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11th CONSOLIDATED QUARTERLY EM&A REPORT

July 2019 – September 2019

Client : Civil Engineering and Development Department, HKSAR

EP No. : EP-337/2009 –
New Distributor Roads Serving the Planned Kai Tak Development Area

Contract No. : KLN/2016/05 –
Independent Environmental Checker for
Contract No. KL/2015/02 Kai Tak Development –
Stage 5A Infrastructure at Former North Apron Area

Report No. : 0087/16/ED/1030

Prepared by : Wingo So

Reviewed by : Calvin Leung

Certified by :

Colin Yung
Independent Environmental Checker
Fugro Technical Services Limited

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TABLE OF CONTENTS

LIST OF APPENDICES

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EXECUTIVE SUMMARY

i. This is the 11th Consolidated Quarterly EM&A Report which summaries the quarterly EM&A works undertaken by respective contracts under the EP-337/2009 within the reporting period between July 2019 and September 2019.

Construction Activities for the Reporting Period

ii. The major construction activities undertaken are summarized as follow:

Contract No. KL/2012/03:

- Daily Cleaning;
- E&M Work, GRC coping, Landscape Work in PS2;
- Maintenance platform in PS2 and DCS;
- E&M Works and Scaffold Platform Installation in NPS;
- Scaffold Platform Installation in NPS;
- Weeding at roadside planting areas;
- Painting cladding at PS2; and
- Steel Platform Installation in NPS and PJ-N-02

Contract No. KL/2014/01:

- TTA implementation, junction improvement works at Shing Fung Road, Wang Chiu Road / Kai Cheung Road and Sheung Yee Road/Wang Chiu Road;
- Construction of box culvert and underpass;
- Construction of utilities trough at Kai Tak Bridge;
- Laying of sewer, drainage and pavement;
- Erection of noise barrier steel structure and panels;

Contract No. KL/2014/03:

June 2019 – September 2019

- Excavation and laying of drainage pipe and manhole;
- Excavation and ELS construction.
- Construction of SUS structure; and
- Construction of District Cooling System.
- Construction of Subway A.
- Construction of road base and road pavement.

Contract No. KL/2015/02:

July 2019

- Jacking up the existing bridge K72
- Excavation works with ELS installation and construction of traffic deck (stage 4-1) at SKLR playground
- Structural works for subway construction (Bay 6)
- Trail pit excavation and sheet piling works for subway construction at PERE (Stage 2)
- Preparation works for demolition of bridge K72
- Drainage works at Road D1
- Preparation works for construction of parapet at Retaining Wall S15; and
- DCS and water mains laying works in Road D1 & L7

August 2019

- Jacking up the existing bridge K72
- Construction of traffic deck (stage 4-1) at SKLR playground

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- Carry out drilling and grouting works at PERE 9Stage 2)
- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Watermains laying works in Portion 6, Portion 1; and
- DCS works in Road Portion 1

September 2019

- DCS works in Road Portion 1
- Modify the underpinning frame
- Construction of traffic deck (stage 4-1) at SKLR playground
- Excavate for subway construction at PERE Stage 2
- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Backfilling works at Road L7
- DCS works in Portion 1 Road D1; and
- Water mains laying works in Portion 1 and Portion 6

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Breaches of Action and Limit Levels for Air Quality

iii. No Action or Limit Level Exceedance of 1-hr TSP monitoring was recorded in the reporting period.

iv. No Action or Limit Level Exceedance of 24hr TSP monitoring was recorded in the reporting period.

Breaches of Action and Limit Levels for Noise

v. No Action or Limit Level Exceedance for construction noise was recorded in the reporting period.

Complaint, Notifications of Summons and Successful Prosecutions

vi. No environmental complaint was received during the reporting period.

vii. No notification of summons or prosecution was received in the reporting period.

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1. INTRODUCTION

1.1 Background

1.1.1 The Kai Tak Development is located in the south-eastern part of Kowloon Peninsula of the HKSAR, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling.

1.1.2 A study of environmental impact assessment (EIA) was undertaken to consider the key issues of air quality, noise, water quality, waste, land contamination, cultural heritage and landscape and visual impact, and identify possible mitigation measures associated with the works. EIA Report (Register No. AEIAR-130/2009) was approved by the Environmental Protection Department (EPD) on 4 March 2009.

1.1.3 The EP-337/2009 was issued on 23 April 2009 for the new distributor roads serving the planned Kai Tak Development to the following scale and slope:

a) Road D1 – a dual 2-lane carriageway of approximately 1.3 km long.
b) Road D2 – a dual 3-lane carriageway of approximately 1.1 km long.
c) Road D3 – a dual 2-lane carriageway of approximately 2.3 km long.
d) Road D4 – a dual 2-lane carriageway of approximately 0.9 km long.

1.1.4 The Civil Engineering and Development Department HKSAR (CEDD) has appointed Fugro Technical Services Limited (FTS) to undertake the role of Independent Environmental Checker (IEC) for the Contract No. KL/2015/02.

1.1.5 This is the 11th Consolidated Quarterly EM&A Report which summaries the quarterly EM&A works undertaken by respective contracts under the EP-337/2009 within the reporting period between July 2019 and September 2019.

1.2 Summary of relevant Contract Information of Key Personnel

Party	Position	Name	Telephone	Fax
Contract No. KL/2012/03:				
Project Proponent (CEDD)	Senior Engineer	Mr. C. K. Choi	2301 1174	2301 1277
Engineer's Representative (AECOM)	SRE	Mr. John Yam	2798 0771	3013 8864
	RE	Mr. Mickey Lee		
IEC (ANewR)	IEC	Mr. Adi Lee	2618 2831	3007 8648
ET (Wellab)	ET Leader	Dr. Priscilla Choy	2151 2089	2898 7076
	Project Coordinator and Audit Team Leader	Ms. Ivy Tam	2151 2090	
Main Contractor (Kwan On)	Site Agent	Mr. P.H. Ho	2889 8675	2558 6900
			6146 6761 (Hotline)	
Contract No. KL/2014/01:				
Project Proponent (CEDD)	Senior Engineer	Mr. Keith Chu	3579 2450	3579 4516
	Engineer	Ms. Adonia Yung	3579 2124	
Engineer's Representative (AECOM)	CRE	Mr. Clive Cheng	3746 1801	2798 0783
IEC (KSMC)	IEC	Dr. C. F. Ng	2618 2166	2120 7752
ET (Cinotech)	ET Leader	Mr. K S Lee	2151 2091	3107 1388
	Audit Team Leader	Ms. Betty Choi	2151 2072	
Main Contractor (CCJV)	EO	Mr. Dennis Ho	2960 1398	2960 1399
Contract No. KL/2014/03:				
Project Proponent (CEDD)	Co-ordinator	Mr. Simon Kwok	3842 7140	2739 0076
Engineer's Representative (HMJV)	CRE	Mr. Chris Wong	3742 3803	3742 3899
IEC (Ramboll Hong Kong Limited)	IEC	Mr. F. C. Tsang	3465 2851	3465 2899
ET (MCL)	ET Leader	Mr. Colin Yung	3565 4114	3565 4160
Main Contractor (CRBC)	Site Agent	Mr. Dickey Yau	5699 4503	2283 1689
	EO	Mr. Kola Lam	5545 4625	
Contract No. KL/2015/02:				
Project Proponent (CEDD)	Senior Engineer	Mr. Ricky Chan	2116 3753	2116 0714
Engineer's Representative (AECOM)	SRE	Mr. Vincent Lee	2798 0771	2210 6110
IEC (FTS)	IEC	Mr. Colin Yung	3565 4114	2450 8032
ET (Cinotech)	ET Leader	Mr. K.S Lee	2151 2091	3107 1388
	Audit Team Leader	Ms. Betty Choi	2151 2072	
Main Contractor (PWHJV)	Site Agent	Mr. W. M. Wong	6386 3535	2398 8301

1.3 Summary of Construction Programme and Activities

1.3.1 The construction programme of each Contract is summarized in the appendices of the corresponding Quarterly EM&A.

1.4 Works undertaken in reporting period

1.4.1 The major construction activities undertaken are summarized as follow:

Contract No. KL/2012/03:

- Daily Cleaning;
- E&M Work, GRC coping, Landscape Work in PS2;
- Maintenance platform in PS2 and DCS;
- E&M Works and Scaffold Platform Installation in NPS;
- Scaffold Platform Installation in NPS;
- Weeding at roadside planting areas;
- Painting cladding at PS2; and
- Steel Platform Installation in NPS and PJ-N-02

Contract No. KL/2014/01:

- TTA implementation, junction improvement works at Shing Fung Road, Wang Chiu Road / Kai Cheung Road and Sheung Yee Road/Wang Chiu Road;
- Construction of box culvert and underpass;
- Construction of utilities trough at Kai Tak Bridge;
- Laying of sewer, drainage and pavement;
- Erection of noise barrier steel structure and panels;

Contract No. KL/2014/03:

June 2019 – September 2019

- Excavation and laying of drainage pipe and manhole;
- Excavation and ELS construction.
- Construction of SUS structure; and
- Construction of District Cooling System.
- Construction of Subway A.
- Construction of road base and road pavement.

Contract No. KL/2015/02:

July 2019

- Jacking up the existing bridge K72
- Excavation works with ELS installation and construction of traffic deck (stage 4-1) at SKLR playground
- Structural works for subway construction (Bay 6)
- Trail pit excavation and sheet piling works for subway construction at PERE (Stage 2)
- Preparation works for demolition of bridge K72
- Drainage works at Road D1
- Preparation works for construction of parapet at Retaining Wall S15; and
- DCS and water mains laying works in Road D1 & L7

August 2019

- Jacking up the existing bridge K72
- Construction of traffic deck (stage 4-1) at SKLR playground
- Carry out drilling and grouting works at PERE 9Stage 2)

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- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Watermains laying works in Portion 6, Portion 1; and
- DCS works in Road Portion 1

September 2019

- DCS works in Road Portion 1
- Modify the underpinning frame
- Construction of traffic deck (stage 4-1) at SKLR playground
- Excavate for subway construction at PERE Stage 2
- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Backfilling works at Road L7
- DCS works in Portion 1 Road D1; and
- Water mains laying works in Portion 1 and Portion 6

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2. ENVIRONMENTAL MONITORING & AUDIT

2.1 Results and Observations

2.1.1 Contract No. KL/2012/03:

- Thee Proposal for Cessation of Construction Phase EM&A Works at Road D2 for Environmental Permits (EP) No. EP-377/2009 was approved by the EPD on 15 April 2019. The impact environmental monitoring has been ceased since 15 April 2019.

2.1.2 Contract No. KL/2014/01:

Air Quality and Construction Noise

- No monitoring for air quality and noise impact is required under the Project.

Landscape and Visual

- No non-compliance of the landscape and visual impact was recorded in the reporting quarter.

2.1.3 Contract No. KL/2014/03:

- No Action and Limit Level exceedance for 24-hr TSP was recorded in the reporting period at all monitoring stations.

- No Action / Limit Level exceedance for construction noise was recorded in the reporting period at all monitoring stations

2.1.4 Contract No. KL/2015/02:

Air Quality

- No Action/ Limit Level exceedance was recorded in the reporting period.

Construction Noise

- No Action/ Limit Level exceedance was recorded in the reporting period.

Landscape and Visual

- No non-compliance of the landscape and visual impact was recorded in the reporting period.

2.1.5 Summary of exceedances and graphical presentations are presented in the appendices of the corresponding Quarterly EM&A reports.

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3. ENVIRONMENTAL SITE INSPECTION AND AUDIT

3.1 Site Inspection

3.1.1 Site inspections were carried out weekly to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. The site inspection of each Contract are summarized as follow:

Contract No. KL/2012/03:
During site inspections in the reporting period, no non-conformance was identified.

Contract No. KL/2014/01:
During site inspections in the reporting period, no non-conformance was identified.

Contract No. KL/2014/03:
No outstanding issues were reported during the reporting period.

Contract No. KL/2015/02:
During site inspections in the reporting period, no non-conformance was identified.

3.1.2 Detailed of observation, recommendation of site inspections and summary of the mitigation measures implementation schedule is provided in the appendices of the corresponding Quarterly EM&A Reports.

4. ENVIRONMENTAL COMPLAINT AND NON-COMPLIANCE

4.1 Complaints, Notification of Summons and Prosecution

4.1.1 The summary of complaints, notification of summons and prosecution in the reporting month is shown as **Table 4.1**. Detailed records are presented in the appendices of the corresponding Quarterly EM&A Reports.

Table 4.1 Summary of Complaints, Notification of Summons and Prosecution

Event	No. of Event(s) This Reporting Period	Remark
Contract No. KL/2012/03:		
Complaint received	0	NA
Notifications of any summons & prosecutions received	0	NA
Contract No. KL/2014/01:		
Complaint received	0	NA
Notifications of any summons & prosecutions received	0	NA
Contract No. KL/2014/03:		
Complaint received	0	NA
Notifications of any summons & prosecutions received	0	NA
Contract No. KL/2015/02:		
Complaint received	0	NA
Notifications of any summons & prosecutions received	0	NA

4.1.2 No environmental complaint was received during the reporting period.

4.1.3 No notification of summons or prosecution was received in the reporting period.

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5. IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURES

5.1 Implementation Status

The Contractor has implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and the EM&A Manuals. The implementation status of the mitigation measures during the reporting month are presented in the appendices of the corresponding Quarterly EM&A Reports**.**

5.2 Waste Management

The amount of wastes generated of relevant Contracts is shown in the appendices of the corresponding Quarterly EM&A Reports.

6. CONCLUSIONS

6.1.1 No Action or Limit Level Exceedance of 1-hr TSP monitoring was recorded in the reporting period.

6.1.2 No Action or Limit Level Exceedance of 24hr TSP monitoring was recorded in the reporting period.

6.1.3 No Action or Limit Level Exceedance for construction noise was recorded in the reporting period.

6.1.4 No environmental complaint was received during the reporting period.

6.1.5 No notification of summons or prosecution was received in the reporting period.

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Appendix A

Monthly EM&A Report
For
Contract No. KL/2012/03
Kai Tak Development - Stage 4 Infrastructure at North Apron Area

Civil Engineering and Development Department

EP-344/2009 – New Sewage Pumping Stations Serving KTD and
EP-337/2009 – New Distributor Roads Serving the Planned KTD

Contract No. KL/2012/03
Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area

Quarterly EM&A Summary Report

June 2019 – August 2019

(Version 1.0)

Approved By	(Environmental Team Leader)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

WELLAB accepts no responsibility for changes made to this report by third parties

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ANEWR

AECOM
8/F, Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin
New Territories
Hong Kong

Your reference:

Our reference: HKCEDD11/50/106091

Date: 23 October 2019

Attention: Mr Mickey Lee

BY EMAIL & POST
(email: RE3@ktd-5a.com)

Dear Sirs

Agreement No. EDO 08/2018
Independent Environmental Checker (IEC) for CEDD Contract No. KL/2012/03
Kai Tak Development – Stage 4 infrastructure at former north apron area
Verification of Quarterly EM&A Report (June 2019 - August 2019)

We refer to email of 17 October 2019 attaching a Quarterly EM&A Report (June 2019 – August 2019) prepared by the ET.

