MOTT MACDONALD

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

Construction Phase Quarterly EM&A Report No.28 (1 October to 31 December 2022)

March 2023

Airport Authority Hong Kong

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Mott MacDonald Hong Kong Limited
registered in Hong Kong no. 236497

Airport Authority Hong Kong

This Construction Phase Quarterly EM&A Report No. 28 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: 

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

Date 7 March 2023

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By Email

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

Attn: Mr. Lawrence Tsui, Principal Manager, Environmental Compliance

7 March 2023

Dear Sir,

Contract No. 3102
3RS Independent Environmental Checker Consultancy Services

Quarterly EM&A Report No. 28 (For 1 October 2022 to 31 December 2022)

Reference is made to the Environmental Team's submission of Quarterly EM&A Report No.28 (For 1 October 2022 to 31 December 2022) under section 15.4 of the Updated EM&A Manual, this quarterly EM&A report was certified by the ET leader on 7 March 2023.

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 9141.

Yours faithfully,
AECOM Asia Co. Ltd.

Roy Man
Independent Environmental Checker

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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 28th 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 October 2022 to 31 December 2022.

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 seawall construction, filling and land-based ground improvement works, together with runway, taxiways, concourse and associated works. Land-based works on existing airport island involved mainly airfield works, Terminal 2 expansion works, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include 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:

Monitoring Activities	Number of Sessions
1-hour Total Suspended Particulates (TSP) air quality monitoring	96
Noise monitoring	54
Water quality monitoring	38
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 the 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 from October to December 2022 (see **Appendix C**), the daily average flow of 12,442 m^3/day for October 2022, 13,711 m^3/day for November 2022 and 12,645 m^3/day for December 2022 were well below 80% of pipe full flow capacity of 53,395.2 m^3/day. The sewage flows recorded from June 2021 to December 2022 are all below 80% of the pipe full flow capacity and AAHK has initiated to start planning construction of the gravity sewer from the airport discharge manhole to TCSPS according to Section 6.2.1.1 of the Manual. As the purpose of the sewage flow monitoring is to inform the timing of commencement of planning for the sewer upgrading works, and considering that AAHK has initiated to start planning its construction, the annual monitoring was completed in 2022.

Snapshots of Good Environmental Practices in the Reporting Period

		
Use of silt curtain for seawall construction	Provision of manual wheel washing for on-site vehicle	Provision of chemical spill drill for site personnel

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

1. Silt curtain was deployed to minimise potential water quality impact during seawall construction.
2. Manual wheel washing with high pressure water jet was provided to on-site vehicles for dust suppression purpose.
3. Chemical spill drill was provided to workers for proper chemical waste management and spill response procedures.

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

The water quality monitoring results for all parameters, except 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 EM&A programme if the corresponding Action and Limit Levels are triggered. For SS, one testing result in November triggered the relevant Action Level, and an investigation was conducted accordingly. The investigation findings concluded that the case was 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^		√	No breach of Limit Level was recorded.	Nil
Breach of Action Level^		√	No breach of Action Level was recorded.	Nil
Complaints received	√		A complaint regarding dust issue at Tuen Mun Public Cargo Working Area (TMPCWA) was received on 3 October 2022.	ET requested the relevant contractor to provide information related to the complaint. During regular site inspections and ad-hoc site inspections, wheel washing facility was observed malfunctioning at Western Quay and manual wheel washing with high pressure water jet for vehicles was deployed. The contractor was reminded to repair the wheel washing facility and also to ensure the cleanliness of the deck of RoRo barge. During an off-site inspection at TMPCWA, it was observed the wheels of disembarking vehicles from 3RS RoRo barges were noted washed and the general condition of TMPCWA was dusty. Nevertheless, all 3RS contractors were reminded to ensure the wheels and body of their vehicles are washed before leaving their respective site boundaries. Hence, the case was considered closed.
	√		A complaint regarding alleged muddy water discharge from 3RS construction site was received on 16 November 2022.	ET requested the relevant contractor to provide information related to the complaint. During a regular site inspection, localized muddy water was observed at the concerned location and was rectified by the related contractor afterwards. No observation regarding muddy water discharge was recorded during the subsequent joint site inspections and regular site inspections. All contractors were reminded to properly implement water quality mitigation measures in their works sites in accordance with the implementation schedule in the Updated EM&A Manual. Hence, the case was considered closed.
	√		A complaint regarding dust nuisance was received on 19 December 2022.	The complaint was under investigation. Findings would be reported in the next Quarterly EM&A Report.
Notification of any summons and status of prosecutions		√	No notification of summons nor prosecution was 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[1]. 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. 81.

1.2 Scope of this Report

This is the 28th 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 October 2022 to 31 December 2022.

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**.

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

Table 1.1: Contact Information of Key Personnel

Party	Position	Name	Telephone
Project Manager's Representative (Airport Authority Hong Kong)	Principal Manager, 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 Leaders	Heidi Yu	2828 5704
		Ken Wong	2828 5817
Independent Environmental Checker (IEC) (AECOM Asia Company Limited)	Independent Environmental Checker	Roy Man	3922 9376
	Deputy Independent Environmental Checker	Jackel Law	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 1525

Airfield Works:

Party	Position	Name	Telephone
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 3305 Airfield Ground Lighting System (ADB Safegate Hong Kong Limited)	Project Manager	Allam Al-Turk	2944 9725
	Environmental Officer	Ivan Ting	9222 9490
Contract 3306 Observation Facility Control System Supporting Interim 2RS and 3RS (Chinney Alliance Engineering Limited)	Project Director	Dennis Yam	9551 9920
	Environmental Officer	Richard Liu	9216 8990
Contract 3307 Fire Training Facility (Paul Y. Construction Company Limited)	Project Manager	Ken Tang	9640 5397
	Environmental Officer	Ferddy Leung	5585 6746
Contract 3308 Foreign Object Debris Detection System (DAS Aviation Services Group)	Project Manager	Jeffrey Yau	9873 7422
Contract 3310 North Runway Modification Works (China State Construction Engineering (Hong Kong) Ltd.)	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.)	Project Manager	Wyman Lau	6112 9753
	Health Safety Environmental Manager	Mike Leung	6625 2550
Contract 3403 New Integrated Airport Centres Building and Civil Works (Sun Fook Kong Construction Limited)	Project Manager	Alice Leung	9220 3162
	Environmental Officer	Ray Cheung	9785 1566
Contract 3404 Integrated Airport Control System (Shun Hing Systems Integration Co., Ltd.)	Project Manager	Andy Ng	9102 2739
	Safety Officer	Keith Chau	9620 7515
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 3508 Terminal 2 Expansion Works (Gammon Engineering & Construction Company Limited)	Project Director	Richard Ellis	6201 5637
	Environmental Officer	Fanny Law	6184 4650

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

Party	Position	Name	Telephone
Contract 3601 New Automated People Mover System (TRC Line) (CRRC Puzhen Bombardier Transportation Systems Limited and CRRC Nanjing Puzhen Co., Ltd. Joint Venture)	Project Manager	Hongdan Wei	158 6180 9450
	Environmental Officer	H Y Yue	9185 8186
Contract 3602 Existing APM System Modification Works (Niigata Transys Co., Ltd.)	Project Manager	Kunihiro Tatecho	9755 0351
	Environmental Officer	Y M Tong	5316 9801

Party	Position	Name	Telephone
Contract 3603 3RS Baggage Handling System (VISH Consortium)	Project Manager	K C Ho	9272 9626
	Environmental Officer	Richard Ng	9802 9577

Construction Support (Facilities):

Party	Position	Name	Telephone
Contract 3721 Construction Support Infrastructure Works (China State Construction Engineering (Hong Kong) Ltd.)	Senior Project Manager	Thomas Lui	9011 5340
	Environmental Officer	John Mak	6273 8703
Contract 3723 Eastern Support Area – Construction Support Facilities (Tapbo Construction Company Limited and Konwo Modular House Ltd. Joint Venture.)	Deputy Project Director	Philip Kong	9337 8700
	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	Dan Leung	6856 5899
Contract 3733 Emergency Repair Service (Wing Hing Construction Co., Ltd.)	Project Manager	Michael Kan	9206 0550
	SHE Manager	Mike Leung	6625 2550

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
	Environmental Officer	Eunice Kwok	9243 1331
Contract 3802 APM and BHS Tunnels and Related Works (Gammon Construction Limited)	Project Director	John Adams	6111 6989
	Environmental Officer	Phoebe Ng	9869 1105
Contract 3804 East and Landside Fire Stations (Beijing Urban Construction Group Construction Limited - Beijing Urban Construction International Construction Limited - Kin Shing (Leung's) General Contractors Ltd Joint Venture)	Project Manager	Mr. Zhang Xianda	4661 6818
	Environmental Officer	Ms. Kimberly Wong	5542 1669

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)	General Manager	Gabriel Chan	2435 3260
	Environmental Officer	Rex Wong	2695 6319
Contract 3913 Asphalt Batching Plant (SPR Joint Venture)	Project Manager	Xie Yi Sheng	6580 6005
	Environmental Officer	Kenneth Chan	9300 2182

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	env@3rsproject.com
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 seawall construction, filling and land-based ground improvement works, together with runway, taxiways, concourse and associated works. Land-based works on existing airport island involved mainly airfield works, Terminal 2 expansion works, modification and tunnel work for APM and BHS systems, and preparation work for utilities, with activities include road and drainage works, cable ducting, demolition, piling, and excavation works. The locations of the key construction activities are presented in **Figure 1.1**.

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
Air Quality		
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
Noise		
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
Water Quality		
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 April 2022, regular DCM monitoring was ceased at all monitoring stations starting from 28 April 2022 and would be resumed if there are marine-based DCM works in the coming future.
Sewerage and Sewage Treatment		
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 was started from June 2021 and completed in 2022.
Details of the routine H_2S 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_2S monitoring system will be prepared and submitted to EPD at least one year before commencement of operation of 3RS.
Waste Management		
Waste Monitoring	At least weekly	On-going
Land Contamination		
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 for Terminal 2 Emergency Power Supply System	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.
Terrestrial Ecology		

Parameters	EM&A Requirements	Status
Pre-construction Egretry Survey Plan	Once per month in the breeding season between April and July, prior to the commencement of HDD drilling works.	The Egretry 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.
Marine Ecology		
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.
Chinese White Dolphins (CWD)		
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
Landscape and Visual		
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
Environmental Auditing		
Regular site inspection	Weekly	On-going
Marine Mammal Watching Plan (MMWP) implementation measures	Monitor and check	On-going
Dolphin Exclusion Zone (DEZ) Plan	Monitor and check	On-going

Parameters	EM&A Requirements	Status
implementation measures		
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:

- Fifty-two 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 (μg/m^3)	Limit Level (μg/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
Oct 2022	100%	100%
Nov 2022	100%	100%
Dec 2022	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
Sep 2022	Sunny	South to Southwest
Oct 2022	Sunny	Northeast to Southeast
Nov 2022	Sunny to Drizzle	Northwest to Northeast
Dec 2022	Sunny to Cloudy	Northwest to Northeast

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** for reference.

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) [(i)]
NM5	Village House in Tin Sum		75 dB(A)
NM6	House No. 1, Sha Lo Wan		75 dB(A)

Note:

[(i)] 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
Oct 2022	100%	100%	100%	100%
Nov 2022	100%	100%	100%	100%
Dec 2022	100%	100%	100%	100%
Overall	100%	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.

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
Sep 2022	Sunny
Oct 2022	Sunny
Nov 2022	Sunny to Drizzle
Dec 2022	Sunny to Cloudy

2.2.3 Conclusion

Major sources of noise dominating the monitoring stations observed during the construction noise impact monitoring were traffic noise near NM1A, school activities near NM4, and aircraft noise near NM6. As the sensitive receivers were far away from the construction activities, 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. Water quality monitoring was undertaken at a total of 14 water quality monitoring stations, comprising 6 impact (IM) stations, 5 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.

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

Monitoring Station	Description	Coordinates		Parameters
		Easting	Northing	
C1	Control Station	804247	815620	General Parameters DO, pH, Temperature, Salinity, Turbidity, SS
C2	Control Station	806945	825682	
C3[(2)]	Control Station	817803	822109	
IM1[(4)]	Impact Station	806458	818351	
IM2[(4)]	Impact Station	806236	819183	
IM7[(4)]	Impact Station	806835	821349	
IM10[(4)]	Impact Station	809838	822240	
IM11[(4)]	Impact Station	810545	821501	
IM12[(4)]	Impact Station	811519	821162	
SR1A[(1)]	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) Seawater Intake for cooling	812660	819977	General Parameters DO, pH, Temperature, Salinity, Turbidity, SS
SR2	Planned marine park / hard corals at The Brothers / Tai Mo To	814166	821463	General Parameters DO, pH, Temperature, Salinity, Turbidity, SS
SR3	Sha Chau and Lung Kwu Chau Marine Park / fishing and spawning grounds in North Lantau	807571	822147	General Parameters DO, pH, Temperature, Salinity, Turbidity, SS

Monitoring Station	Description	Coordinates		Parameters
SR4A	Sha Lo Wan	807810	817189	
SR8[3]	Seawater Intake for cooling at Hong Kong International Airport (East)	811623	820390	

Notes:
(1) With the operation of HKBCF, water quality monitoring at SR1A station was commenced on 25 October 2018. To better reflect the water quality in the immediate vicinity of the intake, the monitoring location of SR1A has been shifted closer to the intake starting from 5 January 2019.
(2) 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.
(3) The monitoring location for SR8 is subject to further changes due to silt curtain arrangements and the progressive relocation of this seawater intake.
(4) With the seawall completion and removal of enhanced open sea silt curtains, these monitoring stations were relocated back to their original locations. For IM2, there was minor adjustment of the monitoring location.

2.3.1 Action and Limit Levels

The Action and Limit Levels for general water quality 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 are presented in **Table 2.9**.

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

Parameters		Action Level (AL)		Limit Level (LL)	
Action and Limit Levels for general water quality monitoring (excluding SR1A & SR8)					
General Water Quality Monitoring	DO in mg/l (Surface, Middle & Bottom)	Surface and Middle 4.5mg/l		Surface and Middle 4.1mg/l	
		Bottom 3.4mg/l		Bottom 2.7mg/l	
	Suspended Solids (SS) in mg/l	23	or 120% of upstream control station at the same tide of the same day, whichever is higher	37	or 130% of upstream control station at the same tide of the same day, whichever is higher
	Turbidity in NTU	22.6		36.1	
Action and Limit Levels SR1A					
SS (mg/l))		33		42	
Action and Limit Levels SR8					
SS (mg/l)		52		60	

Notes:
1. For DO measurement, 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.

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

Control Station	Impact Stations
Flood Tide	
C1	IM1, IM2, IM7, SR3
SR2[1]	IM7, IM10, IM11, IM12, SR1A, SR3, SR4A, SR8
Ebb Tide	
C1	SR4A

Control Station	Impact Stations
C2	IM1, IM2, IM7, IM10, IM11, IM12, SR1A, SR2, SR3, SR8

Notes:

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 **Notes:**

(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.

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

	General Water Quality Monitoring			
	DO (Surface and Middle)	**DO (Bottom)**	**SS**	**Turbidity**
Oct 2022	100% (204/204)	100% (204/204)	100% (252/252)	100% (204/204)
Nov 2022	100% (204/204)	100% (204/204)	99.6% (251/252)	100% (204/204)
Dec 2022	100% (238/238)	100% (238/238)	100% (294/294)	100% (238/238)
Overall	100%	100%	99.9%	100%

Notes:

(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
Sep 2022	Sunny to Rainy	Calm to Rough
Oct 2022	Sunny to Rainy	Calm to Rough
Nov 2022	Sunny to Rainy	Calm to Rough
Dec 2022	Sunny to Rainy	Calm to Rough

The monitoring results for all parameters, except 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 SS, one testing result in November triggered the corresponding Action Level during the reporting period, and an investigation was conducted accordingly. Summaries of results triggering Action Levels for SS are presented in **Table 2.12**.

Details of the investigation findings were presented in Construction Phase Monthly EM&A Report No. 83, which concluded that the result triggering the Action Levels was not related to the Project.

Table 2.12: Summary of SS Compliance Status (Mid-Flood Tide)

	IM1	IM2	IM7	IM10	IM11	IM12	SR1A	SR3	SR4A	SR8
24/11/2022										
No. of result triggering Action or Limit Level	0	0	0	0	0	0	0	0	1	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
	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 all the monitoring results were within their corresponding Action and Limit Levels except one testing result in November triggered the corresponding Action Levels, and an investigation was conducted accordingly. Based on the findings presented in Construction Phase Monthly EM&A Report No. 83, the case that triggered the corresponding Action Level was 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 filling, seawall construction and ground improvement works 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 2.13**.

Table 2.13: 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 2.14**. ET and IEC have carried out site audits regularly and reviewed the trip ticket system.

The contractors have 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 contractors. Dedicated areas for sorting of materials are established on site. Recyclable materials such as steel bar, metal strip, aluminium, paper and plastic are sorted on-site and transported off-site for recycling during this reporting period.

Table 2.14: Construction Waste Statistics

	C&D[1] Material Stockpiled for Reuse or Recycle (m^3)	C&D Material Reused in the Project (m^3)	C&D Material Reused in other Projects (m^3)	C&D Material Transferred to Public Fill[2] (m^3)	Chemical Waste (kg)	Chemical Waste (l)	General Refuse (tonne)
Oct 2022	1,358	3,122	6,524	6,009	1,100	2,800	2,108
Nov 2022	1,364	1,667	745	5,515	210	0	2,493
Dec 2022	1,687	0	676	6,799	800	2,000	2,503
Total	4,409	4,789	7,945	18,323	2,110	4,800	7,104

Notes:

1. C&D refers to Construction and Demolition.
2. 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 this 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 and the proposal of Further Development on Treatment Level / Details and the Reuse Mode for Marine Sediment (hereinafter referred to as "Further Development Proposal") 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 and Further Development Proposal.

Sampling works and backfilling works for marine sediment generated from the reclaimed land area were conducted during the reporting period. The details of the marine sediment sampling, treatment and backfilling can be referred to Annual EM&A Reports No.6.

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 are shown in **Figure 2.3**, whilst the land-based theodolite tracking survey stations are described in **Table 2.15** and depicted in **Figure 2.4**. The location of the PAM device is shown in **Figure 2.10**.

Table 2.15: 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 2.16**.

Table 2.16: Derived Values of Action Level and Limit Level for Chinese White Dolphin Monitoring

	NEL, NWL, AW, WL and SWL as a Whole
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 October to December 2022 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 1,353 km of survey effort was collected from these surveys, with around 89.0% 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 October to December 2022, there were a total of 32 sightings of CWD, with 90 dolphins sighted (**Table 2.17**). Amongst these sightings, 30 sightings with 81 dolphins were recorded during on-effort searches under favourable weather condition.

When breaking down the sightings by survey areas, two sightings with a total of 3 dolphins, 25 sightings with a total of 74 dolphins and five sightings with a total of 13 dolphins were recorded in NWL, WL and SWL respectively during the current reporting period. No CWD was sighted in AW transects or NEL survey area.

Compared with the previous quarter (i.e. July to September 2022), both the total number of CWD sightings and total number of the dolphins decreased observably by 45% and 52% respectively. These results were attributed by a notable decline of the dolphin sightings in SWL survey area and an observable decrease of the number of dolphins in WL survey area.

Compared with the same quarter of last year (i.e. October to December 2021), both the total number of sightings and the total number of dolphins and also the breakdown of different survey areas all remain similar.

Table 2.17 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.

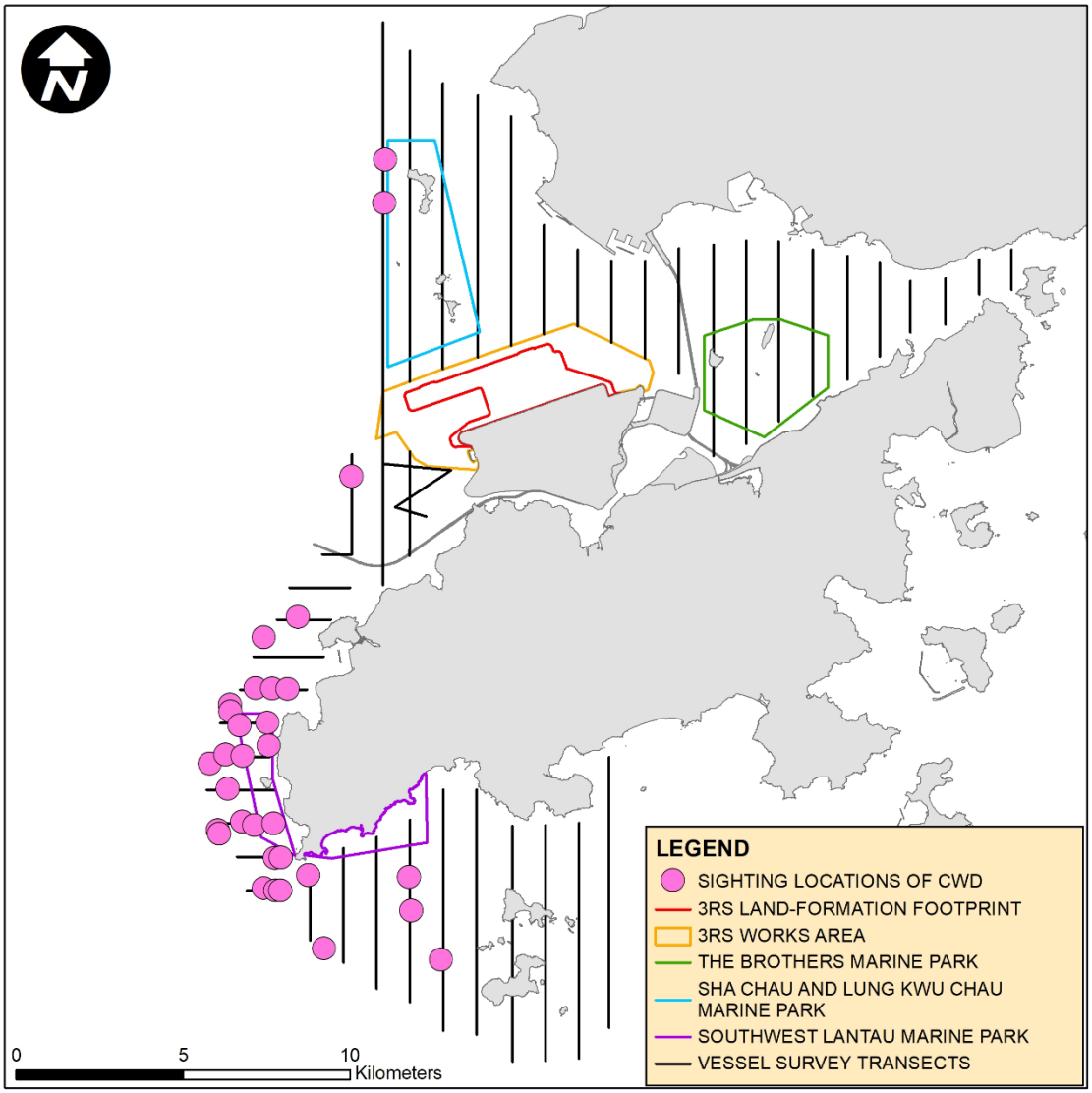
Table 2.17: Summary of Number of CWD Sightings and Number of Dolphins for the Same Quarter Last Year, Previous Quarter, and Current Reporting Period

	Same Quarter of Last Year	Previous Reporting Period	Current Reporting Period
	October to December 2021	July to September 2022	October to December 2022
NEL	0 (0)	0 (0)	0 (0)
NWL	1 (1)	2 (3)	2 (3)
AW	0 (0)	0 (0)	0 (0)
WL	22 (70)	24 (101)	25 (74)
SWL	6 (20)	32 (82)	5 (13)
Total	29 (91)	58 (186)	32 (90)

Note: Values in ( ) represent number of dolphins

The distribution of CWD sightings recorded from October to December 2022 is illustrated in **Figure 2.5**. In NWL, two CWD sightings were recorded to the west of Lung Kwu Chau. In WL, CWD sightings were mostly evenly scattered over the waters from Yi O to Fan Lau. There were also few CWD sightings recorded at waters off Tai O and north of Hong Kong-Zhuhai-Macao Bridge. In SWL, CWD sightings were scattered at the western part of the survey area. No CWD sightings were recorded in NEL survey area during the reporting period. Details of the sighting data are presented in **Appendix C**.

Figure 2.5: Sightings Distribution of Chinese White Dolphins from October to December 2022



Remarks: (1) Please note that there are 32 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 October, November and December 2022 are summarised in **Table 2.18.**

In this reporting period, both the monthly STG and ANI decreased from October to December 2022 (STG: from 3.46 to 1.47; ANI: from 10.66 to 4.65), causing a similar course in running quarterly STG and ANI. No Action Level for CWD monitoring was triggered during the reporting period.

Compared with the previous reporting period (i.e. July to September 2022), it is observed that the decrease trends in both monthly and quarterly encounter rates start from July and continued in this reporting quarter. While comparing with the same quarter of last year (i.e. October to

December 2021), both the running quarterly STGs and ANIs were in similar levels. Encounter rates for these periods are summarised in **Table 2.18** and graphical presentation is provided in **Appendix C**.

Table 2.18: 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		
	Oct 21	Nov 21	Dec 21	Jul 22	Aug 22	Sep 22	Oct 22	Nov 22	Dec 22
Monthly STG	3.71	2.16	1.59	7.24	3.59	2.32	3.46	2.68	1.47
Monthly ANI	11.42	8.63	4.51	20.31	14.82	7.42	10.66	5.59	4.65
Running Quarterly STG	2.77	3.15	2.46	5.30	4.87	4.37	3.11	2.77	2.49
Running Quarterly ANI	9.05	10.84	8.11	18.29	17.07	14.18	11.03	7.67	6.73

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. 82, 83, and 84.

