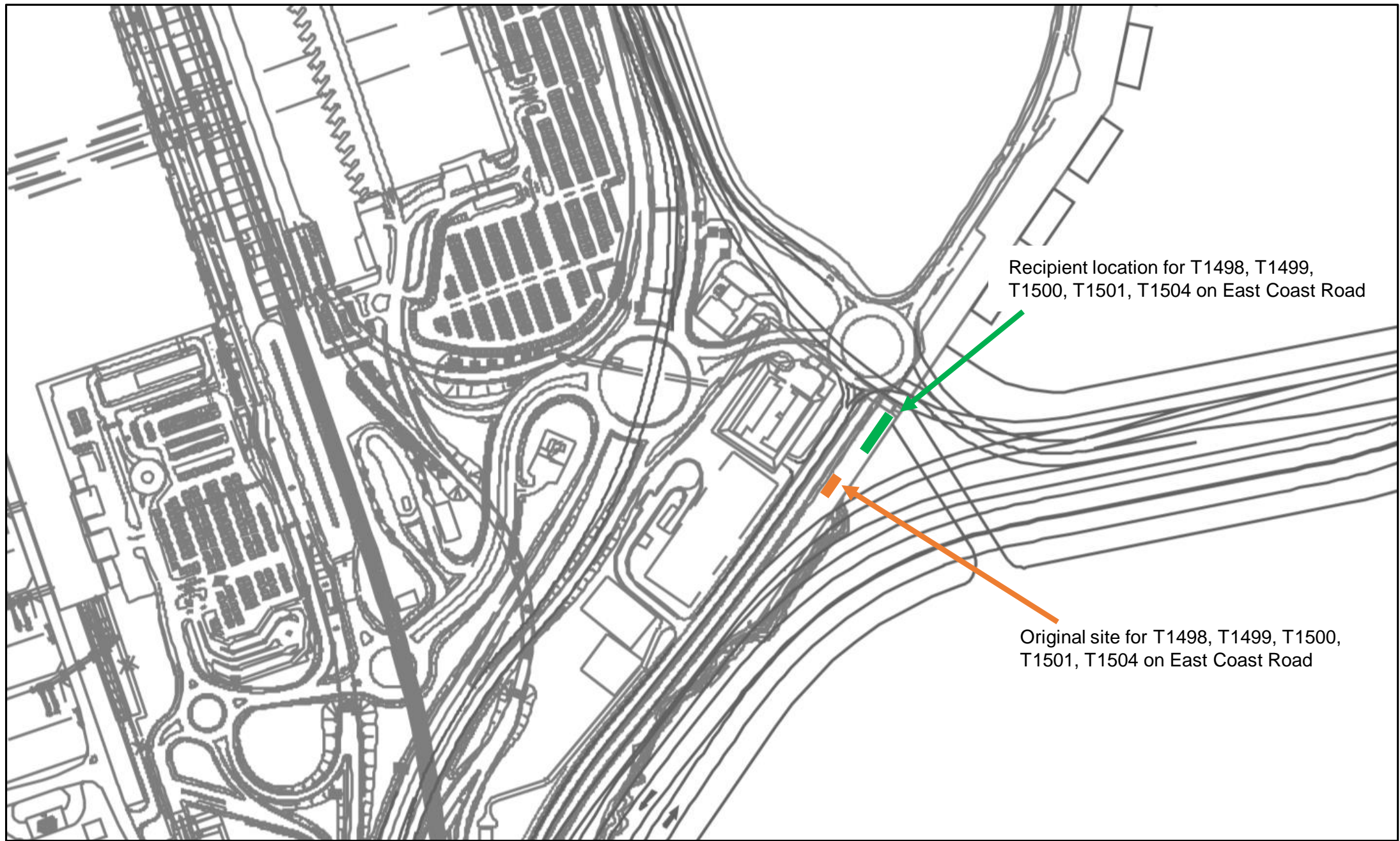
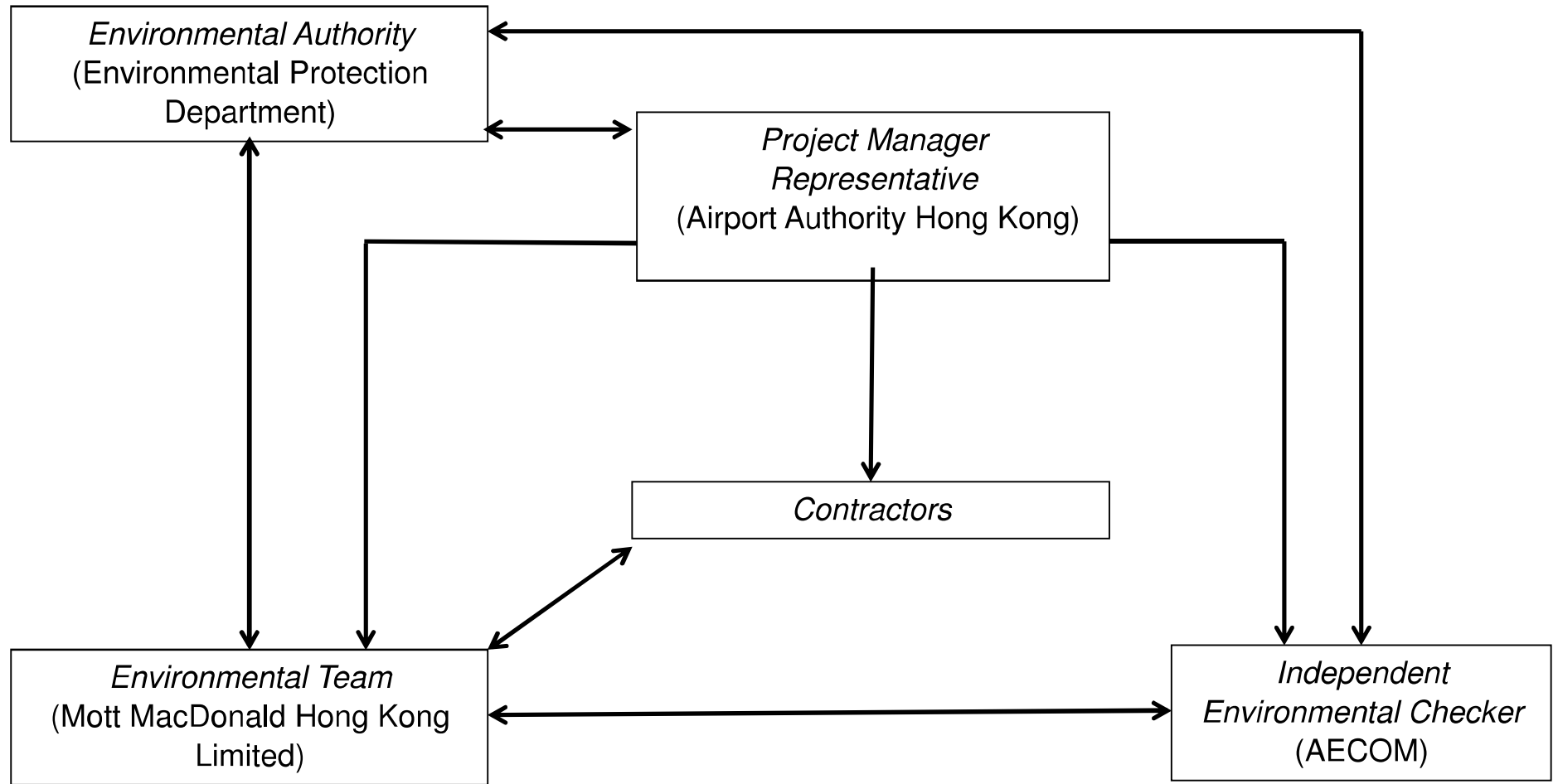


FIGURE 2.13 LOCATIONS OF NEWLY TRANSPLANTED TREES DURING THE REPORTING PERIOD

# Appendix A. Project Organization Chart



# **Appendix B. 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?^
<b>Air Quality Impact – Construction Phase</b>					
5.2.6.2	2.1	-	<b>Dust Control Measures</b> <ul style="list-style-type: none"> <li>Water spraying for 12 times a day or once every two hours for 24-hour working at all active works area.</li> </ul>	Within construction site / Duration of the construction phase	I
5.2.6.3	2.1	-	<ul style="list-style-type: none"> <li>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.</li> </ul>	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"> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	I
			Disturbed Parts of the Roads <ul style="list-style-type: none"> <li>Each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials; or</li> <li>Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet.</li> </ul>	Within construction site / Duration of the construction phase	I
			Exposed Earth <ul style="list-style-type: none"> <li>Exposed earth should be properly treated by compaction, hydroseeding, vegetation planting or seating 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.</li> </ul>	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"> <li>All dusty materials should be sprayed with water immediately prior to any loading or transfer operation so as to keep the dusty material wet.</li> </ul>	Within construction site / Duration of the construction phase	
			<p>Debris Handling</p> <ul style="list-style-type: none"> <li>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</li> <li>Before debris is dumped into a chute, water should be sprayed so that it remains wet when it is dumped.</li> </ul>	Within construction site / Duration of the construction phase	
			<p>Transport of Dusty Materials</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	
			<p>Wheel washing</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	
			<p>Use of vehicles</p> <ul style="list-style-type: none"> <li>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;</li> <li>Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels; and</li> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	
			<p>Site hoarding</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	
5.2.6.5	2.1	-	<p><b>Best Practices for Concrete Batching Plant</b></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	

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"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ Vents of all silos shall be fitted with fabric filtering system to meet the required emission limit;</li> <li>▪ Vents of cement/PFA weighing scale shall be fitted with fabric filtering system to meet the required emission limit; and</li> <li>▪ Seating of pressure relief valves of all silos shall be checked, and the valves re-seated if necessary, before each delivery.</li> </ul>		
			<p>Other raw materials</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ All conveyor transfer points shall be totally enclosed. Openings for the passage of conveyors shall be fitted with adequate flexible seals;</li> <li>▪ Scrapers shall be provided at the turning points of all conveyors to remove dust adhered to the belt surface;</li> <li>▪ 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;</li> <li>▪ 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;</li> </ul>	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	<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?^
			<ul style="list-style-type: none"> <li>The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side;</li> <li>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</li> <li>The opening between the storage bin and weighing scale of the materials shall be fully enclosed.</li> </ul>		
			<p>Loading of materials for batching</p> <ul style="list-style-type: none"> <li>Concrete truck shall be loaded in such a way as to minimise airborne dust emissions. The following control measures shall be implemented:                             <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol> </li> <li>The loading bay shall be totally enclosed during the loading process.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
			<p>Vehicles</p> <ul style="list-style-type: none"> <li>All practicable measures shall be taken to prevent or minimize the dust emission caused by vehicle movement; and</li> <li>All access and route roads within the premises shall be paved and adequately wetted.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
			<p>Housekeeping</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
5.2.6.6	2.1	-	<p><b>Best Practices for Asphaltic Concrete Plant</b></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"> <li>The chimney shall not be less than 3 metres plus the building height or 8 metres above ground level, whichever is the greater;</li> <li>The efflux velocity of gases from the main chimney shall not be less than 12 m/s at full load condition;</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	

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"> <li>▪ The flue gas exit temperature shall not be less than the acid dew point; and</li> <li>▪ Release of the chimney shall be directed vertically upwards and not be restricted or deflected.</li> </ul>		
			<p>Cold feed side</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ All conveyor transfer points shall be totally enclosed. Openings for the passages of conveyors shall be fitted with adequate flexible seals; and</li> <li>▪ All materials returned from dust collection system shall be transferred in enclosed system and shall be stored inside bins or enclosures.</li> </ul>	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	
			<p>Hot feed side</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ Chutes for carrying hot material shall be rigid and preferably fitted with abrasion resistant plate inside. They shall be inspected daily for leakages;</li> </ul>	<p>Within Concrete Batching Plant / Duration of the construction phase</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"> <li>▪ 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</li> <li>▪ 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).</li> </ul>		
			<p>Material transportation</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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</li> <li>▪ Haul roads inside the Works shall be adequately wetted with water and/or chemical suppressants by water trucks or water sprayers.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
			<p>Control of emissions from bitumen decanting</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ Proper chimney for the discharge of bitumen fumes shall be provided at high level;</li> <li>▪ The emission of bitumen fumes shall not exceed the required emission limit; and</li> </ul> <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	
			<p>Liquid fuel</p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
			<p>Housekeeping</p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	
5.2.6.7	2.1	-	<p><b>Best Practices for Rock Crushing Plants</b></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"> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ Water sprayers shall be installed and operated in strategic locations at the feeding inlet of crushers; and</li> <li>▪ 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.</li> </ul>		
			<p>Vibratory screens and grizzlies</p> <ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ All grizzlies shall be enclosed on top and 3 sides and sufficient water sprayers shall be installed at their feeding and outlet areas.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Belt conveyors</p> <ul style="list-style-type: none"> <li>▪ 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;</li> <li>▪ 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</li> <li>▪ 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.</li> </ul>	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"> <li>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.</li> <li>The surface of all surge piles and stockpiles of blasted rocks or aggregates shall be kept sufficiently wet by water spraying wherever practicable;</li> <li>All open stockpiles for aggregates of size in excess of 5 mm shall be kept sufficiently wet by water spraying where practicable; or</li> <li>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.</li> <li>Scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared regularly.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<p>Rock drilling equipment</p> <ul style="list-style-type: none"> <li>Appropriate dust control equipment such as a dust extraction and collection system shall be used during rock drilling activities.</li> </ul>	Within Concrete Batching Plant / Duration of the construction phase	N/A
<b>Hazard to Human Life – Construction Phase</b>					
Table 6.40	3.2	-	<ul style="list-style-type: none"> <li>Precautionary measures should be established to request barges to move away during typhoons.</li> </ul>	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> <li>An appropriate marine traffic management system should be established to minimize risk of ship collision.</li> </ul>	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> <li>Location of all existing hydrant networks should be clearly identified prior to any construction works.</li> </ul>	Construction Site / Construction Period	I
<b>Noise Impact – Construction Phase</b>					
7.5.6	4.3	-	<p><b>Good Site Practice</b></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"> <li>only well-maintained plant to be operated on-site and plant should be serviced regularly during the construction works;</li> <li>machines and plant that may be in intermittent use to be shut down between work periods or should be throttled down to a minimum;</li> </ul>	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"> <li>plant known to emit noise strongly in one direction, should, where possible, be orientated to direct noise away from the NSRs;</li> <li>mobile plant should be sited as far away from NSRs as possible; and</li> <li>material stockpiles and other structures to be effectively utilised, where practicable, to screen noise from on-site construction activities.</li> </ul>		
7.5.6	4.3	-	<b>Adoption of QPME</b> <ul style="list-style-type: none"> <li>QPME should be adopted as far as applicable.</li> </ul>	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	<b>Use of Movable Noise Barriers</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	<b>Use of Noise Enclosure/ Acoustic Shed</b> <ul style="list-style-type: none"> <li>Noise enclosure or acoustic shed should be used to cover stationary PME such as air compressor and generator.</li> </ul>	Within the Project site / During construction phase / Prior to commencement of operation	I
<b>Water Quality Impact – Construction Phase</b>					