We have no further comment and hereby verify the Report in accordance with Clause 3.3 of the Environmental Permit nos. EP-337/2009 and EP-344/2009.

Please do not hesitate to contact the undersigned or our Ms Katherine Chu on 2618 2831 should you have any queries.

Yours faithfully
ANEWR CONSULTING LIMITED

Adi Lee
Independent Environmental Checker

LYMA/CWKK/csym

cc CEDD – Mr C K Choi (email: ckchoi@cedd.gov.hk)
Wellab – Dr Priscilla Choy (email: priscilla.choy@wellab.com.hk)

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TABLE OF CONTENTS

Page

LIST OF TABLE

LIST OF FIGURES

LIST OF APPENDICES

EXECUTIVE SUMMARY

Introduction

1. This is the 23rd Quarterly Environmental Monitoring and Audit Report prepared by Wellab Ltd. for "Contract No. KL/2012/03 - Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area" (Hereafter referred to as "the Project"). This summary report presents the EM&A works performed in the period from June 2019 to August 2019.

Environmental Monitoring Works

2. Site Inspections/Audits were conducted once per week. The implementation of the environmental mitigation measures, Event Action Plans and environmental complaint handling procedures were also checked.

3. The Proposal for Cessation of Construction Phase EM&A Works at Road D2 for Environmental Permits (EP) No. EP-377/2009 was approved by the EPD on 15th April 2019. The impact environmental monitoring has been ceased since 15th April 2019. The As-built drawing for Road D2 was submitted to EPD on 13 August 2019. Weekly site inspection, Landscape and Visual Monitoring and reporting for Environmental Permits (EP) No. EP-377/2009 have been ceased since 15 August 2019.

Key Information in the Reporting Quarter

4. Summary of key information in the reporting quarter is tabulated in Table II.

Table I Summary Table for Key Information in the Reporting Quarter

Event	Event Details		Action Taken	Status	Remark
	Number	Nature			
Complaint received	0	---	N/A	N/A	---
Reporting Changes	0	---	N/A	N/A	---
Notifications of any summons & prosecutions received	0	---	N/A	N/A	---

1. INTRODUCTION

Background

1.1 The Kai Tak Development (KTD) is located in the south-eastern part of Kowloon Peninsula, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 328 hectares. Stage 4 Infrastructure at Former North Apron Area is one of the construction stages of KTD. The general layout of the Project is shown in **Figure 1.**

1.2 The construction activities undertaken in the reporting quarter were:

- Daily Cleaning;
- E&M Work, GRC coping, Landscape Work in PS2;
- Maintenance platform in PS2 and DCS;
- E&M Works and Scaffold Platform Installation in NPS;
- Scaffold Platform Installation in NPS;
- Weeding at roadside planting areas;
- Painting cladding at PS2; and
- Steel Platform Installation in NPS and PJ-N-02

1.3 Wellab Limited (Wellab) was commissioned by Kwan On Construction Co., Ltd. (the Contractor) on 1st January 2019 to undertake the role of the Environmental Team (ET) for the Contract No. KL/2012/03 - Stage 4 Infrastructure at Former North Apron Area. The construction work under KL/2012/03 comprises the construction of Road D2 & Sewage Pumping Station PS2 and PS NPS which forms a part of the works under two EPs (EP-337/2009 and EP-344/2009).

1.4 The construction commencement of this Contract was on 1st December 2013 for Road D2, Sewage Pumping Station PS2 and PS NPS. This summary report presents the EM&A works performed in the period from June 2019 to August 2019.

Project Organizations

1.5 Different parties with different levels of involvement in the project organization include:

- Project Proponent – Civil Engineering and Development Department (CEDD).
- The Engineer and the Engineer's Representative (ER) – AECOM.
- Environmental Team (ET) – Cinotech Consultants Limited (CCL) (ET service completed on 31st December 2018).
- Environmental Team (ET) – Wellab Limited (Wellab) (Responsible for ET service since 1st January 2019).
- Independent Environmental Checker (ANewR) – ANewR Consulting Limited. (ANewR)
- Contractor –Kwan On Construction Co., Ltd. (Kwan On).

1.6 The key contacts of the Project are shown in **Table 1.1**.

Table 1.1 Key Project Contacts

Party	Role	Contact Person	Position	Phone No.	Fax No.
CEDD	Project Proponent	Mr. C. K. Choi	Senior Engineer	2301 1174	2301 1277
AECOM	Engineer's Representative	Mr. John Yam	SRE	2798 0771	3013 8864
		Mr. Mickey Lee	RE		
Wellab	Environmental Team	Dr. Priscilla Choy	Environmental Team Leader	2151 2089	2898 7076
		Ms. Ivy Tam	Project Coordinator and Audit Team Leader	2151 2090	
ANewR	Independent Environmental Checker	Mr. Adi Lee	Independent Environmental Checker	2618 2831	3007 8648
Kwan On	Contractor	Mr. P.H. Ho	Site Agent	2889 8675	2558 6900
				6146 6761 (Hotline telephone number)	

2. ENVIRONMENTAL MONITORING AND AUDIT REQUIREMENTS

Monitoring Parameters and Monitoring Locations

2.1 The EM&A Manual designates locations for the ET to monitor environmental impacts in terms of air quality, noise, landscape and visual due to the Project. The Project area and monitoring locations are depicted in **Figures 2 and 3**. **Appendix A** gives details of monitoring requirements.

Environmental Quality Performance Limits (Action and Limit Levels)

2.2 The environmental quality performance limits, i.e. Action and Limit Levels were derived from the baseline monitoring results. Should the measured environmental quality parameters exceed the Action/Limit Levels, the respective action plans would be implemented. The Action/Limit Levels for each environmental parameter are given in **Appendix B**.

Implementation Status of Environmental Mitigation Measures

2.3 Relevant mitigation measures as recommended in the project EIA report have been stipulated in the EM&A Manual for the Contractor to implement. The implementation status of environmental mitigation measures (EMIS) is given in **Appendix C**.

Site Audit Summary

2.4 During site inspections in the reporting period, no non-conformance was identified. The observations and recommendations made during the reporting period are summarized in **Appendix D**.

2.5 The As-built drawing for Road D2 was submitted to EPD on 13 August 2019. Weekly site inspection, Landscape and Visual Monitoring and reporting for Environmental Permits (EP) No. EP-377/2009 has been ceased since 15 August 2019.

Status of Waste Management

2.6 The amount of wastes generated by the major site activities of this Project during the reporting quarter is shown in **Appendix E**.

3. MONITORING RESULTS AND NON-COMPLIANCE (EXCEEDANCES) OF THE ENVIRONMENTAL QUALITY PERFORMANCE LIMITS (ACTION AND LIMIT LEVELS)

3.1 Environmental monitoring works were performed in the reporting period. A summary of exceedances is attached in **Appendix F**.

Air Quality and Construction Noise

3.2 The Proposal for Cessation of Construction Phase EM&A Works at Road D2 for Environmental Permits (EP) No. EP-377/2009 was approved by the EPD on 15 April 2019. The impact environmental monitoring has been ceased since 15 April 2019.

3.3 Noise monitoring, 1-hr TSP and 24-hr TSP monitoring were not required for Environmental Permits (EP) No. EP-344/2009.

3.4 Site audits were carried out a weekly basis to monitor and audit the timely implementation of air quality mitigation measures within the site boundaries of this Project. The summaries of site audits are attached in **Appendix D**.

Construction Noise

3.5 The Proposal for Cessation of Construction Phase EM&A Works at Road D2 for Environmental Permits (EP) No. EP-377/2009 was approved by the EPD on 15 April 2019. The impact environmental monitoring has been ceased since 15 April 2019.

3.6 Noise monitoring was not required for Environmental Permits (EP) No. EP-344/2009.

3.7 Site audits were carried out a weekly basis to monitor and audit the timely implementation of construction noise mitigation measures within the site boundaries of this Project. The summaries of site audits are attached in **Appendix D**.

Landscape and Visual

3.8 Site audits were carried out on a weekly basis to monitor and audit the timely implementation of landscape and visual mitigation measures of this project. No non-compliance of the landscape and visual impact was recorded in the reporting quarter.

3.9 The As-built drawing for Road D2 was submitted to EPD on 13 August 2019. Weekly site inspection, Landscape and Visual Monitoring and reporting for Environmental Permits (EP) No. EP-377/2009 have been ceased since 15 August 2019.

4. COMMENTS, CONCLUSIONS AND RECOMMENDATIONS

Conclusions

4.1 The Cessation of Impact Environmental Monitoring Works (Construction Phase) was approved by the EPD. Impact Environmental Monitoring Works has been ceased since 15 April 2019. The As-built drawing for Road D2 was submitted to EPD on 13 August 2019. Weekly site inspection, Landscape and Visual Monitoring and reporting for Environmental Permits (EP) No. EP-377/2009 have been ceased since 15 August 2019.

4.2 Impact environmental monitoring were not required for Environmental Permits (EP) No. EP-344/2009.

Effectiveness of Mitigation Measures

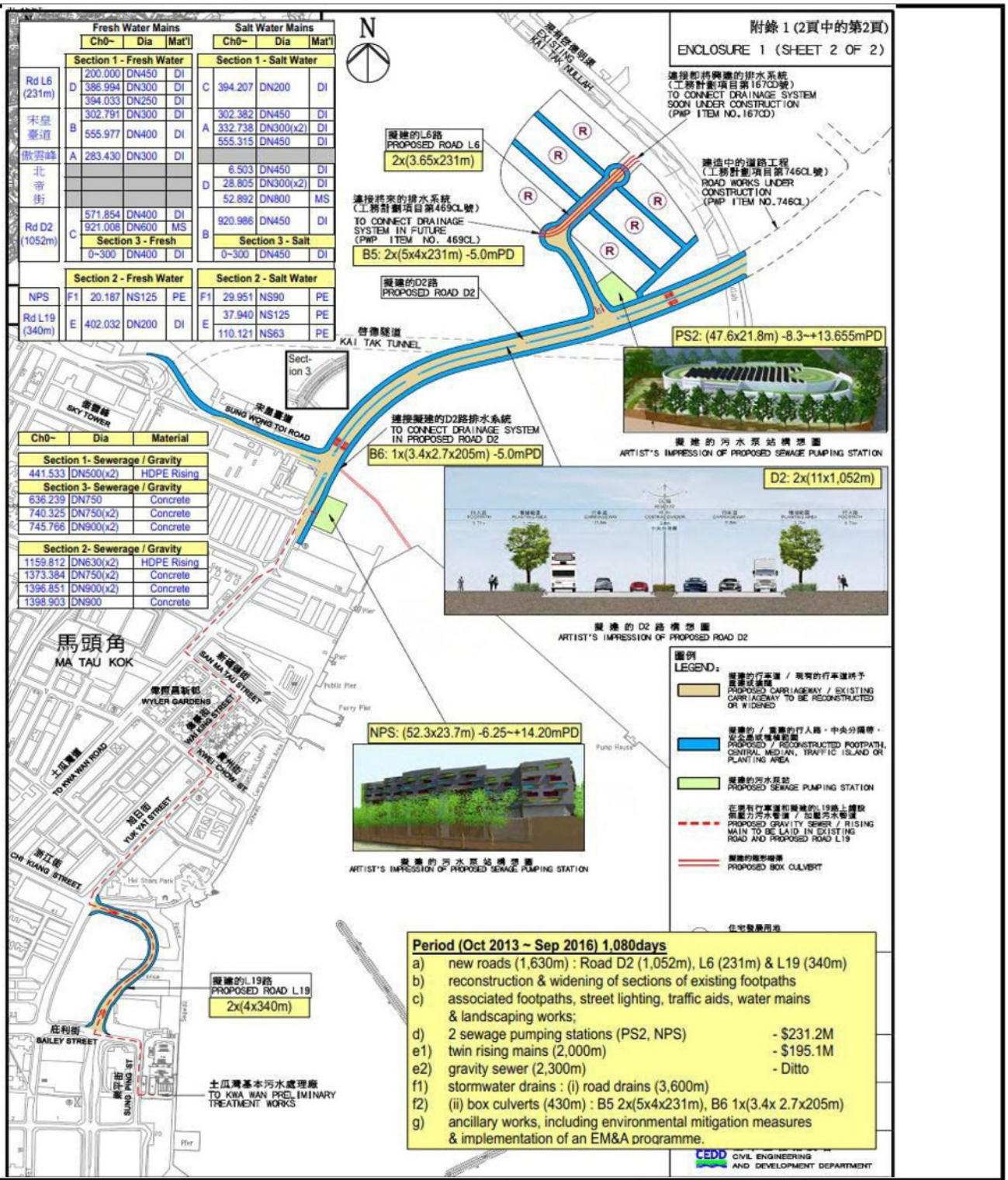
4.3 The mitigation measures recommended in the EIA report are considered effective in minimizing environmental impacts.