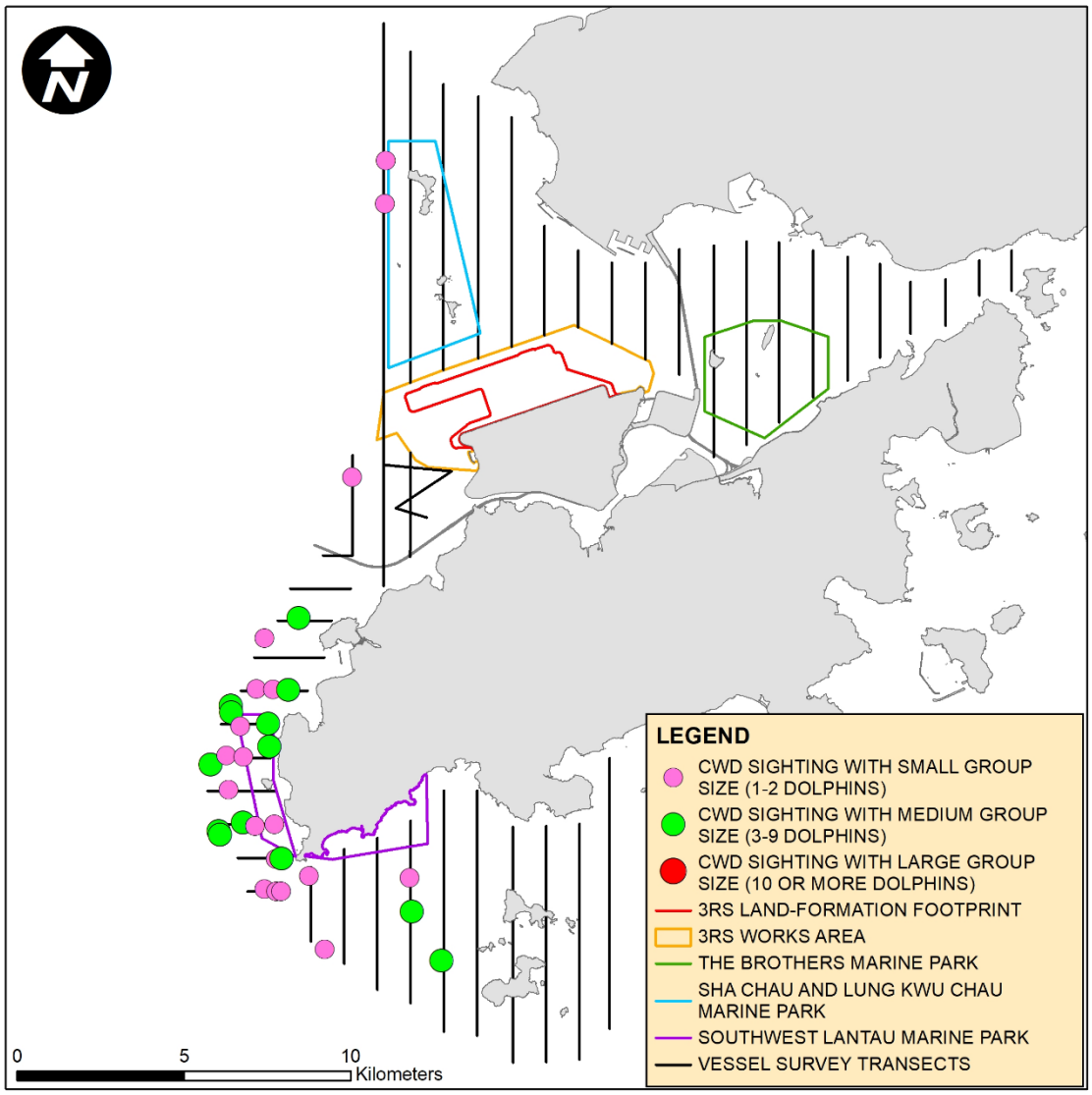
Group Size

Between October and December 2022, the group size of CWD sightings ranged from one to seven dolphins. The average group size of CWD was 2.81 dolphins per group, which is smaller than that of the last quarter (3.21 dolphins per group). The average group size of CWD in this reporting quarter is also smaller than that of the same quarter of last year (3.14 dolphins per group).

In this reporting quarter, more than half of the CWD sightings are with small group size (i.e. 1-2 dolphins). There were no CWD sightings with large group size (i.e. 10 or more dolphins) recorded in this reporting period.

The distribution of small-sized dolphin groups in WL extended a bit in both northward and southward directions when comparing with that of medium-sized dolphin groups which is more confined to Tai O in north and Fan Lau in South respectively. In SWL, the medium groups appeared to distribute closer to the Soko Islands. In NWL, only small-sized dolphin groups were observed. 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 32 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.

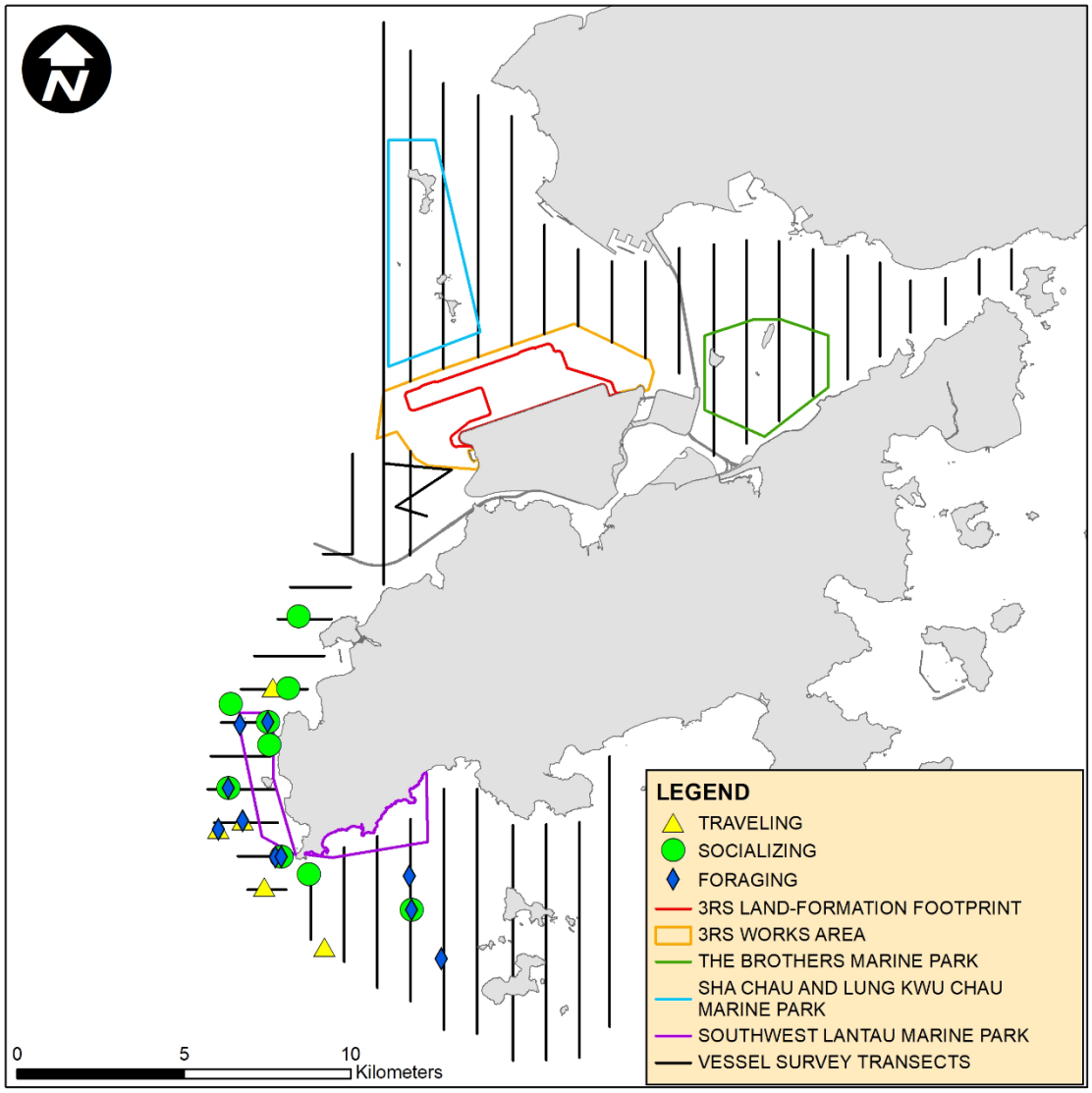
Activities and Association with Fishing Boats

From October to December 2022, 10 sightings of CWD were recorded with foraging activities. Amongst them, two sightings were observed associated with operating gillnetter in SWL survey area.

The number of sightings with foraging recorded in the current reporting period is smaller than that in the previous reporting period (i.e. 15 sightings involved foraging activities between July and September 2022). The number of CWD sightings with foraging activities in this reporting period is also smaller than that in the same quarter of last year (i.e. 14 sightings between October and December 2021).

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



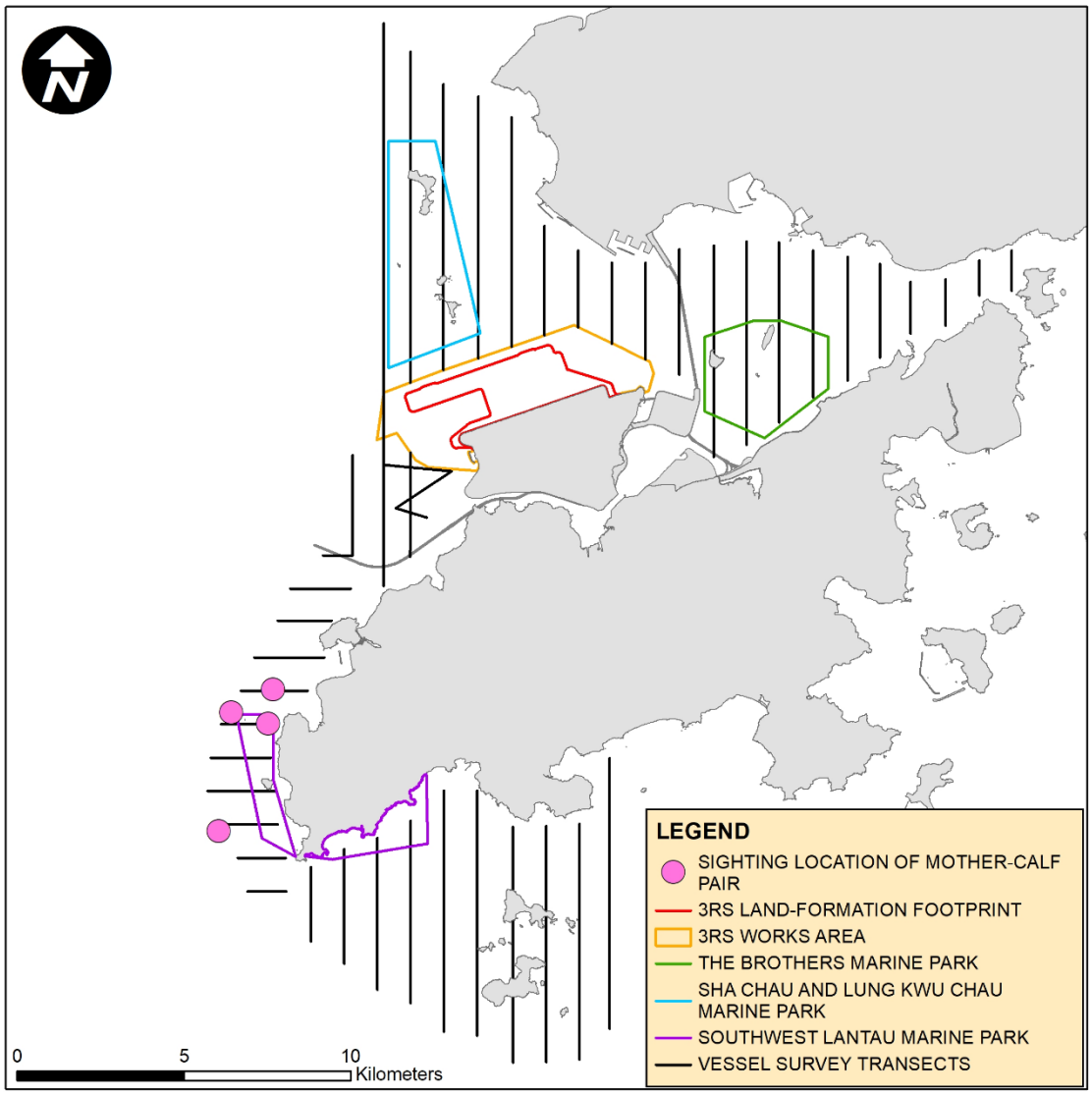
Remarks: Marine park excludes land area and the landward boundary generally follows the high water mark along the coastline.

Mother-calf Pairs

From October to December 2022, four sightings of CWD were recorded with the presence of mother-and-unspotted juvenile pairs, which is lower than that recorded in the previous reporting quarter (i.e. eight sightings between July and September 2022). The number of CWD sightings with the presence of mother-calf pairs is also lower than that recorded in the same quarter of last year (i.e. six sightings between October and December 2021). These four sightings with the presence of mother-calf pairs recorded during the current reporting period were all recorded in WL survey area.

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

Figure 2.8: Sighting Locations of Mother-calf Pairs



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

Photo Identification

Between October and December 2022, a total number of 35 different CWD individuals were identified altogether for 50 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 35 different CWD individuals, 12 animals (i.e. SLMM002, SLMM014, SLMM023, SLMM031, SLMM035, SLMM037, SLMM044, SLMM049, SLMM058, WLMM001, WLMM029 and WLMM152) were sighted for more than once.

Three individuals including SLMM014, SLMM023 and WLMM029 were re-sighted in different survey areas during this reporting period. The most frequently re-sighted individuals in this reporting quarter are SLMM023, SLMM035, and WLMM029, while all of them were successfully identified for three times each. Both the number of CWD individuals re-sighted more than once and the number of CWD individuals showing cross-area movement were lower than those of the last reporting period from July to September 2022.

A summary of photo identification works is presented in **Table 2.19**. Representative photos of the 35 identified individuals and figures depicting the sighting locations of the aforementioned three individuals re-sighted in different survey areas in this reporting period are presented in **Appendix C**.

Table 2.19: Summary of Photo Identification

Individual ID	Date of sighting	Sighting Group No.	Area	Individual ID	Date of sighting	Sighting Group No.	Area
NLMM023	11-Nov-22	1	NWL	SLMM059	17-Nov-22	2	WL
NLMM027	17-Nov-22	1	WL	SLMM060	9-Nov-22	4	WL
SLMM002	3-Oct-22	8	WL	SLMM074	17-Nov-22	1	WL
	20-Oct-22	3	WL	WLMM001	20-Oct-22	2	WL
SLMM007	3-Oct-22	5	WL		21-Dec-22	2	WL
SLMM014	27-Oct-22	3	SWL	WLMM005	29-Dec-22	1	WL
	17-Nov-22	6	WL	WLMM007	3-Oct-22	6	WL
SLMM023	3-Oct-22	7	WL	WLMM018	3-Oct-22	6	WL
	17-Nov-22	2	WL	WLMM028	21-Dec-22	2	WL
	28-Dec-22	2	SWL	WLMM029	17-Nov-22	1	WL
SLMM025	3-Oct-22	6	WL		28-Dec-22	2	SWL
SLMM031	18-Nov-22	4	SWL			3	SWL
	28-Dec-22	2	SWL	WLMM049	21-Dec-22	2	WL
SLMM035	18-Nov-22	4	SWL	WLMM052	3-Oct-22	4	WL
	28-Dec-22	2	SWL	WLMM063	21-Dec-22	2	WL
		3	SWL	WLMM071	20-Oct-22	1	WL
SLMM037	20-Oct-22	3	WL	WLMM109	3-Oct-22	7	WL
	17-Nov-22	6	WL	WLMM114	20-Oct-22	2	WL
SLMM044	21-Dec-22	2	WL	WLMM118	3-Oct-22	6	WL
	29-Dec-22	1	WL	WLMM131	3-Oct-22	8	WL
SLMM049	17-Nov-22	4	WL	WLMM152	3-Oct-22	5	WL
		5	WL			6	WL
SLMM052	3-Oct-22	6	WL	WLMM163	29-Dec-22	1	WL
SLMM058	3-Oct-22	3	WL	WLMM168	20-Oct-22	1	WL
	17-Nov-22	1	WL	WLMM176	3-Oct-22	4	WL

2.5.2.2 Land-based Theodolite Tracking Survey

Survey Effort

Between October and December 2022, 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. During the reporting quarter, four CWD groups were tracked from the Lung Kwu Chau station while no CWD group was tracked from the Sha Chau station, with an overall 0.11 CWD group sighted per survey hour.

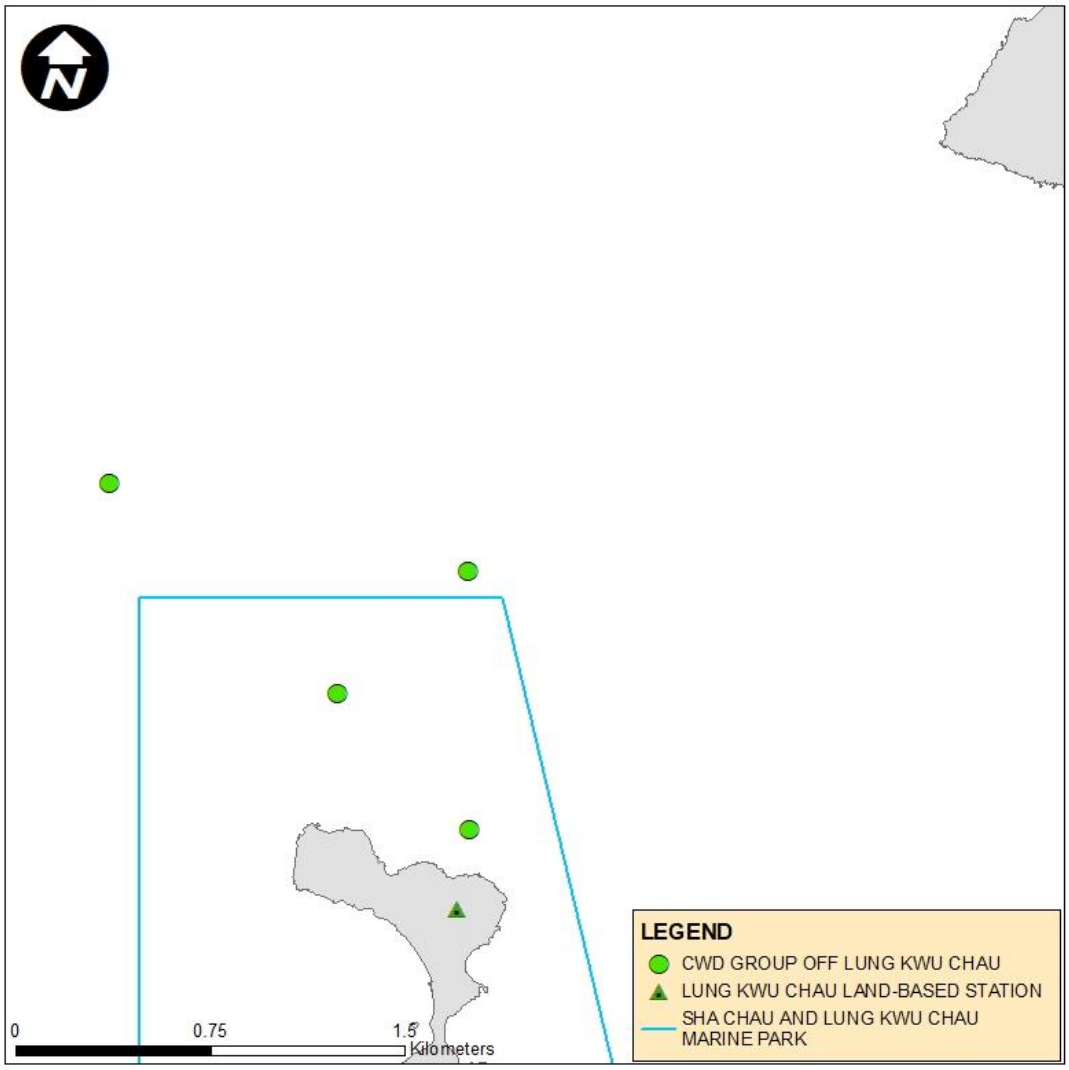
Information on survey effort and CWD groups sighted during land-based theodolite tracking surveys are presented in

Table 2.20. Details on the survey effort and CWD groups tracked are presented in **Appendix C**. The first sighting locations of CWD groups tracked between October and December 2022 are shown in **Figure 2.9**.

Table 2.20: 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
October 2022				
Lung Kwu Chau	1	06:00	0	0
Sha Chau	1	06:00	0	0
TOTAL	**2**	**12:00**	**0**	**0**
November 2022				
Lung Kwu Chau	1	06:00	4	0.67
Sha Chau	1	06:00	0	0
TOTAL	**2**	**12:00**	**4**	**0.33**
December 2022				
Lung Kwu Chau	1	06:00	0	0
Sha Chau	1	06:00	0	0
TOTAL	**2**	**12:00**	**0**	**0**
OVERALL	**6**	**36:00**	**4**	**0.11**

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



2.5.2.3 Progress Update on PAM

PAM device has been deployed and positioned to the south of Sha Chau island within the SCLKCMP (**Figure 2.10**) to 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 F-POD was retrieved on 20 October 2022 and 30 December 2022 for data collection and subsequently re-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 the contractor in accordance with the Marine Mammal Watching Plan (MMWP). Teams of at least two dolphin observers were deployed at 1 to 3 dolphin observation stations by the contractors for continuous monitoring of the DEZ for seawall construction works 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' DEZ monitoring records, no dolphin or other marine mammals were observed within or around 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^3/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 of 80% threshold of full flow capacity is 57,628.8 m^3/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^3/day) in accordance with the following criteria:

- If Q1 ≤ 53,395.2 m^3/day, planning of sewerage upgrading works can be on hold until results of next annual monitoring; and
- If Q1 > 53,395.2 m^3/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 of 53,395.2 m^3/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 from October to December 2022 (see **Appendix C**), the daily average flow of 12,442 m^3/day for October 2022, 13,711 m^3/day for November 2022 and 12,645 m^3/day for December 2022 were well below the above-mentioned threshold of 53,395.2 m^3/day.

The sewage flows recorded from June 2021 to December 2022 are all below 80% of the pipe full flow capacity and AAHK has initiated to start planning construction of the gravity sewer from the airport discharge manhole to TCSPS according to Section 6.2.1.1 of the Manual. As the purpose of the sewage flow monitoring is to inform the timing of commencement of planning for the sewer upgrading works, and considering that AAHK has initiated to start planning its construction, the annual monitoring was completed in 2022.

2.7 Environmental Site Inspection

Site inspections of the construction works to audit the implementation of proper environmental pollution control and mitigation measures for the Project were conducted by ET and IEC on a weekly and bi-weekly basis, respectively. Besides, ad-hoc site inspections were also 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. Silt curtain was deployed to minimise potential water quality impact during seawall construction.
2. Manual wheel washing with high pressure water jet was provided to on-site vehicles for dust suppression purpose.
3. Chemical spill drill was provided to workers for proper chemical waste management and spill response procedures.

		
Use of silt curtain for seawall construction	Provision of manual wheel washing for on-site vehicle	Provision of chemical spill drill for site personnel

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 **The cumulative total number of transplanted trees of the Project remained** unchanged (i.e. 26 nos.) comparing with previous reporting quarter. Details of the summary of transplanted trees is shown in **Table 2.24.** Photos of the transplanted trees are presented in **Table 2.25.**

Table 2.21. For trees which were managed under the Project during the reporting period, relevant measures (i.e., CM1 – CM9) have been implemented by Contracts 3302, 3508 and 3801. For CM10, it has been implemented by Contract 3303 in October and November 2022 as the advanced hydroseeding works around taxiways and runways were partially completed in December 2022 and would resume in next phase. The total number of retained trees, transplanted trees and to-be-transplanted trees under the management of Project are summarized in **Table 2.22.**

The total number of retained trees of the Project as of December 2022 was 49. Compared to 36 retained trees reported in the previous reporting period, the change in number was due to the following reasons:

- A works area with 13 nos. of trees next to East Coast Road were handed over to Contract 3508 and the status of those trees were shifted from provisional retained trees to retained trees (+13 nos).

Table 2.23 lists the affected tree ID together with the reasons for change of retained tree status of the Project.

For the total number of provisional retained trees, it was reduced to 0 as compared to the 50 trees reported in the previous reporting period. The change in number was because those trees were either handed over to contractor, confirmed missing during the initial tree survey or outside of 3RS works area. The total number of provisional transplanted trees was also reduced from 10 to 0 as the recommendation of those trees was changed from “Transplant” to “Fell” due to conflict with works and transplanting was not recommended due to poor health condition and low amenity value.

The cumulative total number of transplanted trees of the Project remained unchanged (i.e. 26 nos.) comparing with previous reporting quarter. Details of the summary of transplanted trees is shown in **Table 2.24**. Photos of the transplanted trees are presented in **Table 2.25**.

Table 2.21: 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.	All works 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		

Landscape and Visual Mitigation Measures during Construction Implementation Status	Implementation Status	Relevant Contract(s) in the Reporting Period
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. The Contractors' performance on the implementation of the trees maintenance and protection measures were observed and checked by the ET weekly during construction period.	3302, 3508, 3801
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 were observed and checked by the ET bi-monthly during the 12-month establishment period after the completion of each batch of transplanting works. Long term management of the transplanted trees were currently monitored by ET annually.	3508, 3801
CM 10 – Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical	As of November 2022, the Contractor's performance on the implementation of advanced hydroseeding works was observed and checked by the ET during weekly site inspection.	3303

Table 2.22: Summary of the Number of Retained, Transplanted and To-be-transplanted Trees in the Reporting Period

Existing				
Contract	Retained (nos.)	Transplanted (nos.)		To-be-transplanted (nos.)
		Establishment Period	Maintenance Period	
3302	9	0	0	0
3503	0	0	9	0
3508	37	0	12	0
3602	0	0	0	0
3801	3	0	5 (1)	0
Grand Total	**49**	**26**		**0**

Notes:

(1) Three transplanted trees (CT1194, CT1794 and CT1795) were subsequently fell after transplantation. Please refer to **Table 2.24** for details.

Table 2.23: Summary of the Tree Status Updated in the Reporting Period

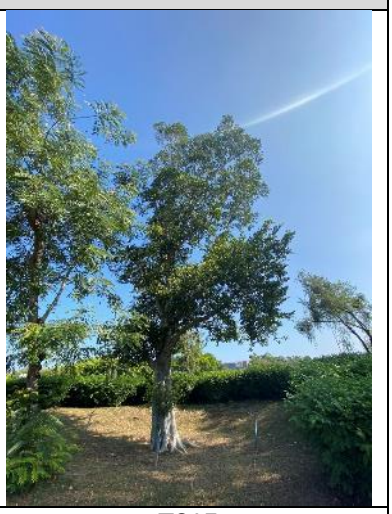
Tree ID(s)	Contract	Previous Status (September 2022)	Current Status (December 2022)	Remarks	Impact to Retained Tree Number
T1381A, T1382A, T1384A, T1385A, T1386A, T1387A, T1388A, T1389A, T1390A, T1391A, T1392A, A3, A4	3508	Provisional Retain	Retain	A works area with 13 nos. of trees next to East Coast Road were handed over to Contract 3508 and the status of those trees were shifted from provisional retained trees to retained trees.	+ 13 nos.