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><b>Marine Construction Activities</b></p> <p><u>General Measures to be Applied to All Works Areas</u></p> <ul style="list-style-type: none"> <li>▪ Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;</li> <li>▪ Use of Lean Material Overboard (LMOB) systems shall be prohibited;</li> <li>▪ Excess materials shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessels are moved;</li> <li>▪ Plants should not be operated with leaking pipes and any pipe leakages shall be repaired quickly;</li> <li>▪ Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action;</li> <li>▪ 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;</li> <li>▪ 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</li> <li>▪ 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.</li> </ul>	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"> <li>▪ The daily maximum production rates shall not exceed those assumed in the water quality assessment in the EIA report;</li> <li>▪ 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;</li> </ul>	Within construction site / Duration of the construction phase	I
			<ul style="list-style-type: none"> <li>▪ 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;</li> </ul>		I
			<ul style="list-style-type: none"> <li>▪ Closed grab dredger shall be used to excavate marine sediment;</li> <li>▪ Silt curtains surrounding the closed grab dredger shall be deployed in accordance with the Silt Curtain Deployment Plan; and</li> </ul>		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"> <li>▪ The Silt Curtain Deployment Plan shall be implemented.</li> </ul>		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"> <li>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;</li> </ul>	Within construction site / Duration of the construction phase	<p>N/A</p> <p>*(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"> <li>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</li> </ul>		<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"> <li>The silt curtains and silt screens should be regularly checked and maintained.</li> </ul>		I
			<p><u>Specific Measures to be Applied to Land Formation Activities during Marine Filling Works</u></p> <ul style="list-style-type: none"> <li>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;</li> </ul>	Within construction site / Duration of the construction phase	<p>I</p> <p>*(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"> <li>Double layer silt curtains to be applied at the south-western opening prior to commencement of marine filling activities;</li> </ul>		<p>N/A</p> <p>*(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"> <li>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</li> </ul>		<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"> <li>The silt curtains and silt screens should be regularly checked and maintained.</li> </ul>		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 the Field Joint Excavation Works for the Submarine Cable Diversion</u></p> <ul style="list-style-type: none"> <li>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</li> <li>Silt curtains surrounding the closed grab dredger to be deployed as a precautionary measure.</li> </ul>	Within construction site / Duration of the construction phase	N/A
8.8.1.4	5.1	-	<p><b>Modification of the Existing Seawall</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	At the existing northern seawall / Duration of the construction phase	I
8.8.1.5	5.1	-	<p><b>Construction of New Stormwater Outfalls and Modifications to Existing Outfalls</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	Within construction site / Duration of the construction phase	I
8.8.1.6 8.8.1.7	5.1	2.27	<p><b>Piling Activities for Construction of New Runway Approach Lights and HKIAAA Marker Beacons</b></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"> <li>Ground improvement via DCM using a close-spaced layout shall be completed prior to commencement of piling works;</li> <li>Steel casings shall be installed to enclose the excavation area prior to commencement of excavation;</li> <li>The excavated materials shall be removed using a closed grab within the steel casings;</li> <li>No discharge of the cement mixed materials into the marine environment will be allowed; and</li> <li>Excavated materials shall be treated and reused on-site.</li> </ul>	Within construction site / Duration of the construction phase	I I
8.8.1.8	5.1	-	<p><b>Construction of Site Runoff and Drainage</b></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"> <li>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</li> </ul>	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> <hr/> <ul style="list-style-type: none"> <li>▪ 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;</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▪ 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;</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▪ 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;</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▪ 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</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul>		I
8.8.1.9	5.1	-	<p><b>Sewage Effluent from Construction Workforce</b></p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	Within construction site / During construction phase	I
8.8.1.10 8.8.1.11	5.1		<p><b>General Construction Activities</b></p> <ul style="list-style-type: none"> <li>▪ 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</li> </ul>	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?^
			<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>		
8.8.1.12 8.8.1.13	5.1	2.28	<p><b>Drilling Activities for the Submarine Aviation Fuel Pipelines</b></p> <p>To prevent potential water quality impacts at Sha Chau, the following measures shall be applied:</p> <ul style="list-style-type: none"> <li>▪ A 'zero-discharge' policy shall be applied for all activities to be conducted at Sha Chau;</li> <li>▪ No bulk storage of chemicals shall be permitted; and</li> <li>▪ 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.</li> </ul>	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"> <li>▪ 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</li> <li>▪ 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.</li> </ul>	Within construction site / During construction phase	I
<b>Waste Management Implication – Construction Phase</b>					
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"> <li>▪ 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&amp;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&amp;D materials;</li> <li>▪ Priority should be given to collect and reuse suitable inert C&amp;D materials generated from other concurrent projects and the Government's PFRF as fill materials for the proposed land formation works;</li> <li>▪ 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;</li> <li>▪ 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</li> </ul>	Project Site Area / During design and construction phase	I
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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"> <li>▪ For the marine sediments expected to be excavated from the piling works of TRC, APM &amp; BHS tunnels, airside tunnels and other facilities on the proposed land formation area, piling work of marine sections of the approach lights and HKIAAA 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.</li> </ul>		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"> <li>▪ 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;</li> <li>▪ Training of site personnel in proper waste management and chemical waste handling procedures;</li> <li>▪ Provision of sufficient waste disposal points and regular collection for disposal;</li> <li>▪ 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;</li> <li>▪ Stockpiles of C&amp;D materials should be kept wet or covered by impervious sheets to avoid wind-blown dust;</li> <li>▪ All dusty materials including C&amp;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;</li> <li>▪ C&amp;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;</li> <li>▪ The speed of the trucks including dump trucks carrying C&amp;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</li> <li>▪ To avoid or minimise dust emission during transport of C&amp;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.</li> </ul>	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"> <li>▪ Use of steel or aluminium formworks and falseworks for temporary works as far as practicable;</li> <li>▪ Adoption of repetitive design to allow reuse of formworks as far as practicable;</li> <li>▪ 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;</li> </ul>	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"> <li>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;</li> <li>Any unused chemicals or those with remaining functional capacity should be collected for reused as far as practicable;</li> <li>Proper storage and site practices to minimise the potential for damage or contamination of construction materials; and</li> <li>Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste.</li> </ul>		
10.5.1.5	7.1		<ul style="list-style-type: none"> <li>Inert and non-inert C&amp;D materials should be handled and stored separately to avoid mixing the two types of materials.</li> </ul>	Project Site Area / Construction Phase	I
10.5.1.5	7.1	-	<ul style="list-style-type: none"> <li>Any recyclable materials should be segregated from the non-inert C&amp;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.</li> </ul>	Project Site Area / Construction Phase	I
10.5.1.6	7.1	-	<ul style="list-style-type: none"> <li>A trip-ticket system promulgated shall be developed in order to monitor the off-site delivery of surplus inert C&amp;D materials that could not be reused on-site for the proposed land formation work at the PFRF and to control fly tipping.</li> </ul>	Project Site Area / Construction Phase	I
10.5.1.6	7.1	2.32	<ul style="list-style-type: none"> <li>The Contractor should prepare and implement a Waste Management Plan detailing various waste arising and waste management practices.</li> </ul>	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"> <li>On-site remediation should be carried out in an enclosed area in order to minimise odour/dust emissions;</li> <li>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;</li> <li>All practical measures, including but not limited to speed control for vehicles, should be taken to minimise dust emission;</li> <li>Good housekeeping should be maintained at all times at the sediment treatment facility and storage area;</li> <li>Treated and untreated sediment should be clearly separated and stored separately; and</li> <li>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.</li> </ul>	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"> <li>Bottom opening of barges shall be fitted with tight fitting seals to prevent leakage of material;</li> <li>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</li> <li>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.</li> </ul>		
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"> <li>Good quality containers compatible with the chemical wastes should be used;</li> <li>Incompatible chemicals should be stored separately;</li> <li>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</li> <li>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.</li> </ul>	Project Site Area / Construction Phase	I
10.5.1.20	7.1	-	<ul style="list-style-type: none"> <li>General refuse should be stored in enclosed bins or compaction units separated from inert C&amp;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.</li> </ul>	Project Site Area / Construction Phase	I
10.5.1.21	7.1	-	<ul style="list-style-type: none"> <li>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.</li> </ul>	Project Site Area / Construction Phase	I
<b>Land Contamination – Construction Phase</b>					
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"> <li>Further site reconnaissance would be conducted once the areas are accessible in order to identify any land contamination concern for the areas.</li> </ul>	Project Site Area inaccessible during site reconnaissance / Prior to Construction Phase	I
			<ul style="list-style-type: none"> <li>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.</li> </ul>		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"> <li>▪ 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.</li> <li>▪ 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.</li> </ul>		<p>I *(CAR for golf course and Terminal 2 Emergency Power Supply System Nos.1, 2, 3, 4 and 5)</p> <hr/> <p>N/A</p>
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"> <li>▪ To minimize the incidents of construction workers coming in contact with any contaminated materials, bulk earth-moving excavation equipment should be employed;</li> <li>▪ 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;</li> <li>▪ Stockpiling of contaminated excavated materials on site should be avoided as far as possible;</li> <li>▪ The use of any contaminated soil for landscaping purpose should be avoided unless pre-treatment was carried out;</li> <li>▪ Vehicles containing any excavated materials should be suitably covered to reduce dust emissions and/or release of contaminated wastewater;</li> <li>▪ Truck bodies and tailgates should be sealed to prevent any discharge;</li> <li>▪ 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;</li> <li>▪ Speed control for trucks carrying contaminated materials should be exercised. 8km/h is the recommended speed limit;</li> <li>▪ 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</li> <li>▪ Maintain records of waste generation and disposal quantities and disposal arrangements.</li> </ul>	Project Site Area / Construction Phase	N/A
<b>Terrestrial Ecological – Construction Phase</b>					
12.10.1.1	9.2	2.14	<p><b>Pre-construction Egretty Survey</b></p> <ul style="list-style-type: none"> <li>▪ Conduct ecological survey for Sha Chau egretty to update the latest boundary of the egretty.</li> </ul>	Breeding season (April - July) prior to commencement of	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
				HDD drilling works at HKIA	
12.7.2.3 and 12.7.2.6	9.1	2.30	<b>Avoidance and Minimisation of Direct Impact to Egret</b> <ul style="list-style-type: none"> <li>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;</li> <li>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</li> <li>The containment pit at the daylighting location shall be covered or camouflaged.</li> </ul>	During construction phase at Sheung Sha Chau Island	
12.7.2.5	9.1	2.30	<b>Preservation of Nesting Vegetation</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	During construction phase at Sheung Sha Chau Island	
12.7.2.4 and 12.7.2.6	9.1	2.30	<b>Timing the Pipe Connection Works outside Ardeid's Breeding Season</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	During construction phase at Sheung Sha Chau Island	
12.10.1.1	9.3	-	<b>Ecological Monitoring</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	at Sheung Sha Chau Island	
<b>Marine Ecological Impact – Pre-construction Phase</b>					
13.11.4.1	10.2.2	-	<ul style="list-style-type: none"> <li>Pre-construction phase Coral Dive Survey.</li> </ul>	HKIAAA artificial seawall	
<b>Marine Ecological Impact – Construction Phase</b>					
13.11.1.3 to 13.11.1.6	-	-	<b>Minimisation of Land Formation Area</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	Land formation footprint / during detailed design phase to completion of construction	
13.11.1.7 to 13.11.1.10	-	2.31	<b>Use of Construction Methods with Minimal Risk/Disturbance</b> <ul style="list-style-type: none"> <li>Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF;</li> </ul>	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"> <li>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;</li> </ul>		
			<ul style="list-style-type: none"> <li>Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway;</li> </ul>		
			<ul style="list-style-type: none"> <li>Avoid bored piling during CWD peak calving season (Mar to Jun);</li> </ul>		
			<ul style="list-style-type: none"> <li>Prohibition of underwater percussive piling; and</li> </ul>		
			<ul style="list-style-type: none"> <li>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.</li> </ul>		
13.11.2.1 to 13.11.2.7	-	-	<p><b>Mitigation for Indirect Disturbance due to Deterioration of Water Quality</b></p> <ul style="list-style-type: none"> <li>Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices;</li> </ul>	All works area during the construction phase	
			<ul style="list-style-type: none"> <li>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);</li> </ul>		
			<ul style="list-style-type: none"> <li>Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and</li> </ul>		
			<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>		
13.11.1.12	-	-	<p><b>Strict Enforcement of No-Dumping Policy</b></p> <ul style="list-style-type: none"> <li>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;</li> <li>Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works;</li> <li>Fines for infractions should be implemented; and</li> <li>Unscheduled, on-site audits shall be implemented.</li> </ul>	All works area during the construction phase	
13.11.1.13	-	-	<p><b>Good Construction Site Practices</b></p> <ul style="list-style-type: none"> <li>Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines;</li> <li>Keep the number of working or stationary vessels present on-site to the minimum anytime; and</li> <li>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.</li> </ul>	All works area during the construction phase	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
13.11.1.3 to 13.11.1.6	-	-	<b>Minimisation of Land Formation Area</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	Land formation footprint / during detailed design phase to completion of construction	I
13.11.5.4 to 13.11.5.13	10.3.1	-	<b>SkyPier High Speed Ferries' Speed Restrictions and Route Diversions</b> <ul style="list-style-type: none"> <li>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 <b>Drawing No. MCL/P132/EIA/13-023</b> 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&amp;A data and taking reference to changes in total SkyPier HSF numbers; and</li> <li>A maximum of 10 knots will be enforced through the designated SCLKC Marine Park area at all times.</li> </ul> <b>Other mitigation measures</b> <ul style="list-style-type: none"> <li>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</li> <li>The effectiveness of the CWD mitigation measures after implementation of initial six month SkyPier HSF diversion and speed restriction will be reviewed.</li> </ul>	Area between the footprint and SCLKC Marine Park during construction phase	I
13.11.5.14 to 13.11.5.18	10.3.1	2.31	<b>Dolphin Exclusion Zone</b> <ul style="list-style-type: none"> <li>Establishment of a 24 hr Dolphin Exclusion Zone (DEZ) with a 250 m radius around the land formation works areas;</li> <li>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</li> <li>A DEZ would also be implemented during bored piling work but as a precautionary measure only.</li> </ul>	Marine waters around land formation works area during construction phase	I
13.11.5.19	10.4	2.31	<b>Acoustic Decoupling of Construction Equipment</b> <ul style="list-style-type: none"> <li>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</li> <li>Specific acoustic decoupling measures shall be specified during the detailed design of the project for use during the land formation works.</li> </ul>	Around coastal works area during construction phase	I
13.11.5.20	10.6.1	2.29	<b>Spill Response Plan</b>	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"> <li>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.</li> </ul>		
13.11.5.21 to 13.11.5.23	10.6.1	-	<p><b>Construction Vessel Speed Limits and Skipper Training</b></p> <ul style="list-style-type: none"> <li>A speed limit of 10 knots should be strictly observed for construction vessels at areas with the highest CWD densities; and</li> <li>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.</li> </ul>	All areas north and west of Lantau Island during construction phase	
<b>Fisheries Impact – Construction Phase</b>					
14.9.1.2 to 14.9.1.5	-	-	<p><b>Minimisation of Land Formation Area</b></p> <ul style="list-style-type: none"> <li>Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for fisheries resources.</li> </ul>	Land formation footprint / during detailed design phase to completion of construction	
14.9.1.6	-	-	<p><b>Use of Construction Methods with Minimal Risk/Disturbance</b></p> <ul style="list-style-type: none"> <li>Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF;</li> <li>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;</li> <li>Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and</li> <li>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.</li> </ul>	During construction phase at marine works area	
14.9.1.11	-	-	<p><b>Strict Enforcement of No-Dumping Policy</b></p> <ul style="list-style-type: none"> <li>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;</li> <li>Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works;</li> <li>Fines for infractions should be implemented; and</li> <li>Unscheduled, on-site audits shall be implemented.</li> </ul>	All works area during the construction phase	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
14.9.1.12	-		<b>Good Construction Site Practices</b> <ul style="list-style-type: none"> <li>Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines;</li> <li>Keep the number of working or stationary vessels present on-site to the minimum anytime; and</li> <li>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.</li> </ul>	All works area during the construction phase	
14.9.1.13 to 14.9.1.18	-		<b>Mitigation for Indirect Disturbance due to Deterioration of Water Quality</b> <ul style="list-style-type: none"> <li>Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices;</li> <li>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);</li> <li>Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and</li> <li>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.</li> </ul>	All works area during the construction phase	
<b>Landscape and Visual Impact – Construction Phase</b>					
Table 15.6	12.3	-	<b>CM1</b> - 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	-	<b>CM2</b> - 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	-	<b>CM3</b> - 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	-	<b>CM4</b> - 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.	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
Table 15.6	12.3	-	<b>CM5</b> - 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. – may be disassembled in phases	I
Table 15.6	12.3	-	<b>CM6</b> - 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.	I
Table 15.6	12.3	-	<b>CM7</b> - 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	-	<b>CM8</b> - 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	-	<b>CM9</b> - 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	-	<b>CM10</b> - 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;	N/A

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
				Upon handover and completion of works.	
			<b>Cultural Heritage Impact – Construction Phase</b>		
			Not applicable.		
			<b>Health Impact – Aircraft Emissions</b>		
			Not applicable.		
			<b>Health Impact – Aircraft Noise</b>		
			Not applicable.		

Notes:

“ - ” For items denoted as “ - ” provided under the columns of EM&A Ref. or EP Condition, environmental protection measures should be referred to the relevant paragraph(s) / table(s) in the approved EIA Report.

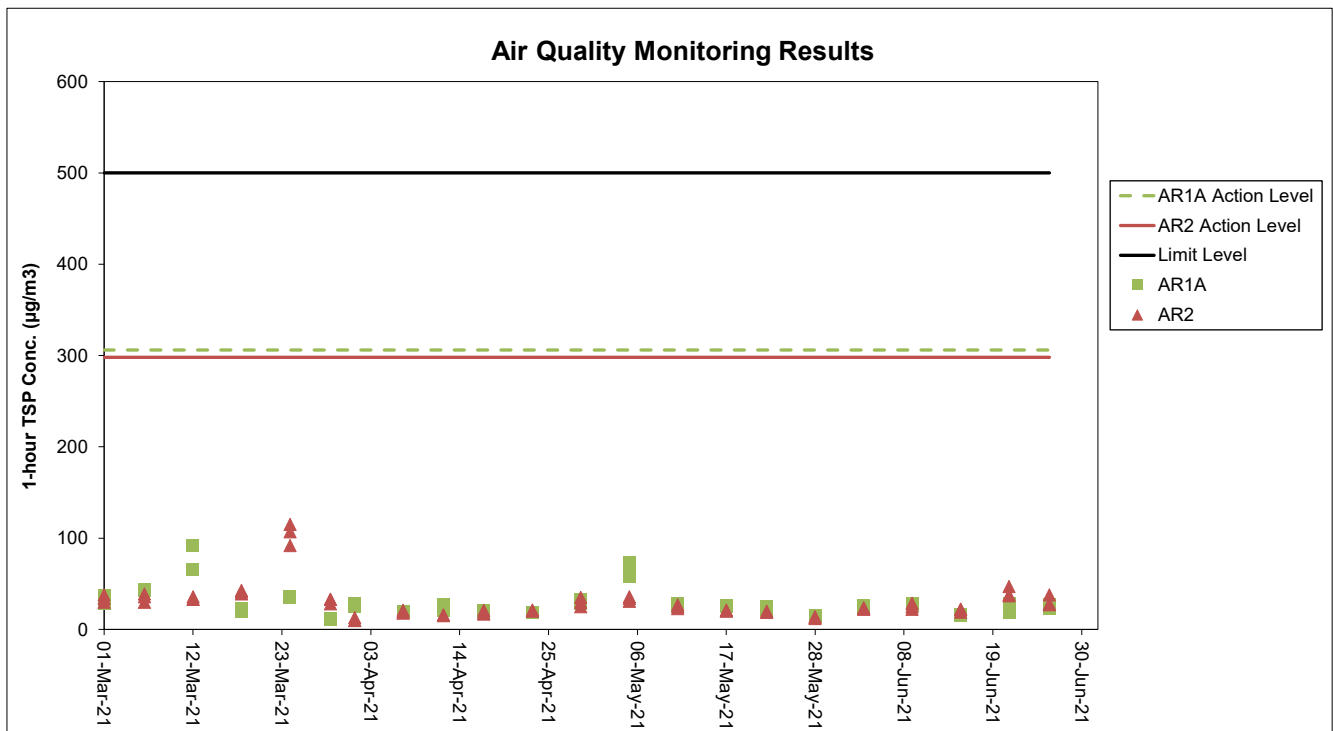
“ I ” Implemented where applicable.

“ 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 C. Monitoring Results

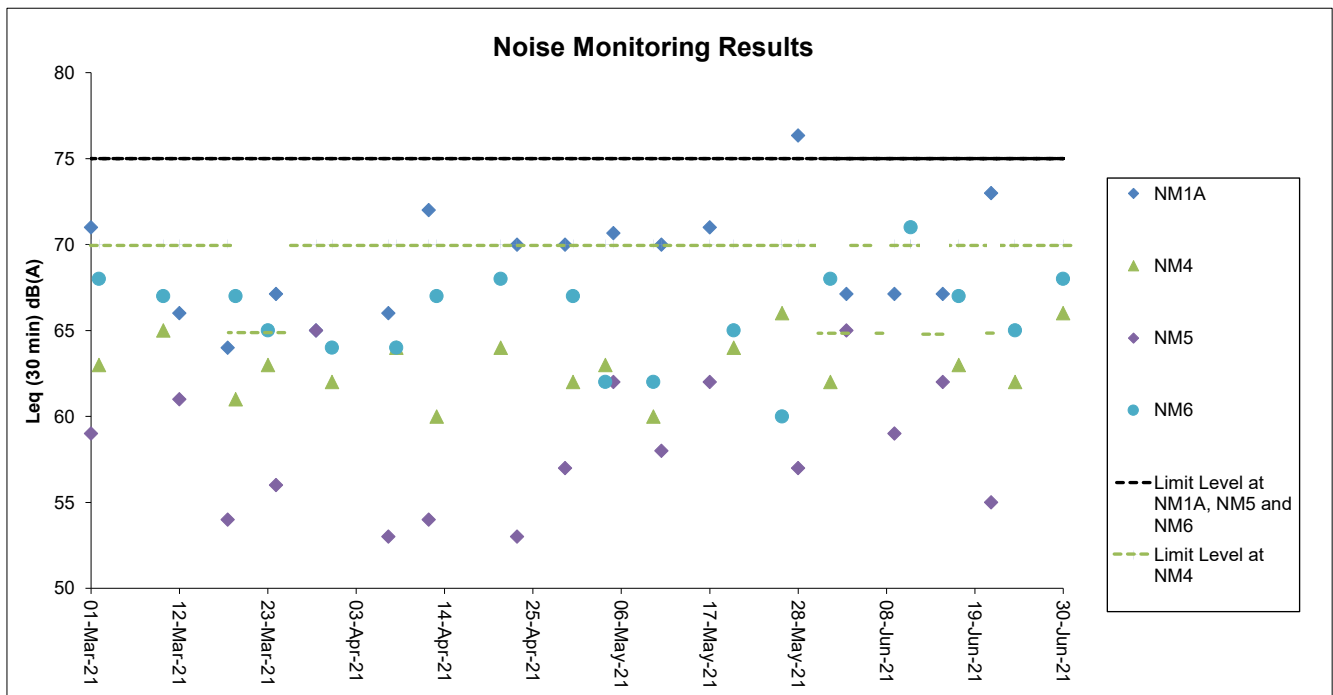
# **Air Quality Monitoring Results**



**Notes:**

1. The key activities of the Project carried out in the reporting period included reclamation works and land-based works. Works in the reclamation areas included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works. Land-based works on existing airport island involved mainly airfield works, 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.
2. General weather condition during monitoring ranged from sunny to cloudy. Detailed meteorological conditions can be referred to Table 2.3 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

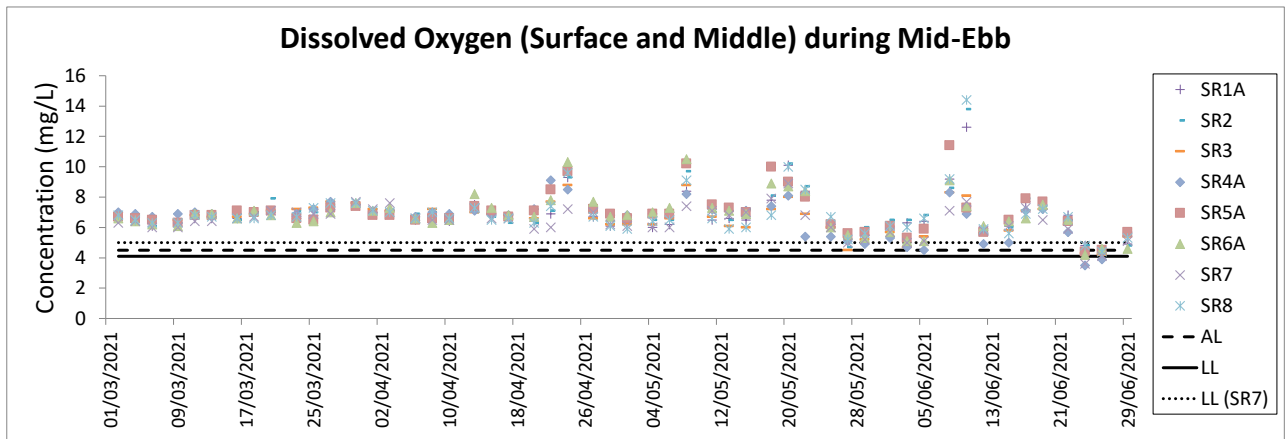
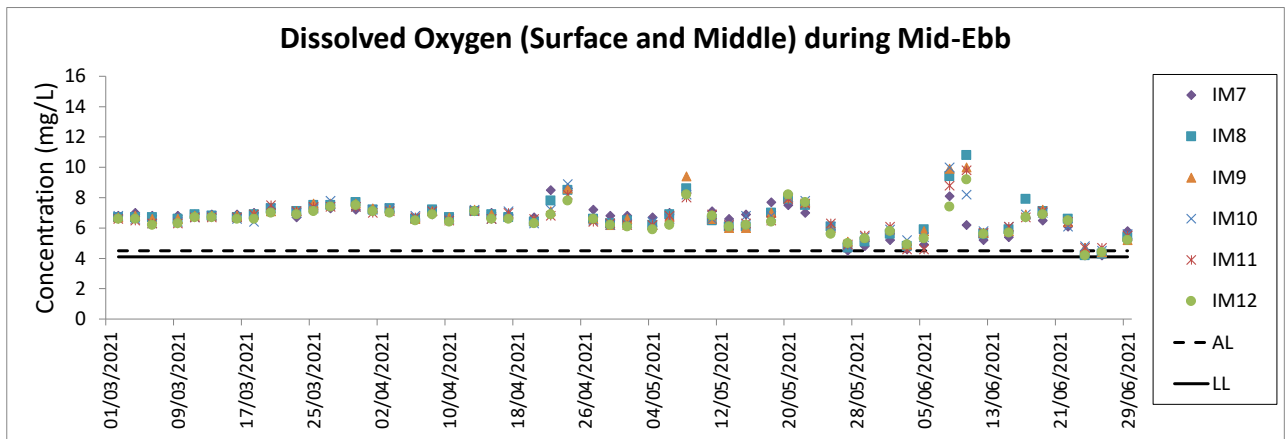
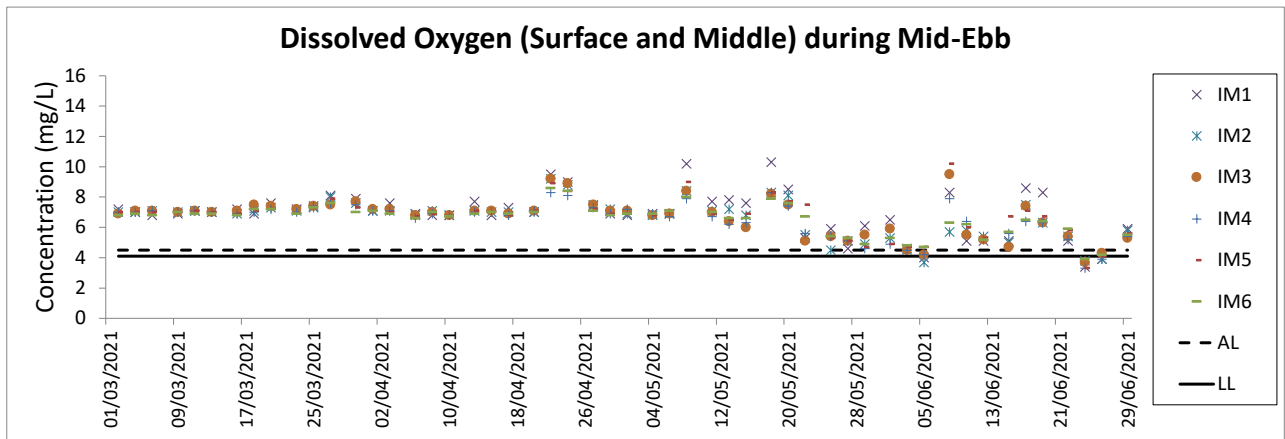
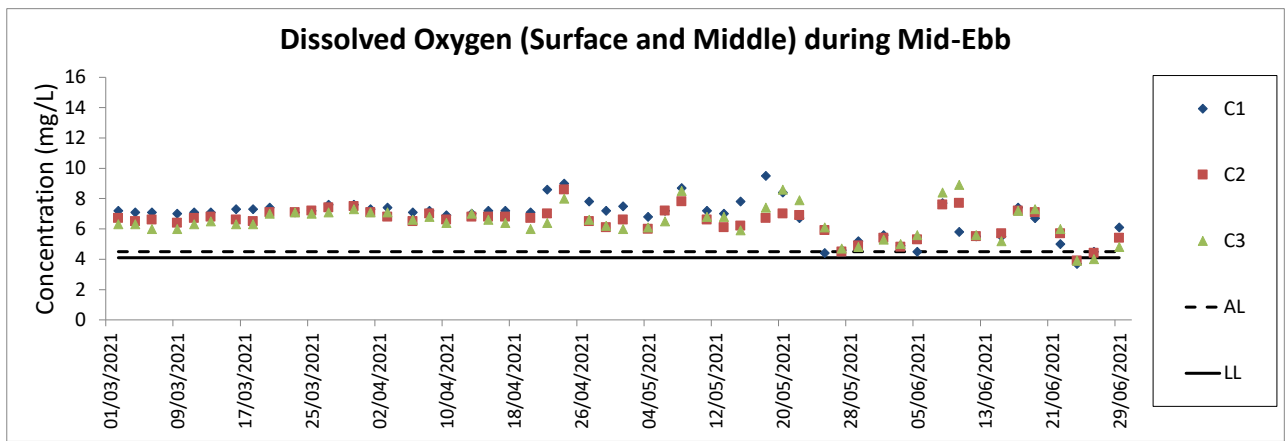
# Noise Monitoring Results