4.4 The Contractor has implemented the recommended mitigation measures.

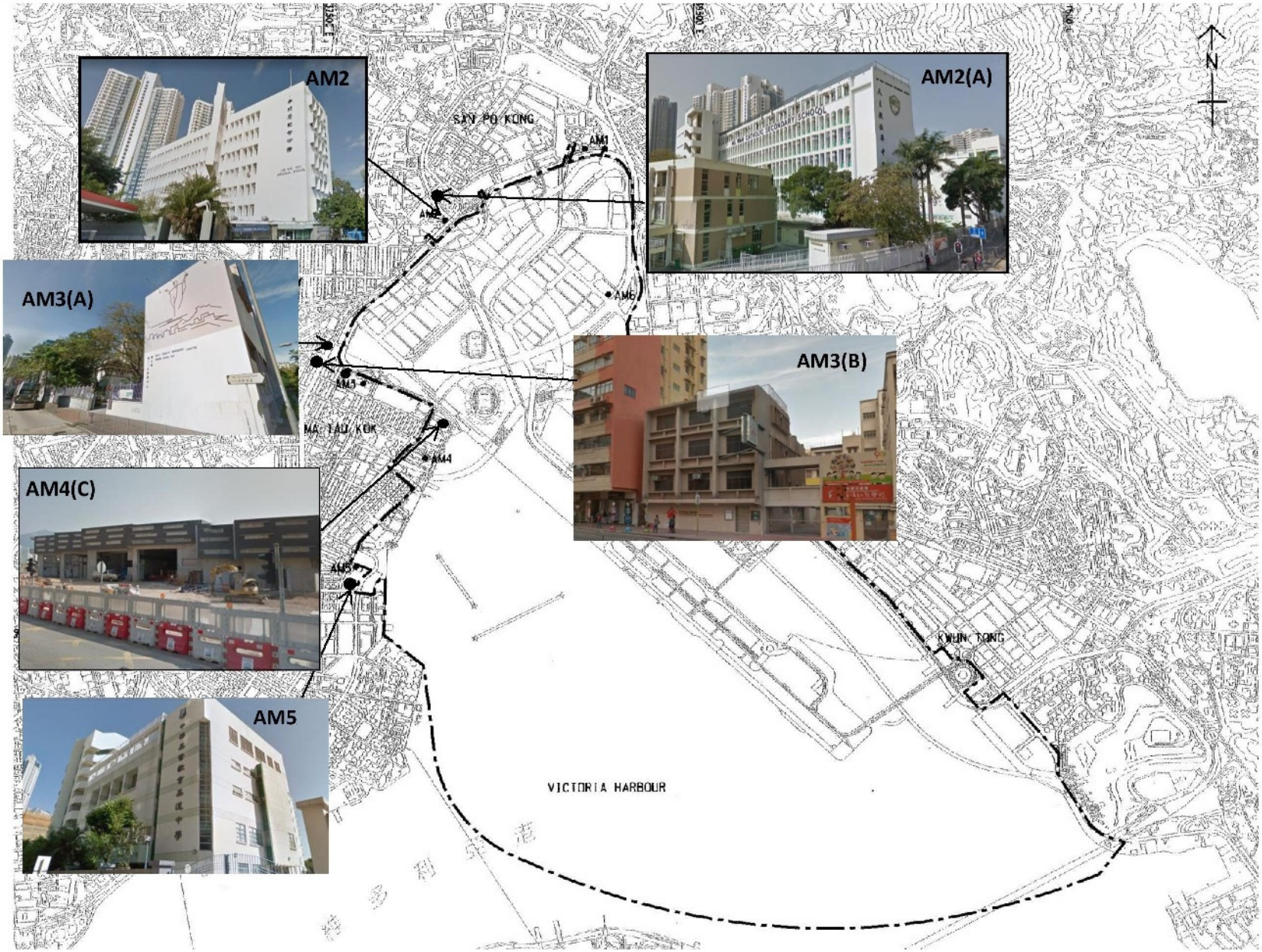
4.5 No environmental complaints and environmental prosecution were received in the reporting quarter.

4.6 The effectiveness of environmental management is satisfactory given that the recommendations given in the site inspections performed in the reporting period (as shown in **Appendix D**) are met.

FIGURES



Title	KL/2012/03 - Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area	Scale N.T.S	Project No. MA13056	WELLAB 匯力 consulting . testing . research
	Site Layout Plan	Date Sep-13	Figure 1	



Title	Contract No. KL/2012/03 Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area Air Quality Monitoring Stations under this Project	Scale: N.T.S Date: Dec-17	Project No.: MA13056 Figure: 2

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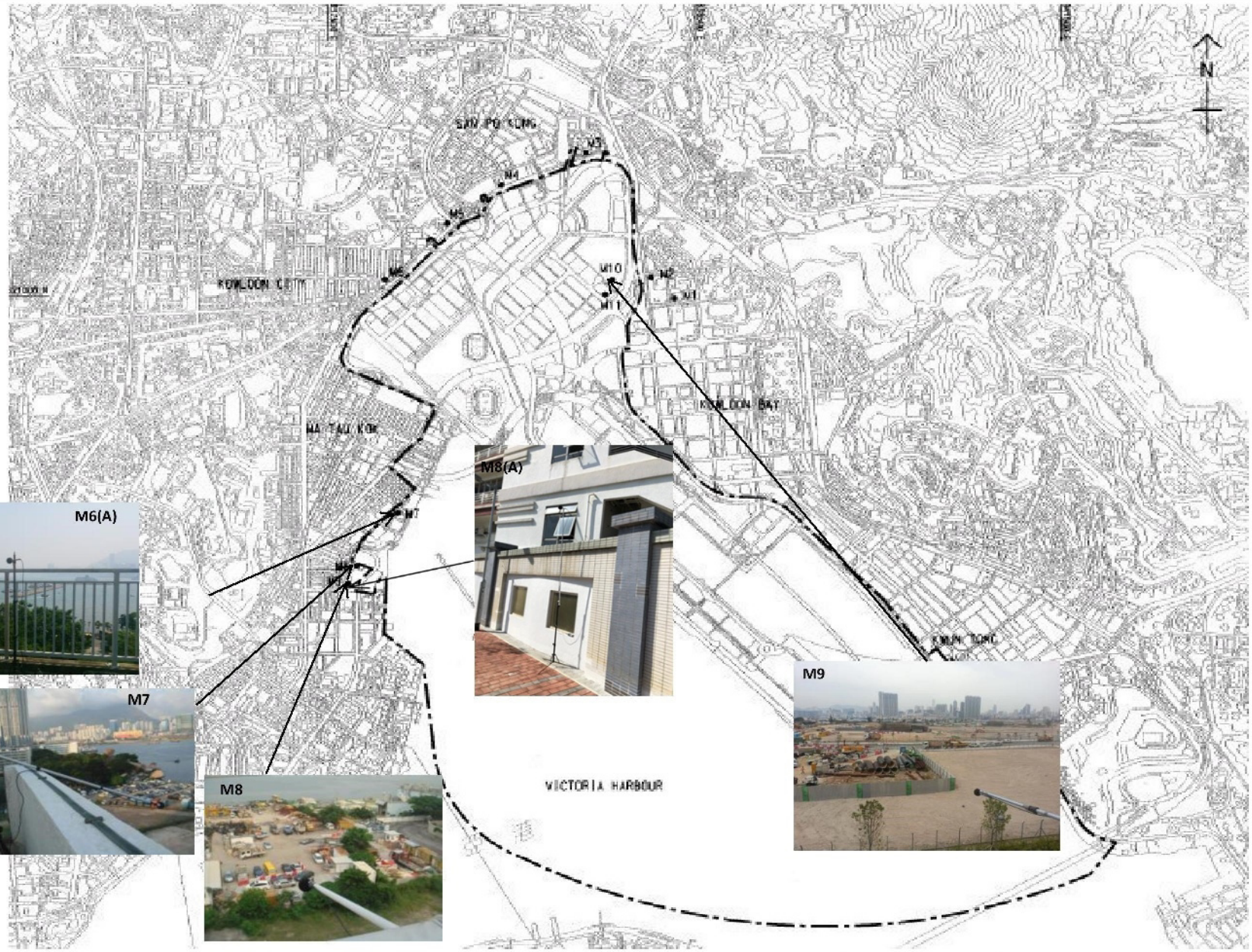

Title	Contract No. KL/2012/03 Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area Noise Monitoring Stations under this Project	Scale: N.T.S Date: Dec-16	Project No.: MA13056 Figure: 3

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APPENDIX A
MONITORING REQUIREMENTS

Appendix A - Environmental Impact Monitoring Requirements

Type of Monitoring	Parameter	Frequency	Location	Measurement Conditions
Air Quality	1 hour TSP	Three times / 6 days	• AM2 – Lee Kau Yan Memorial School • AM2(A) Ng Wah Catholic Secondary School • AM3(A) – Holy Trinity Bradbury Centre • AM3(B) – Family Planning Association of Hong Kong • AM4(A) – EMSD Workshop • AM5 –CCC Kei To Secondary School • #AM6 – PA 15	• AM2 – Rooftop (about 8/F) Area • AM2(A) – Rooftop (about 8/F) Area • AM3(A) - Rooftop (about 8/F) Area • AM3(B) - Rooftop (about 4/F) Area • AM4(A) - Rooftop (about 6/F) Area • AM5 - Rooftop (about 10/F) Area • #AM6 – Site 1B4 (Planned)
	24 hour TSP	Once / 6 days		

Remarks: # The impact monitoring at these locations will only be carried out until existence of the sensitive receiver at the building.

Type of Monitoring	Parameter	Frequency	Location	Measurement Conditions
Construction Noise	L_{eq}, L_{90} & L_{10} at 30 minute intervals during (0700 to 1900 on normal weekdays)	Once per week	• M6(A) - Oblate Primary School • M7 – CCC Kei To Secondary School • *M8(A) – Po Leung Kuk Ngan Po Ling College (Site Boundary) (Temporary) • M9 – Tak Long Estate (from April 2014 onward) • #M10 (Site 1B4 (Planned))	• M6(A) – Free-field measurement at Rooftop (about 7/F) Area • M7 - Facade measurement at Rooftop (about 8/F) Area • M8(A) – Free-field measurement at ground level (Microphone set higher than the wall) • M9 – Façade measurement at 2/F Podium • #M10 (Site 1B4 (Planned))

Remarks: # The impact monitoring at these locations will only be carried out until existence of the sensitive receiver at the building.

*The permission of noise monitoring at M8 was rejected by premises owner on 12th November 2018, the noise monitoring was carried out at alternative station M8(A) temporarily from 21st November 2018.

APPENDIX B
ACTION AND LIMIT LEVELS FOR AIR QUALITY AND NOISE

Appendix B - Action and Limit Levels

Table B-1 Action and Limit Levels for 1-Hour TSP

Location	Action Level, µg/m^3	Limit Level, µg/m^3
AM2	346	500
AM3(A)	351	
AM4(C)	371	
AM5	345	

Table B-2 Action and Limit Levels for 24-Hour TSP

Location	Action Level, µg/m^3	Limit Level, µg/m^3
AM2(A)	157	260
AM3(B)	167	
AM4(C)	187	
AM5	156	

Table B-3 Action and Limit Levels for Construction Noise

Time Period	Action Level	Limit Level
0700-1900 hrs on normal weekdays	When one documented complaint is received	75 dB(A) 70dB(A)/65dB(A)*

Remarks: If works are to be carried out during restricted hours, the conditions stipulated in the Construction Noise Permit (CNP) issued by the Noise Control Authority have to be followed. *70dB(A) and 65dB(A) for schools during normal teaching periods and school examination periods, respectively.

APPENDIX C
ENVIRONMENTAL MITIGATION
IMPLEMENTATION SCHEDULE (EMIS)

Appendix C - Summary of Implementation Schedule of Mitigation Measures for Construction Phase

Types of Impacts	Mitigation Measures	Status
Construction Dust	8 times daily watering of the work site with active dust emitting activities.	^
	Implementation of dust suppression measures stipulated in Air Pollution Control (Construction Dust) Regulation. The following mitigation measures, good site practices and a comprehensive dust monitoring and audit programme are recommended to minimize cumulative dust impacts.	
	• Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.	*
	• Misting for the dusty material should be carried out before being loaded into the vehicle.	^
	• Any vehicle with an open load carrying area should have properly fitted side and tail boards.	^
	• Material having the potential to create dust should not be loaded from a level higher than the side and tail boards and should be dampened and covered by a clean tarpaulin.	^
	• The tarpaulin should be properly secured and should extent at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.	^
	• The vehicles should be restricted to maximum speed of 10 km per hour and confined haulage and delivery vehicle to designated roadways insider the site. On-site unpaved roads should be compacted and kept free of lose materials.	^
	• Vehicle washing facilities should be provided at every vehicle exit point.	^
	• The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	^
	• Every main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet.	^
	• Every stock of more than 20 bags of cement should be covered entirely by impervious sheeting placed in an area sheltered on the top and the three sides.	^
	• Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites.	^

Construction Noise	Use of quiet PME, movable barriers barrier for Asphalt Paver, Breaker, Excavator and Hand-held breaker and full enclosure for Air Compressor, Bar Bender, Concrete Pump, Generator and Water Pump	^
	Good Site Practice: • Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction program.	^
	• Silencers or mufflers on construction equipment should be utilized and should be properly maintained during the construction program.	N/A(1)
	• Mobile plant, if any, should be sited as far away from NSRs as possible.	^
	• Machines and plant (such as trucks) that may be in intermittent use should be shut down between works periods or should be throttled down to a minimum.	^
	• Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby NSRs.	^
	• Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction activities.	^
	Scheduling of Construction Works during School Examination Period	^
	(i) Provision of low noise surfacing in a section of Road L2; and	N/A
	(ii) Provision of structural fins	N/A
	(i) Avoid the sensitive façade of class room facing Road L2 and L4; and	N/A
	(ii) Provision of low noise surfacing in a section of Road L2 & L4	N/A
	(i) Provision of low noise surfacing in a section of Road L4 before occupation of Site 1I1; and	N/A
	(ii) Setback of building about 5m from site boundary.	N/A
	Setback of building about 35m to the northwest direction at 1L3 and 5m at Site 1L2.	N/A
	(i) avoid any sensitive façades with openable window facing the existing Kowloon City Road network; and	N/A
	(ii) for the sensitive facades facing the To Kwa Wan direction, either setback the facades by about 5m to the northeast direction or do not provide the facades with openable window.	N/A

	(i) avoid any sensitive facades with openable window facing the existing To Kwa Wan Road or (ii) provision of 17.5m high noise tolerant building fronting To Kwa Wan Road and restrict the height of the residential block(s) located at less than 55m away from To Kwa Wan Road to no more than 25m above ground. (i) avoid any sensitive facades with openable window facing the slip road connecting Prince Edward Road East and San Po Kong or other alternative mitigation measures and at-source mitigation measures for the surrounding new local roads to minimise the potential traffic noise impacts from the slip road	N/A N/A N/A
	All the ventilation fans installed in the below will be provided with silencers or acoustics treatment. (i) SPS (ii) ESS (iii) Tunnel Ventilation Shaft (iv) EFTS depot Installation of retractable roof or other equivalent measures	N/A N/A N/A N/A N/A
Construction Water Quality	The following mitigation measures are proposed to be incorporated in the design of the SPS at KTD, including: • Dual power supply or emergency generator should be provided at all the SPSs to secure electrical power supply; • Standby pumps should be provided at all SPSs to ensure smooth operation of the SPS during maintenance of the duty pumps; • An alarm should be installed to signal emergency high water level in the wet well at all SPSs; and • For all unmanned SPSs, a remote monitor system connecting SPSs with the control station through telemetry system should be provided so that swift actions could be taken in case of malfunction of unmanned facilities. <u>Land-based Construction</u> *Construction Runoff* Exposed soil areas should be minimised to reduce the potential for increased siltation, contamination of runoff, and erosion. Construction runoff related impacts associated with the above ground construction activities can be readily controlled through the use of appropriate mitigation measures which include: • use of sediment traps • adequate maintenance of drainage systems to prevent flooding and overflow	N/A N/A N/A N/A ^ ^ ^