Table 2.24: Summary of the Transplanted Trees Updated in the Reporting Period

Tree ID	Transplant Date	Management Stage	Management Agency	Remarks
CT276	3 May 2018	Long Term Management period Jun 2019 – May 2028	Southern Landside Petrol Filling Station	Next inspection will be conducted in February 2023. Photos of the last inspection in February 2022 can be referred to Table 7.7 of the Construction Phase Monthly EM&A Report No.74.
CT1253	4 May 2018	Long Term Management period Jun 2019 – May 2028	Southern Landside Petrol Filling Station	
T835	22 Jan 2020	Long Term Management period Feb 2021 – Jan 2030	AAHK	Next inspection will be conducted in February 2023. Photos of the last inspection in February 2022 can be referred to Table 7.7 of the Construction Phase Monthly EM&A Report No.74.
T836	13 Dec 2019	Long Term Management period Feb 2021 – Jan 2030	AAHK	
T838	22 Jan 2020	Long Term Management period Feb 2021 – Jan 2030	AAHK	
T812	21 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	Next inspection will be conducted in December 2023. Photos of the last inspection in December 2022 were shown in **Table 2.25**.
T814	20 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	
T815	15 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	
T829	18 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	
T830	14 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	
T831	19 Dec 2020	Long Term Management period Jan 2022 – Dec 2031	AAHK	
T1493	6 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	Next inspection will be conducted in July 2023. Photos of the last inspection in July 2022 can be referred to Table 7.7 of the Construction Phase Monthly EM&A Report No.79.
T1494	6 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1495	10 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1496	5 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1497	5 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	

Tree ID	Transplant Date	Management Stage	Management Agency	Remarks
T1498	29 Jun 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1499	29 Jun 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1500	30 Jun 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1501	30 Jun 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1502	5 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1503	6 Jul 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
T1504	24 Jun 2021	Long Term Management period Aug 2022 – Jul 2031	Contract 3508	
CT1194	4 May 2018	Long Term Management period Jun 2019 – May 2028	Southern Landside Petrol Filling Station	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 Filing Station.
CT1794	3 May 2018	Long Term Management period Jun 2019 – May 2028	AsiaWorld-Expo	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	Long Term Management period Jun 2019 – May 2028	AsiaWorld-Expo	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 2.25: Photos of the Existing Transplanted Trees Inspected in the Reporting Period

Under 10-year Long-term Management:		
		
T812	T814	T815
		
T829	T830	T831

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

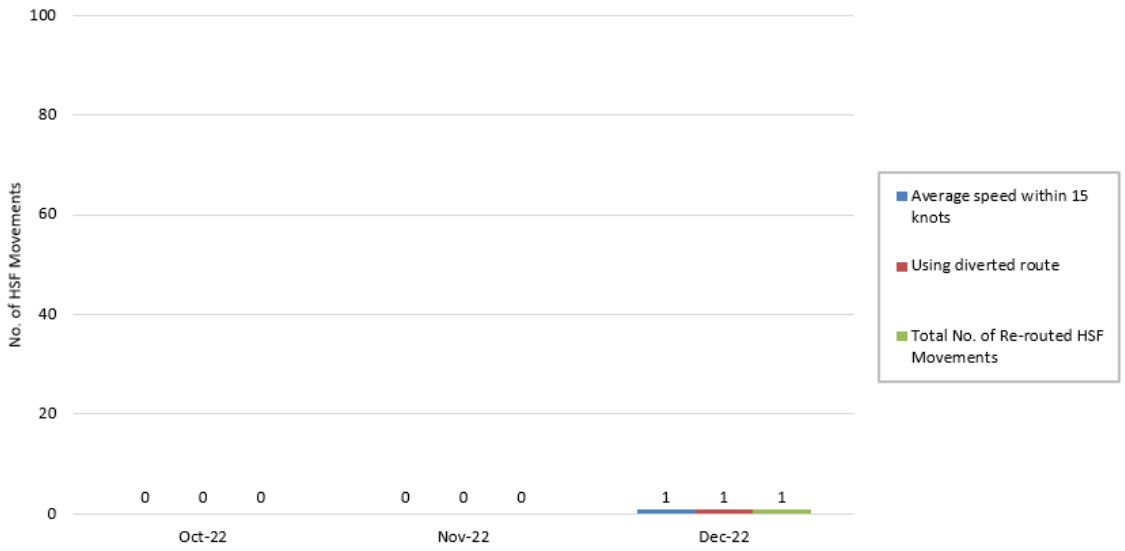
The Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan) was submitted to the Advisory Council on the Environment for comment and subsequently

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.

Ferry service between HKIA SkyPier and Macau has been resumed on 30 December 2022. In total, 1 ferry movement between HKIA SkyPier and Macau was audited 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 6, which fell within the maximum daily cap number of 125.

The average speed of the HSF travelling through the Speed Control Zone (SCZ) was 12.5 knots, which is within 15 knots and therefore in compliance with the Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan). The summary of the SkyPier Plan monitoring result is presented in **Graph 1**.

Graph 1: Summary of SkyPier High Speed Ferries Monitoring Results



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 contactors 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 2 skipper training workshops were held with 2 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

Three environmental complaints were received during the reporting period. All were attended to and investigations were conducted by the ET in accordance with the Manual and the Complaint Management Plan. A summary of the complaints and analyses is presented in **Table 3.1.**

Table 3.1: Summary of Environmental Complaints

Date of Complaint Received	Details	Analysis/ Remedial Actions	Status
3 October 2022	A complaint regarding dust issue at Tuen Mun Public Cargo Working Area (TMPCWA) was received.	A complaint regarding dust issue at Tuen Mun Public Cargo Working Area (TMPCWA) was received on 3 October 2022. The case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET recognized the location, identified a related contractor and requested them to provide information regarding the complaint. According to the information received, the wheel washing facility at Western Quay (WQ) was reported as out of order and manual wheel washing with high pressure water jet was deployed during the alleged period. The contractor confirmed that the wheels and body of the concerned concrete lorry were all manually washed before embarking on RoRo barge. At ET's weekly site inspections and ad-hoc site inspection, wheel washing facility was observed malfunctioning at WQ and manual wheel washing with high pressure water jet for vehicles was deployed. The contractor was reminded to repair the wheel washing facility and no observation related to the wheel washing facility at North Eastern Quay (NEQ) was recorded in the checklist. At the subsequent ad-hoc site inspection, it was noted that the wheel washing facility at WQ was still out of order and manual wheel washing with high pressure water jet was provided to vehicles before they embarked on RoRo barge. Having said that, the contractor was reminded to ensure the cleanliness of the deck of RoRo barge and no observation related to the wheel washing facility at NEQ was recorded. During an off-site inspection at TMPCWA, the wheels of disembarking vehicles were noted washed and the general condition of TMPCWA was observed dusty. ET would continue to monitor the related contractor's performance on wheel washing at WQ and the cleanliness of the decks of RoRo barges, and remind all 3RS contractors to ensure the wheels and body of their vehicles are washed before leaving their respective site boundaries. Hence, the case was considered closed.	Closed
16 November 2022	A complaint regarding alleged muddy water discharge from	A complaint regarding alleged muddy water discharge from 3RS construction site was received on 16 November 2022. The case was investigated by ET in accordance with the Manual and the Complaint Management Plan of the Project. The ET recognized	Closed

Date of Complaint Received	Details	Analysis/ Remedial Actions	Status
	3RS construction site was received.	the location, identified a related contractor and requested them to provide information regarding the complaint. According to the information received, no incident related to muddy water discharge occurred at the concerned location during the alleged period. The contractor reported they would continuously implement water quality mitigation measures in their works site and maintain proper records regarding incidents related to muddy water observed. As a precautionary measure, the contractor conducted a refresher training with their frontline staff regarding water quality mitigation measures. At ET's weekly site inspection, localized muddy water was observed at the concerned location and was rectified by the related contractor afterwards. At subsequent joint site inspections and ET's weekly site inspections, no observation regarding muddy water discharge was recorded. ET would continue to monitor the related contractor's performance on their on-going mitigation measures, and remind all 3RS contractors to properly implement water quality mitigation measures in their works sites in accordance with the implementation schedule in the Updated EM&A Manual. Hence, the case was considered closed.	
19 December 2022	A complaint regarding dust nuisance was received.	The complaint was under investigation during the reporting period. Findings would be reported in the next Quarterly EM&A Report.	

3.2.2 Notifications of Summons or Status of Prosecution

Neither 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	1
	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	3	0	0
From 28 December 2015 to end of the reporting period	0	58	2	2

4 Conclusion and Recommendation

In the fourth quarter of 2022, the EM&A programme has been implemented as planned, including 96 sets of air quality measurements, 54 sets of construction noise measurements, 38 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 seawall construction, filling and land-based ground improvement works, together with runway, taxiways, concourse and associated works. Land-based works on existing airport island involved mainly airfield works, Terminal 2 expansion works, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include road and drainage works, cable ducting, demolition, piling, and excavation works.

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

For water quality, the water quality monitoring results for all parameters, except 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 SS, one testing result in November triggered the relevant Action Level, and the corresponding investigation was conducted accordingly. The investigation findings concluded that the cases were not related to the Project. In summary, the construction activities undertaken during the reporting period did not introduce adverse impact to all water quality sensitive receivers.

Site inspections of the construction works to audit the implementation of proper environmental pollution control and mitigation measures for the Project were conducted by ET and IEC on a weekly and bi-weekly basis, respectively. Site inspection findings were recorded in the site inspection checklists and provided to the contractors to follow up.

On the implementation of the SkyPier Plan, the daily movements of all SkyPier HSFs in the reporting period, including those not using the diverted route, were in the range of 2 to 6 daily movements, which are within the maximum daily cap of 125 daily movements. A total of 1 HSF movement under the SkyPier Plan was recorded in the reporting period. The average speed of the HSF travelling through the SCZ was 12.5 knots. The HSF had travelled through the SCZ with average speed under 15 knots in compliance with the SkyPier Plan. In summary, the ET and IEC have audited the HSF movements against the SkyPier Plan and conducted follow up investigations or actions accordingly.

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. A total of 2 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 and DEZ Plan, dolphin observers were deployed by the contractors in accordance with the plans. No dolphin or other marine mammals were observed within or around the DEZ in this reporting period. Audits of contractors' implementation and records, and also acoustic decoupling for construction vessels were carried out by the ET during site inspection.

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

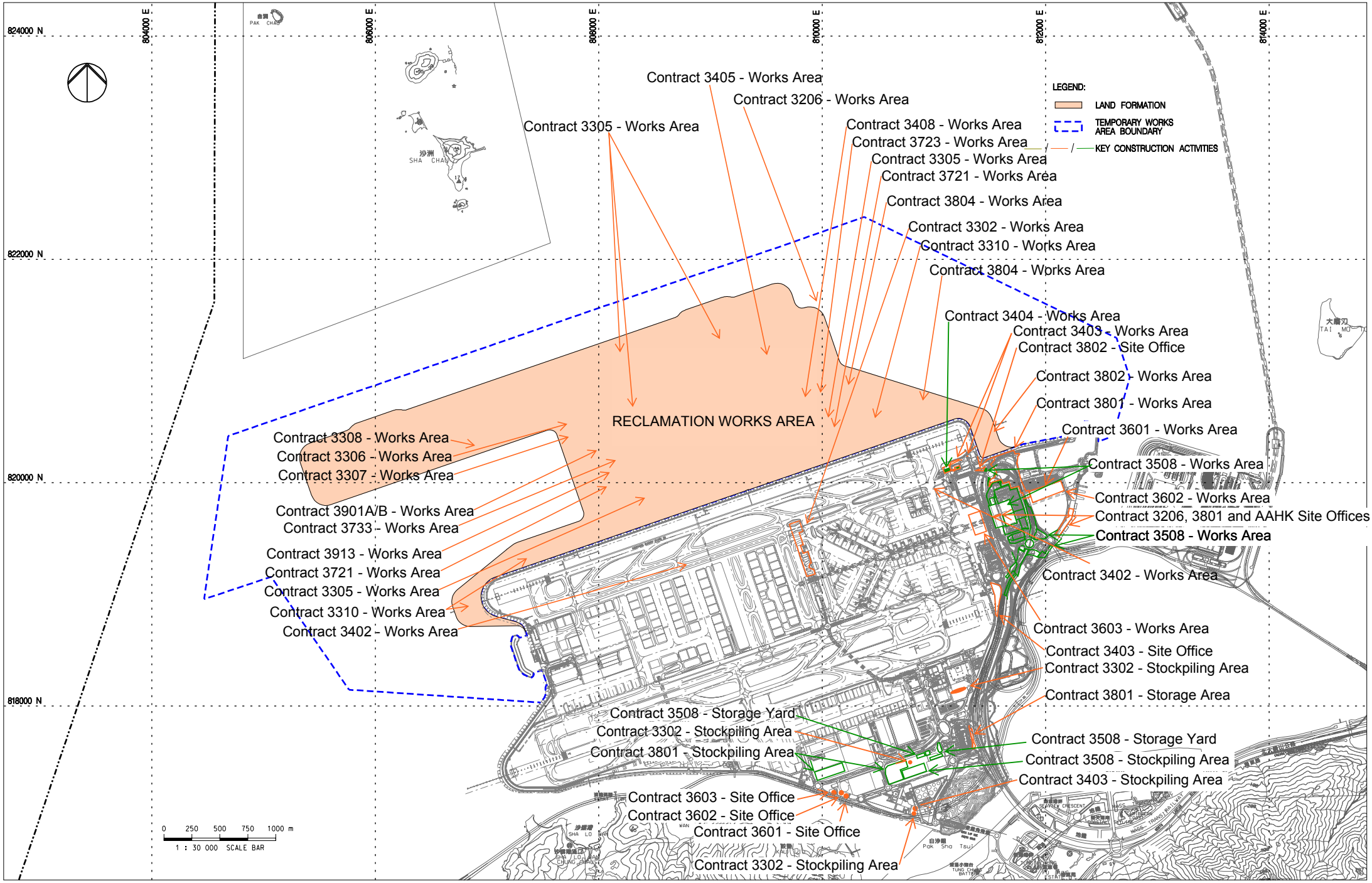
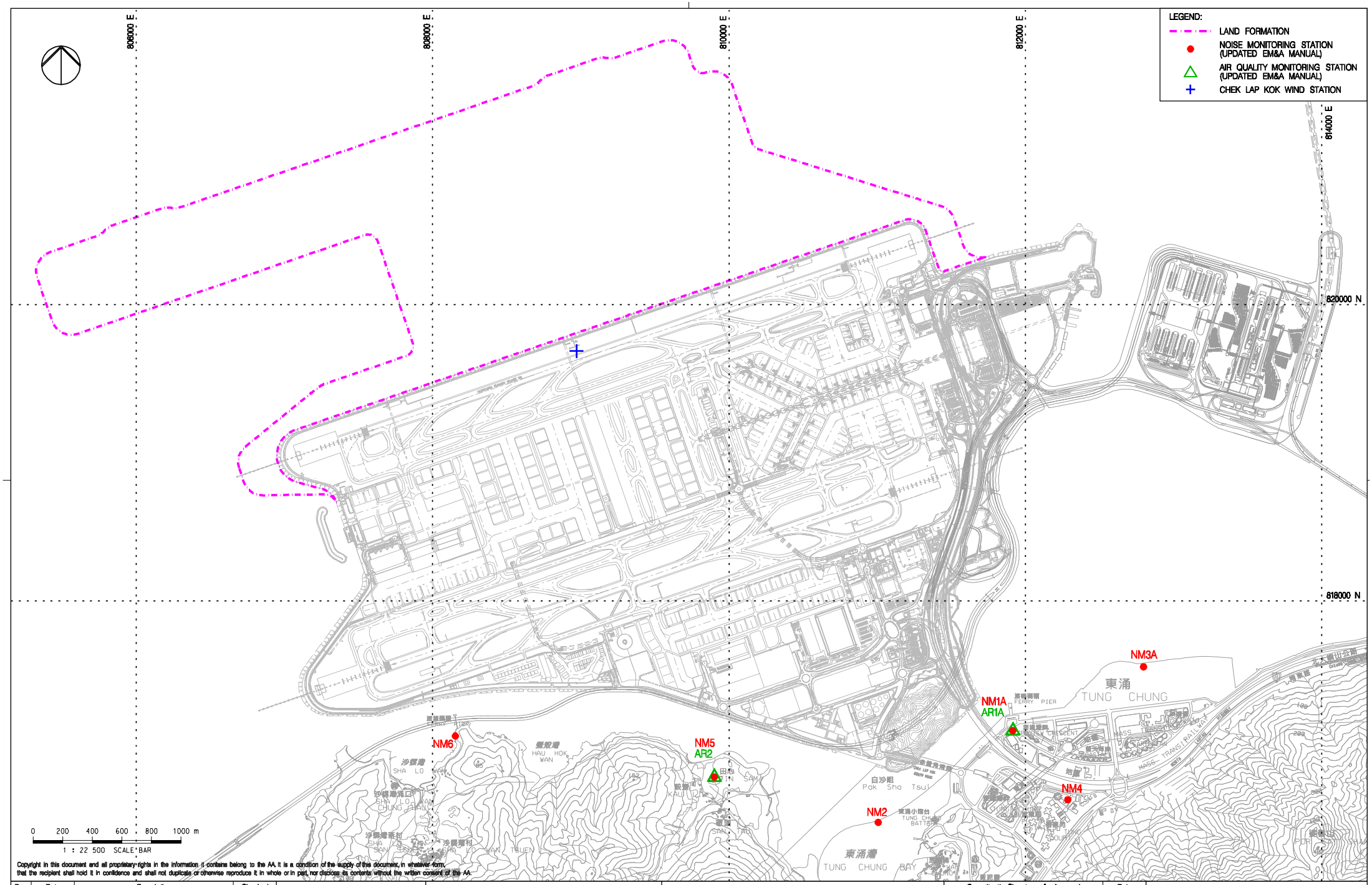


FIGURE 1.1 LOCATIONS OF KEY CONSTRUCTION ACTIVITIES

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



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

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

MOTT MACDONALD

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

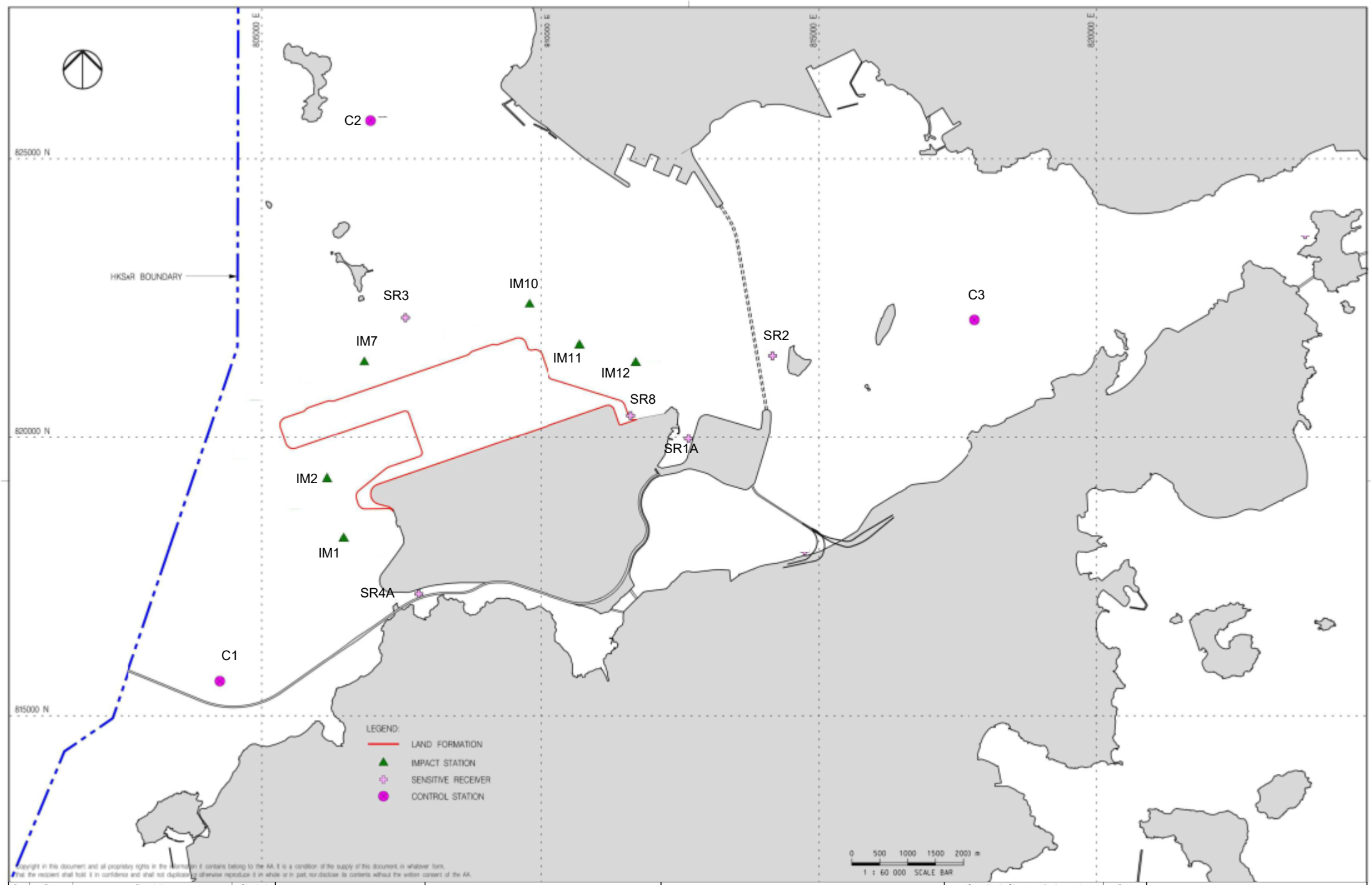
Drawing No.

FIGURE 2.1

Scale at A3 1 : 22500

Rev. D

Filename: J:\355482\REPORT\ENV\EMA\181029\FIG 2.1.dgn



Rev.	Date	Description	Checked
A	21AUG19	FIRST ISSUE	VL

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

Airport Authority HKIA Tower 1 Sky Plaza Road Hong Kong International Airport Lantau Hong Kong
Tel: (852) 2181 7111 Fax: (852) 2824 0701

MOTT MACDONALD

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

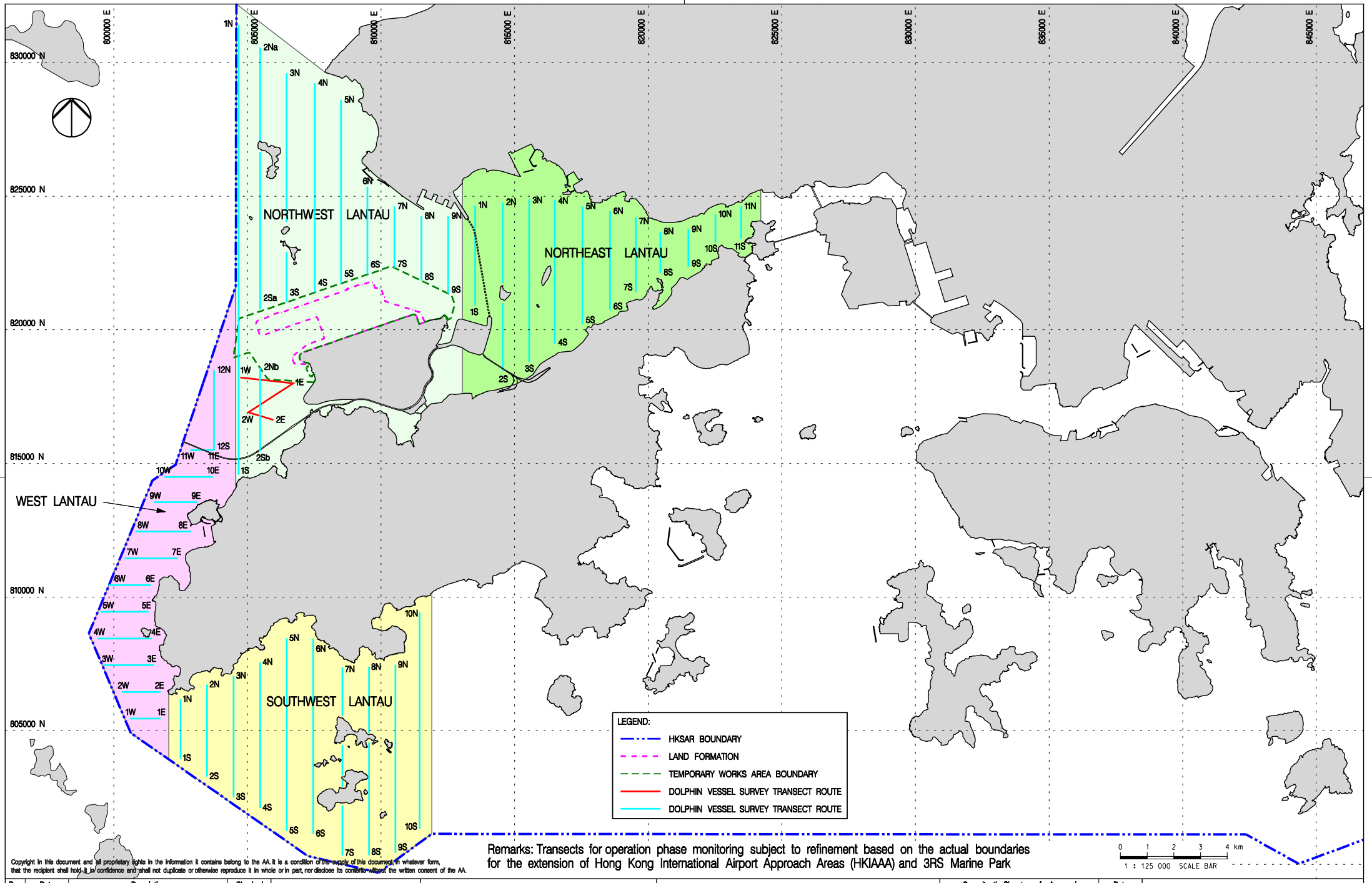
Drawing No.