**Notes:**

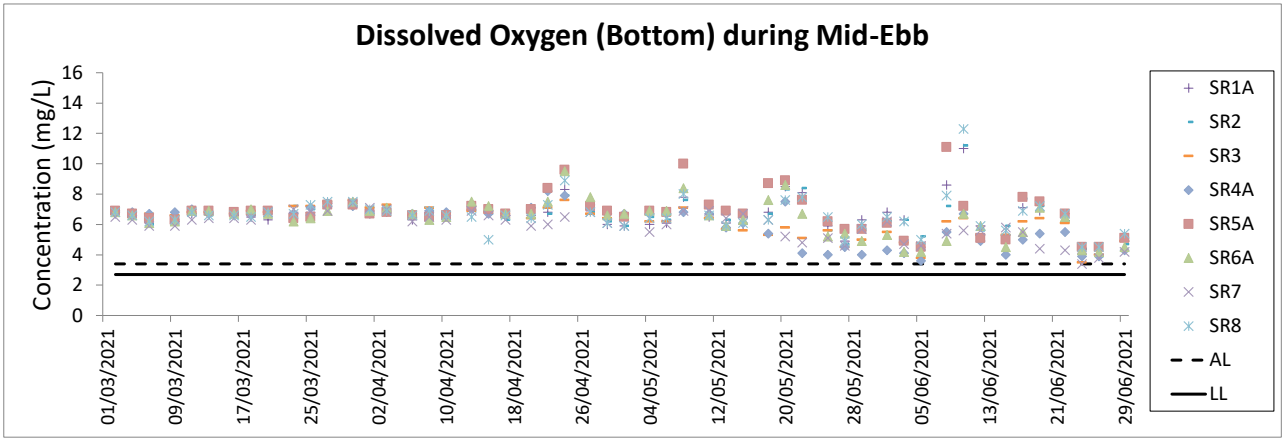
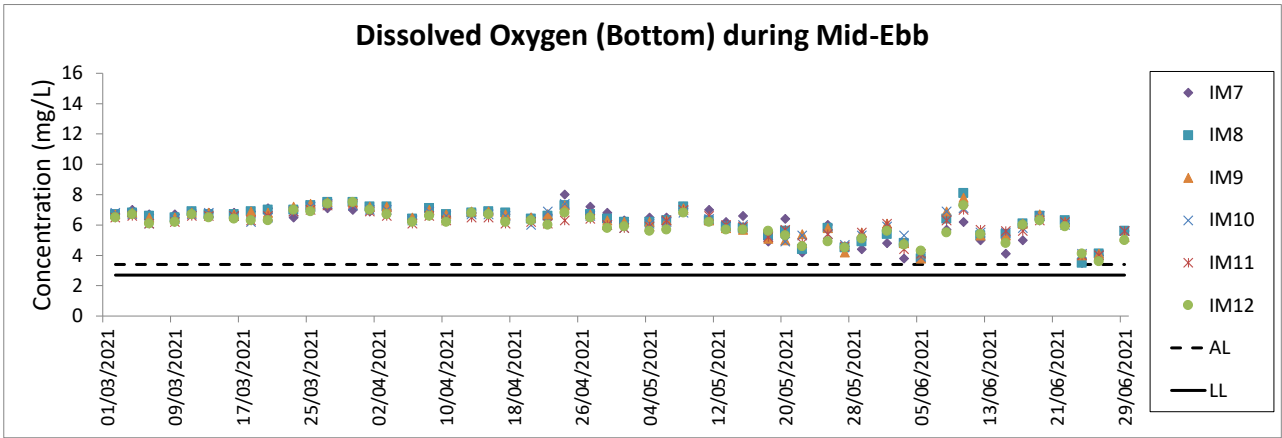
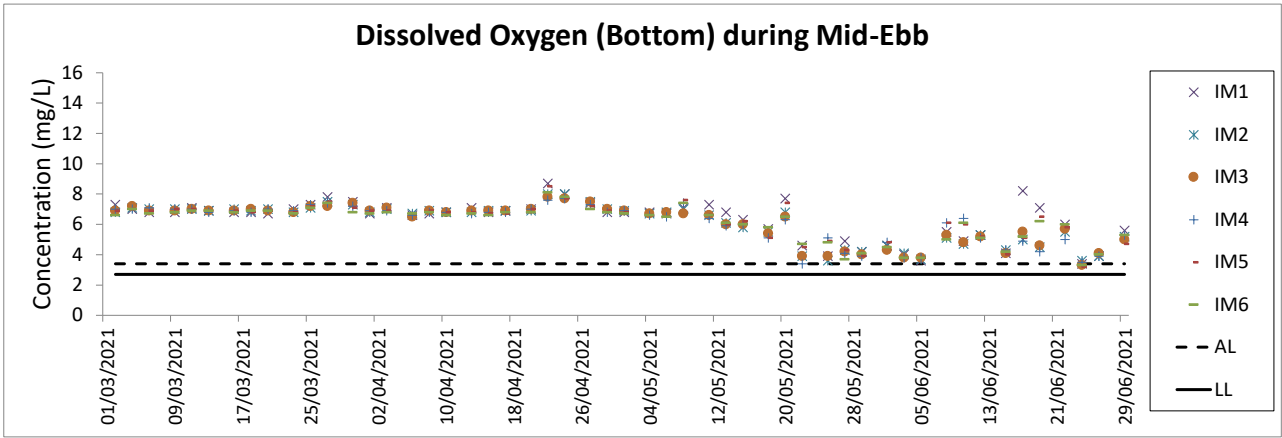
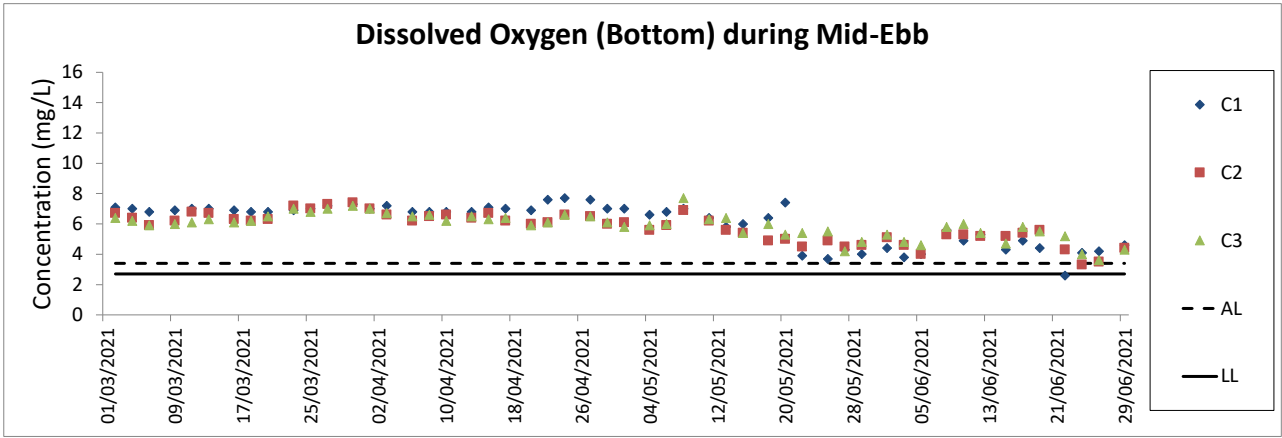
1. The Limit Level is reduced to 70dB(A) for school and 65dB(A) during school examination period at NM4. School examination took place from 31 May to 4 June 2021, and Basic Competency Assessment took place on 7, 8, 11, 15, 16, and 21 June during this reporting period.
2. The key activities of the Project carried out in the reporting period included reclamation works and land-based works. Works in the reclamation areas included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works. Land-based works on existing airport island involved mainly airfield works, 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.
3. General weather condition during monitoring ranged from sunny to cloudy. Detailed meteorological conditions can be referred to Table 2.6 of this Report and corresponding Monthly EM&A Reports.
4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

# **Water Quality Monitoring Results**



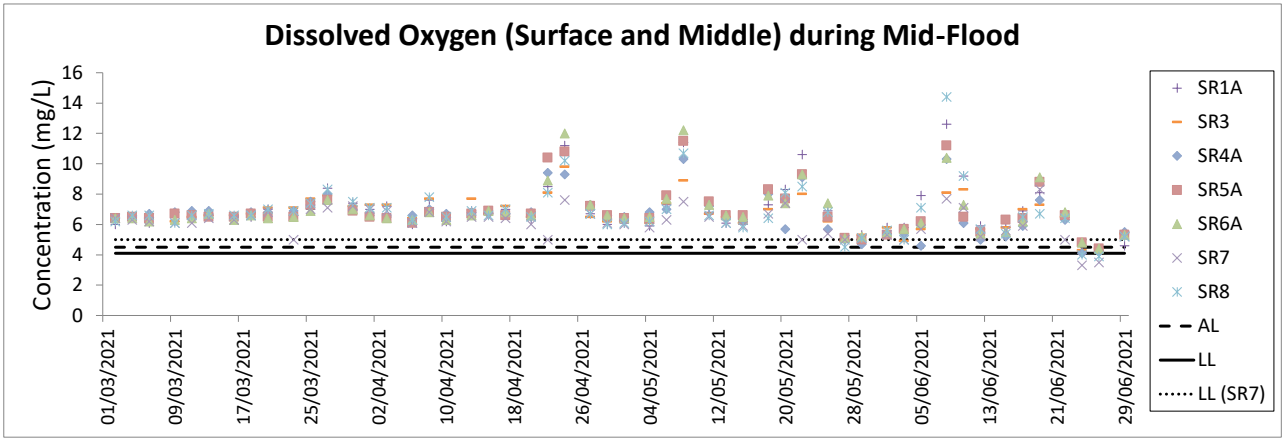
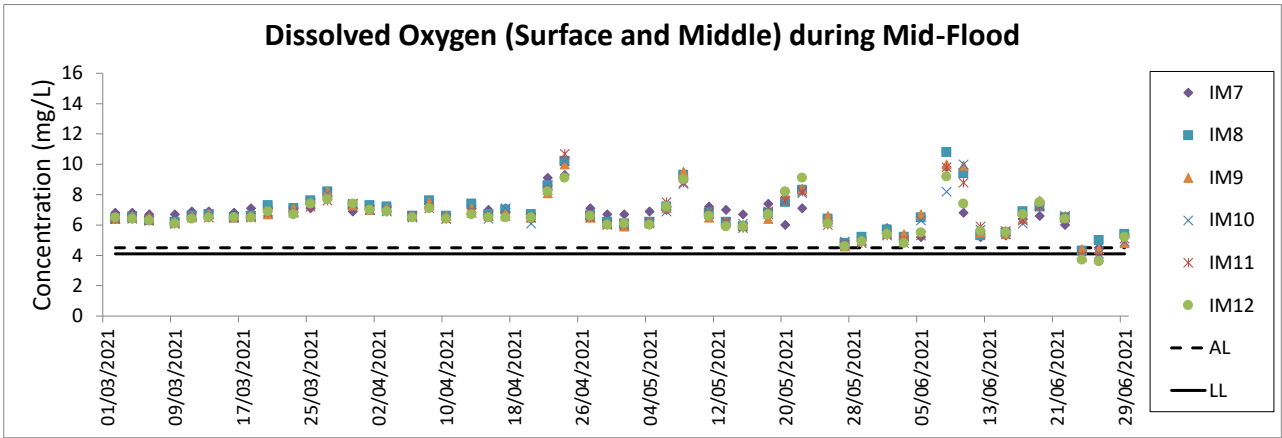
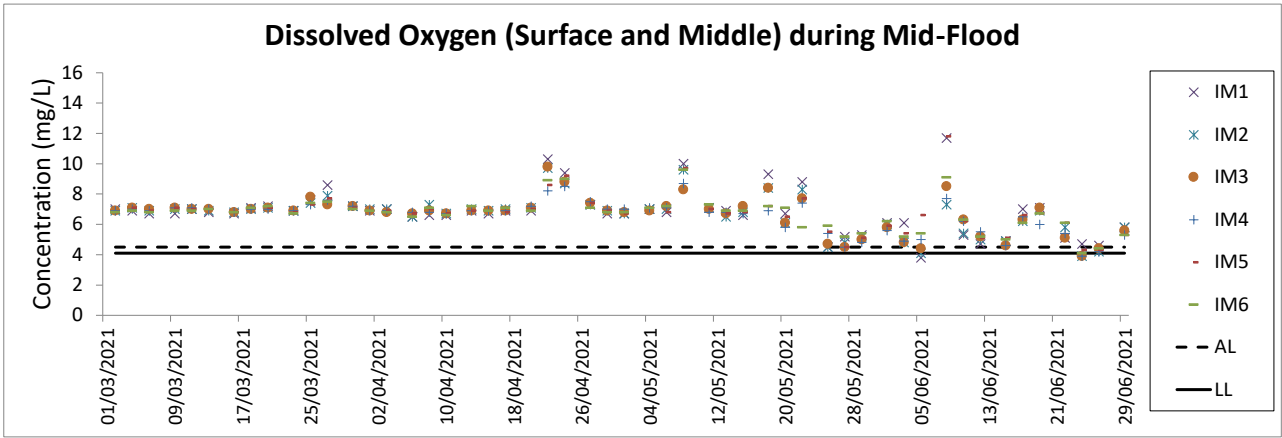
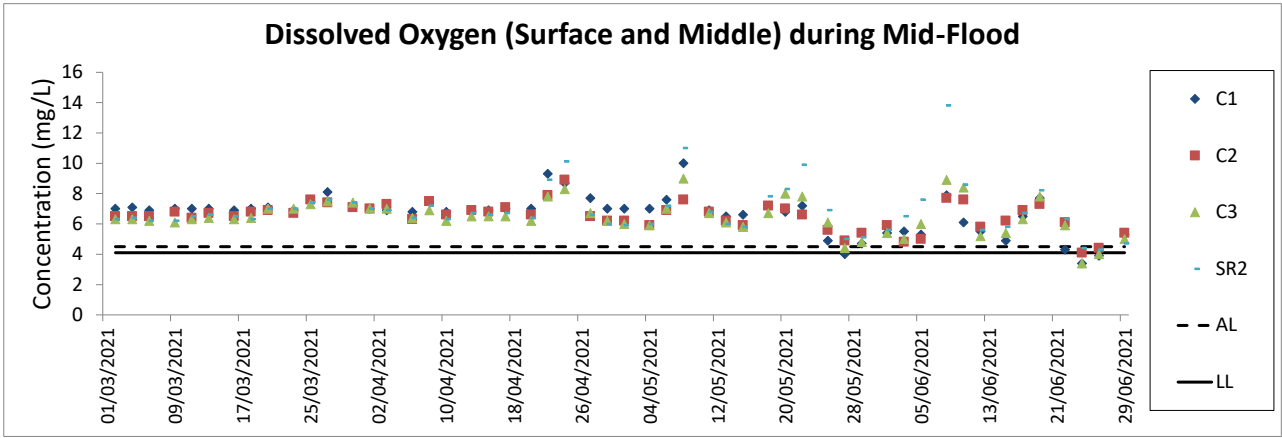
**Notes:**

1. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
2. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.



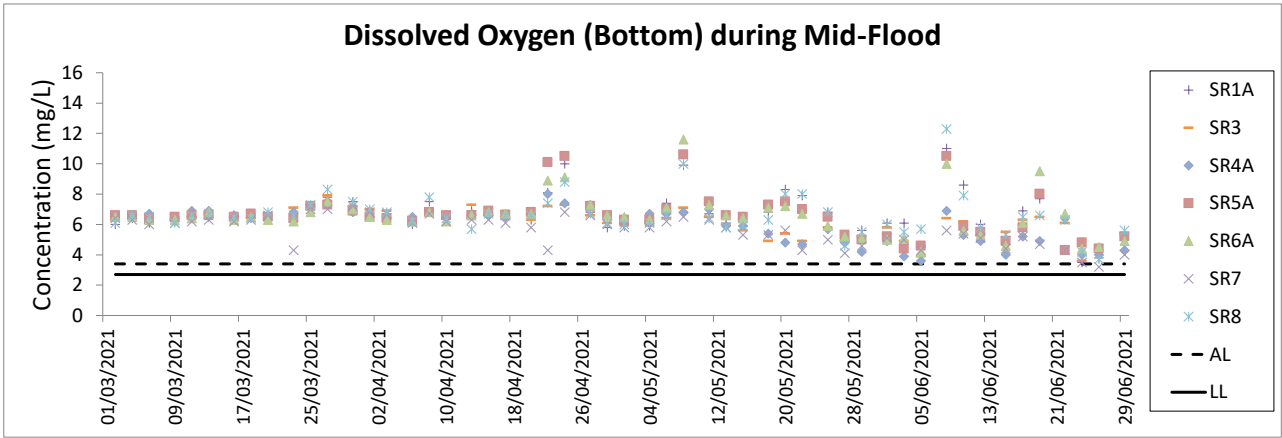
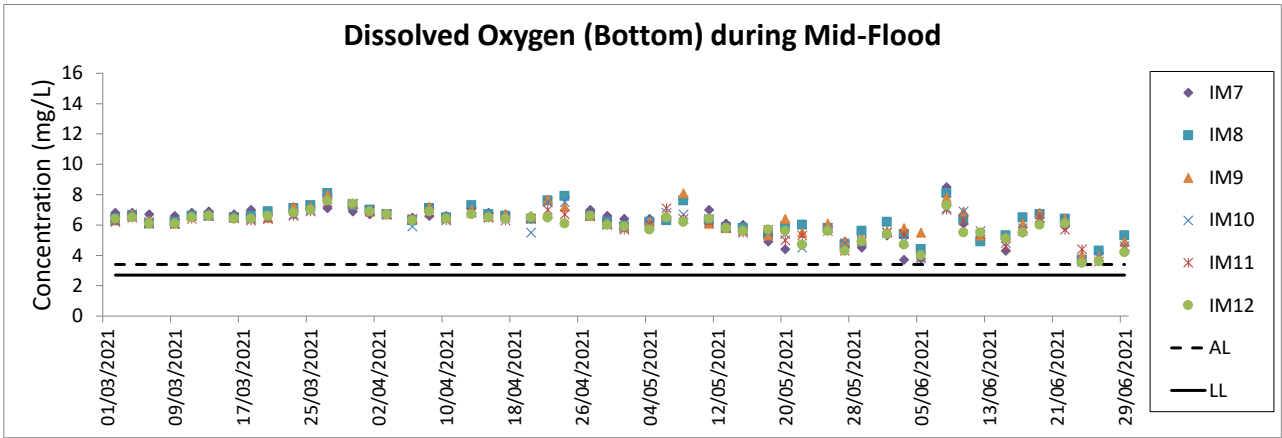
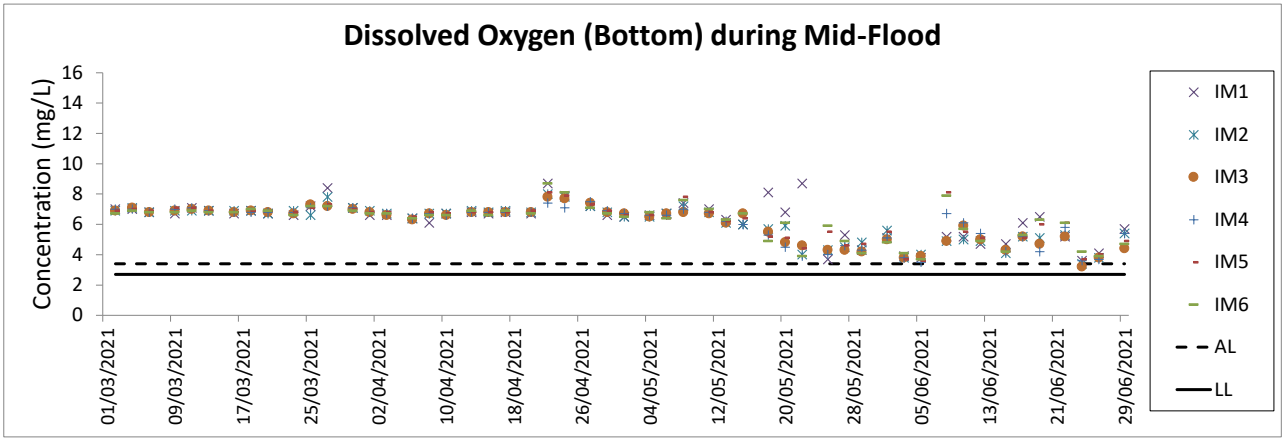
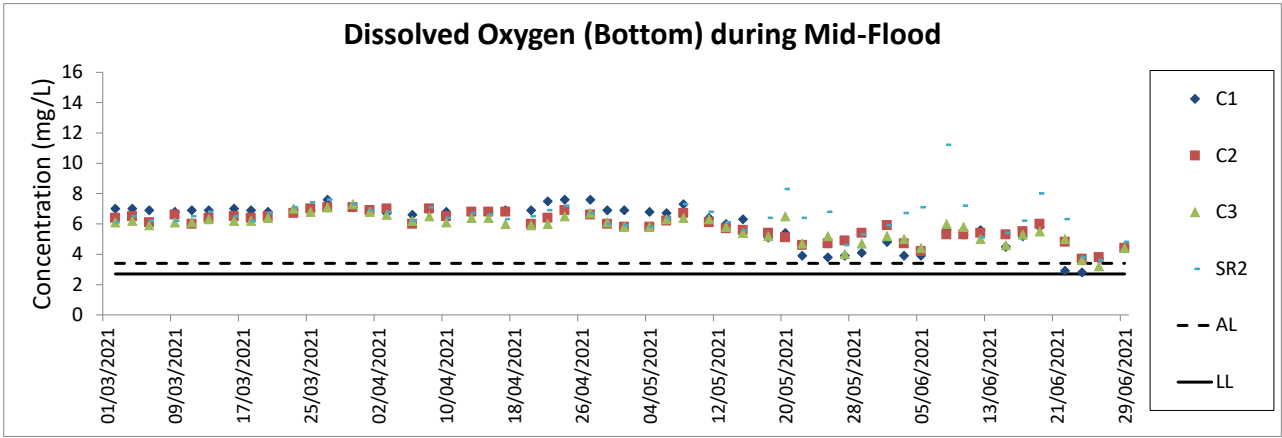
**Notes:**

1. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
2. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.