	Construction site should be provided with adequately designed perimeter channel and pre-treatment facilities and proper maintenance. The boundaries of critical areas of earthworks should be marked and surrounded by dykes or embankments for flood protection. Temporary ditches should be provided to facilitate runoff discharge into the appropriate watercourses, via a silt retention pond. Permanent drainage channels should incorporate sediment basins or traps and baffles to enhance deposition rates. The design of efficient silt removal facilities should be based on the guidelines in Appendix A1 of ProPECC PN 1/94.	^
	Ideally, construction works should be programmed to minimise surface excavation works during the rainy season (April to September). All exposed earth areas should be completed as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. If excavation of soil cannot be avoided during the rainy season, or at any time of year when rainstorms are likely, exposed slope surfaces should be covered by tarpaulin or other means.	^
	Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m^3 capacity, are recommended as a general mitigation measure which can be used for settling surface runoff prior to disposal. The system capacity is flexible and able to handle multiple inputs from a variety of sources and particularly suited to applications where the influent is pumped.	^
	Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m^3 should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.	^
	Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers.	^
	Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast, and actions to be taken during or after rainstorms are summarised in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty surface runoff during storm events.	^
	Oil interceptors should be provided in the drainage system and regularly cleaned to prevent the release of oils and grease into the storm water drainage system after accidental spillages. The interceptor should have a bypass to prevent flushing during periods of heavy rain.	^

	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 located wheel washing bay should be provided at every site exit, and wash-water should have sand and silt settled out and removed at least on a weekly basis 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.	^
	Drainage	
	It is recommended that on-site drainage system should be installed prior to the commencement of other construction activities. Sediment traps should be installed in order to minimise the sediment loading of the effluent prior to discharge into foul sewers. There should be no direct discharge of effluent from the site into the sea.	^
	All temporary and permanent drainage pipes and culverts provided to facilitate runoff discharge should be adequately designed for the controlled release of storm flows. All sediment control measures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rain storms. The temporarily diverted drainage should be reinstated to its original condition when the construction work has finished or the temporary diversion is no longer required.	^
	All fuel tanks and storage areas should be provided with locks and be located on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled fuel oils from reaching the coastal waters of the Victoria Harbour WCZ.	^
	Sewage Effluent	
	Construction work force sewage discharges on site are expected to be connected to the existing trunk sewer or sewage treatment facilities. The construction sewage may need to be handled by portable chemical toilets prior to the commission of the on-site sewer system. Appropriate numbers of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. The Contractor should also be responsible for waste disposal and maintenance practices.	^
	Stormwater Discharges	
	Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes	N/A

	Debris and Litter In order to maintain water quality in acceptable conditions with regard to aesthetic quality, contractors should be required, under conditions of contract, to ensure that site management is optimised and that disposal of any solid materials. litter or wastes to marine waters does not occur *Construction Works at or in Close Proximity of Storm Culvert or Seafront* The proposed works should preferably be carried out within the dry season where the flow in the drainage channel /storm culvert/ nullah is low. The use of less or smaller construction plants may be specified to reduce the disturbance to the bottom sediment at the drainage channel /storm culvert / nullah. Temporary storage of materials (e.g. equipment, filling materials, chemicals and fuel) and temporary stockpile of construction materials should be located well away from any water courses during carrying out of the construction works. Stockpiling of construction materials and dusty materials should be covered and located away from any water courses. Construction debris and spoil should be covered up and/or disposed of as soon as possible to avoid being washed into the nearby water receivers. Construction activities, which generate large amount of wastewater, should be carried out in a distance away from the waterfront, where practicable. Mitigation measures to control site runoff from entering the nearby water environment should be implemented to minimize water quality impacts. Surface channels should be provided along the edge of the waterfront within the work sites to intercept the runoff. Construction effluent, site run-off and sewage should be properly collected and/or treated. Any works site inside the storm water courses should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props to prevent adverse impact on the storm water quality. Silt curtain may be installed around the construction activities at the seafront to minimize the potential impacts due to accidental spillage of construction materials. Proper shoring may need to be erected in order to prevent soil/mud from slipping into the storm culvert/drainage channel/sea.	^ ^ ^ ^ ^ ^ ^ ^ ^ ^

	Supervisory staff should be assigned to station on site to closely supervise and monitor the works	^
	Marine water quality monitoring and audit programme shall be implemented for the proposed sediment treatment operation.	^
	Good Site Practices It is not anticipated that adverse waste management related impacts would arise, provided that good site practices are adhered to. Recommendations for good site practices during 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 or by transporting wastes in enclosed containers	^
	• A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites)	^
	Waste Reduction Measures Good management and control can prevent the generation of a significant amount of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:	
	• Sort C&D waste from demolition of the remaining structures to recover recyclable portions such as metals	^
	• 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 recycled	^
	• Proper storage and site practices to minimise the potential for damage or contamination of construction materials	^

Construction and Demolition Material

Mitigation measures and good site practices should be incorporated into contract document to control potential environmental impact from handling and transportation of C&D material. The mitigation measures include:

- Where it is unavoidable to have transient stockpiles of C&D material within the Project work site pending collection for disposal, the transient stockpiles should be located away from waterfront or storm drains as far as possible ^
- Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric ^
- Skip hoist for material transport should be totally enclosed by impervious sheeting ^
- Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site ^
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores ^
- The load of dusty materials carried by vehicle leaving a construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle ^
- All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet ^
- The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading ^

When delivering inert C&D material to public fill reception facilities, the material should consist entirely of inert construction waste and of size less than 250mm or other sizes as agreed with the Secretary of the Public Fill Committee. In order to monitor the disposal of the surplus C&D material at the designed public fill reception facility and to control fly tipping, a trip-ticket system as stipulated in the ETWB TCW No. 31/2004 "Trip Ticket System for Disposal of Construction and Demolition Materials" should be included as one of the contractual requirements and implemented by an Environmental Team undertaking the Environmental Monitoring and Audit work. An Independent Environmental Checker should be responsible for auditing the results of the system. ^

Chemical Waste

After use, chemical wastes (for example, cleaning fluids, solvents, lubrication oil and fuel) should be handled according to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Spent chemicals should be collected by a licensed collector for disposal at the CWTF or other licensed facility, in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation* ^

	General Refuse General refuse should be stored in enclosed bins or compaction units separate from C&D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. Effective collection and storage methods (including enclosed and covered area) of site wastes would be required to prevent waste materials from being blown around by wind, wastewater discharge by flushing or leaching into the marine environment, or creating odour nuisance or pest and vermin problem	^
Landscape and Visual	CM1 All existing trees should be carefully protected during construction. CM2 Trees unavoidably affected by the works should be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees should be agreed prior to commencement of the work. CM3 Control of night-time lighting. CM4 Erection of decorative screen hoarding.	N/A N/A ^ N/A

Remarks:	^ Compliance of mitigation measure;
	X Non-compliance of mitigation measure;
	N/A Not Applicable at this stage; N/A(1) Not observed;
	• Non-compliance but rectified by the contractor;
	* Recommendation was made during site audit but improved/rectified by the contractor.

APPENDIX D
SITE AUDIT SUMMARY

Appendix D Summary of Observation and Recommendation Made during Site Inspection

Summary of Observation and Recommendation Made during Site Inspection in June 2019

Observations and Recommendations of Site Inspections for EP-337/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	**--**
Air Quality	--	--	**--**
Noise	--	--	**--**
Waste/Chemical Management	--	--	**--**
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

Observations and Recommendations of Site Inspections for EP-344/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	--
Air Quality	--	--	--
Noise	--	--	**--**
Waste/Chemical Management	--	--	**--**
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

Observations and Recommendations of Site Inspections for EP-337/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	**--**
Air Quality	--	--	**--**
Noise	--	--	**--**
Waste/Chemical Management	--	--	**--**
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

Observations and Recommendations of Site Inspections for EP-344/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	**--**
Air Quality	--	--	**--**
Noise	--	--	**--**
Waste/Chemical Management	--	--	**--**
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

Summary of Observation and Recommendation Made during Site Inspection in August 2019

Observations and Recommendations of Site Inspections for EP-337/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	**--**
Air Quality	--	--	**--**
Noise	--	--	**--**
Waste/Chemical Management	--	--	--
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

Observations and Recommendations of Site Inspections for EP-344/2009

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	--	--	**--**
Air Quality	30th August 2019	Reminder: Dusty materials should be covered by impervious materials.	The item will be followed up in next reporting month.
Noise	--	--	**--**
Waste/Chemical Management	--	--	**--**
Landscape and Visual	--	--	**--**
Permits /Licences	--	--	**--**

APPENDIX E
MONTHLY SUMMARY
WASTE FLOW TABLE

APPENDIX IV

Monthly Summary Waste Flow Table

(PS Clause 1.86)

Name of Department: CEDD

Contract No. : KL/2012/03

Monthly Summary Waste Flow Table for August 2019 (year) (in tons)

Month	Total Disposal Loads	Total Quantity Generated	Actual Quantities of Inert C&D Materials Generated Monthly					Actual Quantities of C&D Wastes Generated Monthly				
			Hard Rock & Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 3)	Chemicals Waste	Others, e.g. general refuse
	(No.s)	(in tons)	0	(in tons)	(in tons)	(in tons)	(in tons)	(in tons)	(in tons)	(in tons)	(in tons)	(in tons)
2013 (Oct - Dec) Sub-Total	108	463.69	0	0	0	0	0	0	0	0	0	463.69
2014 (Jan – Dec) Sub-Total	24	16925.7	0	0	16798.93	83.66	1804.27	0	0	0	0	43.11
2015 (Jan – Dec) Sub-Total	284	81859.97	0	0	38291.91	43457.21	19920	0	0	0	0	310.26
2016 (Jan – Dec) Sub-Total	3369	50762.64	0	0	0	49894.67	4020	0	0	0	0	867.95
2017 (Jan – Dec) Sub-Total	2737	39615.16	0	0	0	38996.26	0	0	0	0	0	603.11
2018 (Jan – Dec) Sub-Total	566	7483.57	0	0	0	6803.57	0	0	0	0	0	680
Jan-19	27	237.51	0	0	0	0	0	0	0	0	0	237.51
Feb-19	8	23.03	0	0	0	0	0	0	0	0	0	23.03
Mar-19	22	55.8	0	0	0	0	0	0	0	0	0	55.8
Apr-19	3	5.26	0	0	0	0	0	0	0	0	0	5.26
May-19	2	7.81	0	0	0	0	0	0	0	0	0	7.81
Jun-19	5	11.58	0	0	0	0	0	0	0	0	0	11.58
Jul-19	0	0	0	0	0	0	0	0	0	0	0	0
Aug-19	0	0	0	0	0	0	0	0	0	0	0	0
Total	7155	197451.72	0	0	55090.84	139235.4	25744.27	0	0	0	0	3309.11

APPENDIX F
SUMMARY OF EXCEEDANCE

Contract No. KL/2012/03
Kai Tak Development – Stage 4 Infrastructure at Former North Apron Area

Appendix F – Summary of Exceedance

Exceedance Report for Contract No. KL/2012/03

(A) Exceedance Report for Air Quality
(NIL in the reporting period)

(B) Exceedance Report for Construction Noise
(NIL in the reporting period)

(C) Exceedance Report for Landscape and Visual
(NIL in the reporting period)

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Appendix B

Monthly EM&A Report
For
Contract No. KL/2014/01
Kai Tak Development - Stage 2 Infrastructure works for Developments at Southern Part of the Former Runway

Civil Engineering and Development Department

EP-337/2009 & EP-445/2013/A

Contract No. KL/2014/01

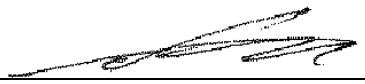
Kai Tak Development –
Stage 2 Infrastructure works for Developments at Southern Part of the Former Runway

Quarterly EM&A Report

July 2019 to September 2019

(Version 1.0)

Approved By



(Environmental Team Leader)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties

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Ka Shing management consultant Limited

Our ref: 12-10-2019

12-10-2019

By email: clive.cheng@aecom-ktd.com and By hand

Supervising Officer Representative
Aecom Asia Co Ltd.
8/F Grand Central Plaza Tower 2
138 Shatin Rural Committee Road
Sha Tin, N.T. Hong Kong
(Attn: Mr. Cheng Chi Hung)

Dear Mr. Cheng,

Re: Contract No. KL/2014/01 (Environmental Permit Nos. EP-337/2009 and EP-445/2013/A)
Kai Tak Development –Stage 2 Infrastructure Works for Developments at Southern Part of the Former Runway
Quarterly EM&A report for July-September 2019

Reference is made to the Environmental Team's submission of the draft Quarterly EM&A Report (version 1.0) for July-September 2019 provided to Independent Environmental Checker (IEC) via email dated on 11 th October 2019 for review and comment.

Please be informed that IEC has no adverse comment on the captioned submission. IEC writes to verify the captioned submission in accordance with Specific Condition 2.2 of the Environmental Permit No. 337/2009 and 445/2013/A.

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours faithfully,
For and on behalf of
Ka Shing Management Consultant Limited

Dr. C.F. Ng
Independent Environmental Checker

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TABLE OF CONTENTS

LIST OF TABLE

LIST OF FIGURES

LIST OF APPENDICES

EXECUTIVE SUMMARY

Introduction

1. This is the 14th Quarterly Environmental Monitoring and Audit (EM&A) Report prepared by Cinotech Consultants Limited for the "Contract No. KL/2014/01 - Kai Tak Development – Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway" (Hereafter referred to as "the Project"). This contract work comprises two Schedule 2 designated project (DP), namely the new distributor road D4 (part) and roads D3A & D4A serving the planned KTD. The DPs are part of the designated projects under Environmental Permits (EP) No.: EP-337/2009 ("New distributor roads serving the planned Kai Tak Development") and EP-445/2013/A ("Kai Tak Development – Roads D3A & D4A") respectively. This summary report presents the EM&A works performed in the period between 1 July 2019 and 30 September 2019.