FIGURE 2.2

Scale at A3 1 : 60000

Rev. A

Filename: J:\355482\REPORT\ENV\EMA\190821\FIG 4.1.dgn



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

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

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

MOTT MACDONALD

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

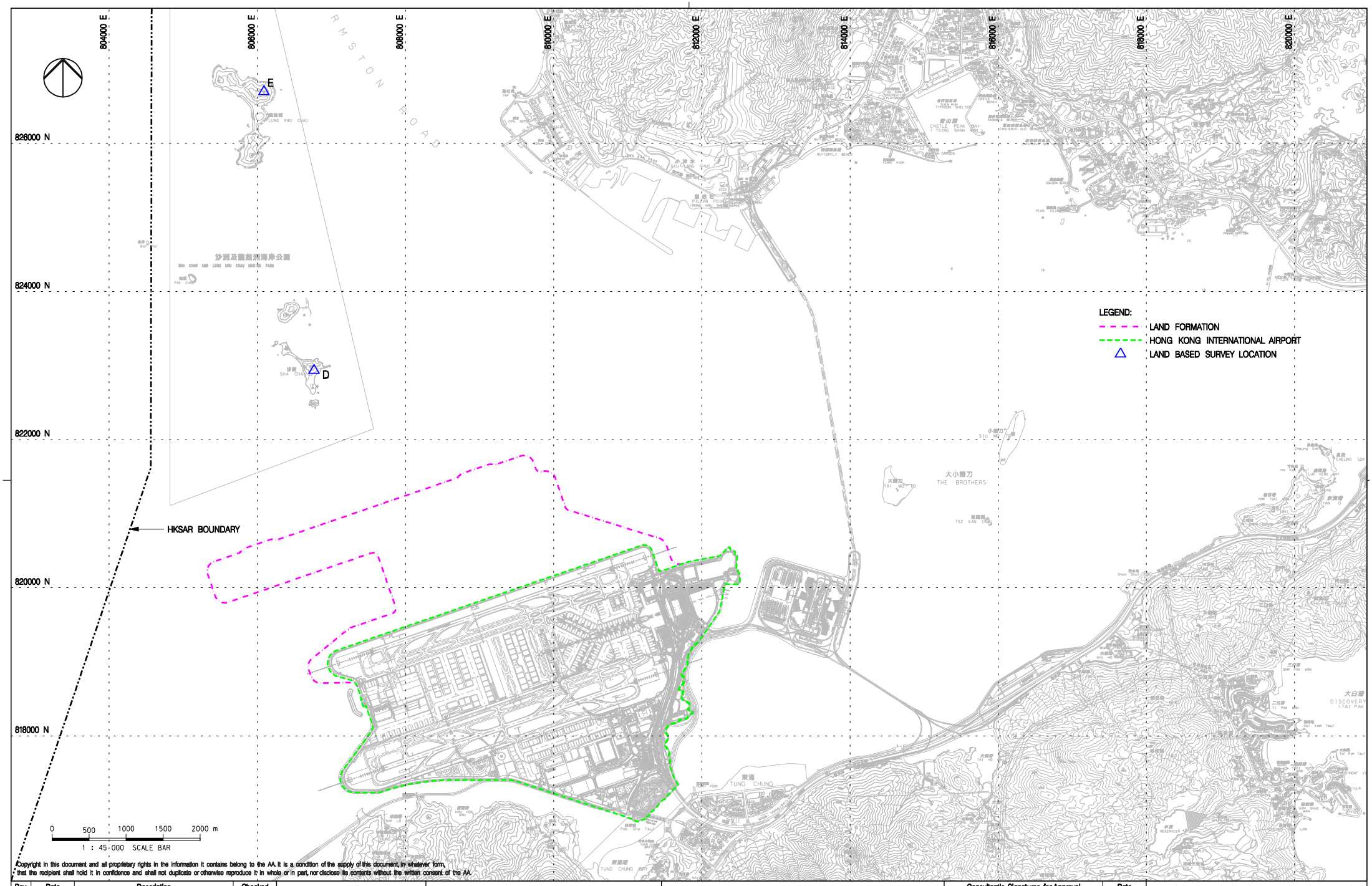
EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM

Drawing No. FIGURE 2.3

Scale at A3 1 : 125000

Rev. F

Filename: J:\355482\REPORT\ENV\EMA\190404\FIG 6.1.dgn



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

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

MOTT MACDONALD

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

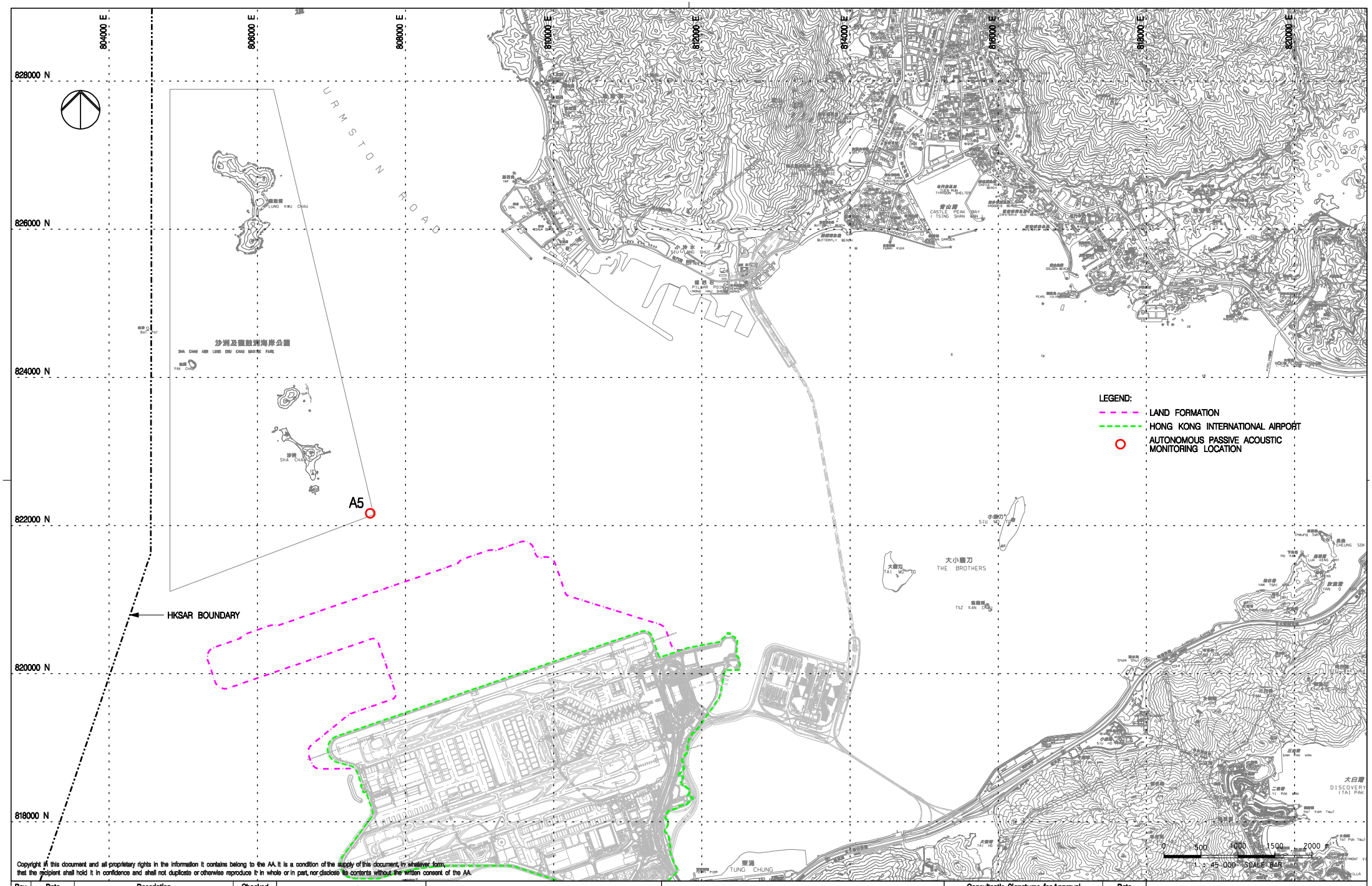
Drawing No.

FIGURE 2.4

Scale at A3 1 : 45000

Rev. C

Filename: J:\355482\REPORT\ENV\EMA\181029\FIG 2.5.dgn



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

香港國際機場 HONG KONG INTERNATIONAL AIRPORT

MOTT MACDONALD

Title

LOCATION FOR AUTONOMOUS PASSIVE ACOUSTIC MONITORING

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

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM

Drawing No.

FIGURE 2.10

Scale at A3 1 : 45000

Rev. C

Filename: J:\355482\REPORT\ENV\EMA\181029\FIG 2.11.dgn

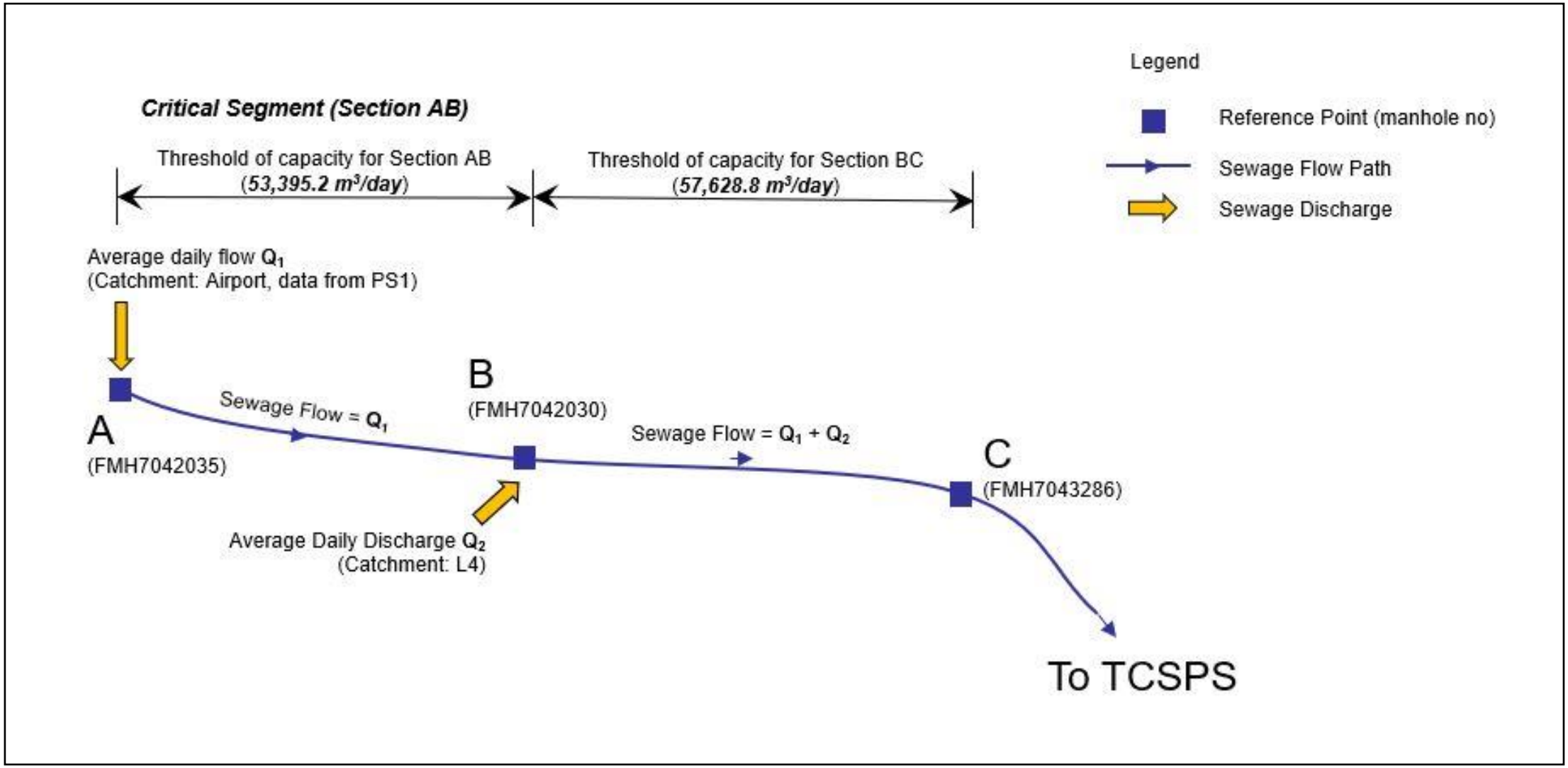
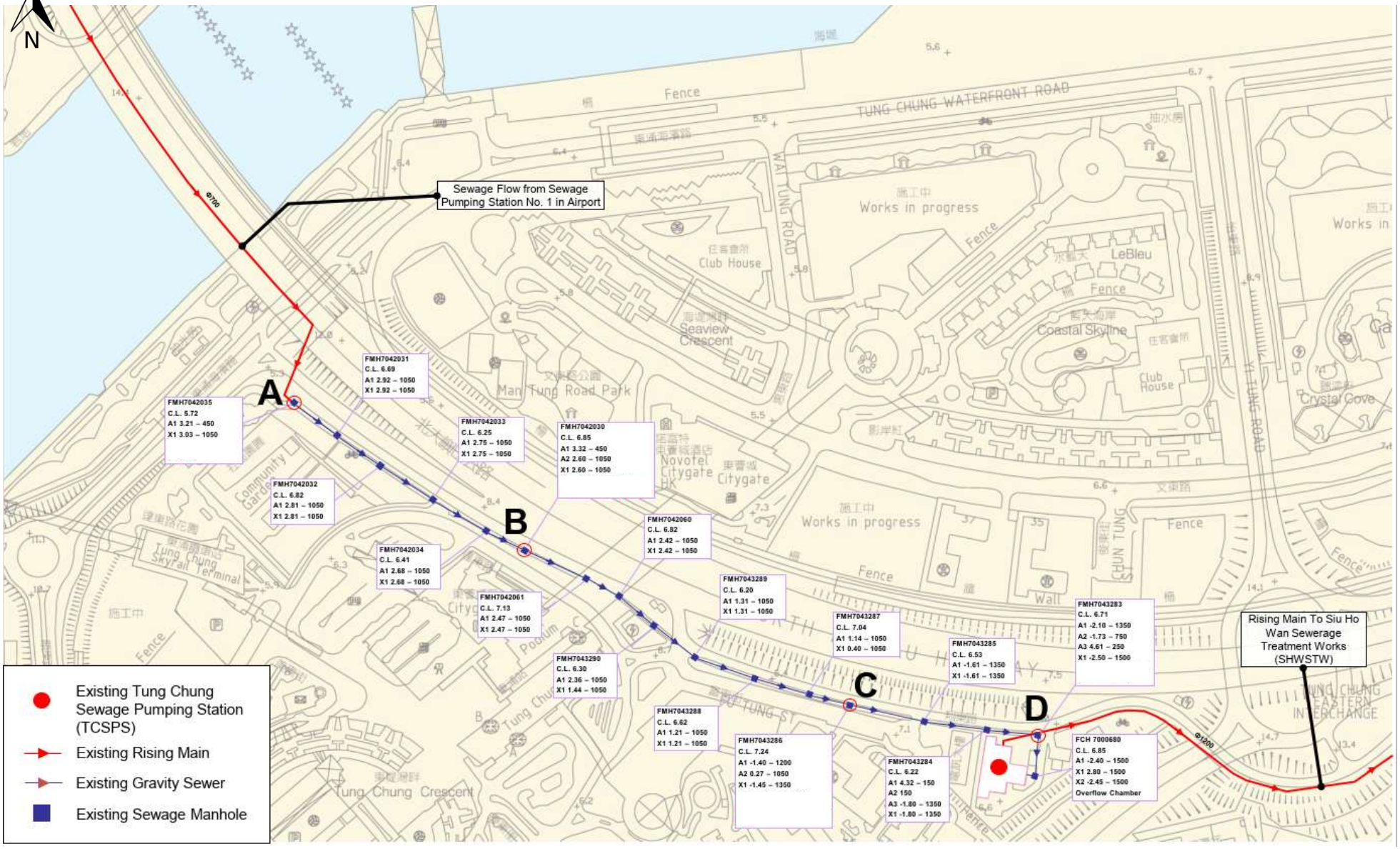
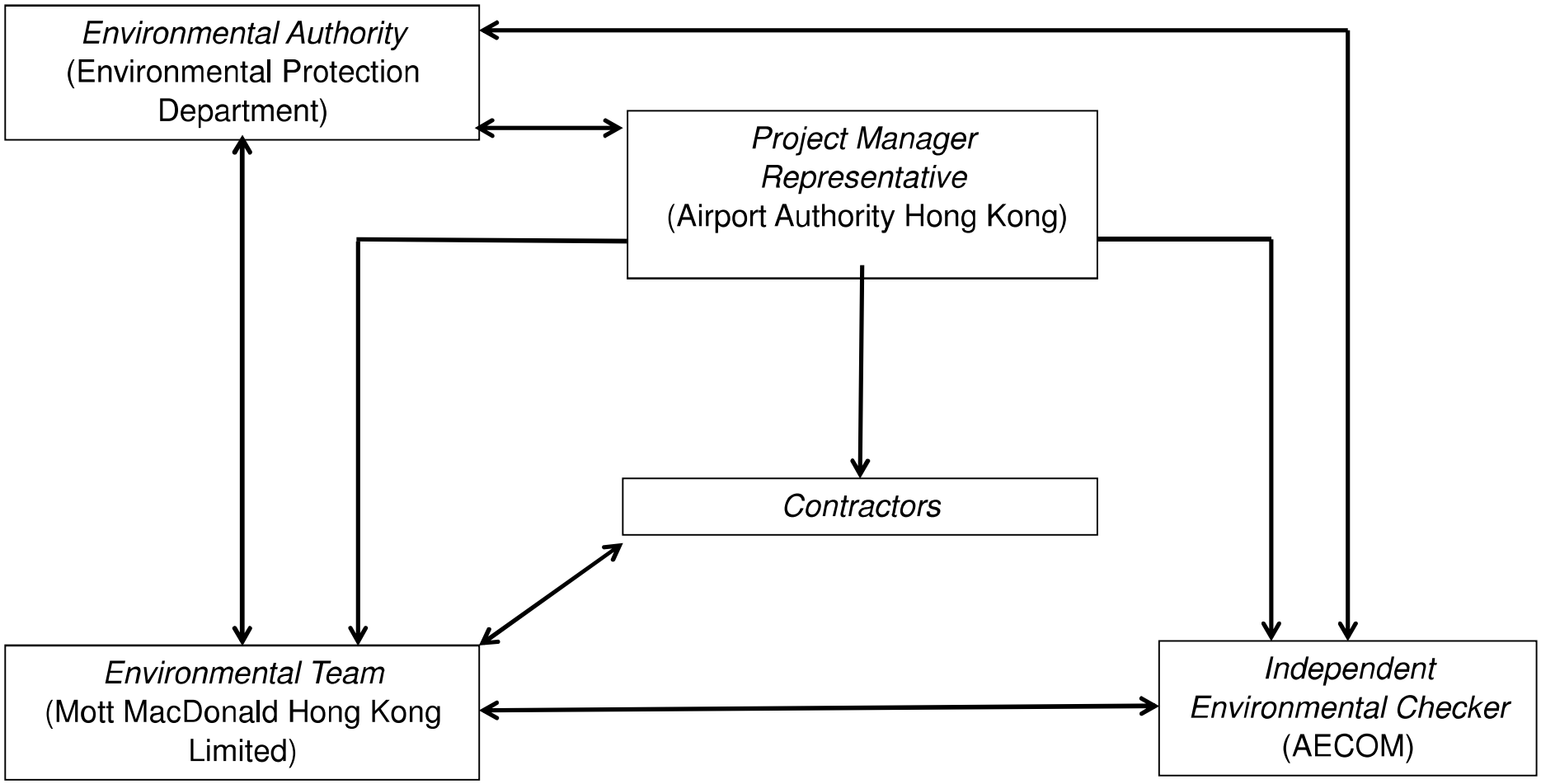


FIGURE 2.11 SCHEMATIC DIAGRAM FOR SEWERAGE SYSTEM FLOW MONITORING



Project	**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**	MOTT MACDONALD
Title	**Sewerage System Collecting Sewage from Airport**	FIGURE 2.12
Date Nov 2020	**Scale** N.T.S.	**File**

Appendix A. Project Organization Chart


Environmental Authority
(Environmental Protection Department)
Project Manager Representative
(Airport Authority Hong Kong)
Contractors
Environmental Team
(Mott MacDonald Hong Kong Limited)
Independent Environmental Checker
(AECOM)

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?^
			Air Quality Impact – Construction Phase		
5.2.6.2	2.1	-	**Dust Control Measures** ▪ Water spraying for 12 times a day or once every two hours for 24-hour working at all active works area.	Within construction site / Duration of the construction phase	I
5.2.6.3	2.1	-	▪ Covering of at least 80% of the stockpiling area by impervious sheets. Water spraying of all dusty materials immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling.	Within construction site / Duration of the construction phase	I
5.2.6.4	2.1	-	Dust control practices as stipulated in the Air Pollution Control (Construction Dust) Regulation should be adopted. These practices include: Good Site Management ▪ Good site management is important to help reducing potential air quality impact down to an acceptable level. As a general guide, the Contractor should maintain high standard of housekeeping to prevent emission of fugitive dust. Loading, unloading, handling and storage of raw materials, wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission. Any piles of materials accumulated on or around the work areas should be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas should be carried out in a manner minimising generation of fugitive dust emissions. The material should be handled properly to prevent fugitive dust emission before cleaning.	Within construction site / Duration of the construction phase	I
			Disturbed Parts of the Roads ▪ Each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials; or ▪ Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet.	Within construction site / Duration of the construction phase	I
			Exposed Earth ▪ 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.	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?^
			Loading, Unloading or Transfer of Dusty Materials ▪ All dusty materials should be sprayed with water immediately prior to any loading or transfer operation so as to keep the dusty material wet.	Within construction site / Duration of the construction phase	I
			Debris Handling ▪ Any debris should be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the three sides; and ▪ Before debris is dumped into a chute, water should be sprayed so that it remains wet when it is dumped.	Within construction site / Duration of the construction phase	I
			Transport of Dusty Materials ▪ Vehicle used for transporting dusty materials/spoils should be covered with tarpaulin or similar material. The cover should extend over the edges of the sides and tailboards.	Within construction site / Duration of the construction phase	I
			Wheel washing ▪ Vehicle wheel washing facilities should be provided at each construction site exit. Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels.	Within construction site / Duration of the construction phase	I
			Use of vehicles ▪ The speed of the trucks within the site should be controlled to about 10km/hour in order to reduce adverse dust impacts and secure the safe movement around the site; ▪ Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels; and ▪ Where a vehicle leaving the construction site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle.	Within construction site / Duration of the construction phase	I
			Site hoarding ▪ Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4m high from ground level should be provided along the entire length of that portion of the site boundary except for a site entrance or exit.	Within construction site / Duration of the construction phase	I
5.2.6.5	2.1	-	**Best Practices for Concrete Batching Plant** 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: Cement and other dusty materials	Within Concrete Batching Plant / 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?^
			▪ The loading, unloading, handling, transfer or storage of cement, pulverised fuel ash (PFA) and/or other equally dusty materials shall be carried in a totally enclosed system acceptable to EPD. All dust-laden air or waste gas generated by the process operations shall be properly extracted and vented to fabric filtering system to meet the required emission limit; ▪ Cement, PFA and/or other equally dusty materials shall be stored in storage silo fitted with audible high-level alarms to warn of over-filling. The high-level alarm indicators shall be interlocked with the material filling line such that in the event of the silo approaching an overfilling condition, an audible alarm will operate, and after 1 minute or less the material filling line will be closed; ▪ Vents of all silos shall be fitted with fabric filtering system to meet the required emission limit; ▪ Vents of cement/PFA weighing scale shall be fitted with fabric filtering system to meet the required emission limit; and ▪ Seating of pressure relief valves of all silos shall be checked, and the valves re-seated if necessary, before each delivery.		
			Other raw materials ▪ The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rock, sand, stone aggregate, shall be carried out in such a manner to prevent or minimize dust emissions; ▪ The materials shall be adequately wetted prior to and during the loading, unloading and handling operations. Manual or automatic water spraying system shall be provided at all unloading areas, stockpiles and material discharge points; ▪ All receiving hoppers for unloading relevant materials shall be enclosed on three sides up to 3 m above the unloading point. In no case shall these hoppers be used as the material storage devices; ▪ The belt conveyor for handling materials shall be enclosed on top and two sides with a metal board at the bottom to eliminate any dust emission due to wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can achieve same performance; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passage of conveyors shall be fitted with adequate flexible seals; ▪ Scrapers shall be provided at the turning points of all conveyors to remove dust adhered to the belt surface; ▪ Conveyors discharged to stockpiles of relevant materials shall be arranged to minimize free fall as far as practicable. All free falling transfer points from conveyors to stockpiles shall be enclosed with chute(s) and water sprayed; ▪ Aggregates with a nominal size less than or equal to 5 mm should be stored in totally enclosed structure such as storage bin and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used;	Within Concrete Batching Plant / 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?^
			▪ The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side; ▪ Aggregates with a nominal size greater than 5 mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; and ▪ The opening between the storage bin and weighing scale of the materials shall be fully enclosed.		
			Loading of materials for batching ▪ Concrete truck shall be loaded in such a way as to minimise airborne dust emissions. The following control measures shall be implemented: (a) Pre-mixing the materials in a totally enclosed concrete mixer before loading the materials into the concrete truck is recommended. All dust-laden air generated by the pre-mixing process as well as the loading process shall be totally vented to fabric filtering system to meet the required emission limit; and (b) If truck mixing batching or other types of batching method is used, effective dust control measures acceptable to EPD shall be adopted. The dust control measures must have been demonstrated to EPD that they are capable to collect and vent all dust-laden air generated by the material loading/mixing to dust arrestment plant to meet the required emission limit. ▪ The loading bay shall be totally enclosed during the loading process.	Within Concrete Batching Plant / Duration of the construction phase	I
			Vehicles ▪ All practicable measures shall be taken to prevent or minimize the dust emission caused by vehicle movement; and ▪ All access and route roads within the premises shall be paved and adequately wetted.	Within Concrete Batching Plant / Duration of the construction phase	I
			Housekeeping ▪ A high standard of housekeeping shall be maintained. All spillages or deposits of materials on ground, support structures or roofs shall be cleaned up promptly by a cleaning method acceptable to EPD. Any dumping of materials at open area shall be prohibited.	Within Concrete Batching Plant / Duration of the construction phase	I
5.2.6.6	2.1	-	**Best Practices for Asphaltic Concrete Plant** 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: Design of Chimney ▪ The chimney shall not be less than 3 metres plus the building height or 8 metres above ground level, whichever is the greater; ▪ The efflux velocity of gases from the main chimney shall not be less than 12 m/s at full load condition;	Within Concrete Batching Plant / Duration of the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ The flue gas exit temperature shall not be less than the acid dew point; and ▪ Release of the chimney shall be directed vertically upwards and not be restricted or deflected.		
			Cold feed side ▪ The aggregates with a nominal size less than or equal to 5 mm shall be stored in totally enclosed structure such as storage bin and shall not be handled in open area; ▪ Where there is sufficient buffer area surrounding the plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side. If these aggregates are stored above the feeding hopper, they shall be enclosed at least on top and three sides and be wetted on the surface to prevent wind-whipping; ▪ The aggregates with a nominal size greater than 5 mm should preferably be stored in totally enclosed structure. Aggregates stockpile that is above the feeding hopper shall be enclosed at least on top and three sides. If open stockpiling is used, the stockpiles shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; ▪ Belt conveyors shall be enclosed on top and two sides and provided with a metal board at the bottom to eliminate any dust emission due to the wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can be achieve the same performance; ▪ Scrapers shall be provided at the turning points of all belt conveyors inside the chute of the transfer points to remove dust adhered to the belt surface; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passages of conveyors shall be fitted with adequate flexible seals; and ▪ All materials returned from dust collection system shall be transferred in enclosed system and shall be stored inside bins or enclosures.	Within Concrete Batching Plant / Duration of the construction phase	I
			Hot feed side ▪ The inlet and outlet of the rotary dryer shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter. The particulate and gaseous concentration at the exhaust outlet of the dust collector shall not exceed the required limiting values; ▪ The bucket elevator shall be totally enclosed and the air be extracted and ducted to a dust collection system to meet the required particulates limiting value; ▪ All vibratory screens shall be totally enclosed and dust tight with close-fitted access inspection opening. Gaskets shall be installed to seal off any cracks and edges of any inspection openings; ▪ Chutes for carrying hot material shall be rigid and preferably fitted with abrasion resistant plate inside. They shall be inspected daily for leakages; ▪ 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	Within Concrete Batching Plant / 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?^
			▪ 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).		
			Material transportation ▪ The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rocks, sands, stone aggregates, reject fines, shall be carried out in such a manner as to minimize dust emissions; ▪ Roadways from the entrance of the plant to the product loading points and/or any other working areas where there are regular movements of vehicles shall be paved or hard surfaced; and ▪ Haul roads inside the Works shall be adequately wetted with water and/or chemical suppressants by water trucks or water sprayers.	Within Concrete Batching Plant / Duration of the construction phase	I
			Control of emissions from bitumen decanting ▪ The heating temperature of the particular bitumen type and grade shall not exceed the corresponding temperature limit of the same type listed in Appendix 1 of the Guidance Note; ▪ Tamper-free high temperature cut-off device shall be provided to shut off the fuel supply or electricity in case the upper limit for bitumen temperature is reached; ▪ Proper chimney for the discharge of bitumen fumes shall be provided at high level; ▪ The emission of bitumen fumes shall not exceed the required emission limit; and ▪ 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.	Within Concrete Batching Plant / Duration of the construction phase	I
			Liquid fuel ▪ The receipt, handling and storage of liquid fuel shall be carried out so as to prevent the release of emissions of organic vapours and/or other noxious and offensive emissions to the air.	Within Concrete Batching Plant / Duration of the construction phase	I
			Housekeeping ▪ A high standard of housekeeping shall be maintained. Waste material, spillage and scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared frequently. The minimum clearing frequency is on a weekly basis.	Within Concrete Batching Plant / Duration of the construction phase	I
5.2.6.7	2.1	-	**Best Practices for Rock Crushing Plants** 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: Crushers	Within Concrete Batching Plant / Duration of the construction phase	N/A as there was no rock crushing plant at this stage