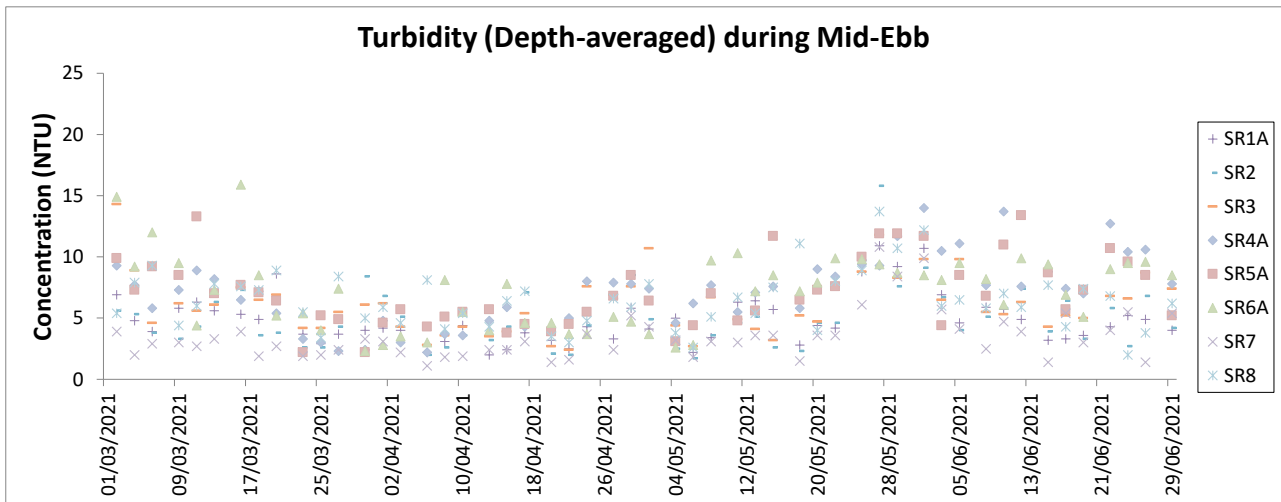
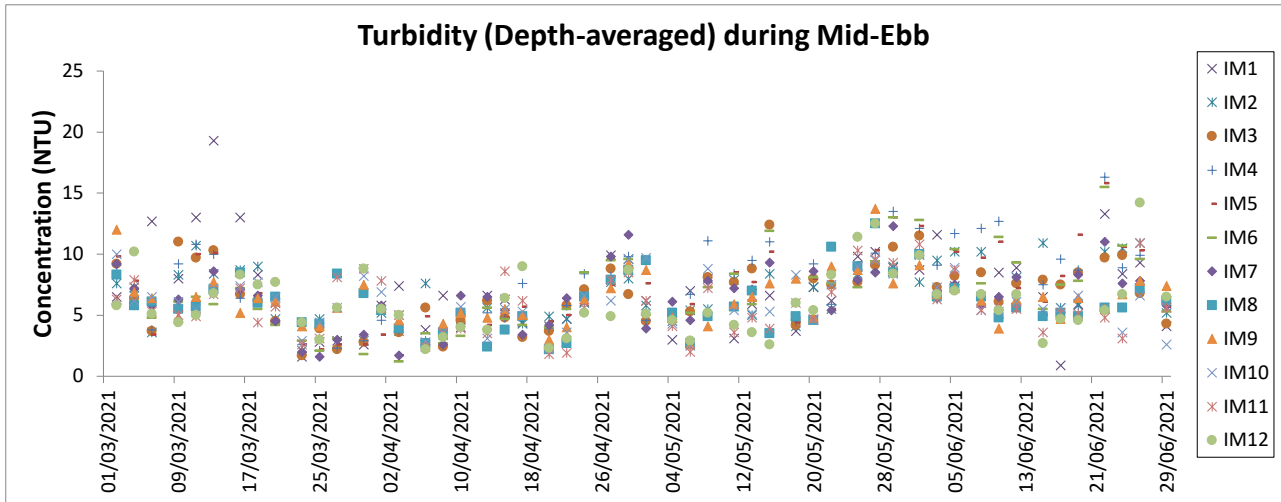
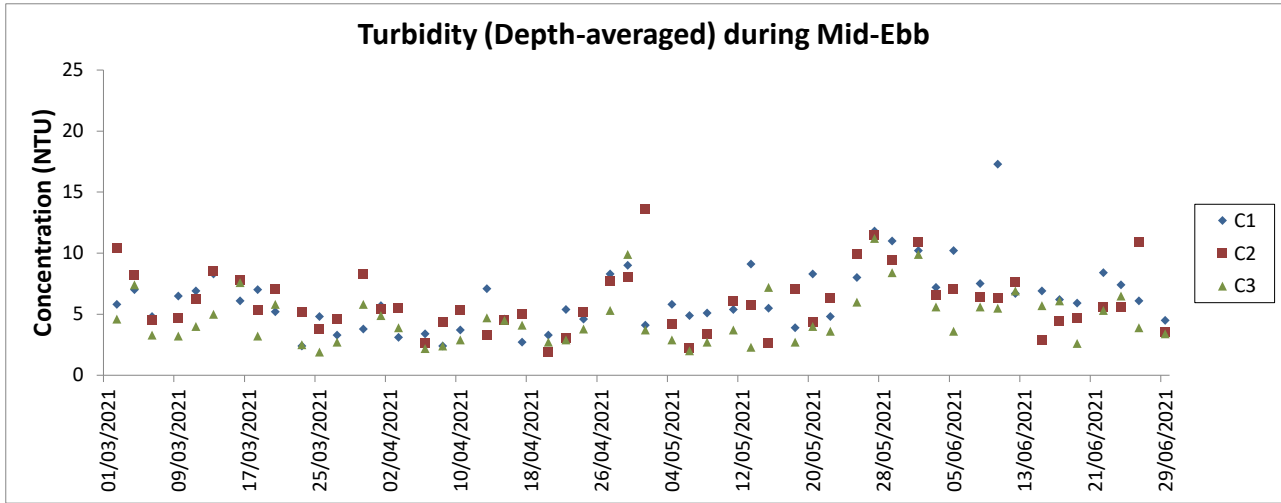
**Notes:**

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3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

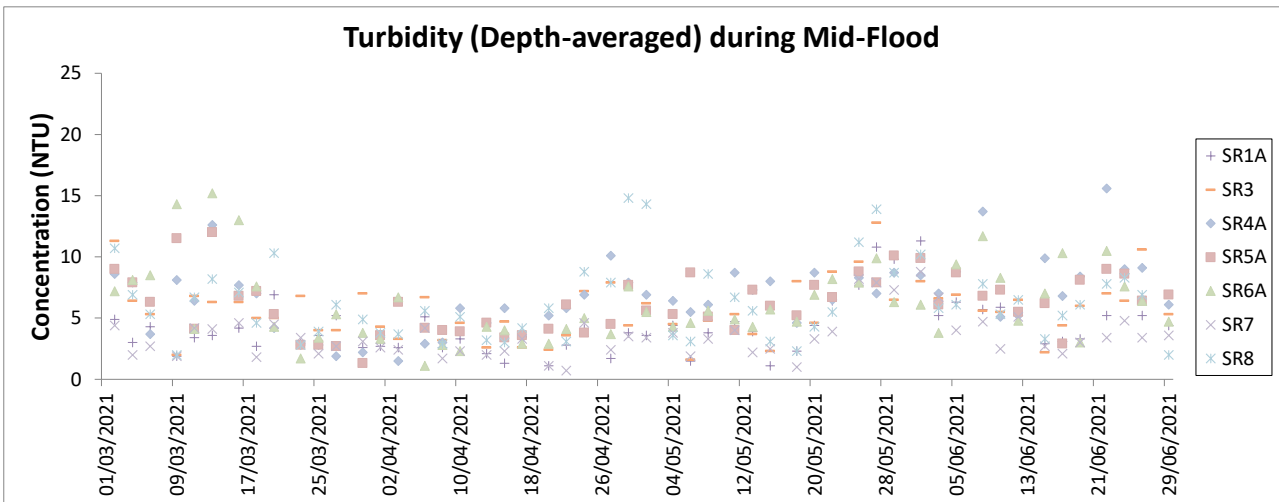
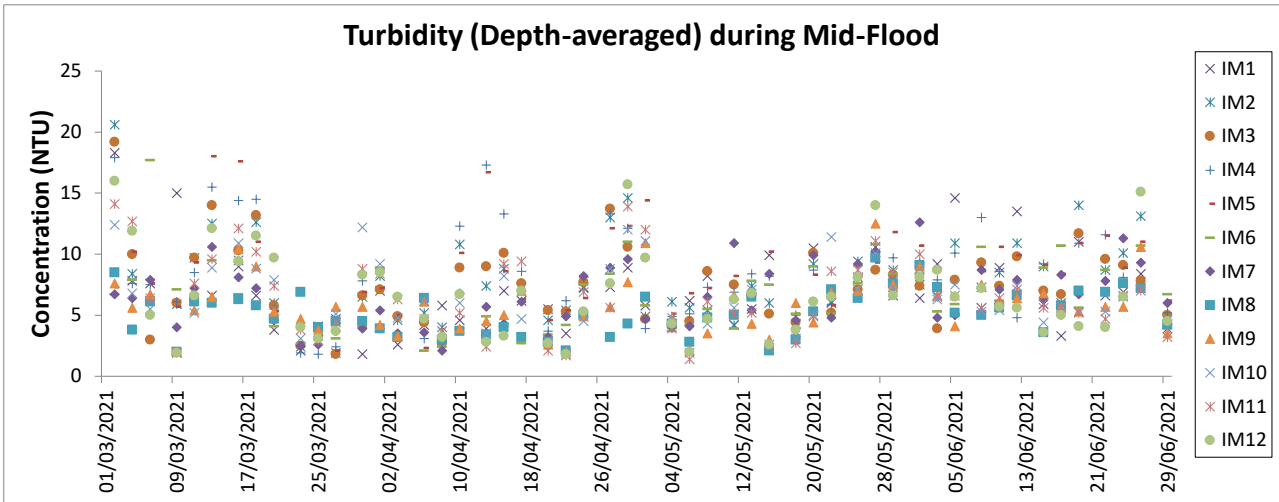
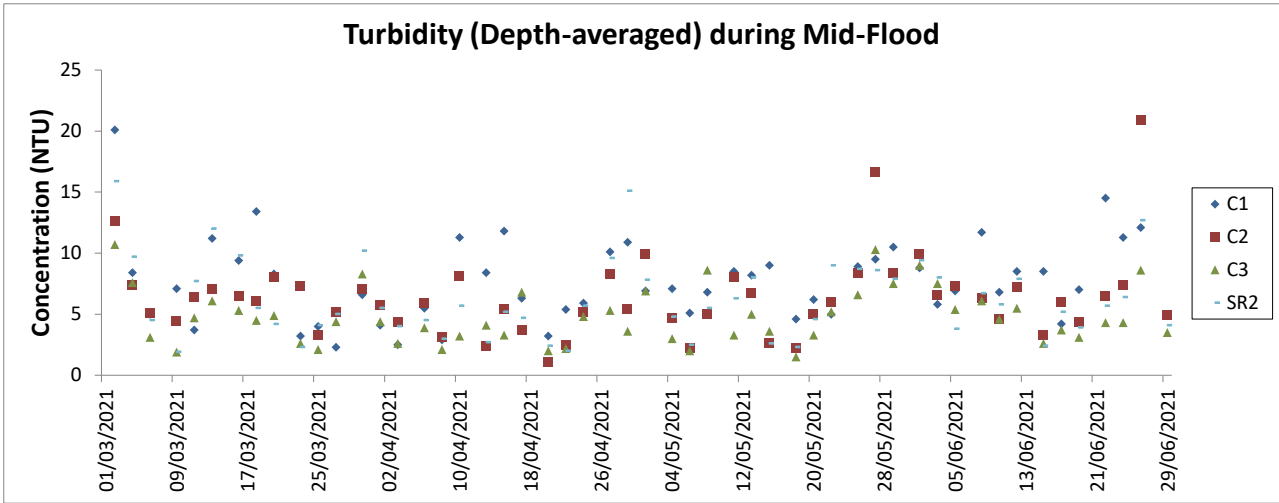


**Notes:**

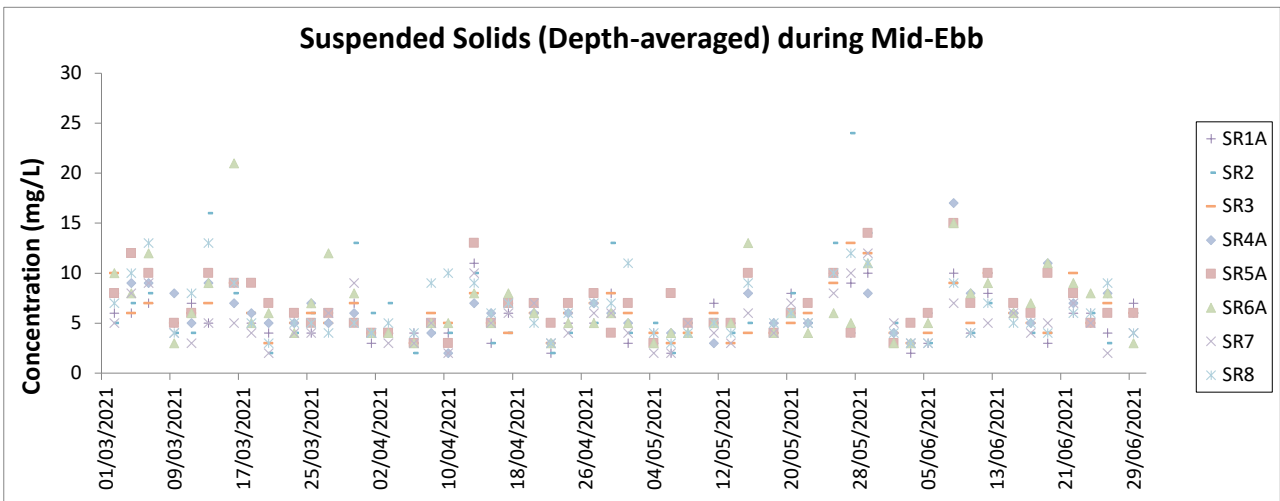
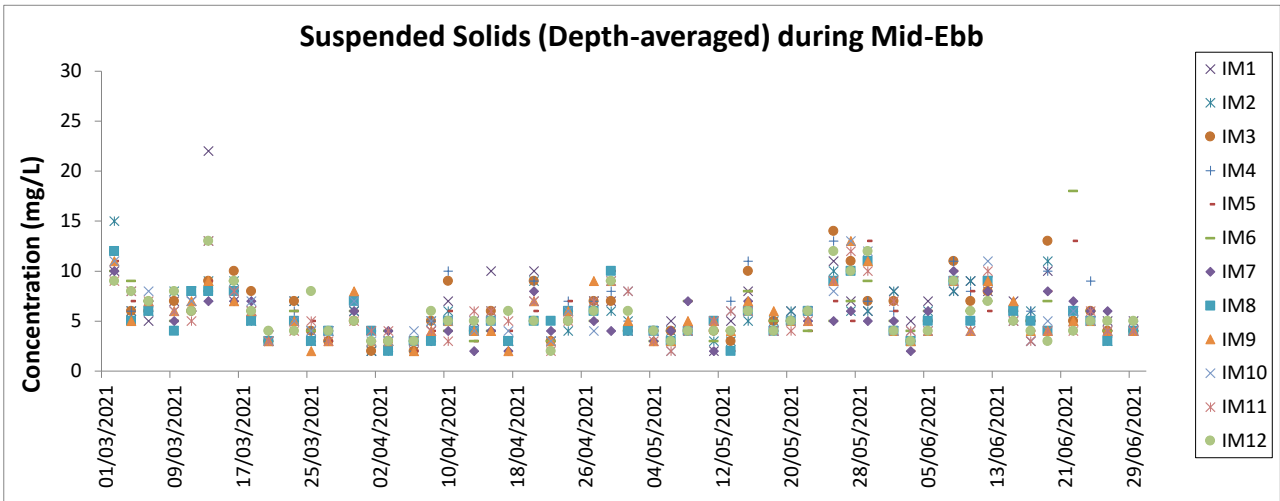
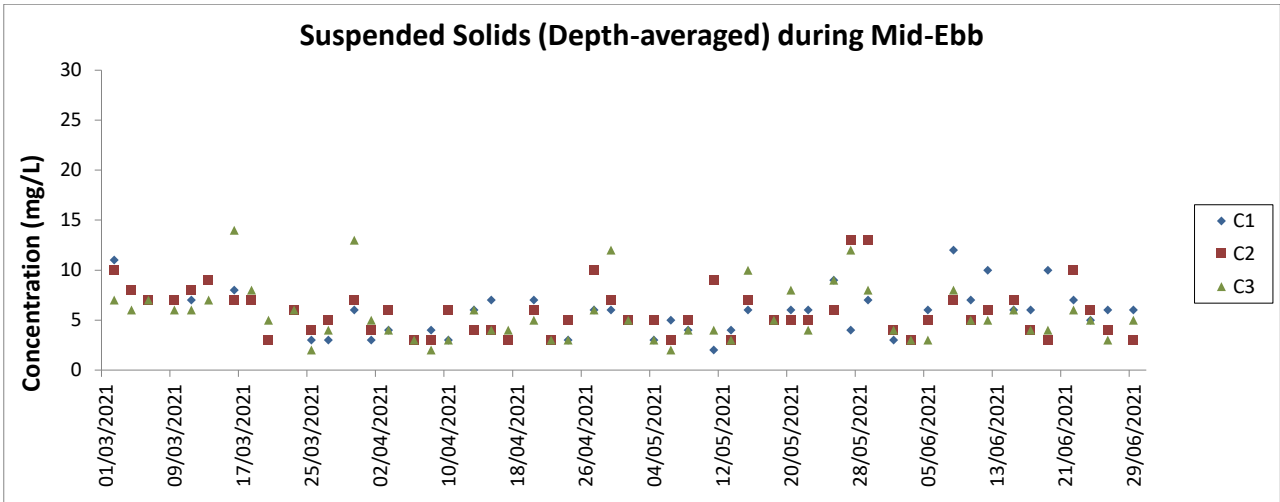
1. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
2. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.



- Notes:
1. The Action and Limit Levels can be referred to Table 2.8 of this Report.
  2. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
  3. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
  4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

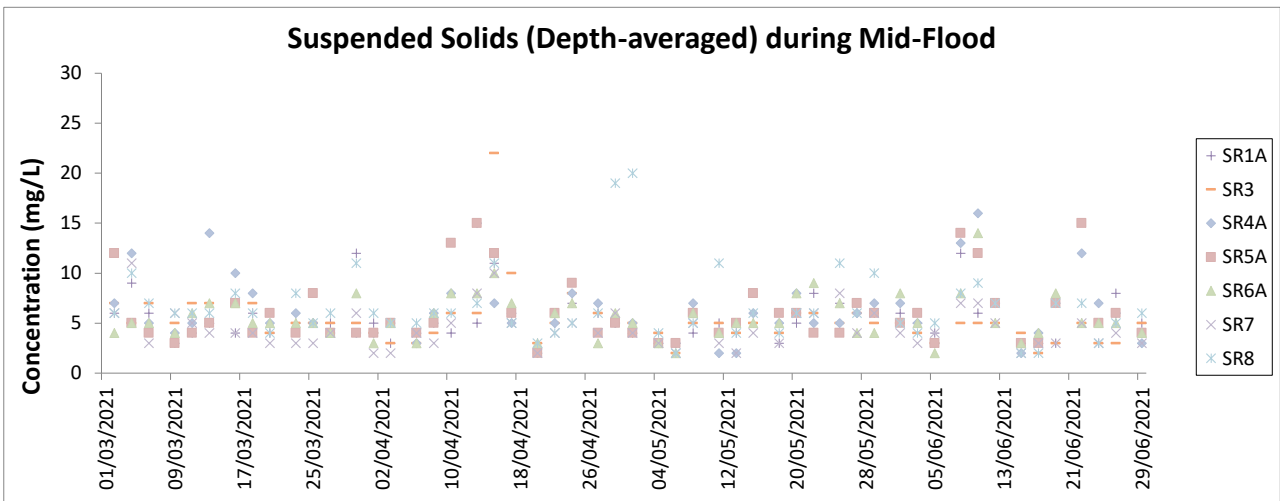
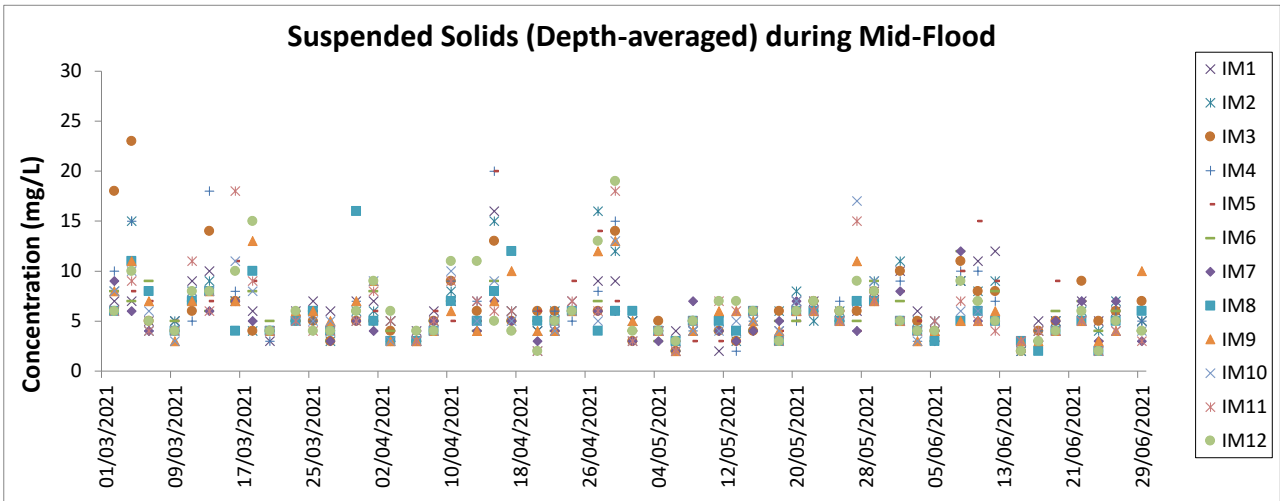
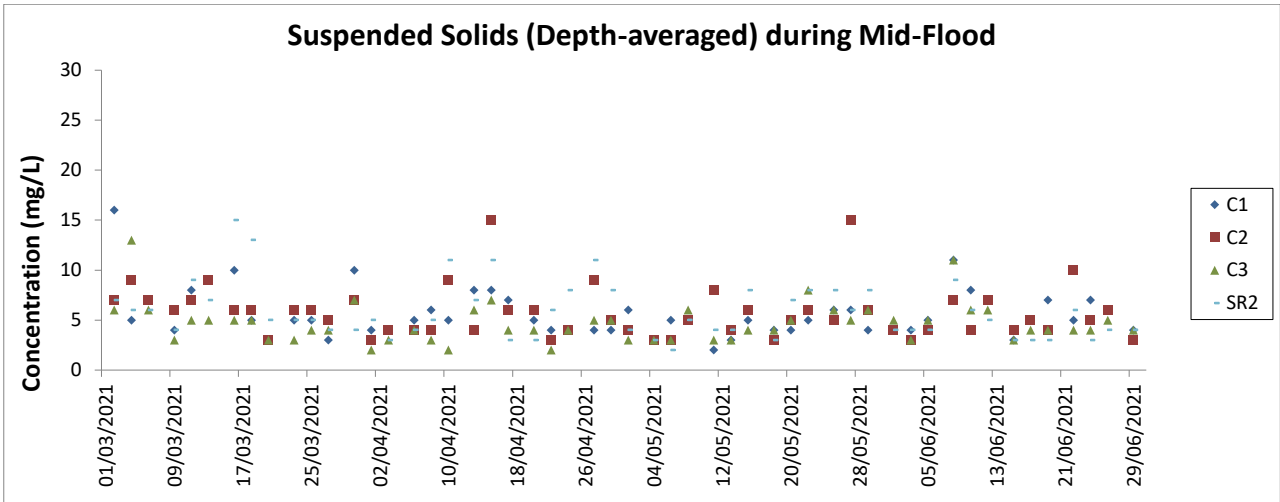