2. With reference to the same principle of EIA report of the Project, no air quality monitoring station within 500 m and noise monitoring station within 300 m from the boundary of this Project are considered as relevant monitoring locations. In such regard, no relevant air quality and noise monitoring location are required for monitoring under the Project. The monitoring works for recommended monitoring stations in EM&A Manual of the DPs are conducted by Kai Tak Development (KTD) Schedule 3 Project, which is on-going starting from December 2010.

3. The construction activities undertaken in the reporting quarter were:
   - TTA implementation, junction improvement works at Shing Fung Road, Wang Chiu Road / Kai Cheung Road and Sheung Yee Road/Wang Chiu Road;
   - Construction of box culvert and underpass;
   - Construction of utilities trough at Kai Tak Bridge;
   - Laying of sewer, drainage and pavement;
   - Erection of noise barrier steel structure and panels;

Environmental Monitoring Works

4. Environmental monitoring for the Project was performed in accordance with the EM&A Manual and the monitoring results were checked and reviewed. Site Inspections/Audits were conducted once per week. The implementation of the environmental mitigation measures, Event Action Plans and environmental complaint handling procedures were also checked.

5. Summary of the non-compliance in the reporting quarter for the Project is tabulated in Table I.

Table I Non-compliance Record for the Project in the Reporting Quarter

Parameter	No. of Exceedance		Action Taken
	Action Level	Limit Level	
July 2019			
Noise	0	0	N/A
August 2019			
Noise	0	0	N/A
September 2019			
Noise	0	0	N/A

6. No monitoring for air quality and construction noise is required. No Action/Limit Level exceedance was recorded.

Environmental Licenses and Permits

7. Licenses/Permits granted to the Project include the Environmental Permits (EP) for the Project, EP-337/2009 issued on 23 April 2009 and EP-445/2013 issued on 3 May 2013 (Amended Environmental Permit (No.: EP-445/2013/A) issued on 13 August 2014).

8. Billing Account for Disposal of Construction Waste (A/C No. 7024073)

9. Registration of Chemical Waste Producer (License: 5213-247-C4004-01).

10. Water Discharge License (License No.: WT00023634-2016).

11. Construction Noise Permit (License No.: GW-RE0186-19, GW-RE0455-19).

Key Information in the Reporting Quarter

12. Summary of key information in the reporting quarter is tabulated in Table II.

Table II Summary Table for Key Information in the Reporting Quarter

Event	Event Details		Action Taken	Status	Remark
	Number	Nature			
Complaint received	0	---	N/A	N/A	---
Reporting Changes	0	---	N/A	N/A	---
Notifications of any summons & prosecutions received	0	---	N/A	N/A	---

13. Environmental monitoring works for the Project are considered effective and are generating data to categorically identify the environmental impacts from the works and influencing factors in the vicinity of monitoring stations.

1. INTRODUCTION

Background

1.1 The Kai Tak Development (KTD) is located in the south-eastern part of Kowloon Peninsula, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 328 hectares. Stage 2 Infrastructure Works for Developments for Southern Part of the Former Runway is one of the construction stages of KTD. It contains two Schedule 2 DPs including new distributor roads serving the planned KTD and KTD Roads D3A & D4A. The general layout of the Project is shown in **Figure 1**.

1.2 One Environmental Permit (EP) No.: EP-337/2009 was issued on 23 April 2009 for new distributor roads serving the planned KTD and one Environmental Permit No.: EP-445/2013 was issued on 3 May 2013 for Kai Tak Development Roads D3A & D4A to Civil Engineering and Development Department (CEDD) as the Permit Holder. Pursuant to Section 13 of the EIAO, the Director of Environmental Protection amended the Environmental Permit No.: EP-445/2013 based on the Application No. VEP-449/2014 and the Environmental Permit (No.: EP-445/2013/A) was issued on 13 August 2014.

1.3 A study of environmental impact assessment (EIA) was undertaken to consider the key issues of air quality, noise, water quality, waste, land contamination, cultural heritage and landscape and visual impact, and identify possible mitigation measures associated with the works. EIA Reports (Register No. AEIAR-130/2009 and AEIAR-170/2013) were approved by the Environmental Protection Department (EPD) on 4 March 2009 and 3 May 2013 respectively.

1.4 Cinotech Consultants Limited (Cinotech) was commissioned by Civil Engineering and Development Department (CEDD) to undertake the role of the Environmental Team (ET) for the Contract No. KL/2014/01 – Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway. The construction work under KL/2014/01 comprises the construction of part of the Road D4 under the EP (EP-337/2009) and the construction of Roads D3A & D4A under the EP (EP-445/2013/A).

1.5 Cinotech Consultants Limited was commissioned by Civil Engineering and Development Department (CEDD) to undertake the Environmental Monitoring and Audit (EM&A) works for the Project. The construction commencement of this Contract is on 13 April 2016. This summary report presents the EM&A works performed in the period between 1 July 2019 and 30 September 2019.

Project Organizations

1.6 Different parties with different levels of involvement in the project organization include:

- Project Proponent – Civil Engineering and Development Department (CEDD).
- The Supervising Officer and the Supervising Officer's Representative (SO) – AECOM Asia Co. Ltd. (AECOM).
- Environmental Team (ET) – Cinotech Consultants Limited (CCL).
- Independent Environmental Checker (IEC) – Ka Shing Management Consultant Ltd. (KSMC).
- Contractor – Continental Engineering Corp. and Chit Cheung Construction Co. Ltd. Joint Venture (CCJV).

1.7 The key contacts of the Project are shown in **Table 1.1**.

Table 1.1 Key Project Contacts

Party	Role	Contact Person	Position	Phone No.	Fax No.
CEDD	Project Proponent	Mr. Keith Chu	Senior Engineer	3579 2450	3579 4516
		Ms. Adonia Yung	Engineer	3579 2124	
AECOM	Supervising Officer	Mr. Clive Cheng	CRE	3746 1801	2798 0783
Cinotech	Environmental Team	Mr. K S Lee	Environmental Team Leader	2151 2091	3107 1388
		Ms. Betty Choi	Audit Team Leader	2151 2072	
KSMC	Independent Environmental Checker	Dr. C. F. Ng	IEC	2618 2166	2120 7752
CCJV	Contractor	Mr. Dennis Ho	Environmental Officer	2960 1398	2960 1399

2. ENVIRONMENTAL MONITORING AND AUDIT REQUIREMENTS

Monitoring Parameters and Monitoring Locations

2.1 With reference to the same principle of EIA report of the Project, air quality monitoring station should be provided at the Air Sensitive Receivers (ASR) within 500 m from the boundary of this Project while construction noise monitoring station should be provided at the Noise Sensitive Receivers (NSR) within 300 m from the boundary of this Project. Since the opening of the Centre of Excellence in Paediatrics (Children's Hospital) on 18 December 2019, the hospital is considered as the only relevant monitoring location and therefore the monitoring is required.

Monitoring Methodology

2.2 Monitoring works/equipments were conducted/calibrated regularly in accordance with the EM&A Manual.

Environmental Quality Performance Limits (Action and Limit Levels)

2.3 Should the environmental quality parameters exceed the Action/Limit Levels, the respective action plans would be implemented. The Action/Limit Levels for each environmental parameter are given in **Appendix A**.

Implementation Status of Environmental Mitigation Measures

2.4 Relevant mitigation measures as recommended in the project EIA report have been stipulated in the EM&A Manual for the Contractor to implement. The implementation status of environmental mitigation measures (EMIS) is given in **Appendix B**.

Site Audit Summary

2.5 Site audits were carried out on a weekly basis. During site inspections in the reporting period, no non-conformance was identified. The observations and recommendations made during the reporting period are summarized in **Appendix C**.

Status of Waste Management

2.6 The amount of wastes generated by the major site activities of this Project during the reporting month is shown in **Appendix D**.

3. MONITORING RESULTS

Air Quality and Construction Noise

3.1 As the monitoring works for the hospital is covered by the Contract KL/2014/03 (Kai Tak Development Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway) at the monitoring station (KTD1a), the corresponding monitoring results for July - September 2019 should be accessed in the EM&A report for the reporting month. **Appendix A** shows the established Action and Limit Levels for the environmental monitoring works.

3.2 No monitoring for air quality and construction noise are required for this report.

3.3 Site audits were carried out to monitor and audit the timely implementation of air quality and noise mitigation measures under the Project on a weekly basis. No non-compliance of the air quality impact and noise impact was recorded in the reporting quarter.

Landscape and Visual

3.4 Site audits were carried out on a weekly basis to monitor and audit the timely implementation of landscape and visual mitigation measures under the Project. No non-compliance of the landscape and visual impact was recorded in the reporting quarter.

4. NON-COMPLIANCE (EXCEEDANCES) OF THE ENVIRONMENTAL QUALITY PERFORMANCE LIMITS (ACTION AND LIMIT LEVELS)

Summary of Exceedances

4.1 A summary of exceedances is attached in **Appendix E**. The details of each exceedance were attached in the Monthly EM&A Reports.

Air Quality and Construction Noise

4.2 No monitoring for air quality and noise impact is required under the Project. No Action/ Limit Level exceedance was recorded in the reporting quarter.

Landscape and Visual

4.3 No non-compliance of the landscape and visual impact was recorded in the reporting quarter.

Review of the Reasons for and the Implications of Non-compliance

4.4 There was no non-compliance from the site audits in the reporting quarter. The observations and recommendations made in each individual site audit session were attached in the **Appendix C**.

Summary of Environmental Complaints and Prosecutions

4.5 No environmental complaint was received during the reporting quarter.

4.6 No warning, summon and notification of successful prosecution was received in the reporting period.

4.7 There were no environmental complaints, warnings, summons and successful prosecutions received since the commencement of the Project.

5. COMMENTS, CONCLUSIONS AND RECOMMENDATIONS

Effectiveness of Mitigation Measures

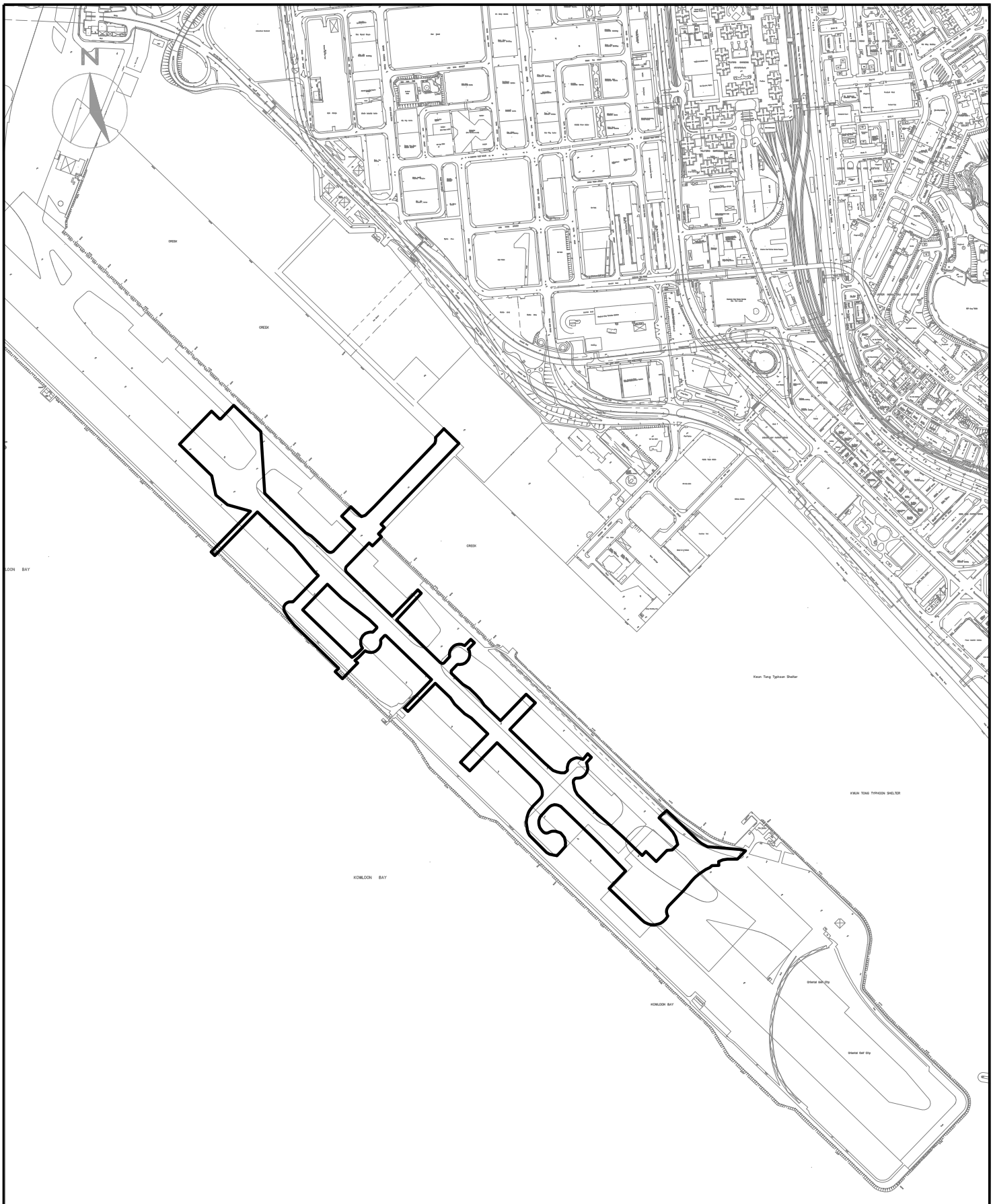
5.1 The mitigation measures recommended in the EIA report are considered effective in minimizing environmental impacts.

5.2 The Contractor has implemented the recommended mitigation measures except those mitigation measures not applicable at this stage.

5.3 Environmental monitoring works were performed in the reporting quarter and all monitoring results were checked and reviewed. No non-compliance (exceedances) of Action/Limit Level was recorded.