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ The outlet of all primary crushers, and both inlet and outlet of all secondary and tertiary crushers, if not installed inside a reasonably dust tight housing, shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter; ▪ The inlet hopper of the primary crushers shall be enclosed on top and 3 sides to contain the emissions during dumping of rocks from trucks. The rock while still on the trucks shall be wetted before dumping; ▪ Water sprayers shall be installed and operated in strategic locations at the feeding inlet of crushers; and ▪ Crusher enclosures shall be rigid and be fitted with self-closing doors and close-fitting entrances and exits. Where conveyors pass through the crusher enclosures, flexible covers shall be installed at entries and exits of the conveyors to the enclosure.		
			Vibratory screens and grizzlies ▪ All vibratory screens shall be totally enclosed in a housing. Screenhouses shall be rigid and reasonably dust tight with self-closing doors or close-fitted entrances and exits for access. Where conveyors pass through the screenhouse, flexible covers shall be installed at entries and exits of the conveyors to the housing. Where containment of dust within the screenhouse structure is not successful then a dust extraction and collection system shall be provided; and ▪ All grizzlies shall be enclosed on top and 3 sides and sufficient water sprayers shall be installed at their feeding and outlet areas.	Within Concrete Batching Plant / Duration of the construction phase	N/A as there was no rock crushing plant at this stage
			Belt conveyors ▪ Except for those conveyors which are placed within a totally enclosed structure such as a screenhouse or those erected at the ground level, all conveyors shall be totally enclosed with windshield on top and 2 sides; ▪ Effective belt scraper such as the pre-cleaner blades made by hard wearing materials and provided with pneumatic tensioner, or equivalent device, shall be installed at the head pulley of designated conveyor as required to dislodge fine dust particles that may adhere to the belt surface and to reduce carry-back of fine materials on the return belt. Bottom plates shall also be provided for the conveyor unless it has been demonstrated that the corresponding belt scraper is effective and well maintained to prevent falling material from the return belt; and Except for those transfer points which are placed within a totally enclosed structure such as a screenhouse, all transfer points to and from conveyors shall be enclosed. Where containment of dust within the enclosure is not successful, then water sprayers shall be provided. Openings for any enclosed structure for the passage of conveyors shall be fitted with flexible seals.	Within Concrete Batching Plant / Duration of the construction phase	N/A as there was no rock crushing plant at this stage
			Storage piles and bins ▪ 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.	Within Concrete Batching Plant / Duration of the construction phase	N/A as there was no rock crushing plant at this stage

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ The surface of all surge piles and stockpiles of blasted rocks or aggregates shall be kept sufficiently wet by water spraying wherever practicable; ▪ All open stockpiles for aggregates of size in excess of 5 mm shall be kept sufficiently wet by water spraying where practicable; or ▪ The stockpiles of aggregates 5 mm in size or less shall be enclosed on 3 sides or suitably located to minimize wind-whipping. Save for fluctuations in stock or production, the average stockpile shall stay within the enclosure walls and in no case the height of the stockpile shall exceed twice the height of the enclosure walls; and ▪ Scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared regularly.		
			Rock drilling equipment ▪ Appropriate dust control equipment such as a dust extraction and collection system shall be used during rock drilling activities.	Within Concrete Batching Plant / Duration of the construction phase	N/A as there was no rock crushing plant at this stage
			Hazard to Human Life – Construction Phase		
Table 6.40	3.2	-	▪ Precautionary measures should be established to request barges to move away during typhoons.	Construction Site / Construction Period	I
Table 6.40	3.2	-	▪ An appropriate marine traffic management system should be established to minimize risk of ship collision.	Construction Site / Construction Period	I
Table 6.40	3.2	-	▪ Location of all existing hydrant networks should be clearly identified prior to any construction works.	Construction Site / Construction Period	I
			Noise Impact – Construction Phase		
7.5.6	4.3	-	**Good Site Practice** 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: ▪ only well-maintained plant to be operated on-site and plant should be serviced regularly during the construction works; ▪ machines and plant that may be in intermittent use to be shut down between work periods or should be throttled down to a minimum; ▪ plant known to emit noise strongly in one direction, should, where possible, be orientated to direct noise away from the NSRs; ▪ mobile plant should be sited as far away from NSRs as possible; and ▪ material stockpiles and other structures to be effectively utilised, where practicable, to screen noise from on-site construction activities.	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?^
7.5.6	4.3	-	**Adoption of QPME** ▪ QPME should be adopted as far as applicable.	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	**Use of Movable Noise Barriers** ▪ Movable noise barriers should be placed along the active works area and mobile plants to block the direct line of sight between PME and the NSRs.	Within the Project site / During construction phase / Prior to commencement of operation	I
7.5.6	4.3	-	**Use of Noise Enclosure/ Acoustic Shed** ▪ Noise enclosure or acoustic shed should be used to cover stationary PME such as air compressor and generator.	Within the Project site / During construction phase / Prior to commencement of operation	I
			Water Quality Impact – Construction Phase		
8.8.1.2 and 8.8.1.3	5.1	2.26	**Marine Construction Activities** <u>General Measures to be Applied to All Works Areas</u> ▪ Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation; ▪ Use of Lean Material Overboard (LMOB) systems shall be prohibited; ▪ Excess materials shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessels are moved; ▪ Plants should not be operated with leaking pipes and any pipe leakages shall be repaired quickly; ▪ Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; ▪ All vessels shall be sized such that adequate clearance is maintained between vessels and the seabed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; ▪ The works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site; and ▪ For ground improvement activities including DCM, the wash water from cleaning of the drilling shaft should be appropriately treated before discharge. The Contractor should ensure the wastewater meets the WPCO/TM requirements before discharge. No direct discharge of contaminated water is permitted.	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?^
			Specific Measures to be Applied to All Works Areas ▪ The daily maximum production rates shall not exceed those assumed in the water quality assessment in the EIA report; ▪ A maximum of 10 % fines content to be adopted for sand blanket and 20 % fines content for marine filling below +2.5 mPD prior to substantial completion of seawall (until end of Year 2017) shall be specified in the works contract document;	Within construction site / Duration of the construction phase	I – For marine filling C – Completed in Nov 2020 for sand blanket
			▪ 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;		C – Completed in May 2018
			▪ Closed grab dredger shall be used to excavate marine sediment; ▪ Silt curtains surrounding the closed grab dredger shall be deployed in accordance with the Silt Curtain Deployment Plan; and		I (The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ The Silt Curtain Deployment Plan shall be implemented.		I
			Specific Measures to be Applied to Land Formation Activities prior to Commencement of Marine Filling Works ▪ 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;	Within construction site / Duration of the construction phase	N/A (The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ 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		I – For C7a C – Completed in Dec 2021 for C8 *(The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ The silt curtains and silt screens should be regularly checked and maintained.		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<u>Specific Measures to be Applied to Land Formation Activities during Marine Filling Works</u> ▪ 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;	Within construction site / Duration of the construction phase	I *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ Double layer silt curtains to be applied at the south-western opening prior to commencement of marine filling activities;		N/A (The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ 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		I – For C7a C – Completed in Dec 2021 for C8 (The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)
			▪ The silt curtains and silt screens should be regularly checked and maintained.		I
			<u>Specific Measures to be Applied to the Field Joint Excavation Works for the Submarine Cable Diversion</u> ▪ Only closed grabs designed and maintained to avoid spillage shall be used and should seal tightly when operated. Excavated materials shall be disposed at designated marine disposal area in accordance with the Dumping at Sea Ordinance (DASO) permit conditions; and ▪ Silt curtains surrounding the closed grab dredger to be deployed as a precautionary measure.	Within construction site / Duration of the construction phase	N/A – the field joint excavation works for the submarine cable diversion will no longer be conducted anymore
8.8.1.4	5.1	-	**Modification of the Existing Seawall** ▪ Silt curtains shall be deployed around the seawall modification activities to completely enclose the active works areas, and care should be taken to avoid splashing of rockfill / rock armour into the surrounding marine environment. For the connecting sections with the existing outfalls, works for these connection areas should be undertaken during the dry season in order that individual drainage culvert cells may be isolated for interconnection works.	At the existing northern seawall / Duration of the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
8.8.1.5	5.1	-	**Construction of New Stormwater Outfalls and Modifications to Existing Outfalls** ▪ During operation of the temporary drainage channel, runoff control measures such as bunding or silt fence shall be provided on both sides of the channel to prevent accumulation and release of SS via the temporary channel. Measures should also be taken to minimise the ingress of site drainage into the culvert excavations.	Within construction site / Duration of the construction phase	I
8.8.1.6 8.8.1.7	5.1	2.27	**Piling Activities for Construction of New Runway Approach Lights and HKIAAA Marker Beacons** 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.	Within construction site / Duration of the construction phase	C – For approach lights N/A for marker beacons as HKIAAA Marker Beacons would be replaced by buoys
			<u>For construction of the eastern approach lights at the CMPs</u> ▪ Ground improvement via DCM using a close-spaced layout shall be completed prior to commencement of piling works; ▪ Steel casings shall be installed to enclose the excavation area prior to commencement of excavation; ▪ The excavated materials shall be removed using a closed grab within the steel casings; ▪ No discharge of the cement mixed materials into the marine environment will be allowed; and ▪ Excavated materials shall be treated and reused on-site.		C – Completed in Oct 2021
8.8.1.8	5.1	-	**Construction of Site Runoff and Drainage** 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:	Within construction site / Duration of the construction phase	
			▪ 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 sandbag barriers should be provided on site to direct storm water to silt removal facilities. The design of the temporary on-site 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);		I
			▪ 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;		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ 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;		I
			▪ 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;		I
			▪ 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		I
			▪ All vehicles and plant should be cleaned before leaving a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. An adequately designed and sited wheel washing facility should be provided at construction site exits. Wash-water should have sand and silt settled out and removed regularly to ensure the continued efficiency of the process. The section of access road leading to, and exiting from, the wheel-wash bay to the public road should be paved with sufficient backfall toward the wheel-wash bay to prevent vehicle tracking of soil and silty water to public roads and drains. All washwater should be treated according to the requirements of the TM-DSS standards under the WPCO prior to discharge.		I
			▪ Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the construction materials, soil, silt or debris from washing away into the drainage system;		I
			▪ Manholes (including newly constructed ones) should be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and to prevent stormwater runoff being directed into foul sewers; and		I
			▪ Precautionary measures should be taken at any time of the year when rainstorms are likely. Actions to be taken when a rainstorm is imminent or forecasted are summarized in Appendix A2 of ProPECC Note PN 1/94. This includes actions to be taken during and/or after rainstorms. Particular attention should be paid to the control of silty surface runoff during storm events.		I
8.8.1.9	5.1	-	**Sewage Effluent from Construction Workforce** ▪ Temporary sanitary facilities, such as portable chemical toilets, should be employed on-site where necessary to handle sewage from the workforce. A licensed contractor should be employed to provide appropriate and adequate portable toilets and be responsible for appropriate disposal and maintenance.	Within construction site / During construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
8.8.1.10 8.8.1.11	5.1		**General Construction Activities** ▪ 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 ▪ 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.	Within construction site / During construction phase	I
8.8.1.12 8.8.1.13	5.1	2.28	**Drilling Activities for the Submarine Aviation Fuel Pipelines** To prevent potential water quality impacts at Sha Chau, the following measures shall be applied: ▪ A 'zero-discharge' policy shall be applied for all activities to be conducted at Sha Chau; ▪ No bulk storage of chemicals shall be permitted; and ▪ A containment pit shall be constructed around the drill holes. This containment pit shall be lined with impermeable lining and bunded on the outside to prevent inflow from off-site areas.	Within construction site / During construction phase	C – Completed in Jan 2019
			At the airport island side of the drilling works, the following measures shall be applied for treatment of wastewater: ▪ During pipe cleaning, appropriate desilting or sedimentation device should be provided on site for treatment before discharge. The Contractor should ensure discharge water from the sedimentation tank meet the WPCO/TM requirements before discharge; and ▪ Drilling fluid used in drilling activities should be reconditioned and reused as far as possible. Temporary enclosed storage locations should be provided on-site for any unused chemicals that needs to be transported away after all the related construction activities are completed. The requirements in ProPECC Note PN 1/94 should be adhered to in the handling and disposal of bentonite slurries.	Within construction site / During construction phase	C – Completed in Jan 2019
			Waste Management Implication – Construction Phase		
10.5.1.1	7.1	-	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: ▪ The relevant construction methods (particularly for the tunnel works) and construction programme have been carefully planned and developed to minimise the extent of excavation and to maximise the on-site reuse of inert C&D materials generated by the project as far as practicable. Temporary stockpiling areas will also be provided to facilitate on-site reuse of inert C&D materials;	Project Site Area / During design and construction phase	I
			▪ Priority should be given to collect and reuse suitable inert C&D materials generated from other concurrent projects and the Government's PFRF as fill materials for the proposed land formation works;		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ 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;		I
			▪ 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		I
			▪ For the marine sediments expected to be excavated from the piling works of TRC, APM & BHS tunnels, airside tunnels and other facilities on the proposed land formation area, piling work of marine sections of the approach lights and 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.		I
10.5.1.1	7.1	-	The following good site practices should be performed during the construction activities include: ▪ Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site; ▪ Training of site personnel in proper waste management and chemical waste handling procedures; ▪ Provision of sufficient waste disposal points and regular collection for disposal; ▪ Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks by tarpaulin/ similar material or by transporting wastes in enclosed containers. The cover should be extended over the edges of the sides and tailboards; ▪ Stockpiles of C&D materials should be kept wet or covered by impervious sheets to avoid wind-blown dust; ▪ All dusty materials including C&D materials should be sprayed with water immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling at the barging points/ stockpile areas; ▪ C&D materials to be delivered to and from the project site by barges or by trucks should be kept wet or covered to avoid wind-blown dust; ▪ The speed of the trucks including dump trucks carrying C&D or waste materials within the site should be controlled to about 10 km/hour in order to reduce the adverse dust impact and secure the safe movement around the site; and ▪ To avoid or minimise dust emission during transport of C&D or waste materials within the site, each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials. Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet.	Project Site Area / Construction Phase	I
10.5.1.3	7.1	-	The following practices should be performed to achieve waste reduction include: ▪ Use of steel or aluminium formworks and falseworks for temporary works as far as practicable;	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?^
			▪ Adoption of repetitive design to allow reuse of formworks as far as practicable; ▪ Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal; ▪ Encourage collection of aluminium cans, PET bottles and paper by providing separate labelled bins to enable these wastes to be segregated from other general refuse generated by the work force; ▪ Any unused chemicals or those with remaining functional capacity should be collected for reused as far as practicable; ▪ Proper storage and site practices to minimise the potential for damage or contamination of construction materials; and ▪ Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste.		
10.5.1.5	7.1		Inert and non-inert C&D materials should be handled and stored separately to avoid mixing the two types of materials.	Project Site Area / Construction Phase	I
10.5.1.5	7.1	-	Any recyclable materials should be segregated from the non-inert C&D materials for collection by reputable licensed recyclers whereas the non-recyclable waste materials should be disposed of at the designated landfill site by a reputable licensed waste collector.	Project Site Area / Construction Phase	I
10.5.1.6	7.1	-	A trip-ticket system promulgated shall be developed in order to monitor the off-site delivery of surplus inert C&D materials that could not be reused on-site for the proposed land formation work at the PFRF and to control fly tipping.	Project Site Area / Construction Phase	I
10.5.1.6	7.1	2.32	The Contractor should prepare and implement a Waste Management Plan detailing various waste arising and waste management practices.	Construction Phase	I
10.5.1.16	7.1	-	The following mitigation measures are recommended during excavation and treatment of the sediments: ▪ On-site remediation should be carried out in an enclosed area in order to minimise odour/dust emissions;	Project Site Area / Construction Phase	I
			▪ 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;		I
			▪ All practical measures, including but not limited to speed control for vehicles, should be taken to minimise dust emission;		I
			▪ Good housekeeping should be maintained at all times at the sediment treatment facility and storage area;		I
			▪ Treated and untreated sediment should be clearly separated and stored separately; and		I
			▪ 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.		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
10.5.1.18	7.1	-	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 followed to minimise potential impacts on water quality during transportation of the sediments requiring Type 1 disposal: ▪ Bottom opening of barges shall be fitted with tight fitting seals to prevent leakage of material; ▪ Monitoring of the barge loading shall be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels shall be equipped with automatic self-monitoring devices as specified by EPD; and ▪ Barges or hopper barges shall not be filled to a level that would cause the overflow of materials or sediment laden water during loading or transportation.	Project Site Area / Construction Phase	N/A – the field joint excavation works for the submarine cable diversion will no longer be conducted anymore
10.5.1.19	7.1	-	Contractor should register with the EPD as a chemical waste producer and to follow the relevant guidelines. The following measures should be implemented: ▪ Good quality containers compatible with the chemical wastes should be used; ▪ Incompatible chemicals should be stored separately; ▪ Appropriate labels must be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosive, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc.; and ▪ The contractor will use a licensed collector to transport and dispose of the chemical wastes at the approved Chemical Waste Treatment Centre or other licensed recycling facilities, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.	Project Site Area / Construction Phase	I
10.5.1.20	7.1	-	General refuse should be stored in enclosed bins or compaction units separated from inert C&D material. A reputable waste collector should be employed by the contractor to remove general refuse from the site for disposal at designated landfill sites. An enclosed and covered area should be provided to reduce the occurrence of 'windblown' light material.	Project Site Area / Construction Phase	I
10.5.1.21	7.1	-	The construction contractors will be required to regularly check and clean any refuse trapped or accumulated along the newly constructed seawall. Such refuse will then be stored and disposed of together with the general refuse.	Project Site Area / Construction Phase	I
			Land Contamination – Construction Phase		
11.10.1.2 to 11.10.1.3	8.1	2.32	For areas inaccessible during site reconnaissance survey ▪ Further site reconnaissance would be conducted once the areas are accessible in order to identify any land contamination concern for the areas.	Project Site Area inaccessible during site reconnaissance / Prior to Construction Phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ 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.		C – Completed in Jan 2018
			▪ After completion of SI, the Contamination Assessment Report (CAR) will be prepared and submitted to EPD for approval prior to start of the proposed construction works at the golf course, the underground and above-ground fuel storage tank areas, emergency power generation units, airside petrol filling station and fuel tank room.		I *(CAR for golf course and Terminal 2 emergency power supply system nos.1, 2, 3, 4 and 5 were submitted to EPD)
			▪ Should remediation be required, Remediation Action Plan (RAP) and Remediation Report (RR) will be prepared for EPD's approval prior to commencement of the proposed remediation and any construction works respectively.		N/A as no remediation was required.
11.8.1.2	8.1	-	If contaminated soil is identified, the following mitigation measures are for the excavation and transportation of contaminated materials (if any): ▪ To minimize the incidents of construction workers coming in contact with any contaminated materials, bulk earth-moving excavation equipment should be employed; ▪ Contact with contaminated materials can be minimised by wearing appropriate clothing and personal protective equipment such as gloves and masks (especially when working directly with contaminated material), provision of washing facilities and prohibition of smoking and eating on site; ▪ Stockpiling of contaminated excavated materials on site should be avoided as far as possible; ▪ The use of any contaminated soil for landscaping purpose should be avoided unless pre-treatment was carried out; ▪ Vehicles containing any excavated materials should be suitably covered to reduce dust emissions and/or release of contaminated wastewater; ▪ Truck bodies and tailgates should be sealed to prevent any discharge; ▪ Only licensed waste haulers should be used to collect and transport contaminated material to treatment/disposal site and should be equipped with tracking system to avoid fly tipping; ▪ Speed control for trucks carrying contaminated materials should be exercised. 8km/h is the recommended speed limit; ▪ Strictly observe all relevant regulations in relation to waste handling, such as Waste Disposal Ordinance (Cap 354), Waste Disposal (Chemical Waste) (General) Regulation (Cap 354) and obtain all necessary permits where required; and ▪ Maintain records of waste generation and disposal quantities and disposal arrangements.	Project Site Area / Construction Phase	N/A as no contaminated soil was found.

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			Terrestrial Ecological – Construction Phase		
12.10.1.1	9.2	2.14	**Pre-construction Egretry Survey** ▪ Conduct ecological survey for Sha Chau egretry to update the latest boundary of the egretry.	Breeding season (April - July) prior to commencement of HDD drilling works at HKIA	C – Completed in Jan 2019
12.7.2.3 and 12.7.2.6	9.1	2.30	**Avoidance and Minimisation of Direct Impact to Egretry** ▪ The daylighting location will avoid direct encroachment to the Sheung Sha Chau egretry. The daylighting location and mooring of flat top barge, if required, will be kept away from the egretry; ▪ In any event, controls such as demarcation of construction site boundary and confining the lighting within the site will be practised to minimise disturbance to off-site habitat at Sheung Sha Chau Island; and ▪ The containment pit at the daylighting location shall be covered or camouflaged.	During construction phase at Sheung Sha Chau Island	C – Completed in Jan 2019
12.7.2.5	9.1	2.30	**Preservation of Nesting Vegetation** ▪ The proposed daylighting location and the arrangement of connecting pipeline will avoid the need of tree cutting, therefore the trees that are used by ardeids for nesting will be preserved.	During construction phase at Sheung Sha Chau Island	C – Completed in Jan 2019
12.7.2.4 and 12.7.2.6	9.1	2.30	**Timing the Pipe Connection Works outside Ardeid's Breeding Season** ▪ All HDD and related construction works on Sheung Sha Chau Island will be scheduled outside the ardeids' breeding season (between April and July). No night-time construction work will be allowed on Sheung Sha Chau Island during all seasons.	During construction phase at Sheung Sha Chau Island	C – Completed in Jan 2019
12.10.1.1	9.3	-	**Ecological Monitoring** ▪ During the HDD construction works period from August to March, ecological monitoring will be undertaken monthly at the HDD daylighting location on Sheung Sha Chau Island to identify and evaluate any impacts with appropriate actions taken as required to address and minimise any adverse impact found.	at Sheung Sha Chau Island	C – Completed in Jan 2019
			Marine Ecological Impact – Pre-construction Phase		
13.11.4.1	10.2.2	-	▪ Pre-construction phase Coral Dive Survey.	HKIAAA artificial seawall	C – Completed in Jan 2016
			Marine Ecological Impact – Construction Phase		
13.11.1.3 to 13.11.1.6	-	-	**Minimisation of Land Formation Area** ▪ Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for marine resources, especially the CWD population.	Land formation footprint / during detailed design phase to completion of construction	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
13.11.1.7 to 13.11.1.10	-	2.31	**Use of Construction Methods with Minimal Risk/Disturbance** ▪ Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF;	During construction phase at marine works area	C – Completed in Jan 2019 for diversion of aviation fuel pipeline
			▪ 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;		I
			▪ Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway;		C – Completed in Oct 2021 for new approach lights
			▪ Avoid bored piling during CWD peak calving season (Mar to Jun);		N/A for marker beacons as HKIAAA Marker Beacons would be replaced by buoys
			▪ Prohibition of underwater percussive piling; and		I
			▪ 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.		C – Completed in Jan 2019 for HDD works
13.11.2.1 to 13.11.2.7	-	-	**Mitigation for Indirect Disturbance due to Deterioration of Water Quality** ▪ Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices;	All works area during the construction phase	I
			▪ 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);		I
			▪ Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and		C – Completed in Oct 2021 for new approach lights
			▪ 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.		C – Completed in Jan 2019 for HDD works
13.11.1.12	-	-	**Strict Enforcement of No-Dumping Policy**	All works area during the construction phase	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would potentially be harmful to dolphins and/or their habitat in the work area; ▪ Mandatory educational programme of the no-dumpling policy be made available to all construction site personnel for all project-related works; ▪ Fines for infractions should be implemented; and ▪ Unscheduled, on-site audits shall be implemented.		
13.11.1.13	-	-	**Good Construction Site Practices** ▪ Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; ▪ Keep the number of working or stationary vessels present on-site to the minimum anytime; and ▪ Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators.	All works area during the construction phase	I
13.11.1.3 to 13.11.1.6	-	-	**Minimisation of Land Formation Area** ▪ Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for marine resources, especially the CWD population.	Land formation footprint / during detailed design phase to completion of construction	I
13.11.5.4 to 13.11.5.13	10.3.1	-	**SkyPier High Speed Ferries' Speed Restrictions and Route Diversions** ▪ SkyPier HSFs operating to / from Zhuhai and Macau would divert north of SCLKC Marine Park with a 15 knot speed limit to apply for the part-journeys that cross high CWD abundance grid squares as indicatively shown in **Drawing No. MCL/P132/EIA/13-023** of the EIA Report. Both the alignment of the northerly route and the portion of routings to be subject to the speed limit of 15 knots shall be finalised prior to commencement of construction based on the future review of up-to-date CWD abundance and EM&A data and taking reference to changes in total SkyPier HSF numbers; and ▪ A maximum of 10 knots will be enforced through the designated SCLKC Marine Park area at all times.	Area between the footprint and SCLKC Marine Park during construction phase	I
			Other mitigation measures ▪ The ET will audit various parameters including actual daily numbers of HSFs, compliance with the 15-knot speed limit in the speed control zone and diversion compliance for SkyPier HSFs operating to / from Zhuhai and Macau; and ▪ The effectiveness of the CWD mitigation measures after implementation of initial six month SkyPier HSF diversion and speed restriction will be reviewed.	Area between the footprint and SCLKC Marine Park during construction phase	I C – Completed in Sep 2016
13.11.5.14 to 13.11.5.18	10.3.1	2.31	**Dolphin Exclusion Zone** ▪ Establishment of a 24 hr Dolphin Exclusion Zone (DEZ) with a 250 m radius around the land formation works areas;	Marine waters around land formation works area 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?^
			▪ 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		I
			▪ A DEZ would also be implemented during bored piling work but as a precautionary measure only.		C – Completed in Oct 2021 for the bored piling work of New approach lights
13.11.5.19	10.4	2.31	**Acoustic Decoupling of Construction Equipment** ▪ Air compressors and other noisy equipment that must be mounted on steel barges should be acoustically-decoupled to the greatest extent feasible, for instance by using rubber or air-filled tyres; and ▪ Specific acoustic decoupling measures shall be specified during the detailed design of the project for use during the land formation works.	Around coastal works area during construction phase	I
13.11.5.20	10.6.1	2.29	**Spill Response Plan** ▪ 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.	Construction phase	I
13.11.5.21 to 13.11.5.23	10.6.1	-	**Construction Vessel Speed Limits and Skipper Training** ▪ A speed limit of 10 knots should be strictly observed for construction vessels at areas with the highest CWD densities (as currently indicated by the 1x1km grid squares in Figure 6 of Appendix 13.2 of EIA report). ▪ Vessels traversing through the work areas should be required to use predefined and regular routes (which would presumably become known to resident dolphins) to reduce disturbance to cetaceans due to vessel movements. Specific marine routes shall be specified by the Contractor prior to construction commencing.	All areas north and west of Lantau Island during construction phase	I
			Fisheries Impact – Construction Phase		
14.9.1.2 to 14.9.1.5	-		**Minimisation of Land Formation Area** ▪ Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for fisheries resources.	Land formation footprint / during detailed design phase to completion of construction	I
14.9.1.6	-	-	**Use of Construction Methods with Minimal Risk/Disturbance** ▪ Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF;	During construction phase at marine works area	C – Completed in Jan 2019 for diversion of aviation fuel pipeline

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ 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;		I
			▪ Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and		C – Completed in Oct 2021 for new approach lights N/A for marker beacons as HKIAAA Marker Beacons would be replaced by buoys
			▪ 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.		C – Completed in Jan 2019 for HDD works
14.9.1.11	-		**Strict Enforcement of No-Dumping Policy** ▪ A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would potentially be harmful to dolphins and/or their habitat in the work area; ▪ Mandatory educational programme of the no-dumpling policy be made available to all construction site personnel for all project-related works; ▪ Fines for infractions should be implemented; and ▪ Unscheduled, on-site audits shall be implemented.	All works area during the construction phase	I
14.9.1.12	-		**Good Construction Site Practices** ▪ Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; ▪ Keep the number of working or stationary vessels present on-site to the minimum anytime; and ▪ Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators.	All works area during the construction phase	I
14.9.1.13 to 14.9.1.18	-		**Mitigation for Indirect Disturbance due to Deterioration of Water Quality** ▪ Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices;	All works area during the construction phase	I
			▪ 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);		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			▪ Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and		C – Completed in Oct 2021 for new approach lights N/A for marker beacons as HKIAAA Marker Beacons would be replaced by buoys
			▪ 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.		C – Completed on Jan 2019 for HDD work
			Landscape and Visual Impact – Construction Phase		
Table 15.6	12.3	-	**CM1 -** The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape.	All works areas for duration of works; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM2 -** Reduction of construction period to practical minimum.	All works areas for duration of works; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM3 -** Phasing of the construction stage to reduce visual impacts during the construction phase.	All works areas for duration of works; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM4 -** Construction traffic (land and sea) including construction plants, construction vessels and barges should be kept to a practical minimum.	All works areas for duration of works; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM5 -** Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours.	All works areas for duration of works; Upon handover and completion of works. – may be disassembled in phases.	I

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	-	**CM6 -** Avoidance of excessive height and bulk of site buildings and structures.	New passenger concourse, terminal 2 expansion and other proposed airport related buildings and structures under the project; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM7** - Control of night-time lighting by hooding all lights and through minimisation of night working periods.	All works areas for duration of works; Upon handover and completion of works. – may be disassembled in phases.	I
Table 15.6	12.3	-	**CM8 -** All existing trees shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor's works areas.	All existing trees to be retained; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM9 -** Trees unavoidably affected by the works shall be transplanted where practical. A detailed Tree Transplanting Specification shall be provided in the Contract Specification, if applicable. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme.	All existing trees to be affected by the works; Upon handover and completion of works.	I
Table 15.6	12.3	-	**CM10 -** Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical.	All affected existing grass areas around runways and verges/Duration of works; Upon handover and completion of works.	To be implemented *(The advanced hydroseeding works around taxiways and runways were partially completed at this stage and would resume in next phase)
			Cultural Heritage Impact – Construction Phase		
			Not applicable to the construction stage of this project.		
			Health Impact – Aircraft Emissions		

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

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.