- Notes:
1. The Action and Limit Levels can be referred to Table 2.8 of this Report.
  2. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
  3. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
  4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

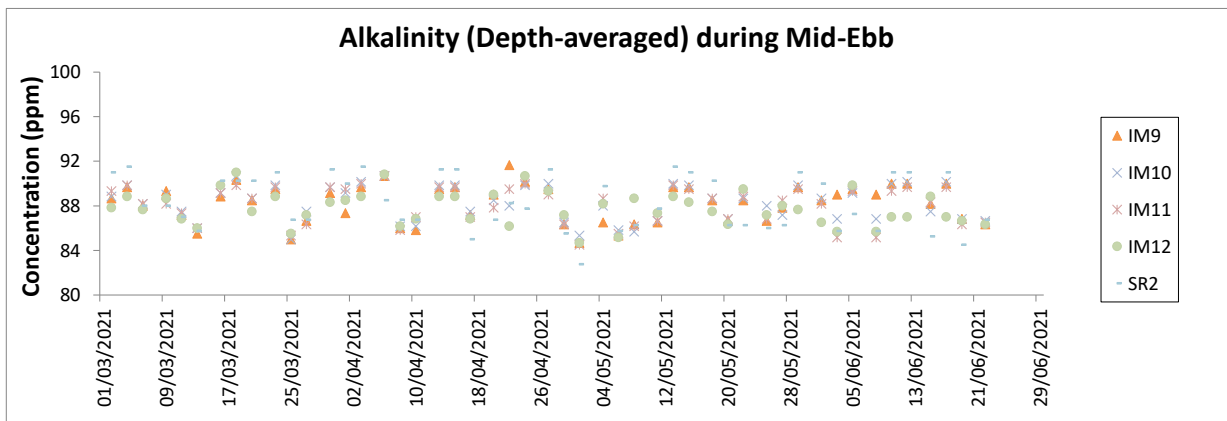
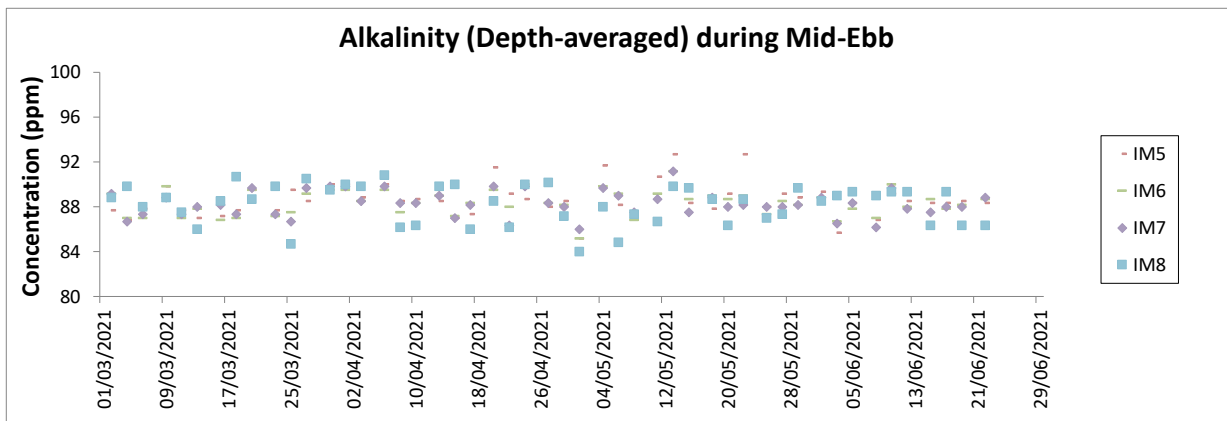
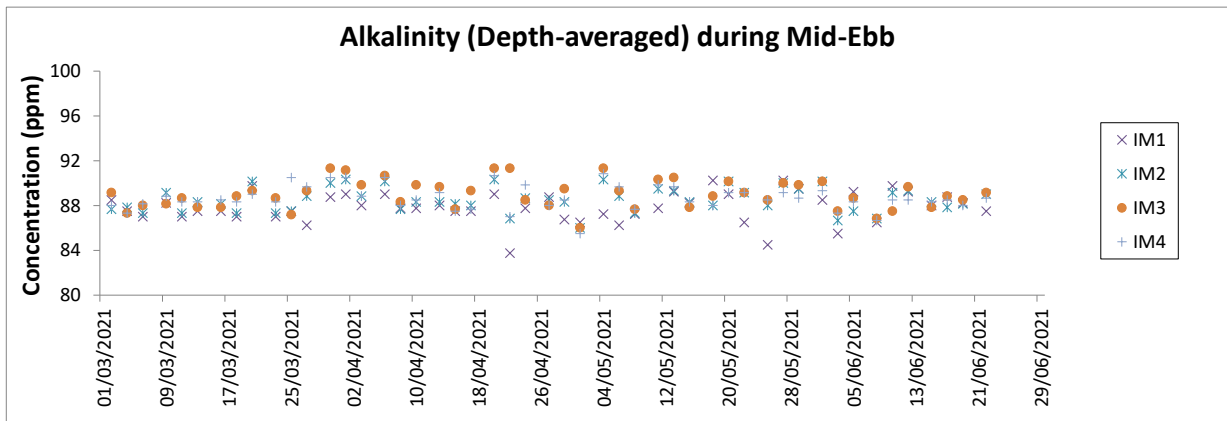
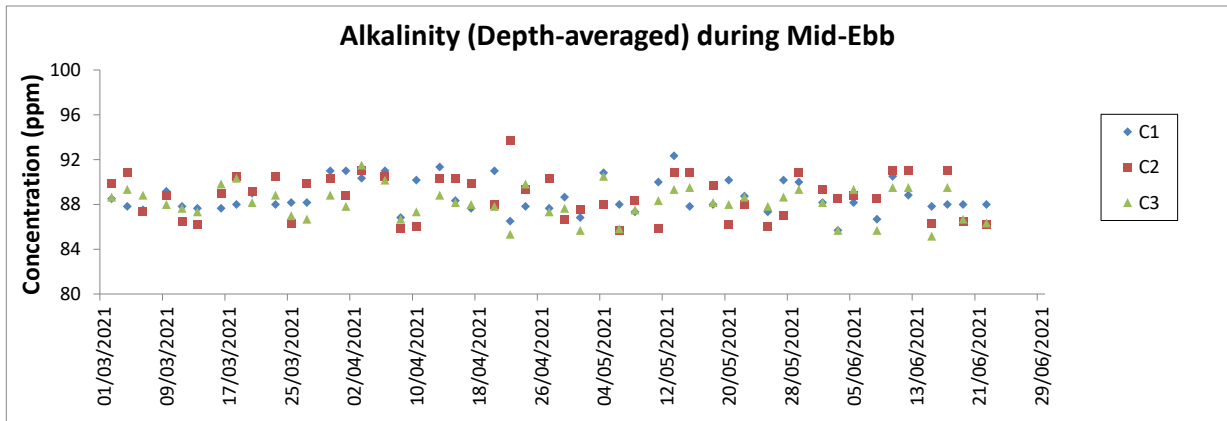


**Notes:**

1. The Action and Limit Levels can be referred to Table 2.8 of this Report.
2. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
3. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

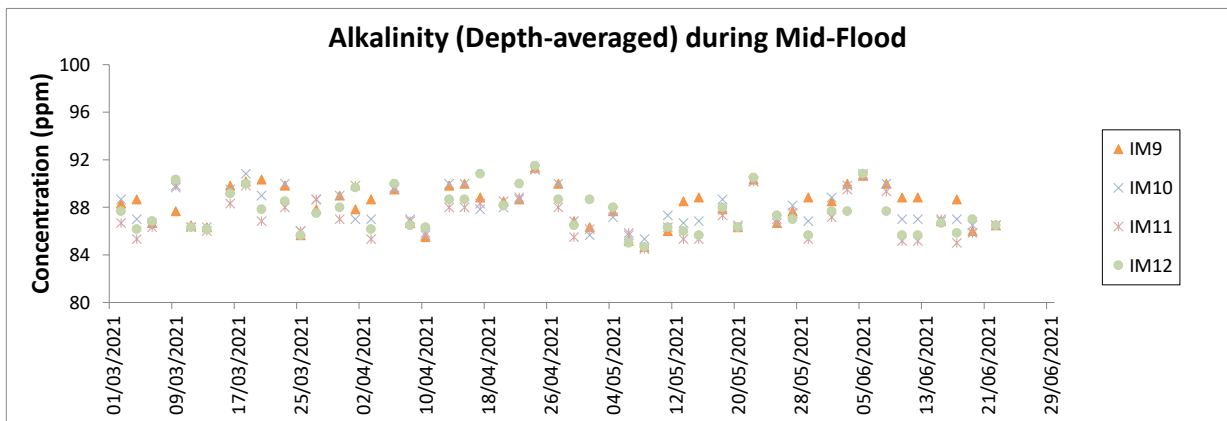
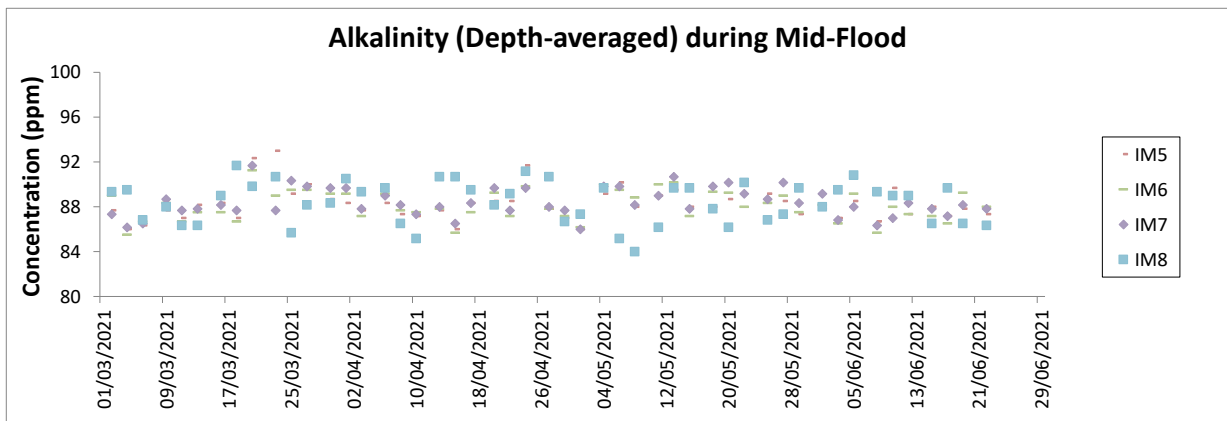
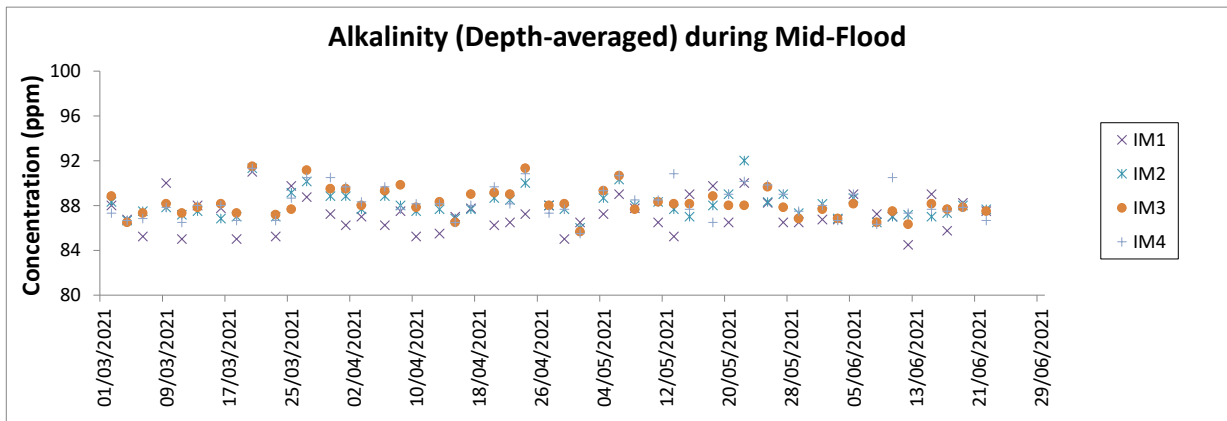
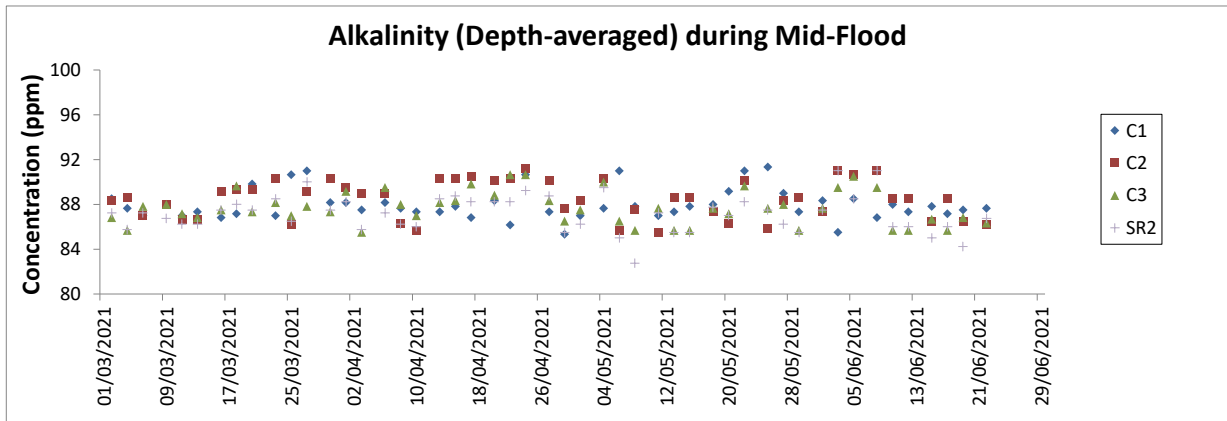


- Notes:
1. The Action and Limit Levels can be referred to Table 2.8 of this Report.
  2. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
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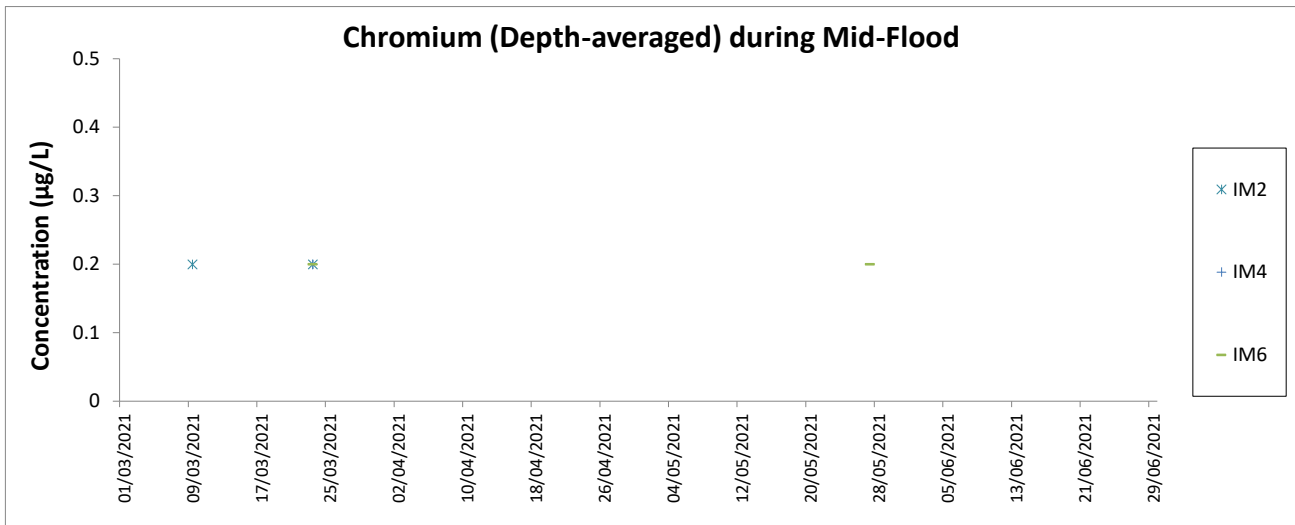
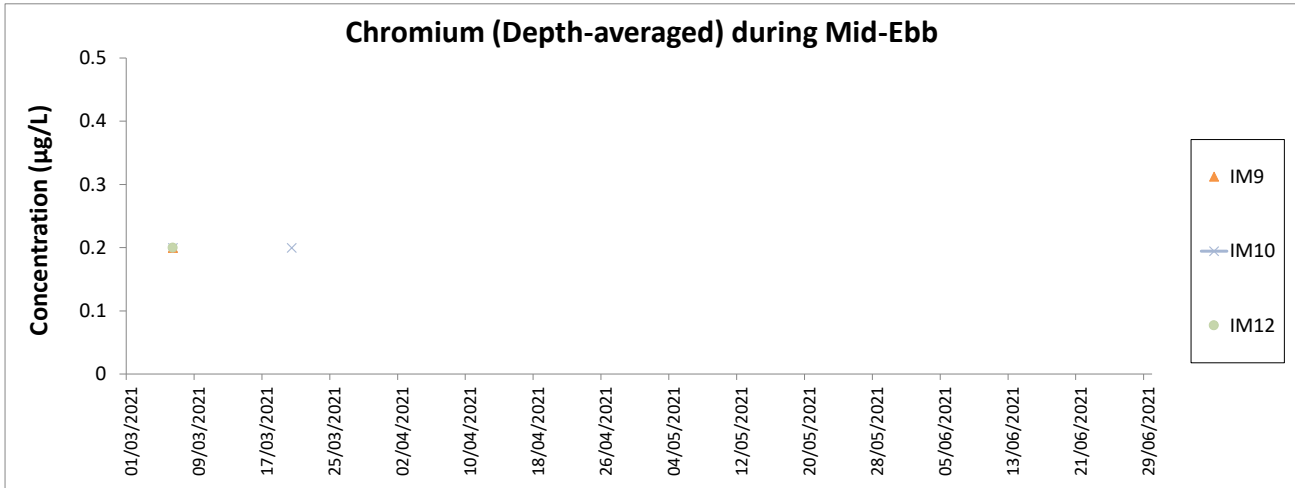
**Notes:**

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5. Due to the completion of all marine-based DCM works within May 2021, regular DCM monitoring is ceased at all monitoring stations starting from 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.