5.4 No environmental complaints and environmental prosecution were received in the reporting quarter.

FIGURE(S)



LEGEND:

SITE BOUNDARY

CINOTECH

Cinotech Consultants Limited

KL/2014/01 KAI TAK DEVELOPMENT - STAGE 2
INFRASTRUCTURE WORKS FOR DEVELOPMENT AT
SOUTHERN PART OF THE FORMER RUNWAY

SITE LAYOUT PLAN

SCALE	1:1000@A4	DATE	MAY 2016
CHECK	JL	DRAWN	JW
JOB No.	MA15046	FIGURE NO. 1	REV -

APPENDIX A
ACTION AND LIMIT LEVELS

Appendix A - Action and Limit Levels

Table A-1 Action and Limit Levels for Air Quality Monitoring

Monitoring Station	Parameter	Action Level ($\mu g/ m^3$)	Limit Level[(1)(2)] ($\mu g/ m^3$)
KTD1a	24-hr TSP	177	260
KTD1a*	1-hr TSP	285	500

* 1-hr TSP monitoring should be required in case of complaints.

Table A-2 Action and Limit Levels for Construction Noise Monitoring

Time Period	Action Level	Limit Level[(1)(2)]
0700-1900 hrs on normal weekdays	When one documented complaint is received	75 dB(A) 70dB(A)/65dB(A)*

Remarks: (1) If works are to be carried out during restricted hours, the conditions stipulated in the Construction Noise Permit (CNP) issued by the Noise Control Authority have to be followed.

(2) No regular noise impact monitoring station for this Contract. It is subject to the noise sensitive receiver(s) and additional monitoring work.

(*) 70dB(A) and 65dB(A) for schools during normal teaching periods and school examination periods respectively.

APPENDIX B
ENVIRONMENTAL MITIGATION IMPLEMENTATION SCHEDULE (EMIS)

Appendix B - Summary of Implementation Schedule of Mitigation Measures for Construction Phase

EIA Ref.	Mitigation Measures	Status
Construction Air Quality		
S3.2 (AEIAR-130/2009)	8 times daily watering of the work site with active dust emitting activities.	^
S4.8 (AEIAR-170/2013)	Control measures stipulated in the approved KTD Schedule 3 EIA Report should be strictly followed.	^
S3.2 (AEIAR-130/2009) and S4.8 (AEIAR-170/2013)	Implementation of dust suppression measures stipulated in Air Pollution Control (Construction Dust) Regulation. The following mitigation measures, good site practices and a comprehensive dust monitoring and audit programme are recommended to minimize cumulative dust impacts.	
	● Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.	*
	● Misting for the dusty material should be carried out before being loaded into the vehicle.	^
	● Any vehicle with an open load carrying area should have properly fitted side and tail boards.	^
	● Material having the potential to create dust should not be loaded from a level higher than the side and tail boards and should be dampened and covered by a clean tarpaulin.	^
	● The tarpaulin should be properly secured and should extent at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.	^
	● The vehicles should be restricted to maximum speed of 10 km per hour and confined haulage and delivery vehicle to designated roadways insider the site. Onsite unpaved roads should be compacted and kept free of lose materials.	^
	● Vehicle washing facilities should be provided at every vehicle exit point.	^

EIA Ref.	Mitigation Measures	Status
	● The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores. ● Every main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet. ● Every stock of more than 20 bags of cement should be covered entirely by impervious sheeting placed in an area sheltered on the top and the three sides; and ● Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites.	^ ^ ^ ^
Construction Noise		
S3.3 (AEIAR-130/2009)	Use of quiet PME, movable barriers barrier for Asphalt Paver, Breaker, Excavator and Hand-held breaker and full enclosure for Air Compressor, Bar Bender, Concrete Pump, Generator and Water Pump.	^
S3.3 (AEIAR-130/2009)	Good Site Practice: ● Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction program. ● Silencers or mufflers on construction equipment should be utilized and should be properly maintained during the construction program. ● Mobile plant, if any, should be sited as far away from NSRs as possible. ● Machines and plant (such as trucks) that may be in intermittent use should be shut down between works periods or should be throttled down to a minimum. ● Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby NSRs. ● Material stockpiles and other structures should be effectively utilized, wherever	 ^ N/A(1) ^ ^ ^ ^

EIA Ref.	Mitigation Measures	Status
	practicable, in screening noise from on-site construction activities.	
S3.3 (AEIAR-130/2009)	Scheduling of Construction Works during School Examination Period	N/A
S3.8 (AEIAR-170/2013)	Provision of a landscaped deck along Roads D3A & D4A.	N/A
S3.8 (AEIAR-170/2013)	● Provision of about 1090 m length of vertical noise barrier (connected to the deck) at Roads D3A & D4A; ● Provision of about 60 m length of overhang vertical noise barrier (connected to the deck) at Road D4A; and ● Provision of staircases with noise barriers next to Sites 4A1 and 4B1 It should be noted that the exact length of the mitigation measures would be subject to minor refinement during the detailed design stage.	N/A N/A N/A
S3.8 (AEIAR-170/2013)	Non-noise sensitive use areas within Sites 4A1 and 4B1.	N/A
S3.8 (AEIAR-170/2013)	Avoid sensitive façade with openable window facing Road D3A.	N/A
Construction Water Quality		
S3.4 (AEIAR-130/2009) and S5.8 (AEIAR-170/2013)	<u>Construction Runoff</u> Exposed soil areas should be minimised to reduce the potential for increased siltation, contamination of runoff, and erosion. Construction runoff related impacts associated with the above ground construction activities can be readily controlled through the use of appropriate mitigation measures which include: ● use of sediment traps ● adequate maintenance of drainage systems to prevent flooding and overflow	 ^ *

EIA Ref.	Mitigation Measures	Status
	Construction site should be provided with adequately designed perimeter channel and pre-treatment facilities and proper maintenance. The boundaries of critical areas of earthworks should be marked and surrounded by dykes or embankments for flood protection. Temporary ditches should be provided to facilitate runoff discharge into the appropriate watercourses, via a silt retention pond. Permanent drainage channels should incorporate sediment basins or traps and baffles to enhance deposition rates. The design of efficient silt removal facilities should be based on the guidelines in Appendix A1 of ProPECC PN 1/94.	^
	Ideally, construction works should be programmed to minimise surface excavation works during the rainy season (April to September). All exposed earth areas should be completed as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. If excavation of soil cannot be avoided during the rainy season, or at any time of year when rainstorms are likely, exposed slope surfaces should be covered by tarpaulin or other means.	^
S5.8 (AEIAR-170/2013)	Earthworks final surfaces should be well compacted and the subsequent permanent work or surface protection should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided where necessary.	^
	Measures should be taken to minimize the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities.	*
S3.4 (AEIAR-130/2009)	Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m^3 capacity, are recommended as a general mitigation measure	^

EIA Ref.	Mitigation Measures	Status
	which can be used for settling surface runoff prior to disposal. The system capacity is flexible and able to handle multiple inputs from a variety of sources and particularly suited to applications where the influent is pumped.	
S3.4 (AEIAR-130/2009) and S5.8 (AEIAR-170/2013)	Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m^3 should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.	*
	Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers.	^
S3.4 (AEIAR-130/2009)	Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast, and actions to be taken during or after rainstorms are summarised in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty surface runoff during storm events.	^
	Oil interceptors should be provided in the drainage system and regularly cleaned to prevent the release of oils and grease into the storm water drainage system after accidental spillages. The interceptor should have a bypass to prevent flushing during periods of heavy rain.	^
S3.4 (AEIAR-130/2009) and S5.8 (AEIAR-170/2013)	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 located wheel washing bay should be provided at every site exit, and wash-water should have sand and silt settled out and removed at least on a weekly basis to ensure the continued efficiency of the process. The section of access road leading to, and exiting	^

EIA Ref.	Mitigation Measures	Status
	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.	
S5.8 (AEIAR-170/2013)	<u>Boring and Drilling Water</u> Water used in ground boring and drilling for site investigation or rock / soil anchoring should as far as practicable be re-circulated after sedimentation. When there is a need for final disposal, the wastewater should be discharged into storm drains via silt removal facilities.	^
	<u>Acid Cleaning, Etching and Pickling Wastewater</u> Acidic wastewater generated from acid cleaning, etching, pickling and similar activities should be neutralized to within the pH range of 6 to 10 before discharging into foul sewers	^
S3.4 (AEIAR-130/2009)	<u>Drainage</u> It is recommended that on-site drainage system should be installed prior to the commencement of other construction activities. Sediment traps should be installed in order to minimise the sediment loading of the effluent prior to discharge into foul sewers. There should be no direct discharge of effluent from the site into the sea.	^
S3.4 (AEIAR-130/2009)	All temporary and permanent drainage pipes and culverts provided to facilitate runoff discharge should be adequately designed for the controlled release of storm flows. All sediment control measures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rain storms. The temporarily diverted drainage should be reinstated to its original condition when the construction work has finished or the temporary diversion is no longer required.	^

EIA Ref.	Mitigation Measures	Status
S3.4 (AEIAR-130/2009)	All fuel tanks and storage areas should be provided with locks and be located on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled fuel oils from reaching the coastal waters of the Victoria Harbour WCZ.	^
S5.8 (AEIAR-170/2013)	There is a need to apply to EPD for a discharge licence for discharge of effluent from the construction site under the WPCO. The discharge quality must meet the requirements specified in the discharge licence. All the runoff and wastewater generated from the works areas should be treated so that it satisfies all the standards listed in the TM-DSS. Minimum distance of 100 m should be maintained between the discharge points of construction site effluent and the existing seawater intakes and the planned WSR mentioned in S5.3.1 as appropriate. The beneficial uses of the treated effluent for other on-site activities such as dust suppression, wheel washing and general cleaning etc., can minimise water consumption and reduce the effluent discharge volume. If monitoring of the treated effluent quality from the works areas is required during the construction phase of the Project, the monitoring should be carried out in accordance with the relevant WPCO licence which is under the ambit of regional office (RO) of EPD.	^
S3.4 (AEIAR-130/2009) and S5.8 (AEIAR-170/2013)	<u>Sewage Effluent</u> Construction work force sewage discharges on site are expected to be connected to the existing trunk sewer or sewage treatment facilities. The construction sewage may need to be handled by portable chemical toilets prior to the commission of the on-site sewer system. Appropriate numbers of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. The Contractor should also be responsible for waste disposal and maintenance practices.	^
S5.8	Notices should be posted at conspicuous locations to remind the workers not to discharge	^

EIA Ref.	Mitigation Measures	Status
(AEIAR-170/2013)	any sewage or wastewater into the surrounding environment. Regular environmental audit of the construction site will provide an effective control of any malpractices and can encourage continual improvement of environmental performance on site. It is anticipated that sewage generation during the construction phase of the project would not cause water pollution problem after undertaking all required measures.	
S3.4 (AEIAR-130/2009) and S5.8 (AEIAR-170/2013)	<u>Stormwater Discharges</u> Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes.	^
	<u>Debris and Litter</u> In order to maintain water quality in acceptable conditions with regard to aesthetic quality, contractors should be required, under conditions of contract, to ensure that site management is optimised and that disposal of any solid materials, litter or wastes to marine waters does not occur.	^
S5.8 (AEIAR-170/2013)	<u>Accidental Spillage</u> Contractor must register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation, should be observed and complied with for control of chemical wastes. Any service shop and maintenance facilities should be located on hard standings within a bunded area, and sumps and oil interceptors should be provided. Maintenance of vehicles and equipment involving activities with potential for leakage and spillage should only be undertaken within the areas appropriately equipped to control these discharges.	^

EIA Ref.	Mitigation Measures	Status
	Disposal of chemical wastes should be carried out in compliance with the Waste Disposal Ordinance. The Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes published under the Waste Disposal Ordinance details the requirements to deal with chemical wastes. General requirements are given as follows: ● Suitable containers should be used to hold the chemical wastes to avoid leakage or spillage during storage, handling and transport. ● Chemical waste containers should be suitably labelled, to notify and warn the personnel who are handling the wastes, to avoid accidents. ● Storage area should be selected at a safe location on site and adequate space should be allocated to the storage area.	^ ^ ^ ^
Construction Waste Management		
S6.7 (AEIAR-170/2013)	Prepare a Waste Management Plan, which becomes a part of the Environmental Management Plan, in accordance with the requirements stipulated in ETWB TC(W) No. 19/2005, approved by the Engineer/Supervising Officer of the Project based on current practices on construction sites.	^
S3.5 (AEIAR-130/2009) and S6.7 (AEIAR-170/2013)	Good Site Practices It is not anticipated that adverse waste management related impacts would arise, provided that good site practices are adhered to. Recommendations for good site practices during 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	^ ^

EIA Ref.	Mitigation Measures	Status
	● Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers ● A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites) ● Regular cleaning and maintenance systems, sumps and oil interceptors ● Separation of chemical wastes for special handling and appropriate treatment	^ ^ ^ ^
	Waste Reduction Measures Good management and control can prevent the generation of a significant amount of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include: ● Sort C&D waste from demolition of the remaining structures to recover recyclable portions such as metals ● 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 recycled ● Proper storage and site practices to minimise the potential for damage or contamination of construction materials ● Plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste ● Training should be provided to workers about the concepts of site cleanliness and appropriate waste management procedures, including waste reduction, reuse and recycle.	 ^ ^ ^ ^ ^ ^

EIA Ref.	Mitigation Measures	Status
S3.5 (AEIAR-130/2009)	Construction and Demolition Materials Mitigation measures and good site practices should be incorporated in the contract document to control potential environmental impact from handling and transportation of C&D material. The mitigation measures include: ● Where it is unavoidable to have transient stockpiles of C&D material within the Project work site pending collection for disposal, the transient stockpiles shall be located away from waterfront or storm drains as far as possible. ● Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric. ● Skip hoist for material transport should be totally enclosed by impervious sheeting. ● Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site. ● The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores. ● The load of dusty materials carried by vehicle leaving a construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle. ● All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet. ● The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading. When delivering inert C&D material to public fill reception facilities, the material should consist entirely of inert construction waste and of size less than 250mm or other sizes as agreed with the Secretary of the Public Fill Committee. In order to monitor the disposal of the surplus C&D material at the designed public fill reception facility and to control fly tipping, a trip-ticket system as stipulated in the ETWB TCW No. 31/2004 “Trip Ticket	^ * ^ ^ ^ ^ ^ ^ ^

EIA Ref.	Mitigation Measures	Status
	System for Disposal of Construction and Demolition Materials" should be included as one of the contractual requirement sand implemented by an Environmental Team undertaking the Environmental Monitoring and Audit work. An Independent Environmental Checker should be responsible for auditing the results of the system.	
S3.5 (AEIAR-130/2009)	General Refuse General refuse should be stored in enclosed bins or compaction units separate from C&D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. Effective collection and storage methods (including enclosed and covered area) of site wastes would be required to prevent waste materials from being blown around by wind, wastewater discharge by flushing or leaching into the marine environment, or creating odour nuisance or pest and vermin problem	#
Construction Landscape and Visual		
S3.8.12 (AEIAR-130/2009) and S7.9 (AEIAR-170/2013)	● Minimized construction area and contractor's temporary works areas. ● All existing trees should be carefully protected during construction. ● Trees unavoidably affected by the works should be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees should be agreed prior to commencement of the work. ● Control of night-time lighting. ● Erection of decorative screen hoarding. ● Reduction of construction period to practical minimum. ● Limitation of / Ensuring no run-off into surrounding landscape and adjacent seawater areas. ● Temporary or advance landscape should be provided along the temporary access roads to the Cruise Terminal until such time as road D3 is open.	^ ^ ^ N/A(1) ^ ^ ^ N/A

Remarks:	EIA Report (AEIAR-130/2009) – Kai Tak Development EIA Report (AEIAR-170/2013) – Kai Tak Development – Roads D3A & D4A	
	^ Compliance of mitigation measure;	X Non-compliance of mitigation measure;
	N/A Not Applicable at this stage; N/A(1) Not observed;	• Non-compliance but rectified by the contractor;
	* Recommendation was made during site audit but improved/rectified by the contractor.	# Recommendation was made during site audit but not yet improved/rectified by the contractor.