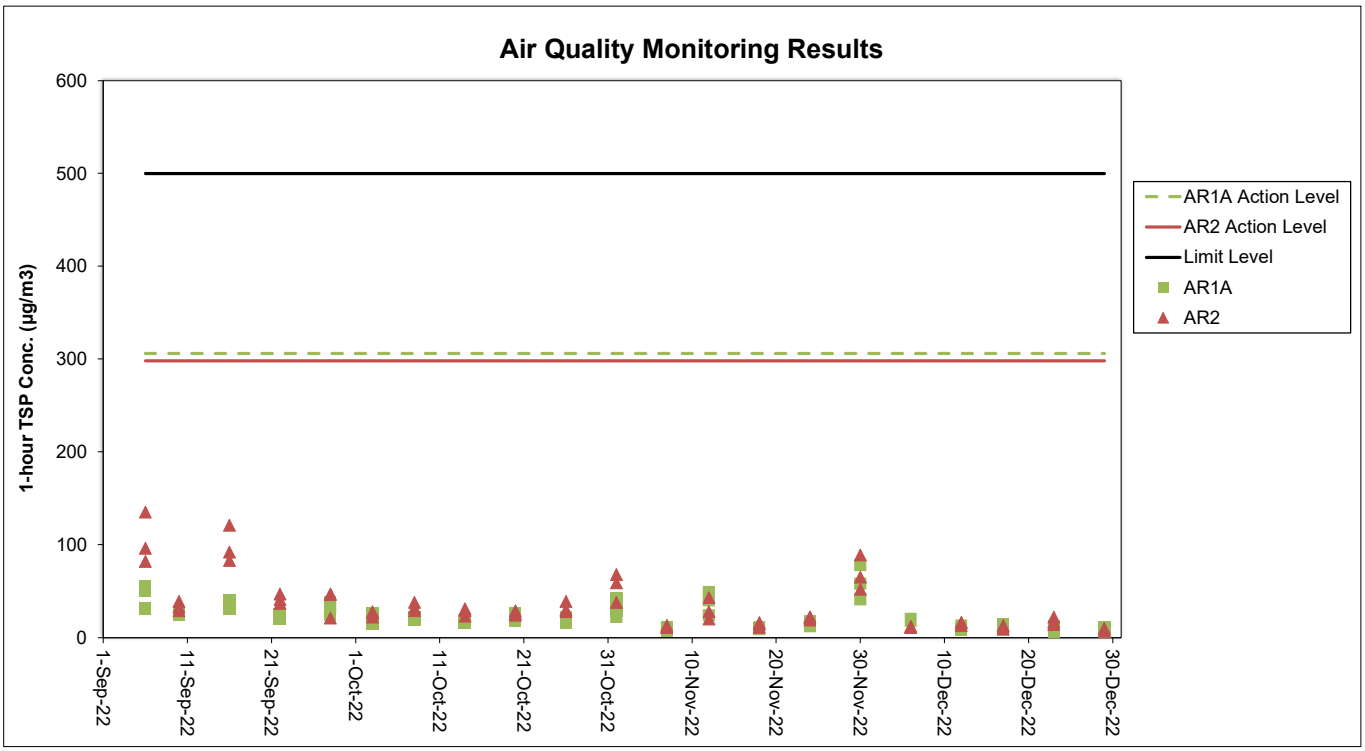
" I " Implemented and on-going where applicable.

" 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

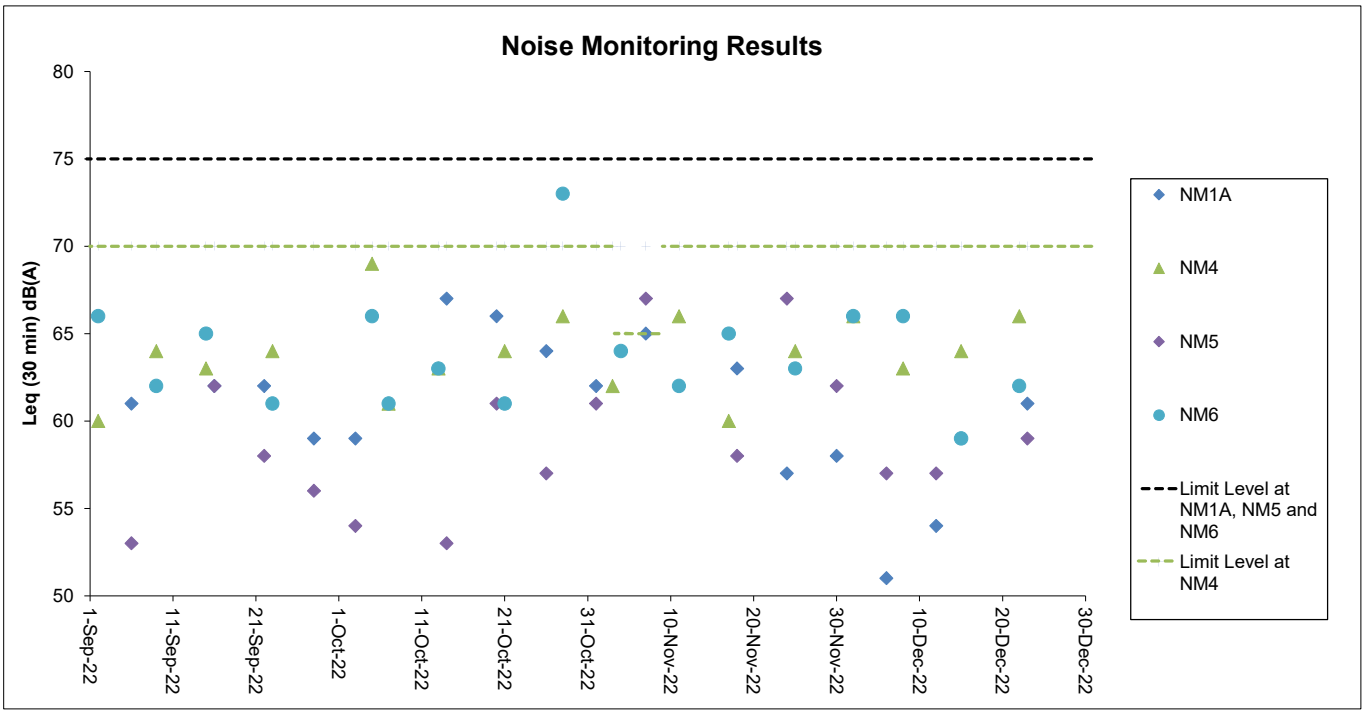
Air Quality Monitoring Results



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 filling, seawall construction and ground improvement works, together with runway, taxiways, concourse and associated works. Land-based works on existing airport island involved mainly airfield works, Terminal 2 expansion works, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include road and drainage works, cable ducting, demolition, piling, and excavation works.
2. General weather condition during monitoring ranged from sunny to rainy. 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.

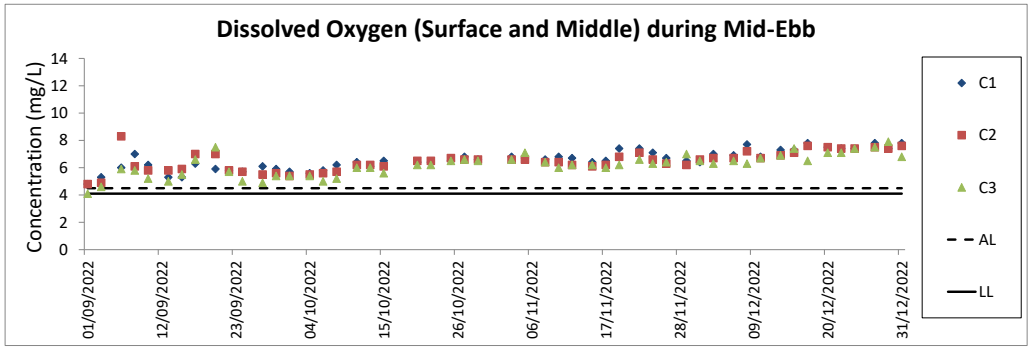
Noise Monitoring Results

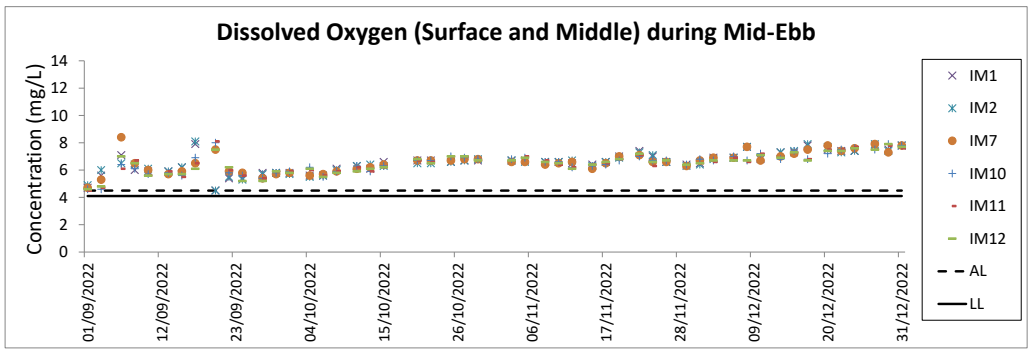


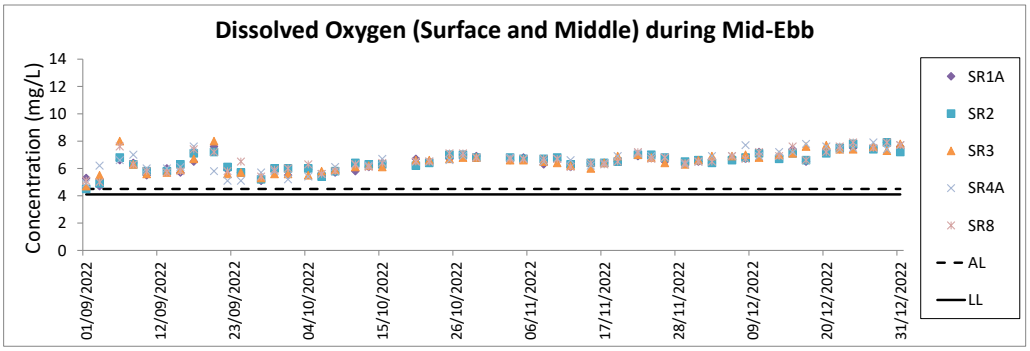
Notes:

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 3 to 9 November 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 filling, seawall construction and ground improvement works, together with runway, taxiways, concourse and associated works. Land-based works on existing airport island involved mainly airfield works, Terminal 2 expansion works, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include road and drainage works, cable ducting, demolition, piling, and excavation works.
3. General weather condition during monitoring ranged from sunny to rainy. 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

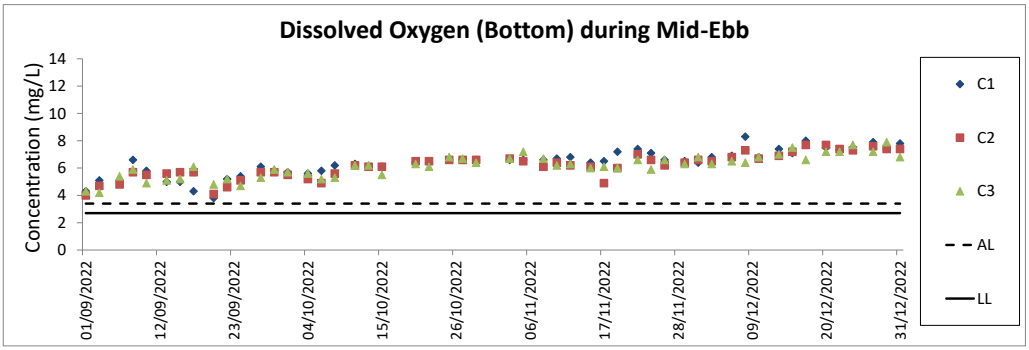


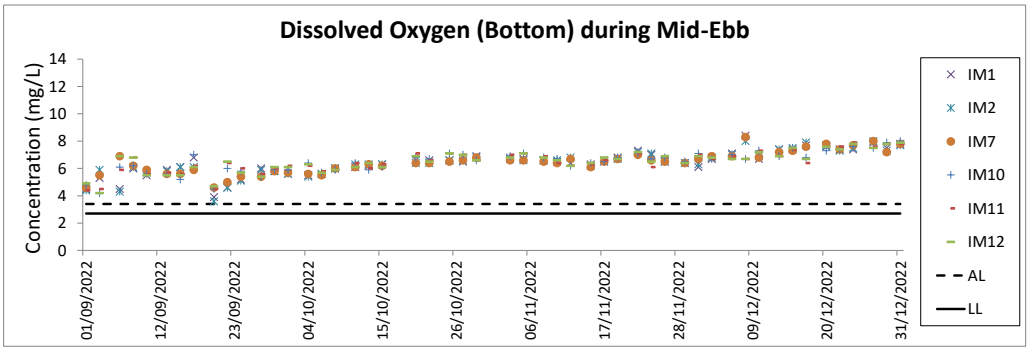


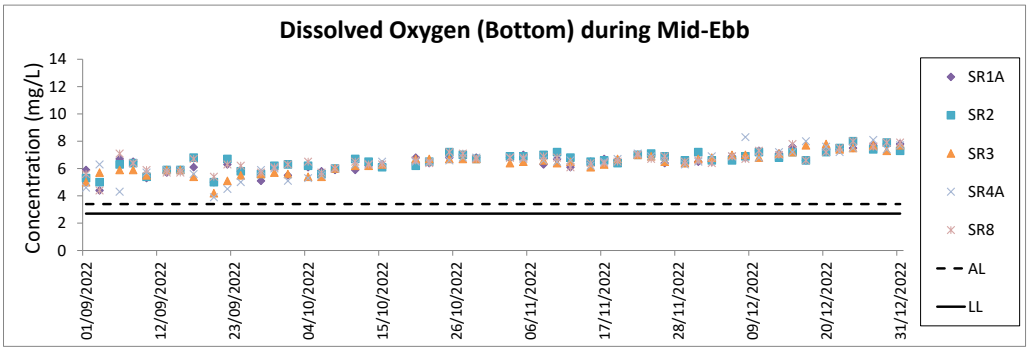


Notes:

1. The key marine works activities of the Project during monitoring included filling, seawall construction and ground improvement works, together with runway, taxiways, concourse 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.
4. The monitoring sessions on 18 October 2022 were cancelled due to Strong Wind Signal No. 3 in force.
5. The monitoring sessions on 1 November 2022 were cancelled due to Strong Wind Signal No.3 in force.







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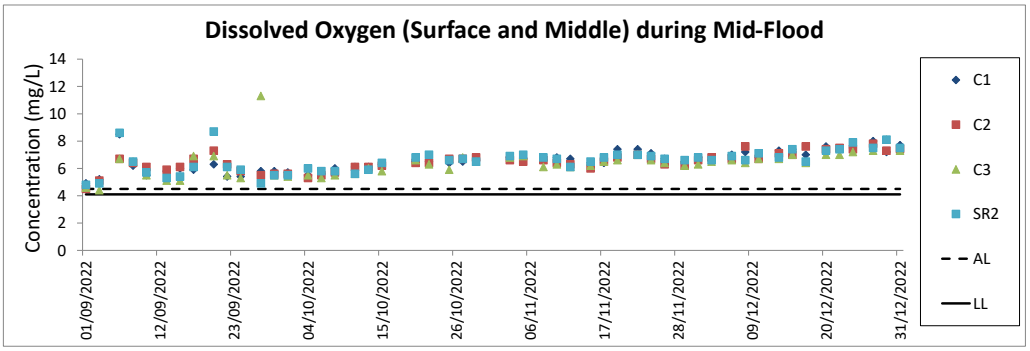

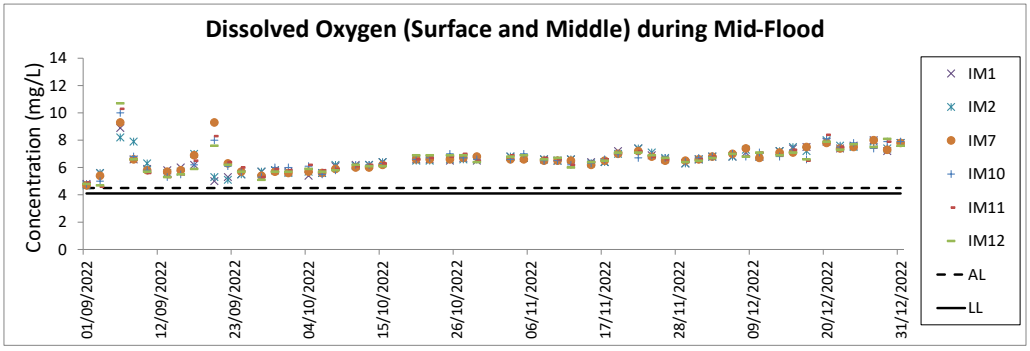

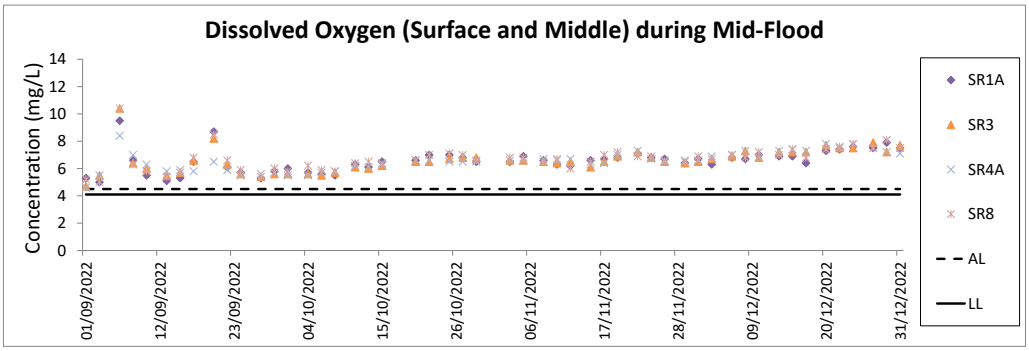

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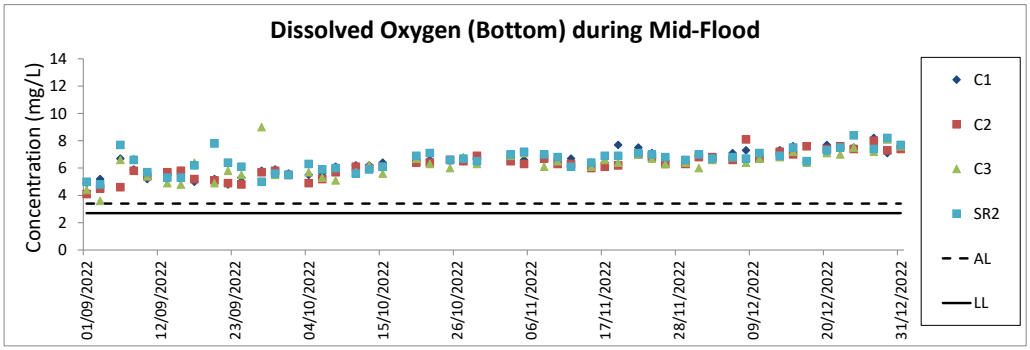

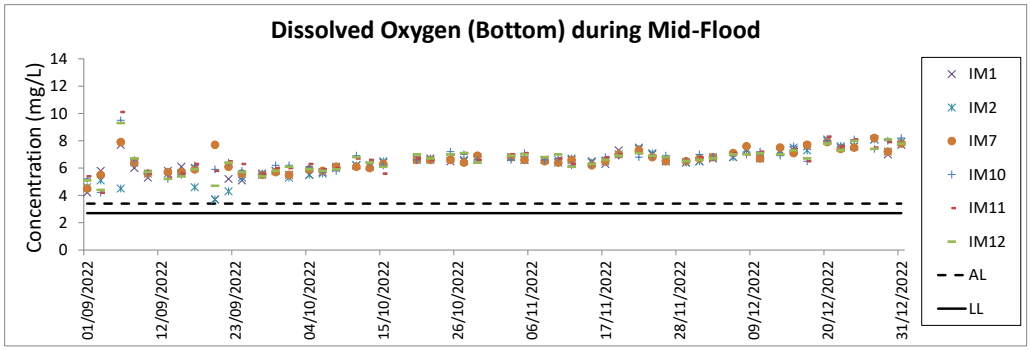

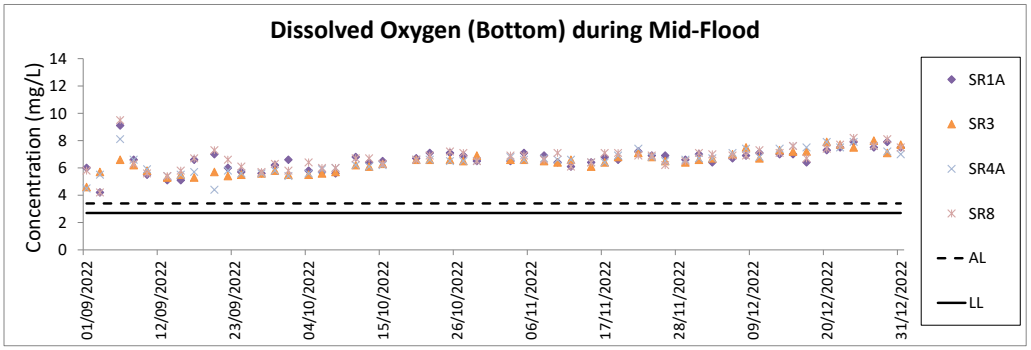

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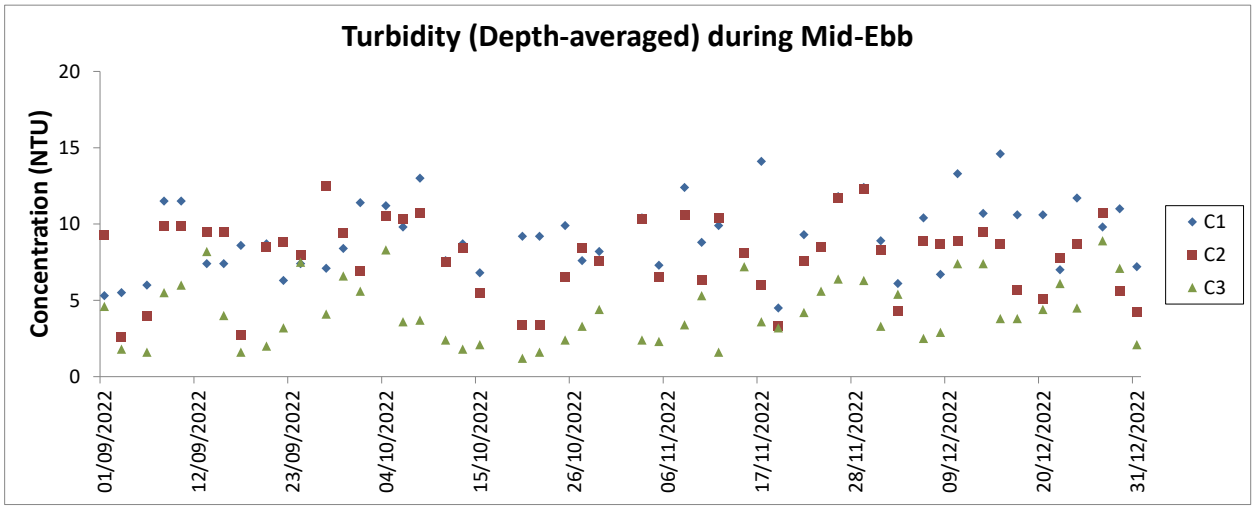

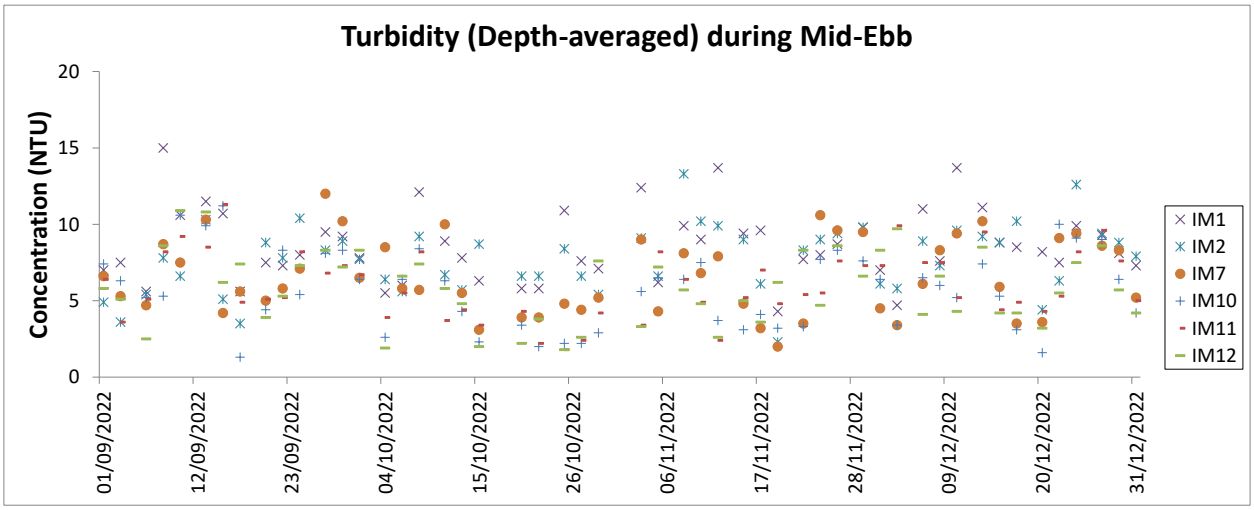

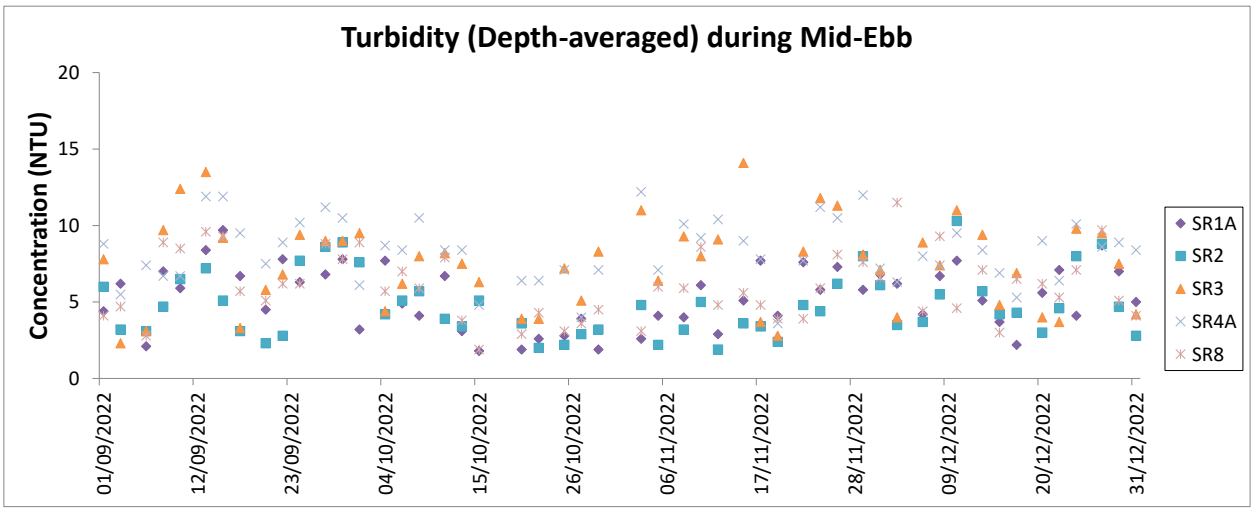

Notes:

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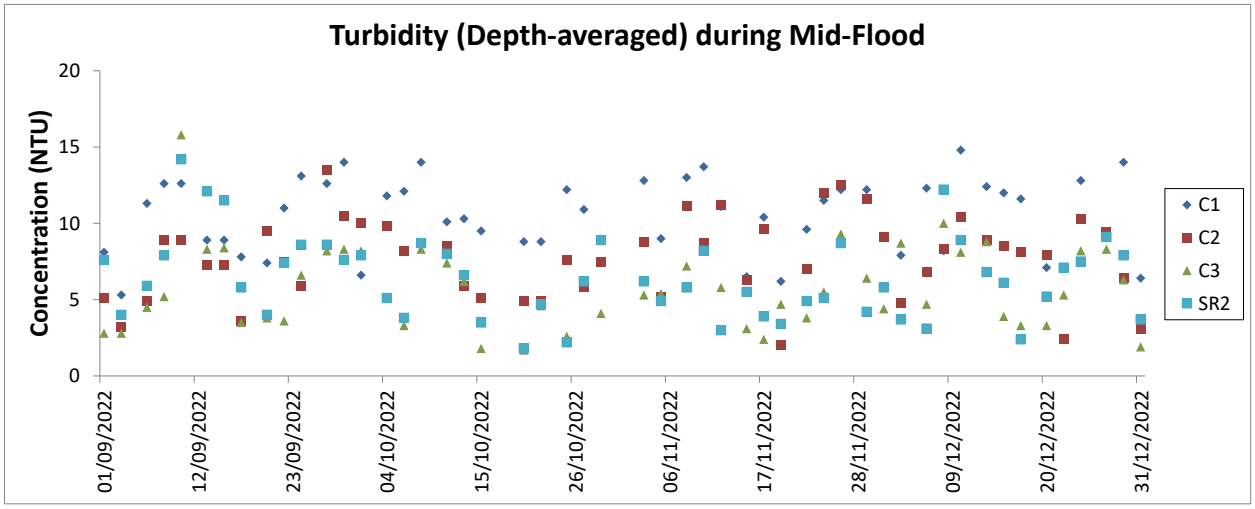

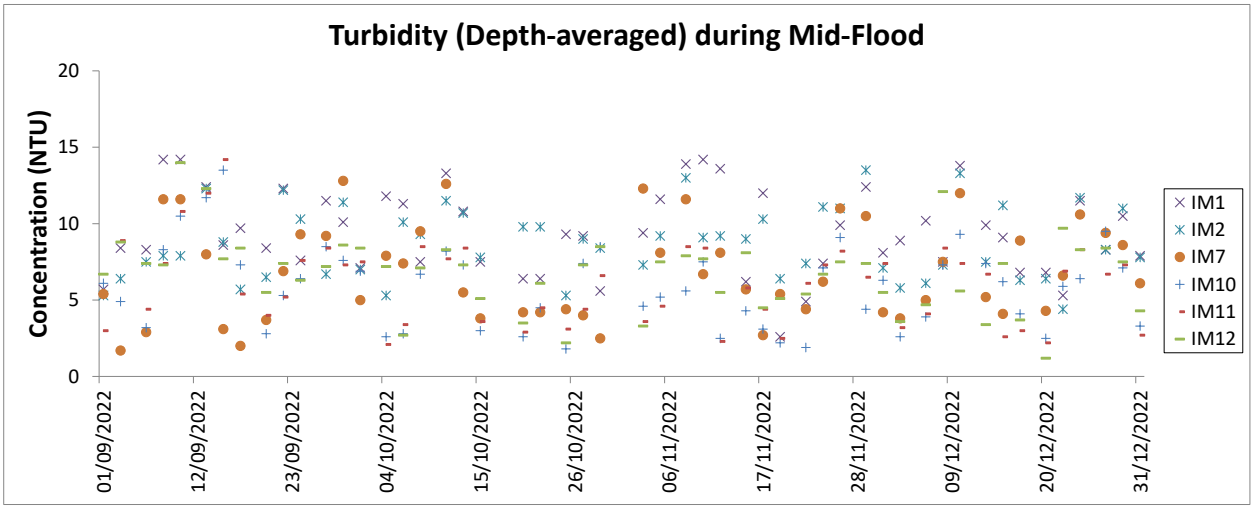

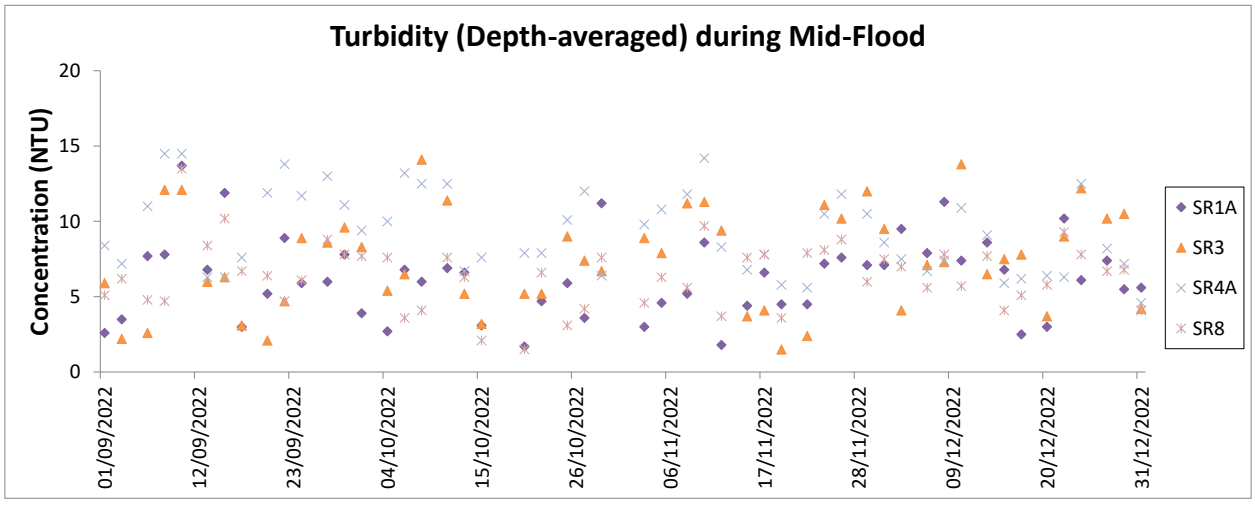

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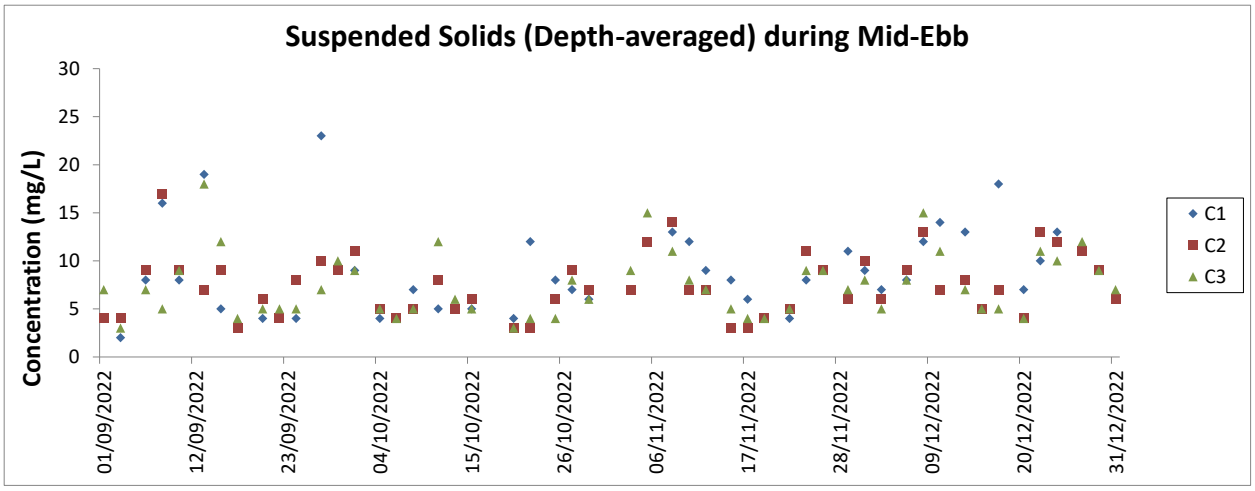

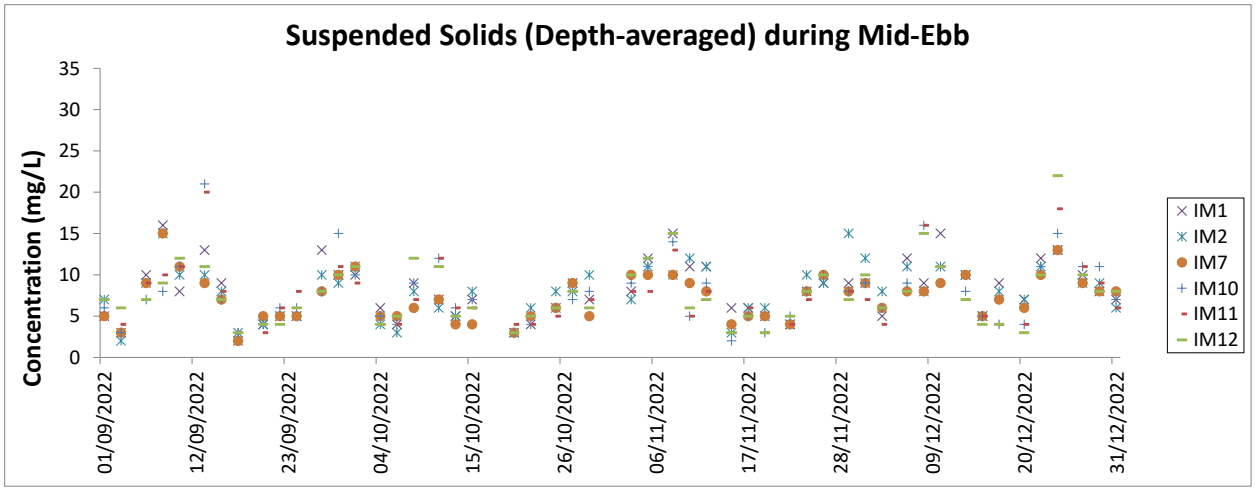

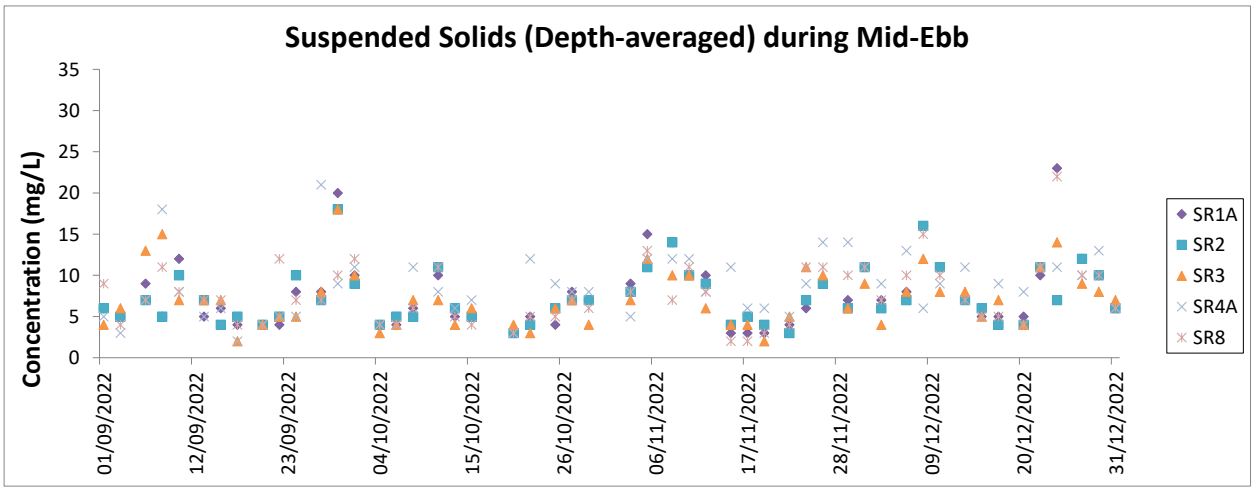

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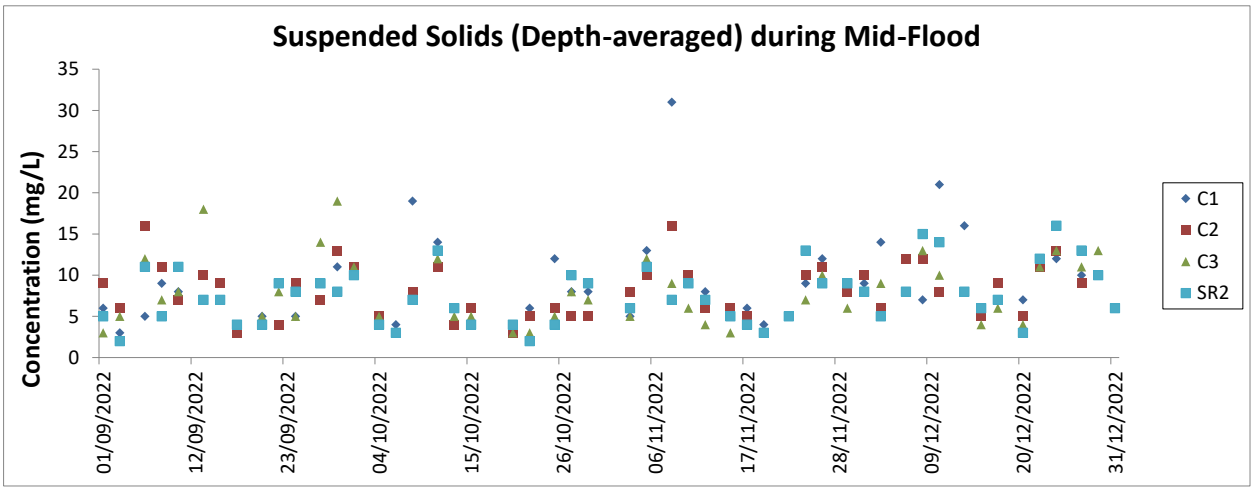
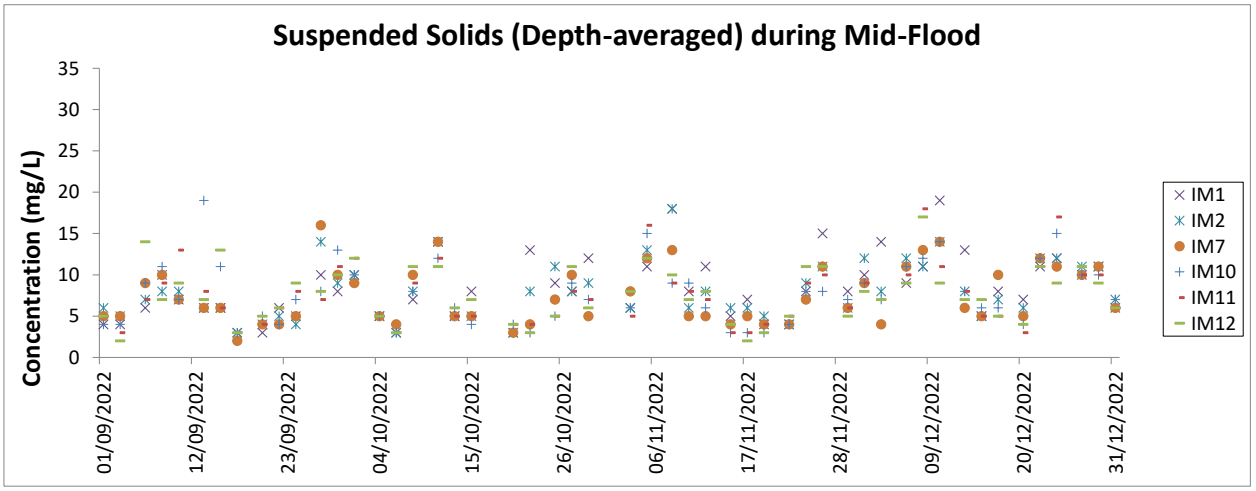
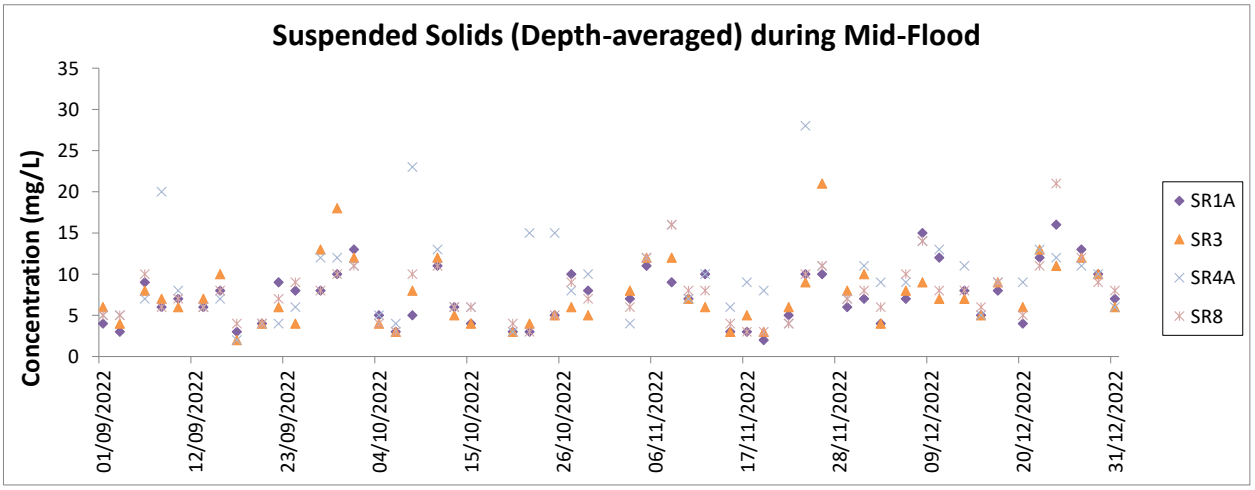
6. The monitoring sessions on 1 November 2022 were cancelled due to Strong Wind Signal No.3 in force.







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 filling, seawall construction and ground improvement works, together with runway, taxiways, concourse 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.
5. The monitoring sessions on 18 October 2022 were cancelled due to Strong Wind Signal No. 3 in force.
6. The monitoring sessions on 1 November 2022 were cancelled due to Strong Wind Signal No.3 in force.

Chinese White Dolphin Monitoring Results

CWD Small Vessel Line-transect Survey — Survey Effort Data

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
03-Oct-22	AW	2	4.950	AUTUMN	32166	3RS ET	P
03-Oct-22	WL	2	13.331	AUTUMN	32166	3RS ET	P
03-Oct-22	WL	3	6.143	AUTUMN	32166	3RS ET	P
03-Oct-22	WL	2	6.235	AUTUMN	32166	3RS ET	S
03-Oct-22	WL	3	2.682	AUTUMN	32166	3RS ET	S
07-Oct-22	NEL	2	7.950	AUTUMN	32166	3RS ET	P
07-Oct-22	NEL	3	28.710	AUTUMN	32166	3RS ET	P
07-Oct-22	NEL	2	5.340	AUTUMN	32166	3RS ET	S
07-Oct-22	NEL	3	5.400	AUTUMN	32166	3RS ET	S
11-Oct-22	NWL	3	51.620	AUTUMN	32166	3RS ET	P
11-Oct-22	NWL	4	12.480	AUTUMN	32166	3RS ET	P
11-Oct-22	NWL	3	11.700	AUTUMN	32166	3RS ET	S
17-Oct-22	NEL	2	3.700	AUTUMN	32166	3RS ET	P
17-Oct-22	NEL	3	29.010	AUTUMN	32166	3RS ET	P
17-Oct-22	NEL	4	4.400	AUTUMN	32166	3RS ET	P
17-Oct-22	NEL	2	2.000	AUTUMN	32166	3RS ET	S
17-Oct-22	NEL	3	5.990	AUTUMN	32166	3RS ET	S
17-Oct-22	NEL	4	1.900	AUTUMN	32166	3RS ET	S
19-Oct-22	NWL	2	3.000	AUTUMN	32166	3RS ET	P
19-Oct-22	NWL	3	55.820	AUTUMN	32166	3RS ET	P
19-Oct-22	NWL	4	4.880	AUTUMN	32166	3RS ET	P
19-Oct-22	NWL	2	1.900	AUTUMN	32166	3RS ET	S
19-Oct-22	NWL	3	9.600	AUTUMN	32166	3RS ET	S
20-Oct-22	WL	2	2.923	AUTUMN	32166	3RS ET	P
20-Oct-22	WL	3	17.160	AUTUMN	32166	3RS ET	P
20-Oct-22	WL	2	2.614	AUTUMN	32166	3RS ET	S
20-Oct-22	WL	3	7.390	AUTUMN	32166	3RS ET	S
20-Oct-22	AW	3	4.870	AUTUMN	32166	3RS ET	P
24-Oct-22	SWL	4	39.360	AUTUMN	32166	3RS ET	P
24-Oct-22	SWL	5	14.879	AUTUMN	32166	3RS ET	P
24-Oct-22	SWL	3	1.400	AUTUMN	32166	3RS ET	S
24-Oct-22	SWL	4	6.610	AUTUMN	32166	3RS ET	S
24-Oct-22	SWL	5	6.751	AUTUMN	32166	3RS ET	S
27-Oct-22	SWL	3	41.851	AUTUMN	32166	3RS ET	P
27-Oct-22	SWL	4	11.520	AUTUMN	32166	3RS ET	P
27-Oct-22	SWL	3	13.879	AUTUMN	32166	3RS ET	S
27-Oct-22	SWL	4	2.000	AUTUMN	32166	3RS ET	S
07-Nov-22	NEL	2	37.270	AUTUMN	32166	3RS ET	P
07-Nov-22	NEL	2	9.330	AUTUMN	32166	3RS ET	S
09-Nov-22	AW	2	4..83	AUTUMN	32166	3RS ET	P
09-Nov-22	WL	2	19.620	AUTUMN	32166	3RS ET	P
09-Nov-22	WL	2	9.450	AUTUMN	32166	3RS ET	S
10-Nov-22	SWL	2	53.970	AUTUMN	32166	3RS ET	P
10-Nov-22	SWL	2	16.030	AUTUMN	32166	3RS ET	S
11-Nov-22	NWL	2	57.080	AUTUMN	32166	3RS ET	P

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
11-Nov-22	NWL	3	1.800	AUTUMN	32166	3RS ET	P
11-Nov-22	NWL	2	16.600	AUTUMN	32166	3RS ET	S
14-Nov-22	NEL	2	37.010	AUTUMN	32166	3RS ET	P
14-Nov-22	NEL	2	9.400	AUTUMN	32166	3RS ET	S
17-Nov-22	AW	2	4.870	AUTUMN	32166	3RS ET	P
17-Nov-22	WL	2	16.517	AUTUMN	32166	3RS ET	P
17-Nov-22	WL	3	2.199	AUTUMN	32166	3RS ET	P
17-Nov-22	WL	2	9.653	AUTUMN	32166	3RS ET	S
17-Nov-22	WL	3	1.121	AUTUMN	32166	3RS ET	S
18-Nov-22	SWL	2	34.800	AUTUMN	32166	3RS ET	P
18-Nov-22	SWL	3	18.740	AUTUMN	32166	3RS ET	P
18-Nov-22	SWL	2	8.780	AUTUMN	32166	3RS ET	S
18-Nov-22	SWL	3	7.120	AUTUMN	32166	3RS ET	S
21-Nov-22	NWL	2	36.350	AUTUMN	32166	3RS ET	P
21-Nov-22	NWL	3	27.650	AUTUMN	32166	3RS ET	P
21-Nov-22	NWL	2	2.100	AUTUMN	32166	3RS ET	S
21-Nov-22	NWL	3	9.500	AUTUMN	32166	3RS ET	S
16-Dec-22	NEL	2	32.000	AUTUMN	32166	3RS ET	P
16-Dec-22	NEL	3	5.130	AUTUMN	32166	3RS ET	P
16-Dec-22	NEL	2	10.070	AUTUMN	32166	3RS ET	S
19-Dec-22	NEL	2	21.500	AUTUMN	32166	3RS ET	P
19-Dec-22	NEL	3	16.020	AUTUMN	32166	3RS ET	P
19-Dec-22	NEL	2	5.070	AUTUMN	32166	3RS ET	S
19-Dec-22	NEL	3	5.110	AUTUMN	32166	3RS ET	S
20-Dec-22	NWL	2	5.240	AUTUMN	32166	3RS ET	P
20-Dec-22	NWL	3	57.300	AUTUMN	32166	3RS ET	P
20-Dec-22	NWL	2	1.100	AUTUMN	32166	3RS ET	S
20-Dec-22	NWL	3	10.600	AUTUMN	32166	3RS ET	S
21-Dec-22	AW	3	5.010	AUTUMN	32166	3RS ET	P
21-Dec-22	WL	3	8.326	AUTUMN	32166	3RS ET	P
21-Dec-22	WL	4	9.037	AUTUMN	32166	3RS ET	P
21-Dec-22	WL	5	1.900	AUTUMN	32166	3RS ET	P
21-Dec-22	WL	3	3.640	AUTUMN	32166	3RS ET	S
21-Dec-22	WL	4	7.527	AUTUMN	32166	3RS ET	S
22-Dec-22	SWL	3	52.578	AUTUMN	32166	3RS ET	P
22-Dec-22	SWL	4	1.400	AUTUMN	32166	3RS ET	P
22-Dec-22	SWL	2	0.850	AUTUMN	32166	3RS ET	S
22-Dec-22	SWL	3	14.360	AUTUMN	32166	3RS ET	S
22-Dec-22	SWL	4	1.200	AUTUMN	32166	3RS ET	S
28-Dec-22	SWL	2	30.360	AUTUMN	32166	3RS ET	P
28-Dec-22	SWL	3	22.450	AUTUMN	32166	3RS ET	P
28-Dec-22	SWL	2	12.320	AUTUMN	32166	3RS ET	S
28-Dec-22	SWL	3	2.700	AUTUMN	32166	3RS ET	S
29-Dec-22	AW	3	4.860	AUTUMN	32166	3RS ET	P
29-Dec-22	WL	3	14.870	AUTUMN	32166	3RS ET	P
29-Dec-22	WL	4	5.880	AUTUMN	32166	3RS ET	P
29-Dec-22	WL	3	9.380	AUTUMN	32166	3RS ET	S