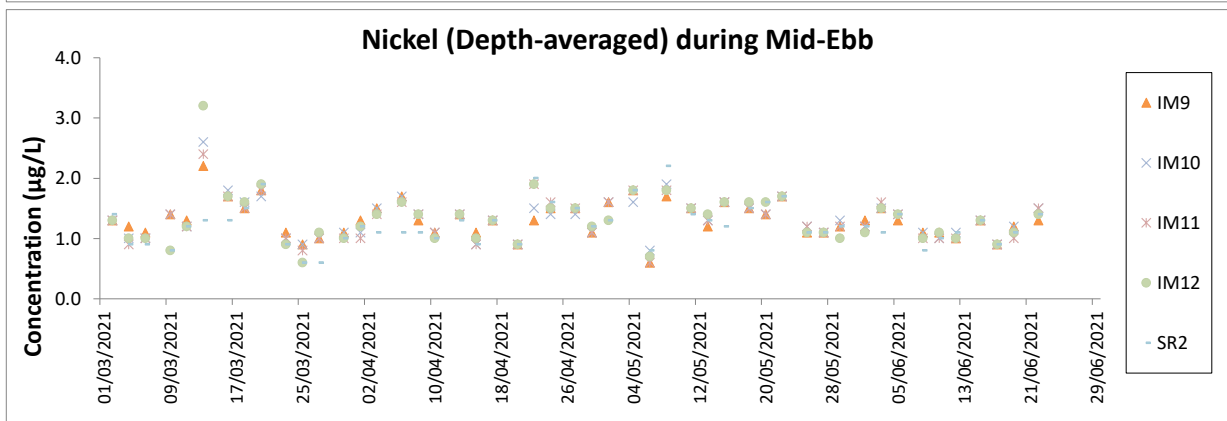
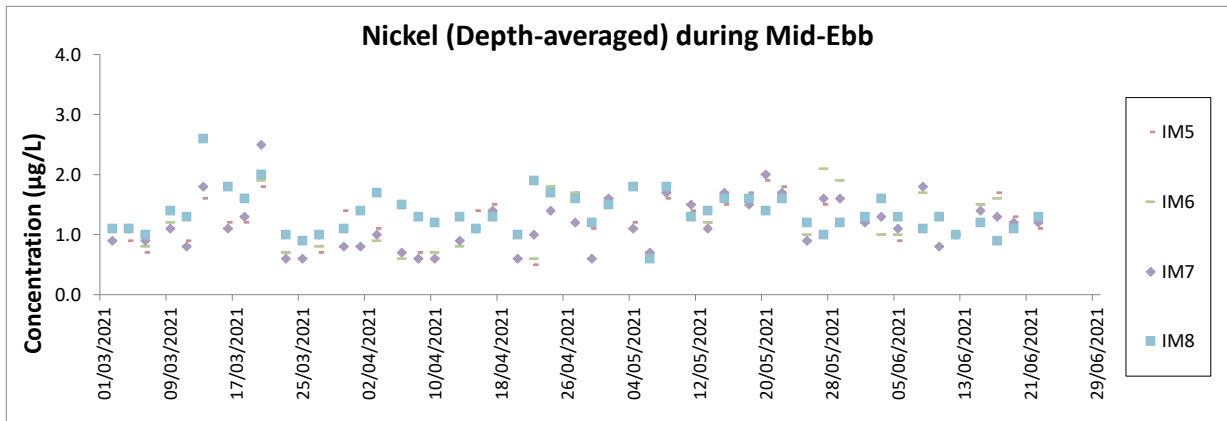
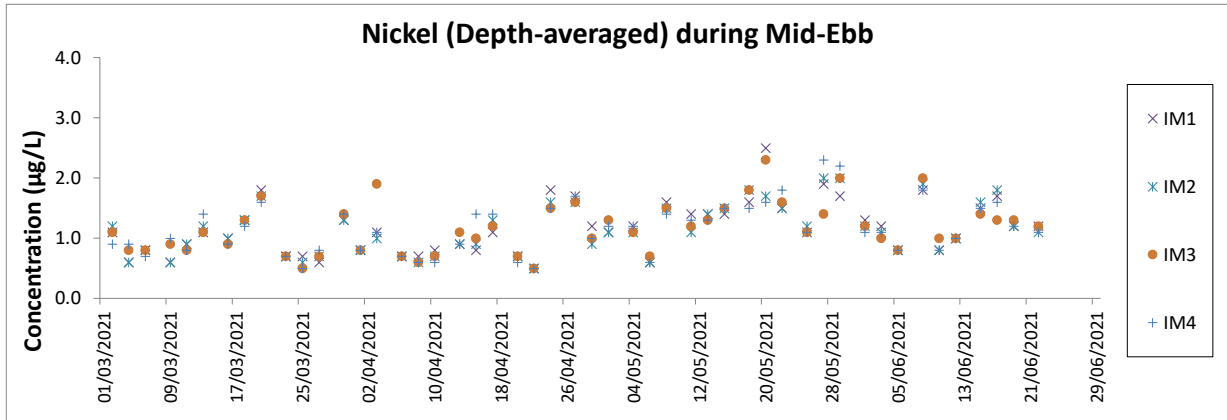
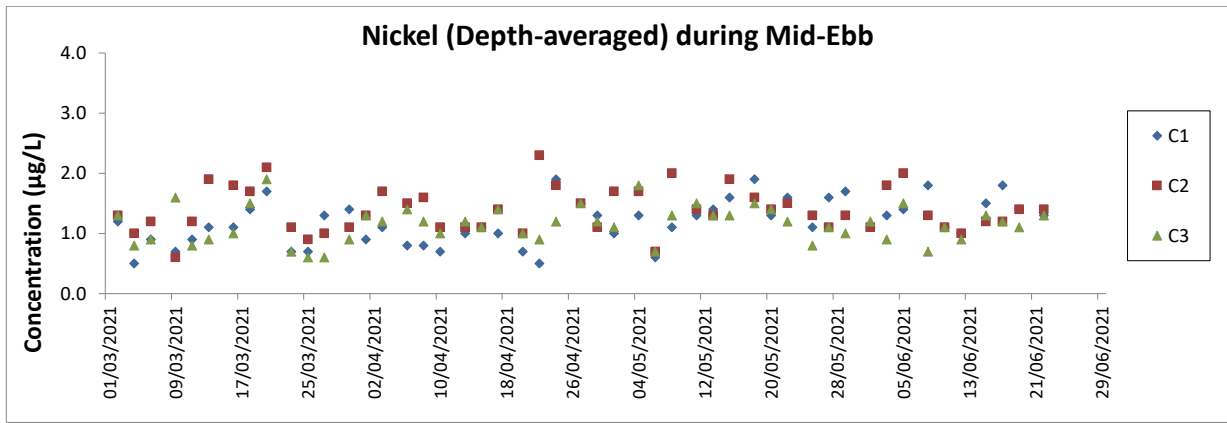
**Notes:**

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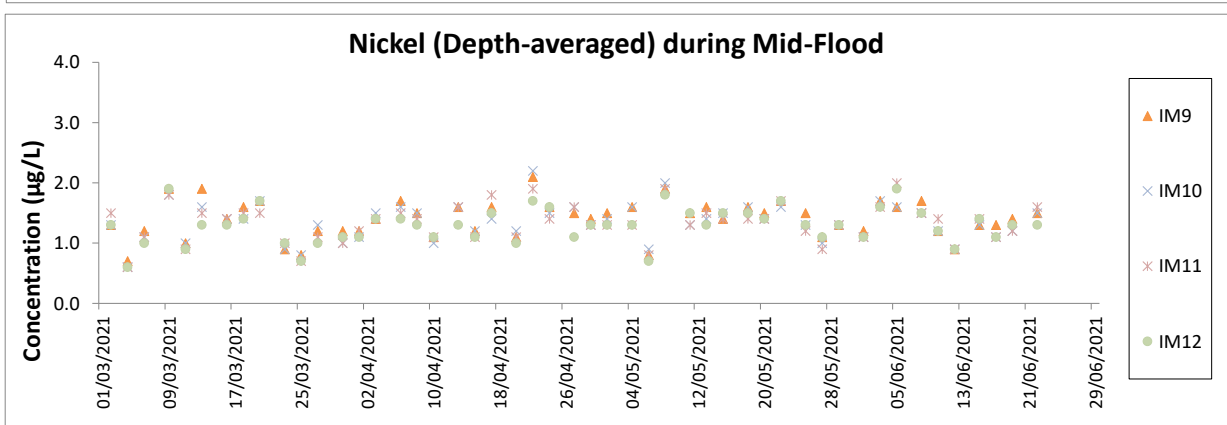
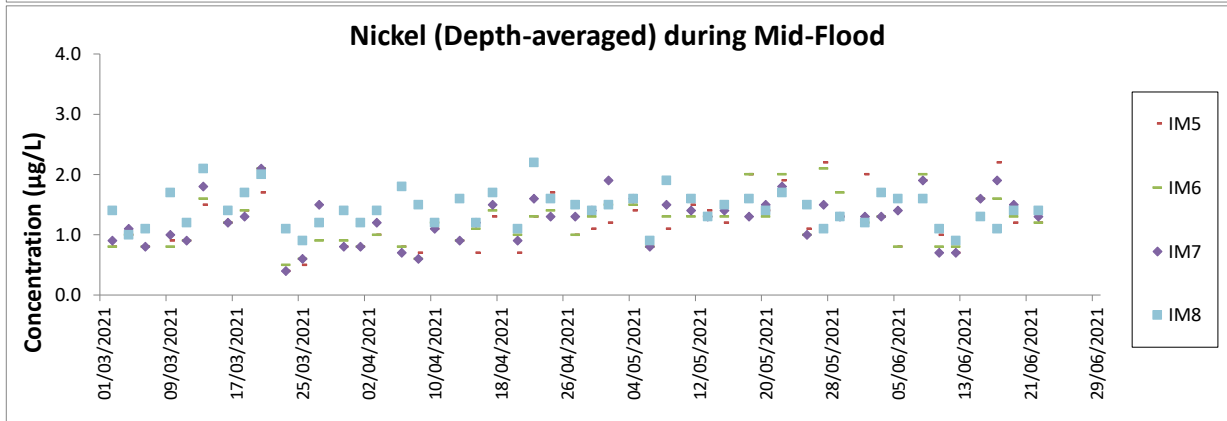
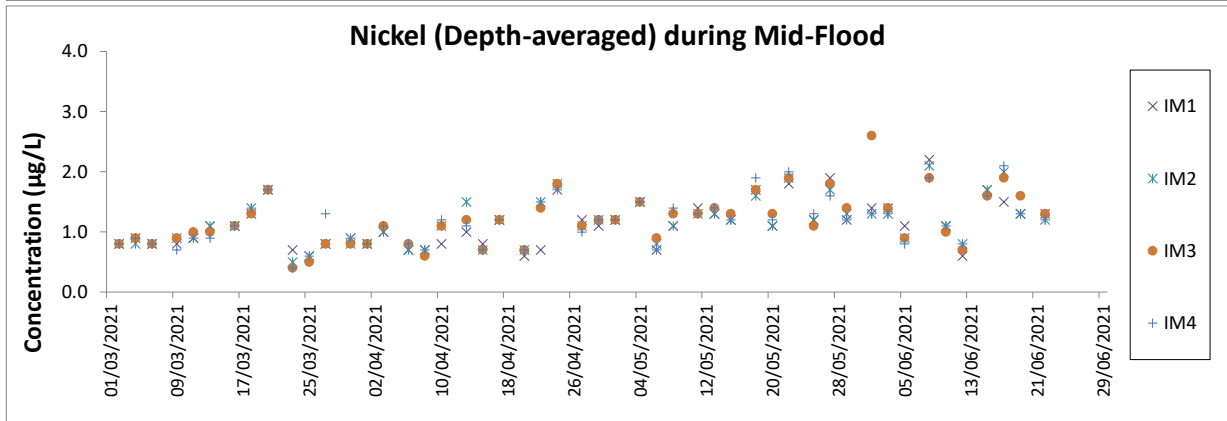
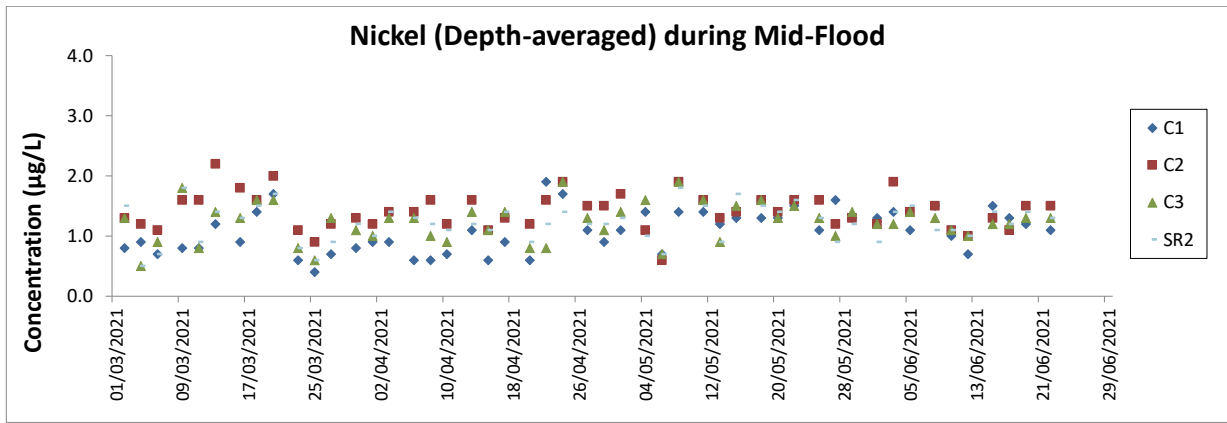
**Notes:**

1. The Action and Limit Levels can be referred to Table 2.8 of this Report.
2. The monitoring results of chromium not presented above were below the reporting limit of 0.2 µg/L.
3. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, seawall and facilities construction, together with runway and associated works.
4. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
5. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.
6. Due to the completion of all marine-based DCM works within May 2021, regular DCM monitoring is ceased at all monitoring stations starting from 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.



Notes:

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5. Due to the completion of all marine-based DCM works within May 2021, regular DCM monitoring is ceased at all monitoring stations starting from 24 June 2021 and would be resumed if there are marine-based DCM works in the coming future.

# **Chinese White Dolphin Monitoring Results**

## CWD Small Vessel Line-transect Survey

## Survey Effort Data

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
7-Apr-21	NWL	2	5.840	SPRING	32166	3RS ET	P
7-Apr-21	NWL	3	45.160	SPRING	32166	3RS ET	P
7-Apr-21	NWL	4	12.900	SPRING	32166	3RS ET	P
7-Apr-21	NWL	3	8.800	SPRING	32166	3RS ET	S
7-Apr-21	NWL	4	2.600	SPRING	32166	3RS ET	S
12-Apr-21	AW	2	2.950	SPRING	32166	3RS ET	P
12-Apr-21	AW	3	1.920	SPRING	32166	3RS ET	P
12-Apr-21	WL	2	14.085	SPRING	32166	3RS ET	P
12-Apr-21	WL	3	4.941	SPRING	32166	3RS ET	P
12-Apr-21	WL	2	7.213	SPRING	32166	3RS ET	S
12-Apr-21	WL	3	2.029	SPRING	32166	3RS ET	S
12-Apr-21	WL	4	0.970	SPRING	32166	3RS ET	S
13-Apr-21	SWL	1	1.810	SPRING	32166	3RS ET	P
13-Apr-21	SWL	2	43.686	SPRING	32166	3RS ET	P
13-Apr-21	SWL	3	7.090	SPRING	32166	3RS ET	P
13-Apr-21	SWL	2	13.349	SPRING	32166	3RS ET	S
13-Apr-21	SWL	3	2.280	SPRING	32166	3RS ET	S
14-Apr-21	NEL	3	37.080	SPRING	32166	3RS ET	P
14-Apr-21	NEL	3	9.920	SPRING	32166	3RS ET	S
15-Apr-21	NEL	3	29.770	SPRING	32166	3RS ET	P
15-Apr-21	NEL	4	7.400	SPRING	32166	3RS ET	P
15-Apr-21	NEL	3	7.730	SPRING	32166	3RS ET	S
15-Apr-21	NEL	4	2.100	SPRING	32166	3RS ET	S
19-Apr-21	NWL	3	24.300	SPRING	32166	3RS ET	P
19-Apr-21	NWL	4	33.330	SPRING	32166	3RS ET	P
19-Apr-21	NWL	5	6.370	SPRING	32166	3RS ET	P
19-Apr-21	NWL	3	5.900	SPRING	32166	3RS ET	S
19-Apr-21	NWL	4	2.900	SPRING	32166	3RS ET	S
19-Apr-21	NWL	5	3.000	SPRING	32166	3RS ET	S
20-Apr-21	AW	3	4.860	SPRING	32166	3RS ET	P
20-Apr-21	WL	2	1.600	SPRING	32166	3RS ET	P
20-Apr-21	WL	3	18.466	SPRING	32166	3RS ET	P
20-Apr-21	WL	2	1.100	SPRING	32166	3RS ET	S
20-Apr-21	WL	3	9.774	SPRING	32166	3RS ET	S
21-Apr-21	SWL	3	25.980	SPRING	32166	3RS ET	P
21-Apr-21	SWL	4	13.080	SPRING	32166	3RS ET	P
21-Apr-21	SWL	5	15.050	SPRING	32166	3RS ET	P
21-Apr-21	SWL	3	8.070	SPRING	32166	3RS ET	S
21-Apr-21	SWL	4	4.740	SPRING	32166	3RS ET	S
21-Apr-21	SWL	5	3.380	SPRING	32166	3RS ET	S
6-May-21	NEL	3	30.130	SPRING	32166	3RS ET	P
6-May-21	NEL	4	7.170	SPRING	32166	3RS ET	P
6-May-21	NEL	3	10.100	SPRING	32166	3RS ET	S
11-May-21	AW	3	4.870	SPRING	32166	3RS ET	P
11-May-21	WL	3	17.180	SPRING	32166	3RS ET	P

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
11-May-21	WL	4	3.240	SPRING	32166	3RS ET	P
11-May-21	WL	3	7.890	SPRING	32166	3RS ET	S
11-May-21	WL	4	1.970	SPRING	32166	3RS ET	S
20-May-21	NWL	3	41.600	SPRING	32166	3RS ET	P
20-May-21	NWL	4	22.100	SPRING	32166	3RS ET	P
20-May-21	NWL	3	6.000	SPRING	32166	3RS ET	S
20-May-21	NWL	4	5.400	SPRING	32166	3RS ET	S
21-May-21	NEL	2	0.669	SPRING	32166	3RS ET	P
21-May-21	NEL	3	36.410	SPRING	32166	3RS ET	P
21-May-21	NEL	2	0.941	SPRING	32166	3RS ET	S
21-May-21	NEL	3	8.580	SPRING	32166	3RS ET	S
25-May-21	SWL	1	4.200	SPRING	32166	3RS ET	P
25-May-21	SWL	2	26.979	SPRING	32166	3RS ET	P
25-May-21	SWL	3	20.210	SPRING	32166	3RS ET	P
25-May-21	SWL	4	1.310	SPRING	32166	3RS ET	P
25-May-21	SWL	1	3.900	SPRING	32166	3RS ET	S
25-May-21	SWL	2	5.088	SPRING	32166	3RS ET	S
25-May-21	SWL	3	6.580	SPRING	32166	3RS ET	S
26-May-21	SWL	1	1.240	SPRING	32166	3RS ET	P
26-May-21	SWL	2	18.494	SPRING	32166	3RS ET	P
26-May-21	SWL	3	27.800	SPRING	32166	3RS ET	P
26-May-21	SWL	4	6.000	SPRING	32166	3RS ET	P
26-May-21	SWL	2	3.830	SPRING	32166	3RS ET	S
26-May-21	SWL	3	9.860	SPRING	32166	3RS ET	S
26-May-21	SWL	4	1.330	SPRING	32166	3RS ET	S
27-May-21	NWL	2	8.010	SPRING	32166	3RS ET	P
27-May-21	NWL	3	37.990	SPRING	32166	3RS ET	P
27-May-21	NWL	4	18.800	SPRING	32166	3RS ET	P
27-May-21	NWL	3	8.600	SPRING	32166	3RS ET	S
27-May-21	NWL	4	2.300	SPRING	32166	3RS ET	S
28-May-21	AW	2	4.730	SPRING	32166	3RS ET	P
28-May-21	WL	2	2.400	SPRING	32166	3RS ET	P
28-May-21	WL	3	14.857	SPRING	32166	3RS ET	P
28-May-21	WL	4	2.016	SPRING	32166	3RS ET	P
28-May-21	WL	3	8.377	SPRING	32166	3RS ET	S
28-May-21	WL	4	1.220	SPRING	32166	3RS ET	S
4-Jun-21	NEL	2	15.070	SUMMER	32166	3RS ET	P
4-Jun-21	NEL	3	17.100	SUMMER	32166	3RS ET	P
4-Jun-21	NEL	4	5.200	SUMMER	32166	3RS ET	P
4-Jun-21	NEL	2	4.230	SUMMER	32166	3RS ET	S
4-Jun-21	NEL	3	5.800	SUMMER	32166	3RS ET	S
7-Jun-21	SWL	3	15.180	SUMMER	32166	3RS ET	P
7-Jun-21	SWL	4	32.070	SUMMER	32166	3RS ET	P
7-Jun-21	SWL	5	6.500	SUMMER	32166	3RS ET	P
7-Jun-21	SWL	2	0.800	SUMMER	32166	3RS ET	S
7-Jun-21	SWL	3	0.600	SUMMER	32166	3RS ET	S
7-Jun-21	SWL	4	6.250	SUMMER	32166	3RS ET	S

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
7-Jun-21	SWL	5	2.800	SUMMER	32166	3RS ET	S
8-Jun-21	AW	2	4.950	SUMMER	32166	3RS ET	P
8-Jun-21	WL	2	8.959	SUMMER	32166	3RS ET	P
8-Jun-21	WL	3	8.488	SUMMER	32166	3RS ET	P
8-Jun-21	WL	2	4.800	SUMMER	32166	3RS ET	S
8-Jun-21	WL	3	4.462	SUMMER	32166	3RS ET	S
15-Jun-21	WL	2	0.910	SUMMER	32166	3RS ET	P
15-Jun-21	WL	3	15.750	SUMMER	32166	3RS ET	P
15-Jun-21	WL	4	3.148	SUMMER	32166	3RS ET	P
15-Jun-21	WL	2	1.320	SUMMER	32166	3RS ET	S
15-Jun-21	WL	3	7.130	SUMMER	32166	3RS ET	S
15-Jun-21	WL	4	2.542	SUMMER	32166	3RS ET	S
15-Jun-21	AW	3	4.200	SUMMER	32166	3RS ET	P
17-Jun-21	NWL	3	47.300	SUMMER	32166	3RS ET	P
17-Jun-21	NWL	4	17.300	SUMMER	32166	3RS ET	P
17-Jun-21	NWL	3	8.900	SUMMER	32166	3RS ET	S
17-Jun-21	NWL	4	2.300	SUMMER	32166	3RS ET	S
21-Jun-21	NWL	3	19.300	SUMMER	32166	3RS ET	P
21-Jun-21	NWL	4	42.410	SUMMER	32166	3RS ET	P
21-Jun-21	NWL	3	9.200	SUMMER	32166	3RS ET	S
21-Jun-21	NWL	4	5.400	SUMMER	32166	3RS ET	S
22-Jun-21	NEL	2	22.400	SUMMER	32166	3RS ET	P
22-Jun-21	NEL	3	14.510	SUMMER	32166	3RS ET	P
22-Jun-21	NEL	2	4.100	SUMMER	32166	3RS ET	S
22-Jun-21	NEL	3	6.390	SUMMER	32166	3RS ET	S
25-Jun-21	SWL	2	22.860	SUMMER	32166	3RS ET	P
25-Jun-21	SWL	3	24.890	SUMMER	32166	3RS ET	P
25-Jun-21	SWL	2	11.130	SUMMER	32166	3RS ET	S
25-Jun-21	SWL	3	4.460	SUMMER	32166	3RS ET	S