APPENDIX C
SITE AUDIT SUMMARY

Appendix C Summary of Observation and Recommendation Made during Site Inspection

Summary of Observation and Recommendation Made during Site Inspection in July–September 2019

Parameters	Date	Observations and Recommendations	Follow-up
Water Quality	14 August 2019	Reminder: Water accumulation is found at Under Pass.	The condition was observed to be improved/rectified by the contractor during the audit session on 21 August 2019.
Air Quality	10 July 2019	Reminder: The stockpile should be covered by impervious material.	The condition was observed to be improved/rectified by the contractor during the audit session on 17 July 2019.
	1 August 2019	Reminder: Sand stockpile was not covered by impervious materials properly.	The condition was observed to be improved/rectified by the contractor during the audit session on 7 August 2019.
Noise	--	--	--
Waste/ Chemical Management	26 June 2019	Reminder: General waste near site office should be cleared regularly to avoid accumulation.	The condition was observed to be improved/rectified by the contractor during the audit session on 3 July 2019.
	3 July 2019	Reminder: General waste near the container office should be disposed properly into bins.	The condition was observed to be improved/rectified by the contractor during the audit session on 10 July 2019.
	24 July 2019	Reminder: Accumulation of general refuse at the Cruise Terminal was observed.	The condition was observed to be improved/rectified by the contractor during the audit session on 1 August 2019.
	1 August 2019	Reminder: Accumulation of general refuse in the waste collection tray at the Urban Room A was observed.	The condition was observed to be improved/rectified by the contractor during the audit session on 7 August 2019.
	14 August 2019	Reminder: The general waste and domestic waste are mixed up in the same waste collection tray at Under Pass.	The condition was observed to be improved/rectified by the contractor during the audit session on 21 August 2019.
	14 August 2019	Reminder: Construction waste and domestic waste are accumulated at G.L.O.S.	The condition was observed to be improved/rectified by the contractor during the audit session on 21 August 2019.
	21 August 2019	Reminder: Waste accumulation is observed at T-Junction.	The condition was observed to be improved/rectified by the contractor during the audit session on 28 August 2019.
	21 August 2019	Reminder: Food waste is distributed at the whole site.	The condition was observed to be improved/rectified by the contractor during the audit session on 28 August 2019.

Appendix C Summary of Observation and Recommendation Made during Site Inspection

Parameters	Date	Observations and Recommendations	Follow-up
	21 August 2019	Reminder: Construction waste is accumulated at Room C.	The condition was observed to be improved/rectified by the contractor during the audit session on 28 August 2019.
	28 August 2019	Reminder: No drip tray under the chemical tank at Urban Room A (Ground).	The condition was observed to be improved/rectified by the contractor during the audit session on 4 September 2019.
	4 September 2019	Reminder: The construction waste is accumulated in the waste tank and over the tank capacity at T-Junction Deck.	The condition was observed to be improved/rectified by the contractor during the audit session on 11 September 2019.
	18 September 2019	Reminder: Waste tank overload is observed at Over Deck.	The condition was observed to be improved/rectified by the contractor during the audit session on 25 September 2019.
	25 September 2019	Reminder: General refuse (Styrofoam lunch boxes) was observed on the ground at (Kai Tak Bridge).	Follow up actions will be reported in the next Quarterly report.
Landscape and Visual	--	--	--
Permits/ Licences	--	--	--

APPENDIX D
WASTE GENERATED QUANTITY

Monthly Summary Waste Flow Table for 2019

Month	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of C&D Wastes Generated Monthly				
	Total Quantity Generated	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects *	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics	Chemical Waste	Others, e.g. general refuse
	(in tonne)	(in tonne)	(in tonne)	(in tonne)	(in tonne)	(in tonne)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in tonne)
Jan	3289.57	0	0	0	3289.57	0	0	0	0	0	269.42
Feb	21.88	0	0	0	21.88	0	0	0	0	0	145.98
Mar	10.18	0	0	0	10.18	0	0	0	0	0	394.09
Apr	10320.43	0	0	10300.49	19.94	0	0	0	0	0	161.91
May	22209.44	0	0	22209.44	0	0	0	0	0	0	183.38
June	9302.51	0	0	9294.81	7.70	0	0	0	0	0	140.98
Sub-total	45154.01	0	0	41804.74	3349.27	0	0	0	0	0	1295.76
July	1222.57	0	0	1222.57	0	0	0	0	0	0	325.83
Aug	19271.13	0	0	2296.6	16974.53	0	0	0	0	0	274.5
Sept	3137.18	0	0	0	3137.18	0	0	0	0	0	266.89
Oct											
Nov											
Dec											
Total	68784.89	0	0	45323.91	23460.98	0	0	0	0	0	2162.98

* Transfer to alterative disposal ground at Lung Kwu Sheung Tan EPD approved recycler

APPENDIX E
SUMMARY OF EXCEEDANCES

Contract No. KL/2014/01
Kai Tak Development –Stage 2 Infrastructure Works for Developments at the Southern Part of the Former Runway

Appendix E – Summary of Exceedance

Exceedance Record for Contract No. KL/2014/01

Report period: July 2019 to September 2019

(A) Exceedance Record for Construction Noise

(NIL in the reporting period)

(B) Exceedance Record for Landscape and Visual

(NIL in the reporting period)

FUGRO TECHNICAL SERVICES LIMITED

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Tuen Mun, N.T.,
Hong Kong.

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E-mail : matlab@fugro.com
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Appendix C

Monthly EM&A Report
For
Contract No. KL/2014/03
Kai Tak Development - Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
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Website : www.fugro.com

QUARTERLY EM&A REPORT

June 2019 – August 2019

Client	**:**	Civil Engineering and Development Department, HKSAR
Contract No.	**:**	KLN/2015/07
Contract Name	**:**	Environmental Monitoring Works for Contract KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Report No.	**:**	0405/15/ED/1214A
EP-337/2009		New Distributor Roads Serving the Planned Kai Tak Development Area
EP-339/2009/A		Decommissioning of the Remaining Parts (Ex-GFS Building, Radar Station and Hong Kong Aviation Club) of the former Kai Tak Airport
EP-451/2013		Trunk Road T2

Prepared by : Toby K. H. Wan

Reviewed by : Alfred Y. S. Lam

Certified by :

Colin K. L. Yung
Environmental Team Leader
MateriaLab Consultants Limited

RAMBOLL

Ref.: CEDKTDS3EM00_0_0428L.19

25 October 2019

Hyder-Meinhardt Joint Venture
17/F, Two Harbour Square,
180 Wai Yip Street, Kwun Tong
Kowloon, Hong Kong

By Post and Email

Attention: Mr. Wong W K, Chris

Dear Mr. Wong,

Re: Contract No. KL/2014/03 – Kai Tak Development – Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway
Quarterly EM&A Report for June 2019 to August 2019

Reference is made to the Environmental Team's submission of the Quarterly EM&A Report for June 2019 to August 2019 (Report No. 0405/15/ED/1214A) we received by e-mail on 25 October 2019.

Please be informed that we have no adverse comment on the captioned report.

Thank you for your attention. Please do not hesitate to contact us should you have any queries.

Yours sincerely,
For and on behalf of
Ramboll Hong Kong Limited

F. C. Tsang
Independent Environmental Checker

c.c.	CEDD	Attn.:	Mr. Simon Kwok	Fax: 2739 0076
	Fugro	Attn.:	Mr. Colin K. L. Yung	By email
	CRBC	Attn.:	Mr. Dickey Yau	Fax: 2283 1689

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TABLE OF CONTENTS

FIGURES

LIST OF APPENDICES

EXECUTIVE SUMMARY

i. The Civil Engineering and Development Department HKSAR has appointed MateriaLab Consultants Limited (MCL) to undertake the Environmental Team services for the Project and implement the EM&A works.

ii. This is the fourteenth Quarterly EM&A Report presents the environmental monitoring and audit works for the period between 1 June 2019 and 31 August 2019. As informed by the Contractor, major activities in the reporting period included:

June 2019	July 2019	August 2019
• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.	• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.	• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.

Breaches of the Action and Limit Levels

iii. No Action and Limit Level exceedance for 24-hr TSP and noise was recorded in the reporting period at all monitoring stations.

Complaint, Notification of Summons and Successful Prosecution

iv. No environmental complaint and no notification of summons and successful prosecution were received in the reporting period.

1. INTRODUCTION

1.1 Background

1.1.1 The Kai Tak Development is located in the south-eastern part of Kowloon Peninsula of the HKSAR, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling.

1.1.2 Contract No. KL/2014/03 is the works package to construct an approximately 420m long supporting underground structure (SUS) underneath Shing Cheong Road and Cheung Yip Street. The EM&A programme under this Contract is governed by three EPs (EP-337/2009, EP-339/2009/A and EP-451/2013) and two EM&A Manuals (AEIAR-130/2009 and AEIAR-174/2013). The Works to be executed under this Contract and corresponding EPs include but not be limited to the following main items:

EP-451/2013 – Trunk Road T2

(i) Construction of approximately 420m long supporting underground structure (SUS) including diaphragm walls, barrettes, piled foundation, top and bottom slabs, end wall and adits underneath Shing Cheong Road and Cheung Yip Street;

EP-337/2009 – New Distributor Roads Serving the Planned Kai Tak Development

(ii) Widening and re-alignment of Cheung Yip Street of approximately 330m long and associated footpaths;
(iii) Demolition, reconstruction and widening of Shing Cheong Road of approximately 410m long and associated footpaths;
(iv) Construction of drainage outfall and modification of existing seawall;
(v) Construction of ancillary works including surface drainage, sewerage, water, fire fighting, street lighting, street furniture, road marking, road signage, utilities and services, irrigation and landscape works.

EP-339/2009/A – Decommissioning of the Remaining Parts (Ex-GFS Building, Radar Station and Hong Kong Aviation Club) of the former Kai Tak Airport

(vi) Demolition of RADAR Tower and guard house;

Other works not covered by any EP

(vii) Construction of two subways between Phase II of New Acute Hospital (Site A) and Hong Kong Children's Hospital (Site C), and between Phase I of New Acute Hospital (Site B) and Site C;
(viii) Construction of District Cooling System (DCS) along Cheung Yip Street and Shing Cheong Road

1.1.3 The location and boundary of the site is shown in **Figure 1**.

1.1.4 This Quarterly EM&A report is required under Section 16.1.2 and 16.7.1 of the EM&A Manual AEIAR-130/2009. It is to report the results and findings of the EM&A programme required in the EM&A Manual.

1.1.5 This is the fourteenth Quarterly EM&A Report which summaries the impact monitoring results and audit findings for the Project within the period between 1 June 2019 and 31 August 2019.

1.2 Project Organization

1.2.1 The project proponent was the Civil Engineering and Development Department, HKSAR (CEDD). Hyder Meinhardt Joint Venture (HMJV) was commissioned by CEDD as the Engineer for the Project. Ramboll Hong Kong Limited was commissioned as the Independent Environmental Checker (IEC). China Road and Bridge Corporation (Hong Kong) (CRBC) was appointed as the main contractor for the construction works under the contract KL/2014/03. MateriaLab Consultants Limited (MCL) was appointed as the Environmental Team (ET) by CEDD to implement the EM&A programme for the Project.

1.2.2 The organization structure is shown in **Appendix B**. The key personnel contact names and numbers for the Project are summarized in **Table 1.1**.

Table 1.1 Contact Information of Key Personnel

Party	Position	Name	Telephone	Fax
Project Proponent (CEDD)	Engineer	Mr. Simon Kwok	3842 7140	2739 0076
Engineer's Representative (HMJV)	Chief Resident Engineer	Mr. W. K., Chris Wong	3742 3803	3742 3899
IEC (Ramboll Hong Kong Limited)	Independent Environmental Checker	Mr. F. C. Tsang	3465 2851	3465 2899
Main Contractor (CRBC)	Site Agent	Mr. Yau Kwok Kiu, Dickey	5699 4503	2283 1689
	Environmental Officer	Mr. Kola Lam	55454625	2283 1689
ET (MCL)	Environmental Team Leader	Mr. Colin Yung	3565 4114	3565 4160

1.3 Construction Programme and Activities

1.3.1 The construction of the Project commenced in February 2016 and is expected to complete in 2020. The construction programme is shown in **Appendix A**. A summary of the major construction activities undertaken in the reporting period were:

June 2019	July 2019	August 2019
• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.	• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.	• Excavation and laying of drainage pipe and manhole; • Excavation and ELS construction. • Construction of SUS structure; and • Construction of District Cooling System. • Construction of Subway A. • Construction of road base and road pavement.