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
29-Dec-22	WL	4	0.870	AUTUMN	32166	3RS ET	S
30-Dec-22	NWL	3	49.500	AUTUMN	32166	3RS ET	P
30-Dec-22	NWL	4	14.100	AUTUMN	32166	3RS ET	P
30-Dec-22	NWL	3	8.500	AUTUMN	32166	3RS ET	S
30-Dec-22	NWL	4	3.200	AUTUMN	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
03-Oct-22	1	1052	CWD	1	WL	2	1260	ON	3RS ET	22.2556	113.8359	AUTUMN	NONE	S
03-Oct-22	2	1114	CWD	2	WL	2	1016	ON	3RS ET	22.2418	113.8335	AUTUMN	NONE	P
03-Oct-22	3	1125	CWD	3	WL	2	91	ON	3RS ET	22.2374	113.8260	AUTUMN	NONE	S
03-Oct-22	4	1130	CWD	5	WL	2	497	ON	3RS ET	22.2356	113.8262	AUTUMN	NONE	S
03-Oct-22	5	1210	CWD	3	WL	3	16	ON	3RS ET	22.2214	113.8202	AUTUMN	NONE	S
03-Oct-22	6	1236	CWD	6	WL	2	838	ON	3RS ET	22.2058	113.8297	AUTUMN	NONE	P
03-Oct-22	7	1300	CWD	4	WL	3	98	ON	3RS ET	22.2036	113.8226	AUTUMN	NONE	S
03-Oct-22	8	1323	CWD	2	WL	3	450	ON	3RS ET	22.1879	113.8359	AUTUMN	NONE	P
20-Oct-22	1	1054	CWD	2	WL	3	210	ON	3RS ET	22.2417	113.8383	AUTUMN	NONE	P
20-Oct-22	2	1124	CWD	5	WL	3	411	ON	3RS ET	22.2326	113.8370	AUTUMN	NONE	P
20-Oct-22	3	1200	CWD	3	WL	2	266	ON	3RS ET	22.2263	113.8373	AUTUMN	NONE	S
24-Oct-22	1	1150	FP	1	SWL	5	172	ON	3RS ET	22.1787	113.9215	AUTUMN	NONE	S
27-Oct-22	1	1151	FP	2	SWL	3	137	ON	3RS ET	22.1780	113.9211	AUTUMN	NONE	S
27-Oct-22	2	1210	FP	1	SWL	3	427	ON	3RS ET	22.1428	113.9146	AUTUMN	NONE	S
27-Oct-22	3	1403	CWD	1	SWL	3	7	ON	3RS ET	22.1909	113.8781	AUTUMN	NONE	P
09-Nov-22	1	1001	CWD	2	WL	2	189	ON	3RS ET	22.2992	113.8612	AUTUMN	NONE	P
09-Nov-22	2	1138	CWD	1	WL	2	139	ON	3RS ET	22.2239	113.8248	AUTUMN	NONE	P
09-Nov-22	3	1209	CWD	3	WL	2	84	ON	3RS ET	22.2026	113.8231	AUTUMN	NONE	S
09-Nov-22	4	1235	CWD	1	WL	2	760	ON	3RS ET	22.1873	113.8394	AUTUMN	NONE	P
10-Nov-22	1	1338	FP	1	SWL	2	2	ON	3RS ET	22.1833	113.8877	AUTUMN	NONE	P
11-Nov-22	1	0947	CWD	1	NWL	2	222	ON	3RS ET	22.3847	113.8707	AUTUMN	NONE	P
17-Nov-22	1	1031	CWD	7	WL	2	188	ON	3RS ET	22.2612	113.8457	AUTUMN	NONE	P
17-Nov-22	2	1119	CWD	2	WL	2	18	ON	3RS ET	22.2318	113.8288	AUTUMN	NONE	P
17-Nov-22	3	1141	CWD	1	WL	2	50	ON	3RS ET	22.2235	113.8297	AUTUMN	NONE	P
17-Nov-22	4	1202	CWD	2	WL	2	110	ON	3RS ET	22.2147	113.8255	AUTUMN	NONE	P
17-Nov-22	5	1234	CWD	1	WL	2	83	ON	3RS ET	22.2048	113.8332	AUTUMN	NONE	P
17-Nov-22	6	1300	CWD	2	WL	3	145	ON	3RS ET	22.1960	113.8392	AUTUMN	NONE	P
18-Nov-22	1	1034	FP	1	SWL	2	66	ON	3RS ET	22.1727	113.9360	AUTUMN	NONE	P
18-Nov-22	2	1100	FP	1	SWL	2	43	ON	3RS ET	22.1705	113.9277	AUTUMN	NONE	P
18-Nov-22	3	1159	FP	4	SWL	3	13	ON	3RS ET	22.1544	113.9048	AUTUMN	NONE	S
18-Nov-22	4	1451	CWD	2	SWL	3	665	ON	3RS ET	22.1914	113.8488	AUTUMN	NONE	P

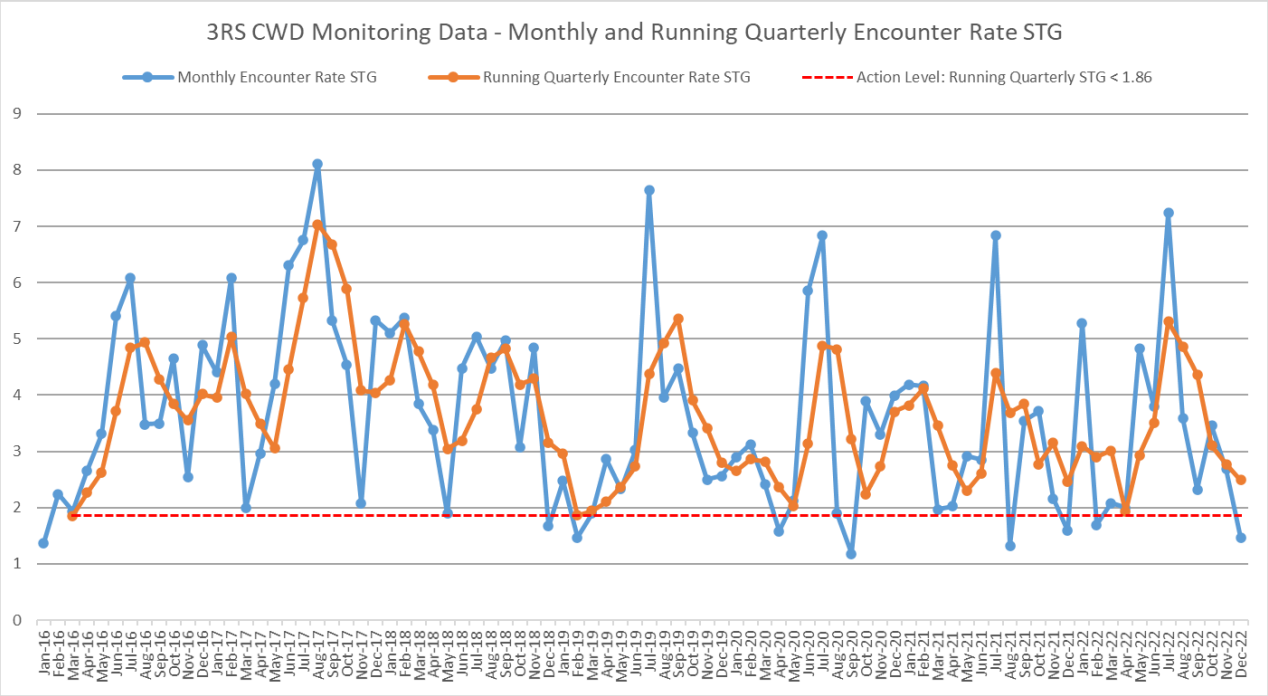
DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
20-Dec-22	1	0949	CWD	2	NWL	2	31	ON	3RS ET	22.3730	113.8705	WINTER	NONE	P
21-Dec-22	1	1136	CWD	2	WL	4	405	ON	3RS ET	22.2053	113.8389	WINTER	NONE	P
21-Dec-22	2	1205	CWD	7	WL	4	53	ON	3RS ET	22.1961	113.8409	WINTER	NONE	P
21-Dec-22	3	1218	CWD	1	WL	3	45	ON	3RS ET	22.1873	113.8408	WINTER	NONE	P
22-Dec-22	1	1038	FP	2	SWL	3	34	ON	3RS ET	22.1817	113.9362	WINTER	NONE	P
22-Dec-22	2	1042	FP	1	SWL	3	307	ON	3RS ET	22.1775	113.9358	WINTER	NONE	P
22-Dec-22	3	1116	FP	2	SWL	3	68	ON	3RS ET	22.1798	113.9280	WINTER	NONE	P
22-Dec-22	4	1152	FP	1	SWL	3	75	ON	3RS ET	22.1596	113.9180	WINTER	NONE	P
22-Dec-22	5	1231	FP	1	SWL	3	361	ON	3RS ET	22.1901	113.9062	WINTER	NONE	S
28-Dec-22	1	1314	CWD	3	SWL	2	707	ON	3RS ET	22.1687	113.8874	WINTER	GILLNETTER	P
28-Dec-22	2	1355	CWD	5	SWL	2	235	ON	3RS ET	22.1818	113.8788	WINTER	GILLNETTER	P
28-Dec-22	3	1501	CWD	2	SWL	3	137	ON	3RS ET	22.1716	113.8534	WINTER	NONE	S
29-Dec-22	1	1051	CWD	6	WL	3	11	ON	3RS ET	22.2417	113.8427	WINTER	NONE	P

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

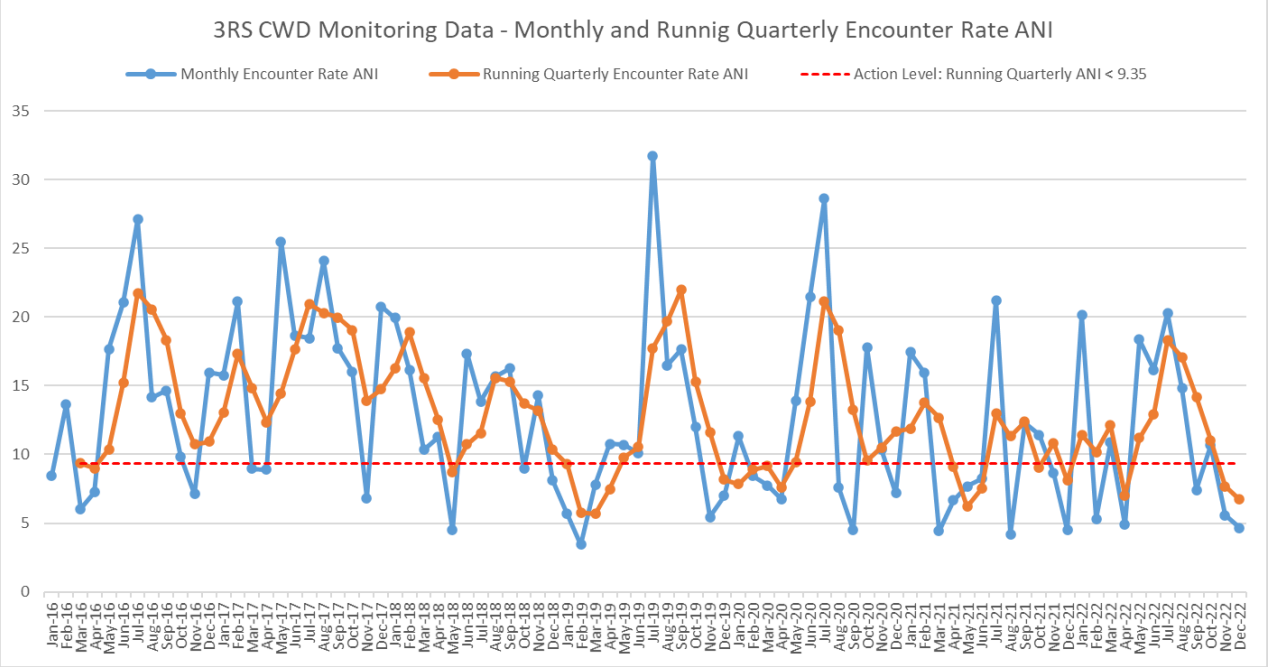
Sighting data of finless porpoise (FP) are presented for reference only. No relevant figure or text will be mentioned in the quarterly EM&A report. All FP sightings are excluded in calculation.

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

Encounter Rate STG:

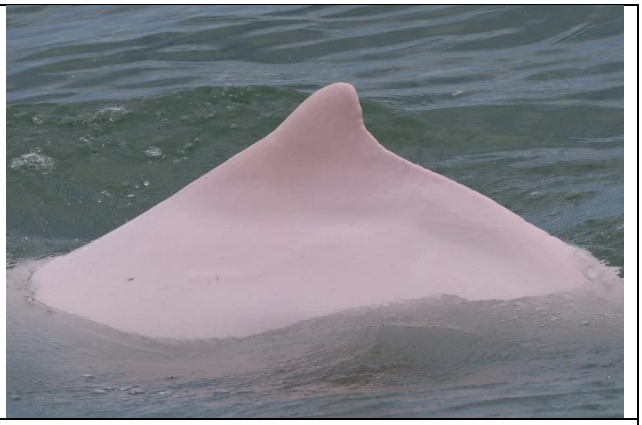
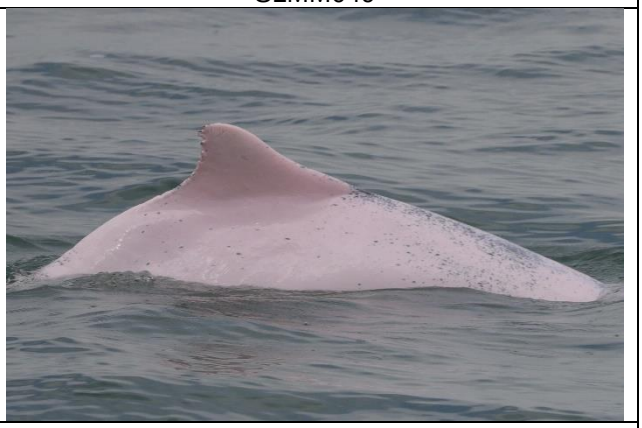


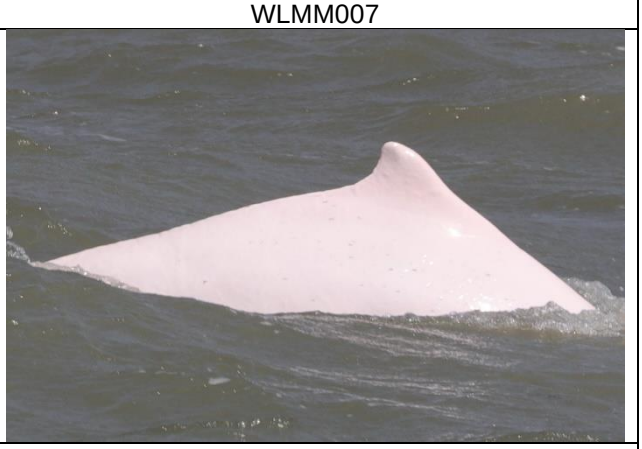
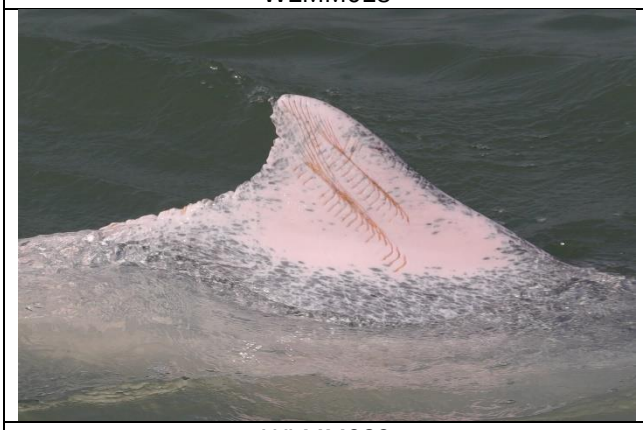
Encounter Rate ANI:

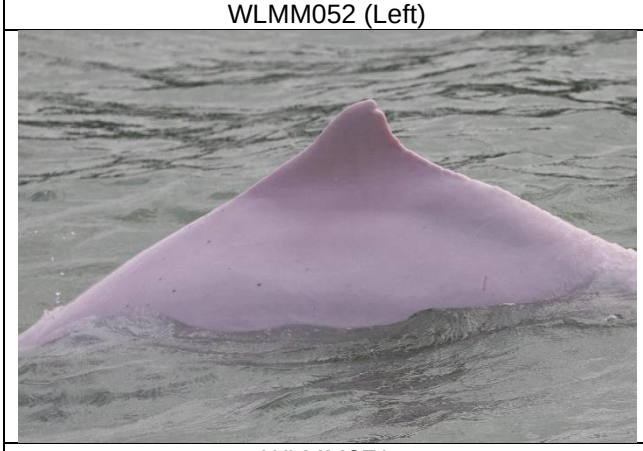


CWD Small Vessel Line-transect Survey **Photo Identification**

	
NLMM023	NLMM027
	
SLMM002	SLMM007
	
SLMM014	SLMM023
	
SLMM025	SLMM031

	
SLMM035	SLMM037
	
SLMM044	SLMM049
	
SLMM052	SLMM058
	
SLMM059	SLMM060

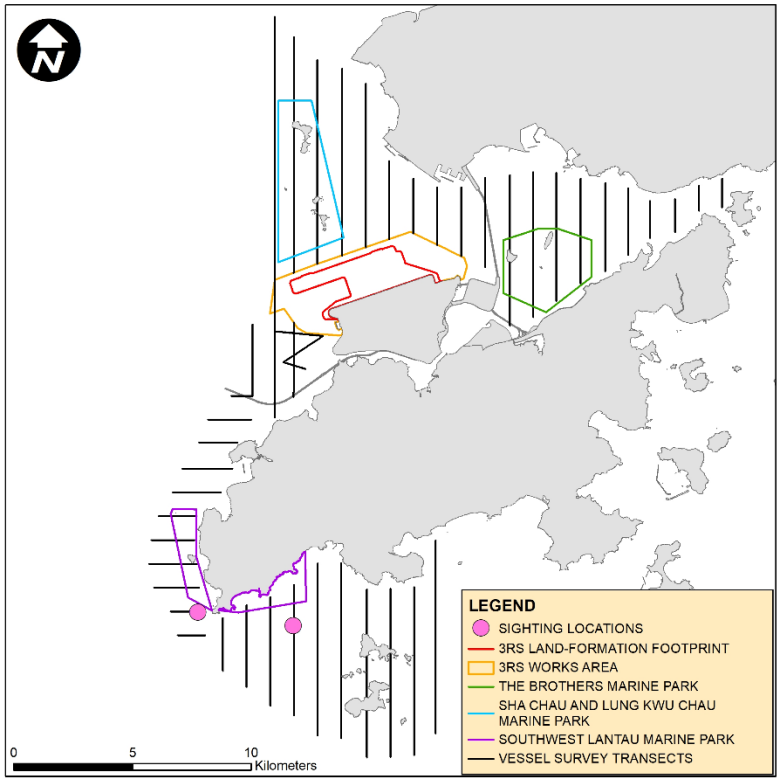
	
SLMM074	WLMM001
	
WLMM005	WLMM007
	
WLMM018	WLMM028
	
WLMM029	WLMM049

	
WLMM052 (Left)	WLMM063
	
WLMM071	WLMM109
	
WLMM114	WLMM118
	
WLMM131	WLMM152

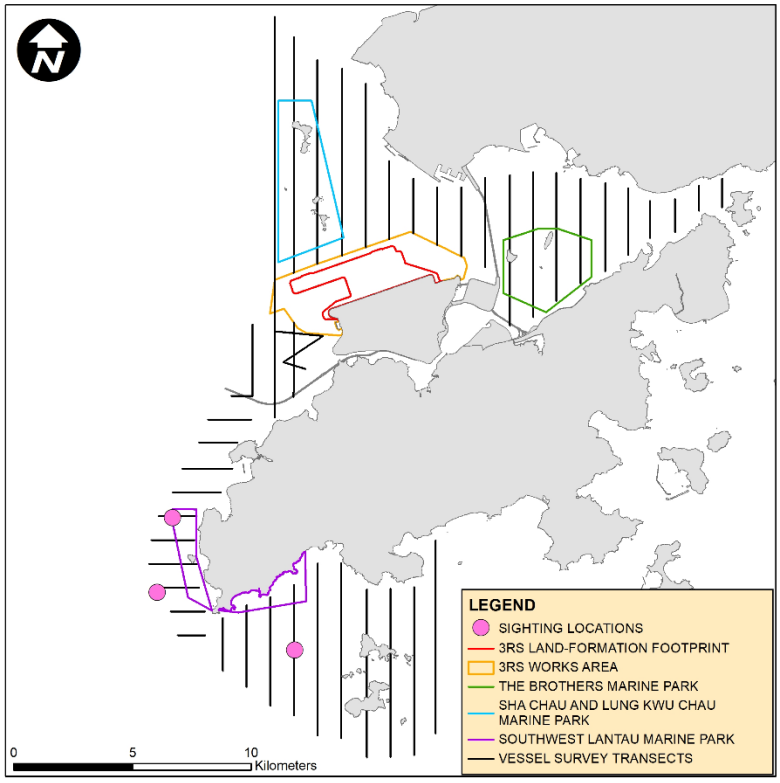
	
WLMM163	WLMM168
	
WLMM176 (Right)	

Photo Identification – Re-sighting Locations

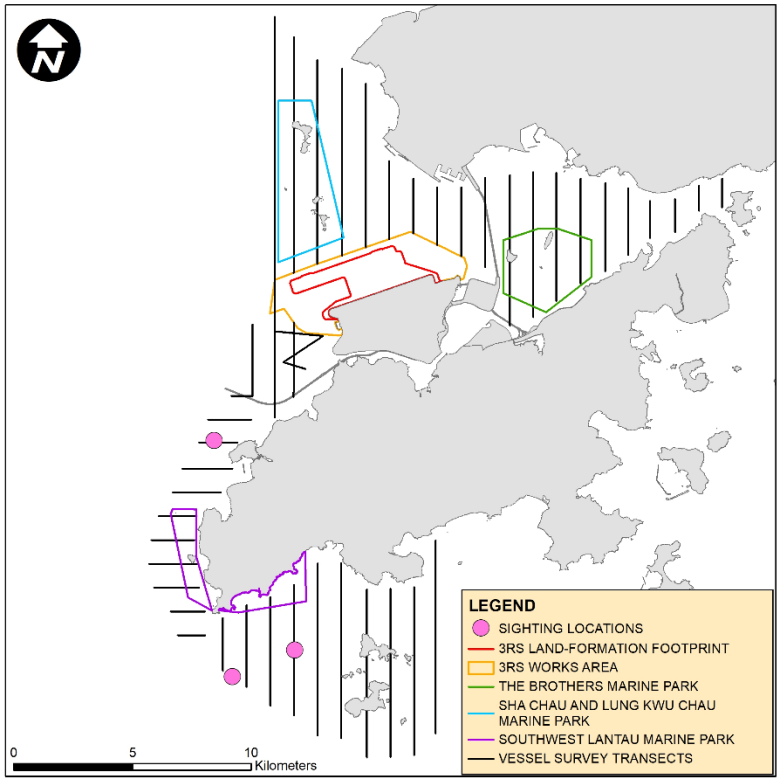
SLMM014



SLMM023



WLMM029


N
LEGEND
SIGHTING LOCATIONS
3RS LAND-FORMATION FOOTPRINT
3RS WORKS AREA
THE BROTHERS MARINE PARK
SHA CHAU AND LUNG KWU CHAU MARINE PARK
SOUTHWEST LANTAU MARINE PARK
VESSEL SURVEY TRANSECTS
0
5
10
Kilometers

CWD Land-based Theodolite Tracking

CWD Groups by Survey Date

Date	Station	Start Time	End Time	Duration	Beaufort Range	Visibility	No. of Focal Follow Dolphin Groups Tracked	Dolphin Group Size Range
17/Oct/22	Lung Kwu Chau	09:01	15:01	6:00	3	3	0	-
27/Oct/22	Sha Chau	10:41	16:41	6:00	2	3	0	-
15/Nov/22	Sha Chau	10:30	16:30	6:00	2-3	3-4	0	-
28/Nov/22	Lung Kwu Chau	08:58	14:58	6:00	2-3	2-3	4	1-5
15/Dec/22	Sha Chau	10:37	16:37	6:00	3	3	0	-
19/Dec/22	Lung Kwu Chau	08:52	14:52	6:00	2-3	2	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)

Date	Daily Flow at SPS1 (in m^3/day)
01-Oct-22	15,837
02-Oct-22	12,243
03-Oct-22	12,243
04-Oct-22	14,040
05-Oct-22	10,783
06-Oct-22	12,131
07-Oct-22	12,917
08-Oct-22	12,468
09-Oct-22	12,468
10-Oct-22	11,344
11-Oct-22	13,591
12-Oct-22	13,703
13-Oct-22	13,366
14-Oct-22	13,591
15-Oct-22	13,591
16-Oct-22	11,007
17-Oct-22	12,804
18-Oct-22	12,007
19-Oct-22	11,805
20-Oct-22	11,007
21-Oct-22	10,783
22-Oct-22	12,917
23-Oct-22	11,007
24-Oct-22	10,109
25-Oct-22	11,344
26-Oct-22	13,254
27-Oct-22	13,141
28-Oct-22	12,131
29-Oct-22	12,580
30-Oct-22	12,018
31-Oct-22	13,478
Oct - 22 Daily Avg	**12,442**

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

Date	Daily Flow at SPS1 (in m^3/day)
01-Nov-22	13,366
02-Nov-22	14,265
03-Nov-22	14,040
04-Nov-22	13,029
05-Nov-22	14,152
06-Nov-22	11,232
07-Nov-22	14,714
08-Nov-22	12,580
09-Nov-22	10,783
10-Nov-22	11,794
11-Nov-22	12,243
12-Nov-22	12,243
13-Nov-22	12,580
14-Nov-22	11,906
15-Nov-22	13,029
16-Nov-22	14,826
17-Nov-22	12,468
18-Nov-22	15,612
19-Nov-22	13,366
20-Nov-22	10,333
21-Nov-22	15,163
22-Nov-22	15,837
23-Nov-22	15,163
24-Nov-22	14,602
25-Nov-22	15,949
26-Nov-22	15,163
27-Nov-22	15,276
28-Nov-22	17,522
29-Nov-22	16,399
30-Nov-22	11,681
Nov - 22 Daily Avg	**13,711**

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

Date	Daily Flow at SPS1 (in m^3/day)
01-Dec-22	13,928
02-Dec-22	16,174
03-Dec-22	12,580
04-Dec-22	13,254
05-Dec-22	8,199
06-Dec-22	12,468
07-Dec-22	12,682
08-Dec-22	14,152
09-Dec-22	11,007
10-Dec-22	14,602
11-Dec-22	13,141
12-Dec-22	11,681
13-Dec-22	11,681
14-Dec-22	12,355
15-Dec-22	14,714
16-Dec-22	16,286
17-Dec-22	10,221
18-Dec-22	11,906
19-Dec-22	12,692
20-Dec-22	10,558
21-Dec-22	10,109
22-Dec-22	14,939
23-Dec-22	13,478
24-Dec-22	12,804
25-Dec-22	11,906
26-Dec-22	14,489
27-Dec-22	9,435
28-Dec-22	12,468
29-Dec-22	12,468
30-Dec-22	12,131
31-Dec-22	13,478
Dec - 22 Daily Avg	**12,645**

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