## 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
12-Apr-21	1	1047	CWD	2	WL	2	271	ON	3RS ET	22.2501	113.8423	SPRING	NONE	P
12-Apr-21	2	1130	CWD	4	WL	2	335	ON	3RS ET	22.2322	113.8306	SPRING	NONE	P
12-Apr-21	3	1140	CWD	2	WL	2	52	ON	3RS ET	22.2237	113.8375	SPRING	NONE	S
12-Apr-21	4	1206	CWD	7	WL	2	438	ON	3RS ET	22.2143	113.8293	SPRING	NONE	P
13-Apr-21	1	1050	FP	3	SWL	2	222	ON	3RS ET	22.1852	113.9374	SPRING	NONE	P
13-Apr-21	2	1055	FP	4	SWL	2	150	ON	3RS ET	22.1759	113.9373	SPRING	NONE	P
13-Apr-21	3	1100	FP	3	SWL	2	14	ON	3RS ET	22.1700	113.9372	SPRING	NONE	P
13-Apr-21	4	1214	FP	1	SWL	2	419	ON	3RS ET	22.1414	113.9163	SPRING	NONE	S
13-Apr-21	5	1349	FP	3	SWL	2	413	ON	3RS ET	22.1900	113.8887	SPRING	NONE	P
13-Apr-21	6	1450	CWD	3	SWL	3	125	ON	3RS ET	22.1923	113.8691	SPRING	PURSE SEINER	P
13-Apr-21	7	1536	CWD	3	SWL	3	322	ON	3RS ET	22.1893	113.8491	SPRING	PURSE SEINER	P
20-Apr-21	1	1204	CWD	2	WL	3	155	ON	3RS ET	22.1910	113.8417	SPRING	PURSE SEINER	S
21-Apr-21	1	1152	FP	4	SWL	5	132	ON	3RS ET	22.1602	113.9181	SPRING	NONE	P
11-May-21	1	1043	CWD	2	WL	3	74	ON	3RS ET	22.2643	113.8571	SPRING	NONE	S
25-May-21	1	1105	FP	2	SWL	2	16	ON	3RS ET	22.1593	113.9280	SPRING	NONE	P
25-May-21	2	1109	FP	2	SWL	2	17	ON	3RS ET	22.1634	113.9279	SPRING	NONE	P
25-May-21	3	1252	CWD	1	SWL	2	256	ON	3RS ET	22.2042	113.8973	SPRING	NONE	P
25-May-21	4	1438	CWD	6	SWL	3	1	ON	3RS ET	22.1713	113.8681	SPRING	NONE	P
25-May-21	5	1521	CWD	1	SWL	2	129	ON	3RS ET	22.2000	113.8684	SPRING	NONE	P
25-May-21	6	1540	CWD	3	SWL	2	71	ON	3RS ET	22.1914	113.8587	SPRING	NONE	P
25-May-21	7	1610	CWD	3	SWL	2	1	ON	3RS ET	22.1813	113.8594	SPRING	NONE	P
25-May-21	8	1634	CWD	1	SWL	3	461	ON	3RS ET	22.1832	113.8495	SPRING	NONE	P
26-May-21	1	1357	CWD	2	SWL	3	199	ON	3RS ET	22.1911	113.8790	SPRING	NONE	P
26-May-21	2	1437	CWD	3	SWL	3	137	ON	3RS ET	22.1684	113.8685	SPRING	NONE	P
26-May-21	3	1504	CWD	6	SWL	2	631	ON	3RS ET	22.1958	113.8699	SPRING	NONE	P
28-May-21	1	1030	CWD	1	WL	3	651	ON	3RS ET	22.2693	113.8574	SPRING	NONE	P
28-May-21	2	1144	CWD	2	WL	4	240	ON	3RS ET	22.2142	113.8292	SPRING	NONE	P
8-Jun-21	1	1046	CWD	5	WL	2	216	ON	3RS ET	22.2501	113.8418	SUMMER	NONE	P
8-Jun-21	2	1109	CWD	4	WL	2	770	ON	3RS ET	22.2412	113.8427	SUMMER	NONE	P
8-Jun-21	3	1151	CWD	3	WL	3	38	ON	3RS ET	22.2242	113.8198	SUMMER	NONE	S
8-Jun-21	4	1246	CWD	1	WL	3	23	ON	3RS ET	22.1955	113.8333	SUMMER	NONE	P

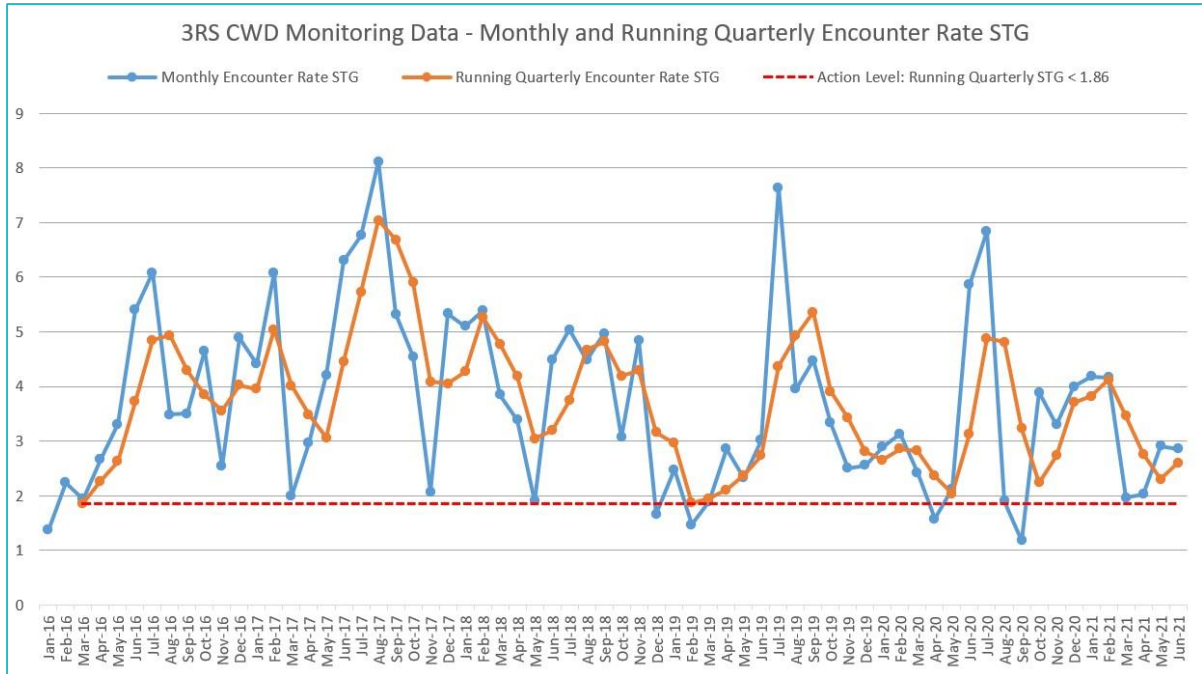
DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
15-Jun-21	1	1044	CWD	4	WL	3	198	ON	3RS ET	22.2611	113.8514	SUMMER	NONE	P
25-Jun-21	1	1119	CWD	1	SWL	2	45	ON	3RS ET	22.1829	113.9277	SUMMER	NONE	P
25-Jun-21	2	1413	CWD	1	SWL	2	1006	ON	3RS ET	22.1976	113.8787	SUMMER	NONE	P
25-Jun-21	3	1429	CWD	5	SWL	3	202	ON	3RS ET	22.1832	113.8785	SUMMER	NONE	P
25-Jun-21	4	1523	CWD	2	SWL	3	816	ON	3RS ET	22.1938	113.8591	SUMMER	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

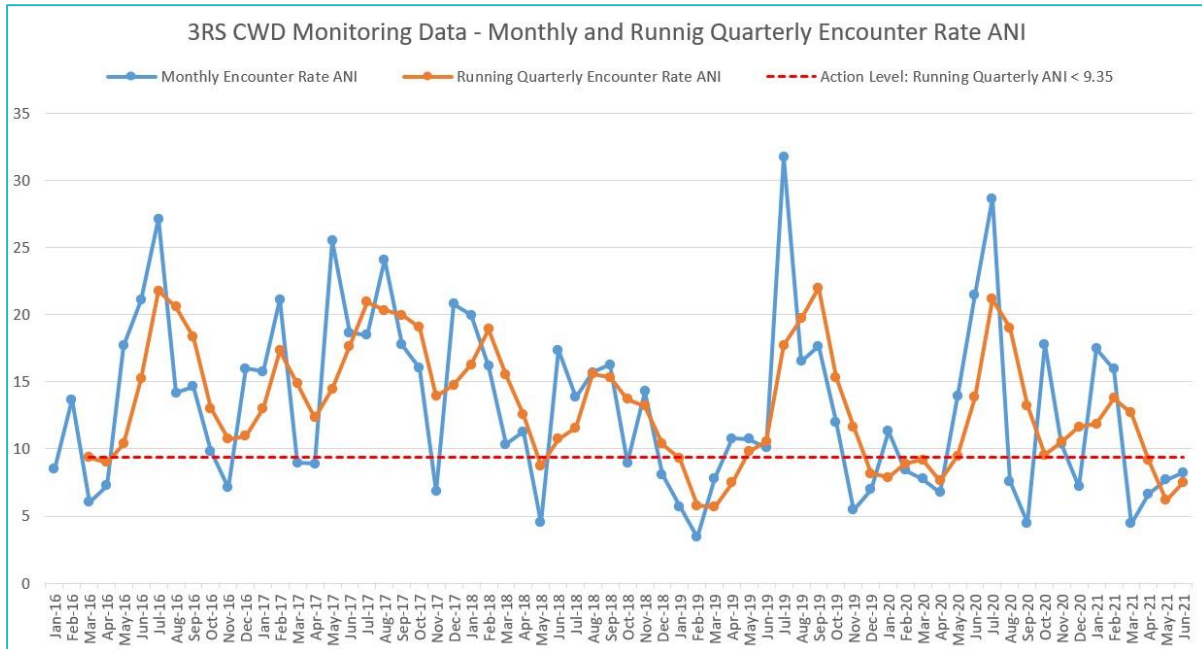
Sighting data of finless porpoise (FP) are presented for reference only. No relevant figure or text will be mentioned in the quarterly EM&A report. All FP sightings are excluded in calculation.

**Graphical Presentation of Monthly and Running Quarterly Encounter Rates for the entire monitoring period**

**Encounter Rate STG:**











**Encounter Rate ANI:**



CWD Small Vessel Line-transect Survey

Photo Identification

	
NLMM015	NLMM037
	
NLMM061	NLMM063
	
SLMM003	SLMM007
	
SLMM010	SLMM012



SLMM014



SLMM030



SLMM031



SLMM034



SLMM037



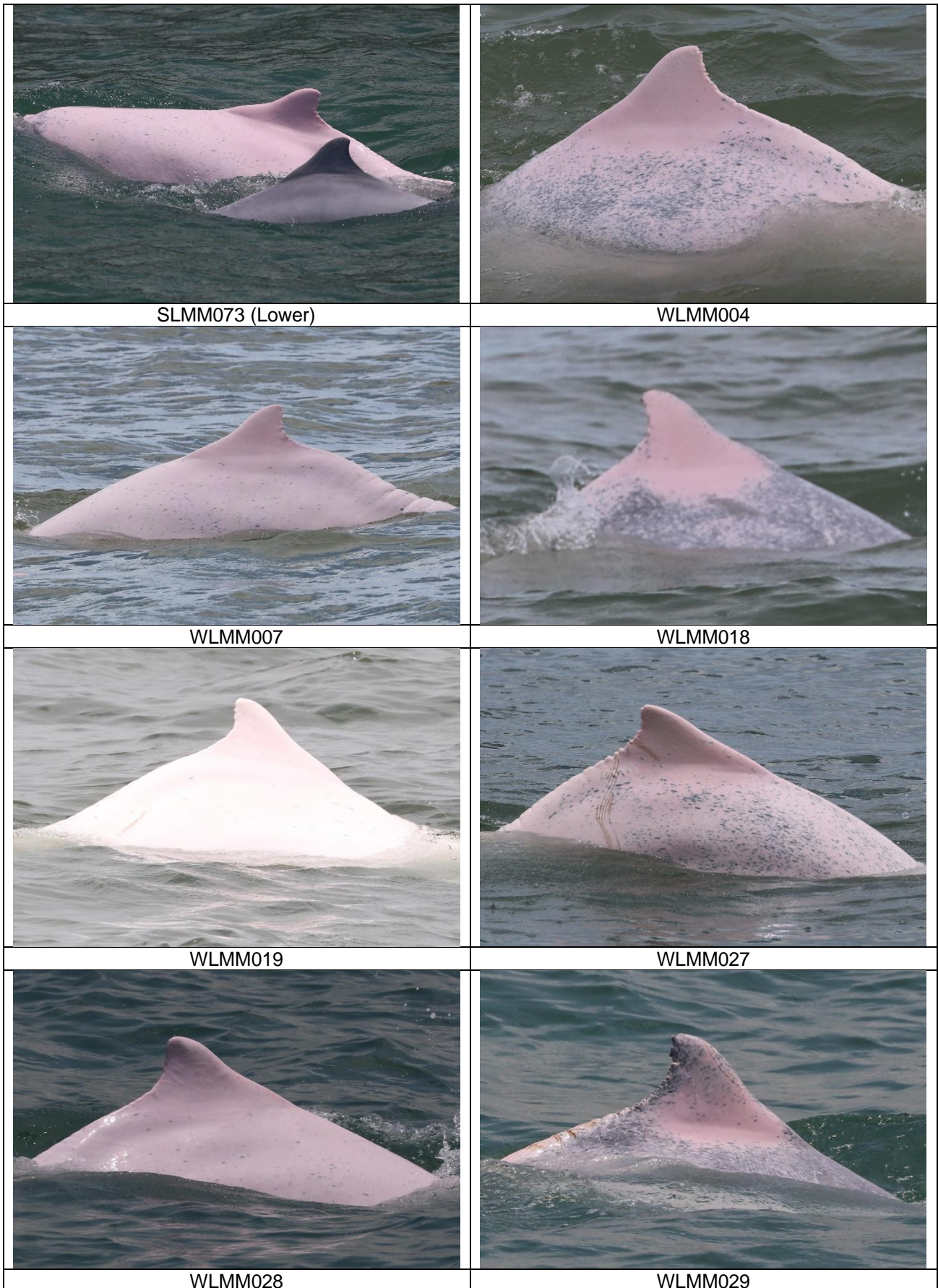
SLMM045

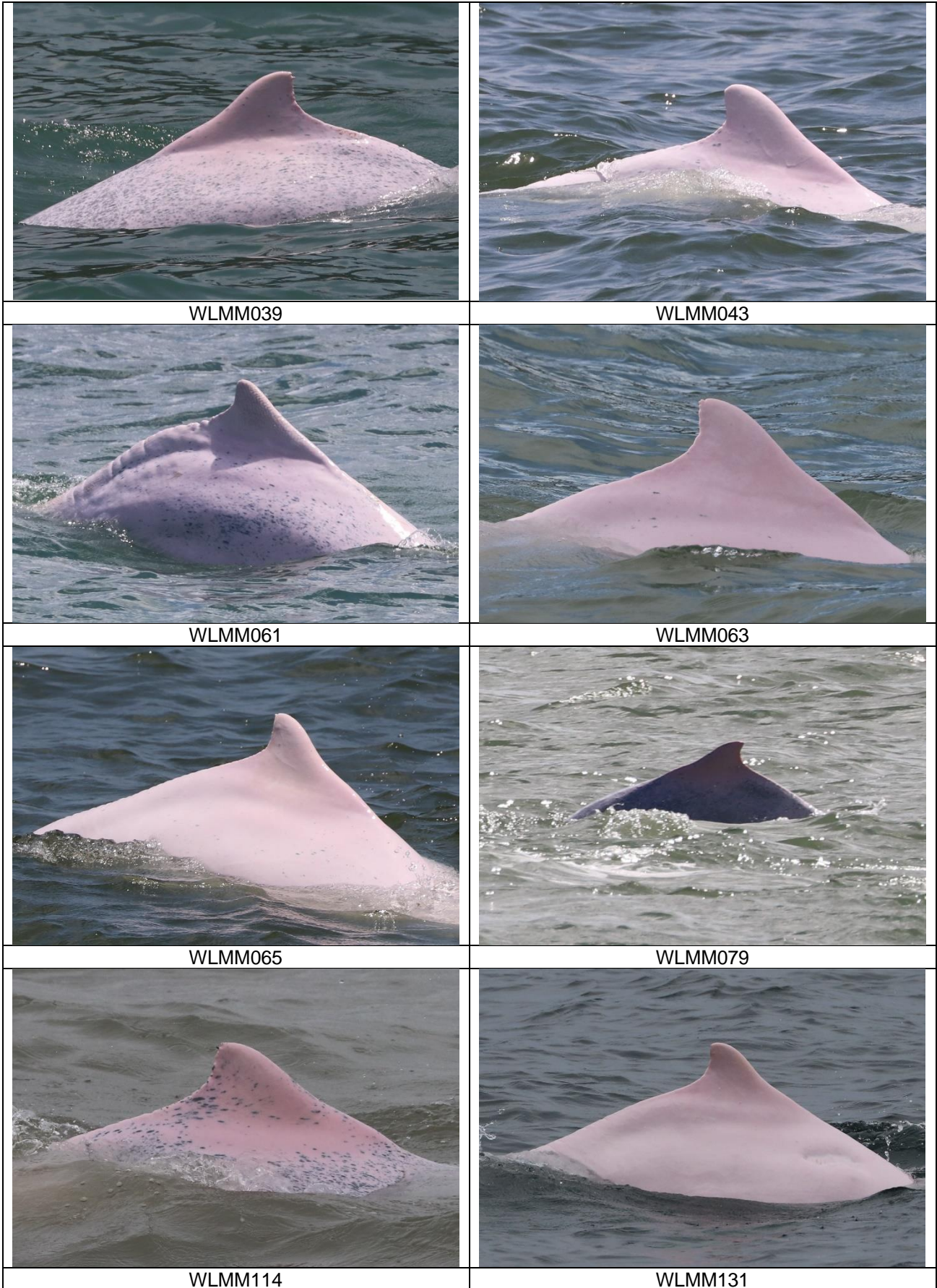


SLMM049



SLMM052







WLMM135



WLMM156



WLMM160



WLMM164



WLMM165

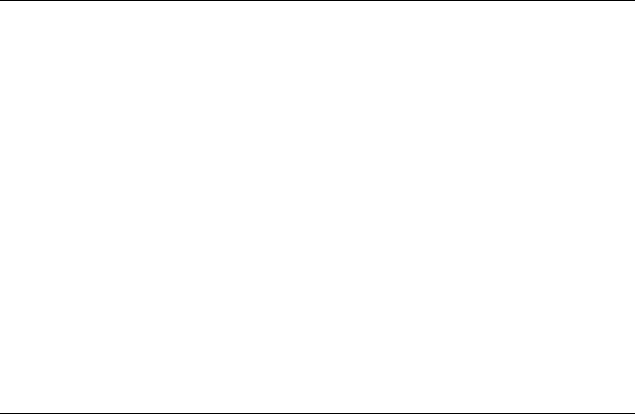
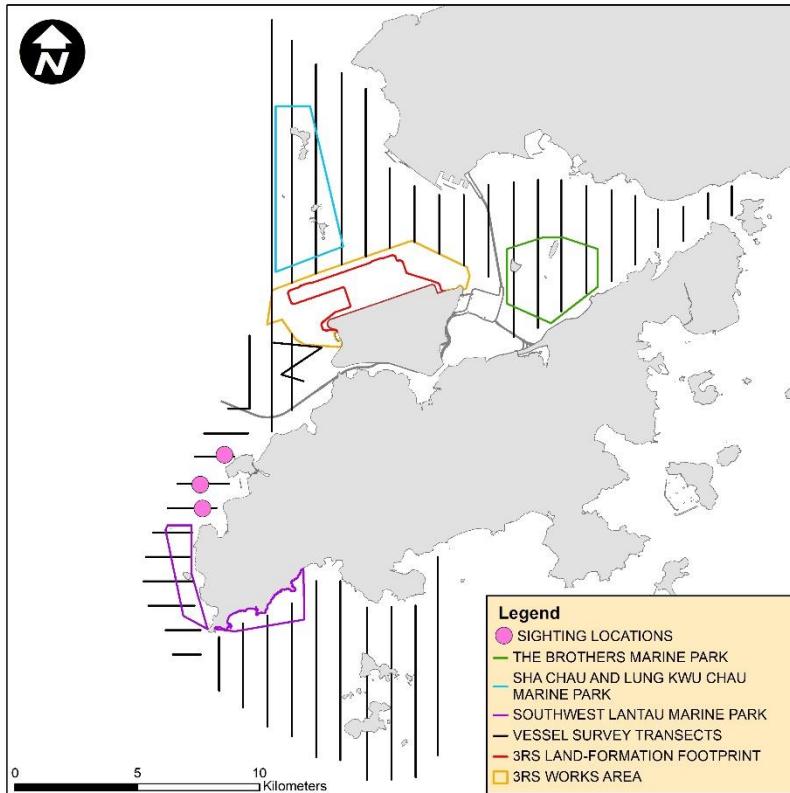
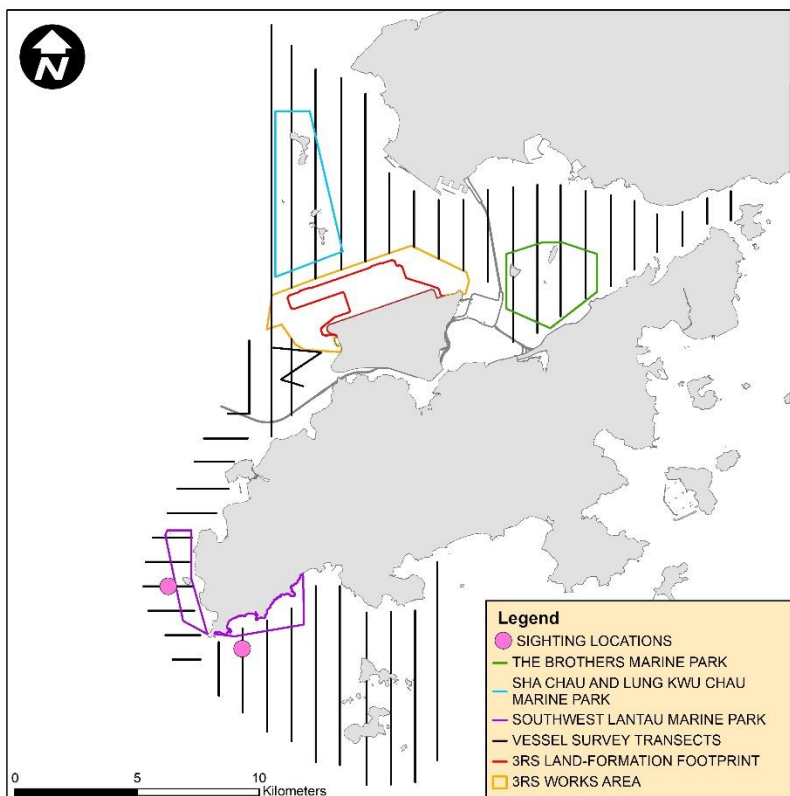


Photo Identification – Re-sighting Locations

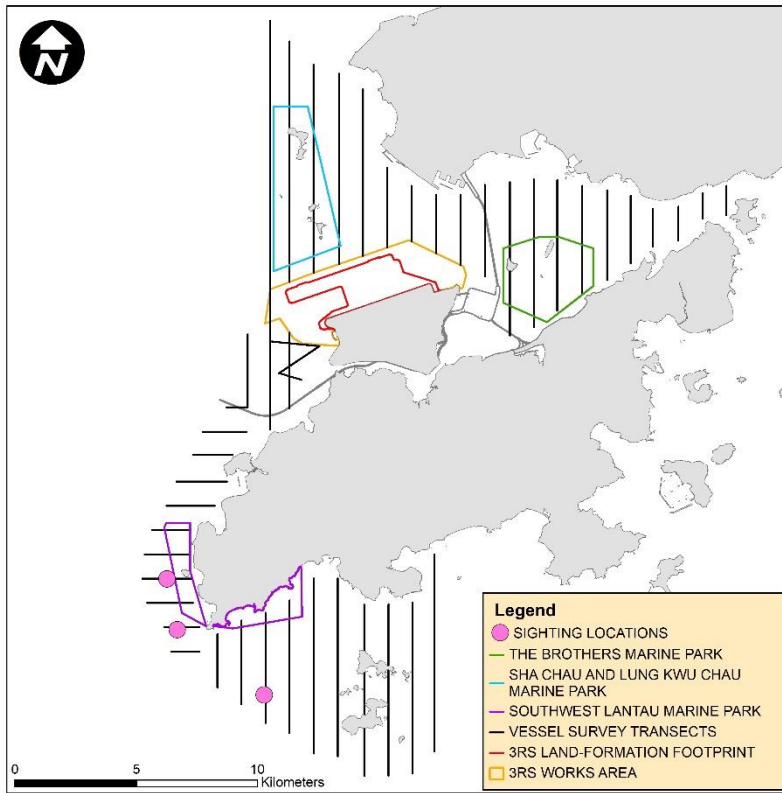
NLMM015



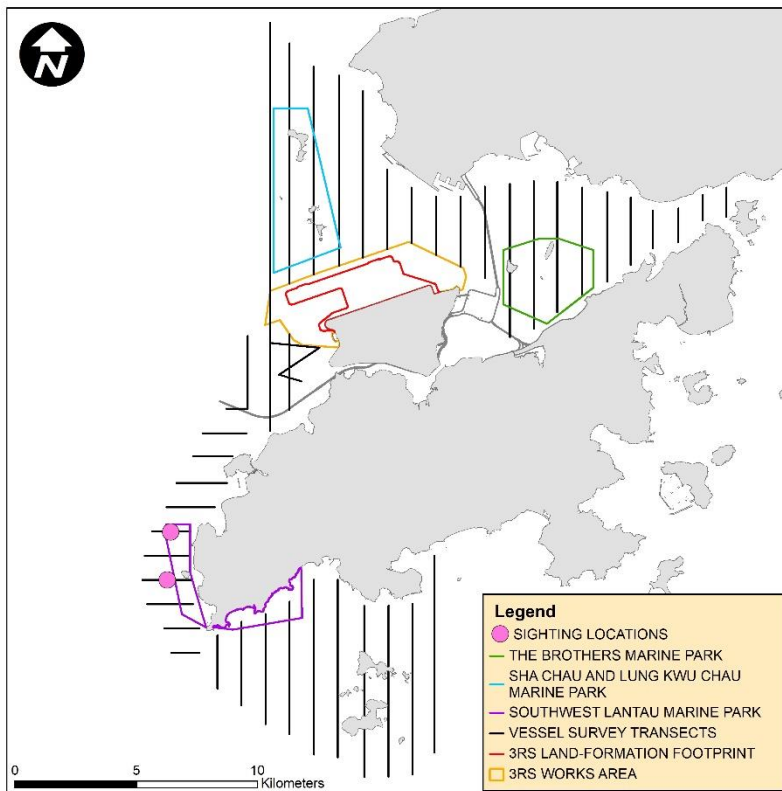
SLMM003



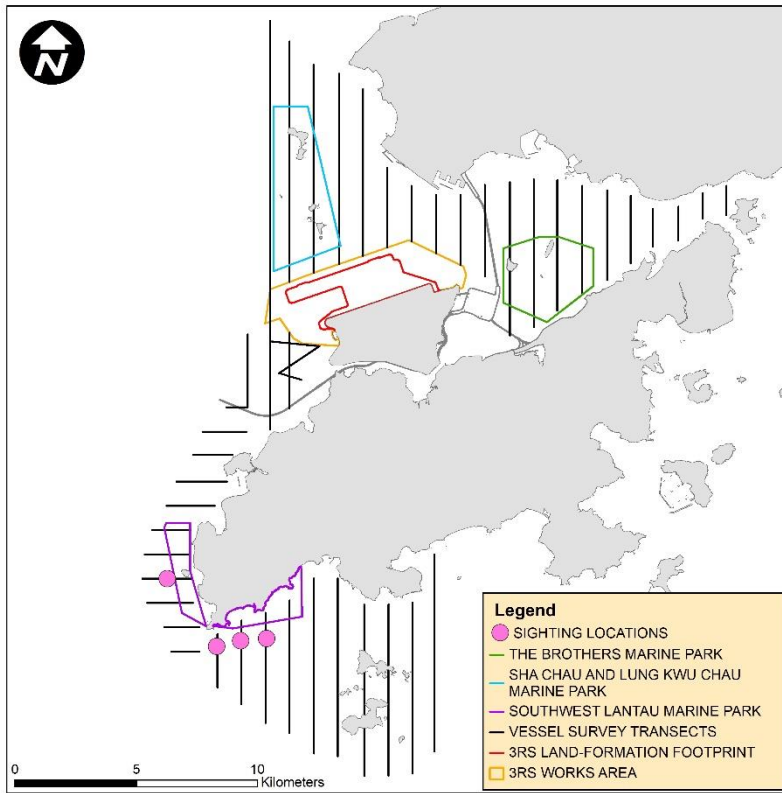
SLMM010



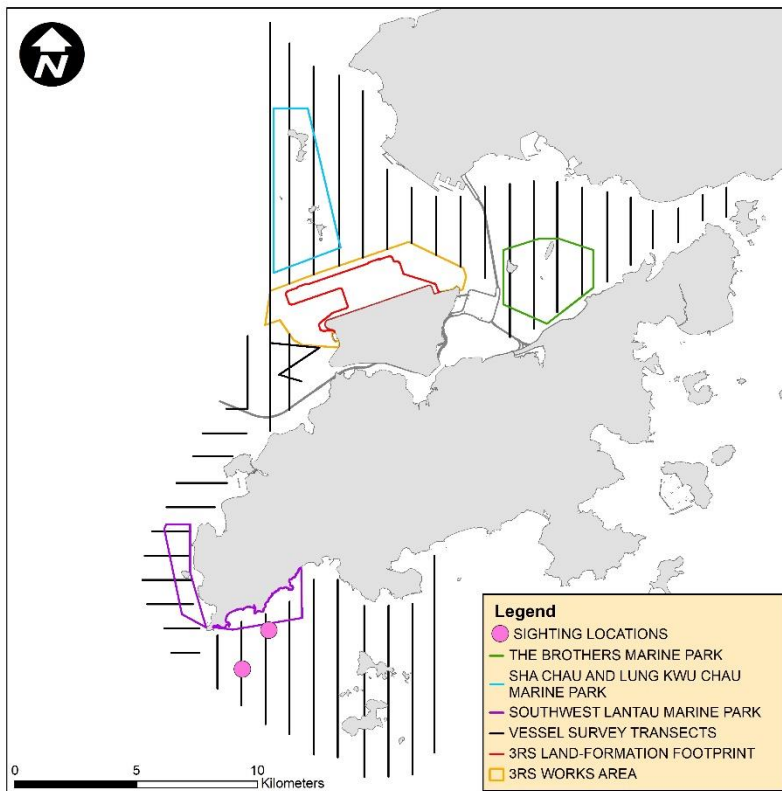
SLMM014



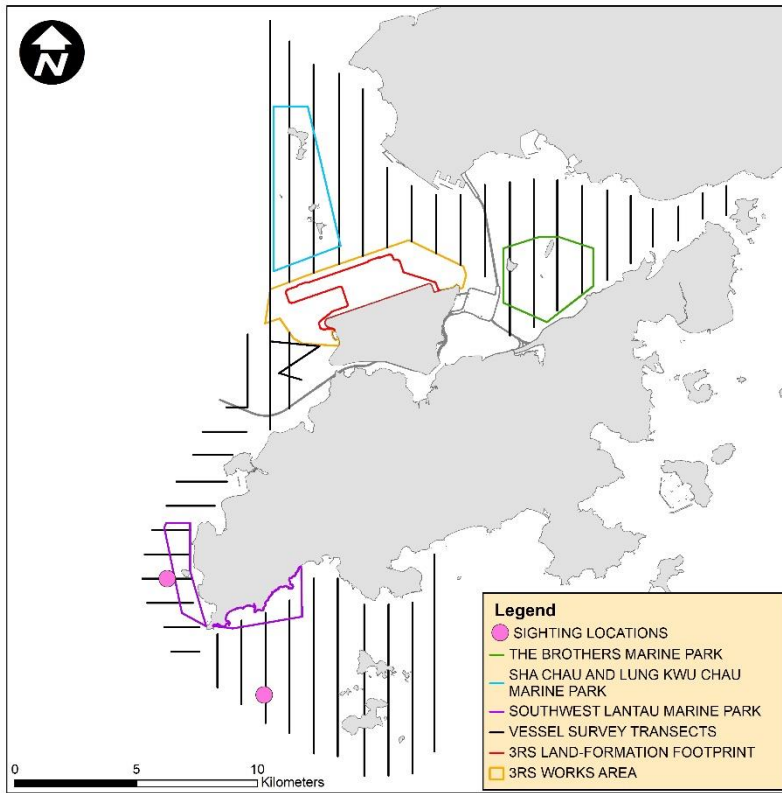
SLMM037



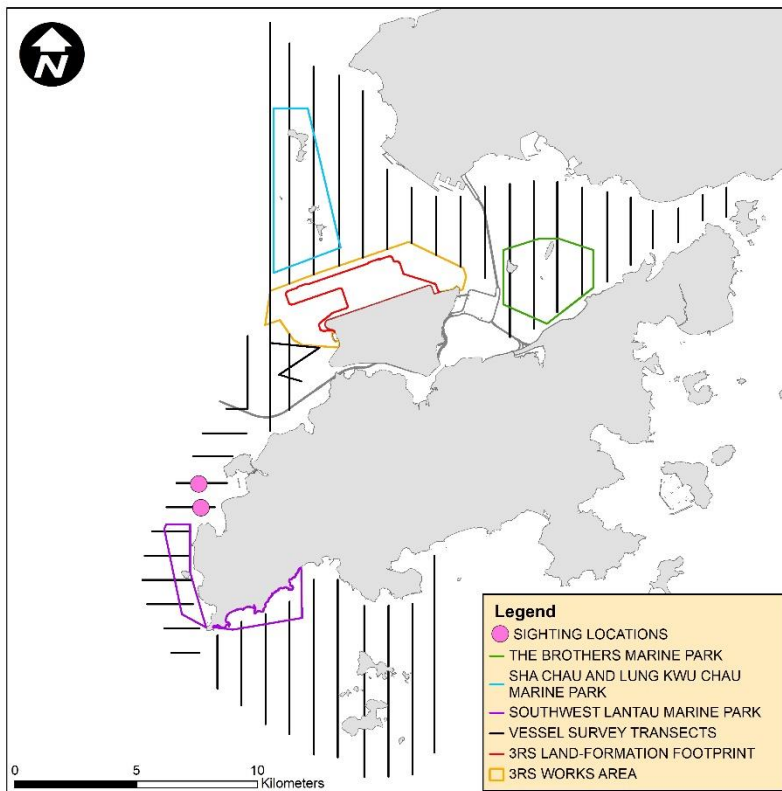
WLMM004



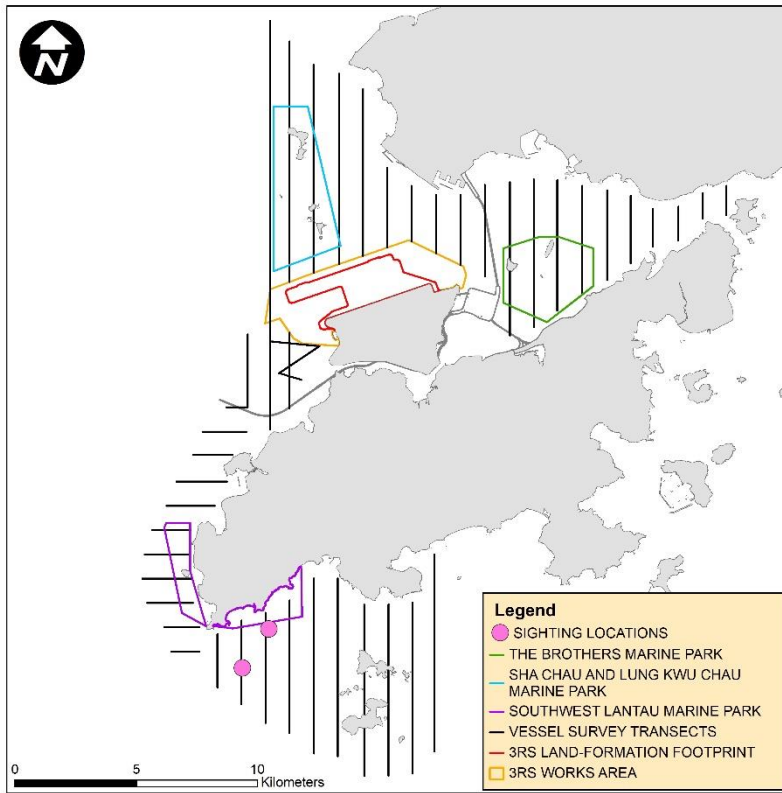
WLMM007



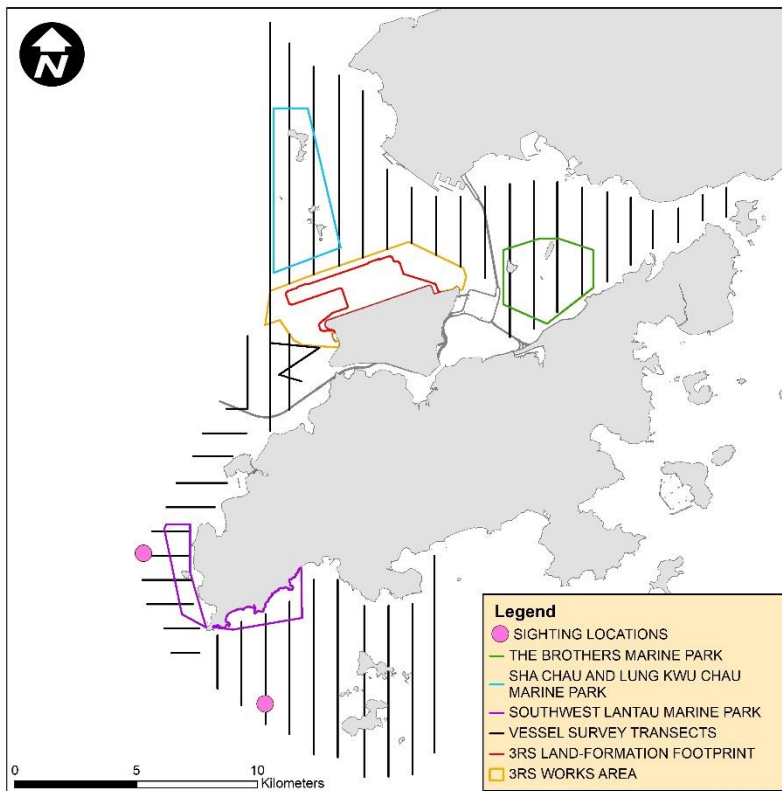
WLMM019



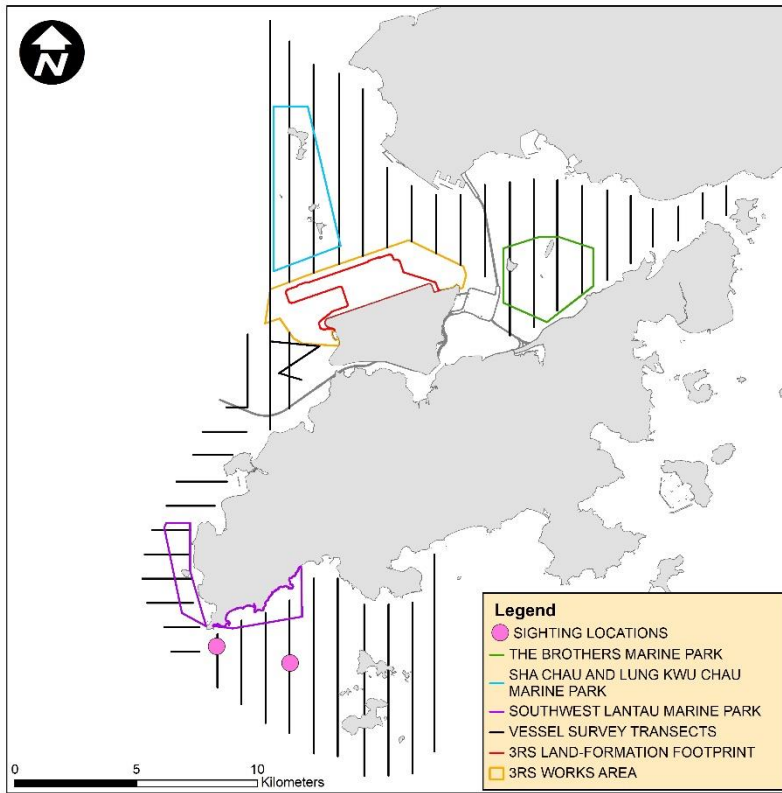
WLMM063



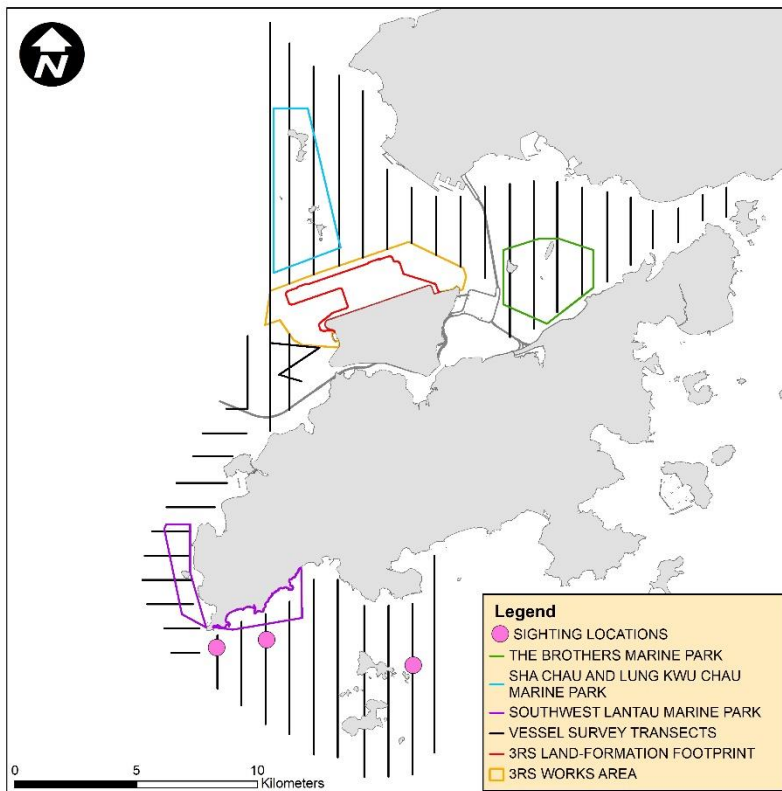
WLMM065



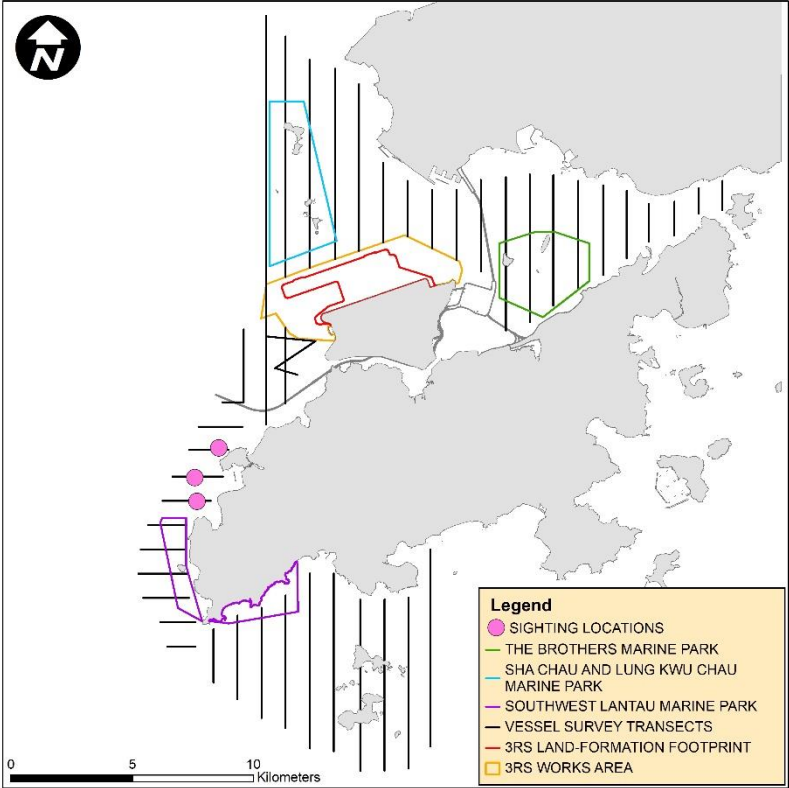
WLMM114



WLMM131



WLMM164



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

Date	Station	Start	End	Duration	Beaufort	Visibility	No. of Focal Follow	Dolphin Group Size
15/Apr/21	Sha Chau	10:43	16:43	6:00	3-4	1-2	0	-
21/Apr/21	Lung Kwu Chau	8:52	14:52	6:00	2-3	2	2	1-4
13/May/21	Sha Chau	10:44	16:44	6:00	2	1	0	-
25/May/21	Lung Kwu Chau	9:20	15:20	6:00	2	1-4	0	-
9/Jun/21	Lung Kwu Chau	8:48	14:48	6:00	2	1-2	0	-
16/Jun/21	Sha Chau	10:56	16:56	6:00	3-5	1	0	-

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

# **Daily Flow Monitoring Record of Sewage Pumping Station 1 (SPS1)**

**Daily Flow Monitoring Record of Sewage Pumping Station 1 (SPS1)**

<b>Date</b>	<b>Daily Flow at SPS1 (in m<sup>3</sup>/day)</b>
1-Jun-21	7,413
2-Jun-21	14,826
3-Jun-21	13,478
4-Jun-21	13,029
5-Jun-21	14,489
6-Jun-21	22,913
7-Jun-21	9,772
8-Jun-21	10,771
9-Jun-21	13,714
10-Jun-21	13,478
11-Jun-21	10,895
12-Jun-21	16,286
13-Jun-21	8,087
14-Jun-21	9,435
15-Jun-21	20,442
16-Jun-21	14,714
17-Jun-21	12,355
18-Jun-21	12,692
19-Jun-21	12,917
20-Jun-21	12,131
21-Jun-21	5,391
22-Jun-21	17,073
23-Jun-21	11,007
24-Jun-21	14,489
25-Jun-21	14,826
26-Jun-21	12,355
27-Jun-21	14,040
28-Jun-21	20,442
29-Jun-21	15,725
30-Jun-21	14,602
<b>Jun - 21 Daily Avg</b>	<b>13,460</b>