2. SUMMARY OF EM&A REQUIREMENTS AND MONITORING RESULTS

2.1 Monitoring Requirement

In accordance with the approved EM&A Manuals, 24-hour Total Suspended Particulates (TSP) level and Leq (30min) at the designated monitoring stations is required. Impact 24-hour TSP monitoring should be carried out at least once every 6 days. In case of complaints, 1-hour TSP monitoring should be carried out at least 3 times per 6 days when the highest dust impacts are likely to occur. Leq (30min) monitoring is conducted for at least once a week during the construction phase between 0700 and 1900 on normal weekdays. The Action and Limit Levels of the air quality monitoring and noise monitoring are given in **Appendix C**

2.2 Monitoring Locations

2.2.1 According to the EM&A Manual, three monitoring locations for air quality monitoring and noise monitoring, namely KTD1, KTD2 and KER1, are covered by this Contract within the South Apron Area of Former Kai Tak Airport. The other two air quality monitoring locations and two noise monitoring locations which are identified in Cha Kwo Ling area, are farther than 500m and 300m away from the site boundary respectively and thus not covered by this Contract. The monitoring works in Cha Kwo Ling area are covered by other Contract(s) respectively.

2.2.2 According to the approved alternative baseline air quality and noise monitoring locations (EPD reference: () in EP2/K19/A/21 pt.5), the original monitoring locations (KTD1, KTD2 and KER1) are proposed to be replaced by alternative monitoring locations (KTD1a, KTD2a and KER1a).

2.2.3 According to the approved relocation of monitoring location KER1a (EPD reference: () in EP2/K19/A/21 pt.5), the monitoring location KER1a are proposed to be relocated by alternative monitoring locations KER1b.

2.2.4 According to the approved relocation of monitoring location KTD2a (EPD reference: () in EP2/K19/A/21 Pt.6), the monitoring location KTD2a are proposed to be relocated by alternative monitoring locations KTD2b.

2.2.5 The most updated locations are summarized in **Table 2.1** and shown in **Figure 2**.

Table 2.1 Location of Air Quality Monitoring and Noise Monitoring Station

Monitoring Station	Location
KTD1a	Centre of Excellence in Paediatrics (Children's Hospital)
KTD2b	G/IC Zone next to Kwun Tong Bypass (Next to the site of the New Acute Hospital)
KER1b	Site Boundary at Cheung Yip Street

2.3 Results and Observations

2.3.1 No Action and Limit Level exceedance for 24-hr TSP was recorded in the reporting period at all monitoring stations.

2.3.2 No Action / Limit Level exceedance for construction noise was recorded in the reporting period at all monitoring stations.

2.3.3 No raining and wind with speed over 5 m/s was observed during noise monitoring according to the onsite observation.

2.3.4 During the reporting period, major dust sources including loading and unloading of C&D wastes, vehicles movement were observed in the site. Major noise sources including noise emission from plant & PME and some other construction activities, travel of vehicles, loading and unloading of C&D waste were observed in the site. Non-project related construction activities at the nearby construction site and road traffic along Shing Cheong Road, Cheung Yip Street and the Kwun Tong By-pass were observed. The above factors may affect the monitoring results.

2.3.5 Graphical presentation of the monitoring data in the reporting period is presented in **Appendix D**.

2.4 Comparison of Monitoring Results with EIA Predictions

2.4.1 The monitoring data was compared with the EIA predictions as summarized in **Table 2.2** and **Table 2.3**.

Table 2.2 Comparison of 24-hr TSP data with EIA predictions

Monitoring Station	Receiver Reference	Predicted Maximum 24-hour TSP Concentration (μg/m³)	24-hour TSP concentration in Reporting Period (μg/ m³)			Average 24-hour TSP concentration in Reporting Period (μg/ m³)		
			Jun 2019	Jul 2019	Aug 2019	Jun 2019	Jul 2019	Aug 2019
KTD1a	KTD3	126	26-82	20-55	15-92	54	33	52
KTD2b	-	-	48-71	16-111	20-121	63	55	61
KER1b	KTD6	169	17-48	11-67	20-163	31	41	75

Note:
For KTD2b, there was no receiver reference in the EIA report, EIAR-174/2013.
Predicted Maximum TSP Concentration extracted from Table 4.14 of EIA Report, EIAR-174/2013.

Table 2.3 Comparison of Noise Monitoring data with EIA predictions

Monitoring Station	Receiver Reference	Maximum Predicted Mitigated Construction Noise Level, dB(A)	Leq (30min) dB(A) in Reporting Period		
			Jun 2019	Jul 2019	Aug 2019
KTD1a	KTD1	74	67-70	60-70	68-72
KTD2b	KTD2	75	69-75	72-75	73-75
KER1b	KER1	75	68-73	63-75	70-74

Note:
Maximum Predicted Mitigated Construction Noise Level extracted from Table 5.13 of EIA Report, EIAR-174/2013.

2.4.2 The 24-hour TSP monitoring results at KTD1a and KER1b in the reporting months did not exceed the Predicted Maximum 24-hour TSP Concentration in the approved Environmental Impact Assessment (EIA) Report and no Action / Limit Level exceedance was recorded in the reporting period.

2.4.3 The noise monitoring results in the reporting months did not exceed the Maximum Predicted Mitigated Construction Noise Level in the approved Environmental Impact Assessment (EIA) Report and no Action / Limit Level exceedance was recorded in the reporting period.

3. LANDSCAPE AND VISUAL

3.1 Results and Observations

3.1.1 To monitor and audit the implementation of landscape and visual mitigation measures, 13 weekly Landscape and Visual Site audits were carried out and 7 of them were carried out by a Registered Landscape Architect. The weekly Landscape and Visual Impact reports were counter-signed by IEC as according to the requirement of EM&A Manual (AEIAR-130/2009).

3.1.2 No non-compliance was recorded in the weekly Landscape and Visual Site audits in the reporting period.

3.1.3 Observations and recommendations during site audits are summarized in **Table 5.1**.

4. WASTE MANAGEMENT

4.1 Results and Observations

4.1.1 C&D materials and wastes sorting were carried out on site. Receptacles were available for C&D wastes and general refuse collection.

4.1.2 The amount of wastes generated by the site activities in the reporting period is shown in **Appendix E**.

4.1.3 The Contractor is advised to properly maintain on site C&D materials and wastes collection, sorting and recording system and maximize reuse / recycle of C&D materials and wastes. The Contractor is reminded to properly maintain the site tidiness and dispose of the wastes accumulated on site regularly and properly.

4.1.4 The Contractor is reminded that chemical waste containers should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

5. SITE INSPECTION

5.1 Site Inspection

5.1.1 Site inspections were carried out weekly to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. A summary of the mitigation measures implementation schedule is provided in **Appendix F**.

5.1.2 In the reporting quarter, 13 site inspections were carried out. 6 of them were the joint inspections with the IEC, ER, the Contractor and the ET.

5.1.3 No outstanding issues were reported during the reporting period.

5.1.4 All the follow-up actions requested by Contractor's ET and IEC during the site inspections were undertaken as reported by the Contractor and confirmed in the following weekly site inspection conducted during the reporting month.

5.1.5 Details of observations recorded during the site inspections are presented in **Table 5.1**.

Table 5.1 Observations and Recommendations of Site Audit

Parameters	Date	Observations and Recommendations	Follow-up
Air Quality	24 July 2019	Reminder: Open stockpiles should be covered regularly. (Zone 3)	NA
Noise	28 Aug 2019	Reminder: Noise mitigation should be provided during breaking. (Zone 2)	NA
Water Quality	NA		
Chemical and Waste Management	26 June 2019	Reminder: All waste generated at the site should be cleared regularly. (Zone 2)	NA
	14 Aug 2019	Reminder: All waste generated at the site should be cleared and collected frequently. (Zone 1)	NA
	28 Aug 2019	Reminder: All waste generated at the site should be collected and cleared. (Zone 4)	NA
Land Contamination	NA		
Landscape and Visual Impact	NA		
General	NA		
Permit / Licenses	14 Aug 2019	Reminder: The NRMM label should be replaced to its proper color. (Zone4)	NA

6. ENVIRONMENTAL COMPLAINT AND NON-COMPLIANCE

6.1 Environmental Exceedance

6.1.1 No Action and Limit Level exceedance for 24-hr TSP and noise was recorded in the reporting period at all monitoring stations. Number of exceedance in the reporting period was summarized in **Table 6.1**.

Table 6.1 Summary of Exceedance in Reporting Period

Monitoring Station		Number of exceedance in the reporting period						
		24hr TSP μg/m^3			Leq $_{(30min)}$ dB(A)			Total
		Jun 2019	Jul 2019	Aug 2019	Jun 2019	Jul 2019	Aug 2019	
KTD1a	AL	0	0	0	0	0	0	0
	LL	0	0	0	0	0	0	0
KTD2b	AL	0	0	0	0	0	0	0
	LL	0	0	0	0	0	0	0
KER1b	AL	0	0	0	0	0	0	0
	LL	0	0	0	0	0	0	0
Total	AL	0	0	0	0	0	0	0
	LL	0	0	0	0	0	0	0

6.2 Complaints, Notification of Summons and Prosecution

6.2.1 No inspection notice, notification of summons or prosecution was received in this reporting period. Cumulative complaint log, summaries of complaints, notification of summons and successful prosecutions are presented in **Table 6.2, 6.3 and 6.4**.

Table 6.2 Environmental Complaints Log

Reference No.	Date of Complaint Received	Received From	Received By	Nature of Complaint	Date of Investigation	Outcome	Date of Reply
20161207_complaint_c	7 Dec 2016	EPD	Andy Choy (CRBC)	Air	13 Feb 2017	Project-related	13 Feb 2017
20170209_complaint_c	9 Feb 2017	EPD	Andy Choy (CRBC)	Air	22 Feb2017	Not Project-related	7 Mar 2017
20170502_complaint_c	2 May 2017	CEDD	Andy Choy (CRBC)	Noise	4 May 2017	Not Valid	22 May 2017
20170716_complaint_a	16 Jul 2017	CEDD	HMJV	Water Quality	4 Aug 2017	Not Project-related	4 Aug 2017
20180530_complaint	30 May 2018	EPD	CRBC	Air	9 June 2018	Not Valid	20 Jun 2018

Table 6.3 Cumulative Statistics on Complaints

Environmental Parameters	Cumulative No. Brought Forward	No. of Complaints in the Reporting Period			Cumulative Project-to-Date
		June 2019	July 2019	August 2019	
Air	3	0	0	0	3
Noise	1	0	0	0	1
Water	1	0	0	0	1
Waste	0	0	0	0	0
Total	0	0	0	0	0

Table 6.4 Cumulative Statistics on Successful Prosecutions

Environmental Parameters	Cumulative No. Brought Forward	No. of Complaints This Reporting Period			Cumulative Project-to-Date
		June 2019	July 2019	August 2019	
Air	0	0	0	0	0
Noise	0	0	0	0	0
Water	0	0	0	0	0
Waste	0	0	0	0	0
Total	0	0	0	0	0

7. IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURES

7.1 Implementation Status

7.1.1 The Contractor has implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and the EM&A Manuals. The implementation status of the mitigation measures during the reporting period is summarized in **Appendix F**.

8. CONCLUSIONS

8.1.1 No Action and Limit Level exceedance for 24-hr TSP and noise was recorded in the reporting period at all monitoring stations.

8.1.2 No complaint of air quality was received. Therefore, no impact 1-hour TSP monitoring was conducted in the reporting period.

8.1.3 13 weekly environmental site inspections were carried out in the reporting period. Recommendations on mitigation measures on air quality, noise quality, chemical and waste management were given to the Contractor for remediating the deficiencies identified during the site inspections.

8.1.4 13 weekly Landscape and Visual Site audits were carried out on in the reporting period and 7 of them were carried out by a Registered Landscape Architect in the reporting period. The weekly Landscape and Visual Impact reports were counter-signed by IEC as according to the requirement of EM&A Manual (AEIAR-130/2009). No non-compliance was recorded in the weekly Landscape and Visual Site audits in the reporting period.

8.1.5 Referring to the Contractor's information, no notification of summons and successful prosecution was received in the reporting period.

8.2 Comment and Recommendations

8.2.1 The recommended environmental mitigation measures, as proposed in the EIA reports and EM&A Manuals shall be effectively implemented to minimize the potential environmental impacts from the Project. The EM&A programme would effectively monitor the environmental impacts generated from the construction activities and ensure the proper implementation of mitigation measures.

8.2.2 According to the environmental audit performed in the reporting period, the following recommendations were made:

Air Quality Impact
- Open stockpiles should be covered regularly.

Construction Noise Impact
- Noise mitigation should be provided during breaking.

Water Quality Impact
- No specific observation was identified in the reporting period.

Chemical and Waste Management
- All waste generated at the site should be cleared and collected frequently.

Land Contamination
- No specific observation was identified in the reporting period.

Landscape and Visual Impact
- No specific observation was identified in the reporting period.

General Condition

- No specific observation was identified in the reporting period.

Permit / Licenses

- The NRMM label should be replaced to its proper color. (Zone4)

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Figure 1

Project General Layout

PROPOSED
NEW ACUTE HOSPITAL
(PHASE II)

PROPOSED
NEW ACUTE HOSPITAL
(PHASE I)

HONG KONG CHILDREN'S HOSPITAL
(HKCH)

PUBLIC WORKS
CENTRAL LABORATARY
BUILDING

Proposed Fire Station cum Ambulance Facility

WANG CHU ROAD

TSUNG KWO ROAD

TSUNG YIP STREET

KAI HING ROAD

LAM CHAK STREET

Kowloon Bay Waste Recycling Centre

Temporary Department Vehicle Examination Centre

Octa Tower

Pacific Trade Centre

Kowloon Godown

Kerry D.G. Godown (Kowloon Bay)

Open Storage

Elevated Road

Podium

Road

Seawall

CREEK

KAI TAK BRIDGE

KEY PLAN

KAI TAK

KOWLOON BAY

JORDAN VALLEY

SAU MAU PING

NGAU TAU KOK

KWUN TONG

SAU KOK

AWA WAN

To Kwa Wan Typhoon Shelter

Kwun Tong Typhoon Shelter

SAI TSO WAN

SHA KWO LING

KWUN TONG TSAI WAN (YAU TONG BAY)

YAU TONG

LEGENDS:

- SITE BOUNDARY
- HOSPITAL SITE BOUNDARY
- PROPOSED SUPPORTING UNDERGROUND STRUCTURE
- PROPOSED SUBWAYS
- PROPOSED ROADWORKS
- PROPOSED DISTRICT COOLING SYSTEM
- DEMOLITION OF RADAR TOWER

Rev.	Date	Drawn	Description	Checked	Approved

Hyder-Meinhardt JV

CLIENT

土木工程拓展署
Civil Engineering and Development Department
九龍拓展處
Kowloon Development Office

PROJECT

CONTRACT NO. KL/2014/03
KAI TAK DEVELOPMENT - STAGE 3
INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE SOUTHERN PART OF THE FORMER RUNWAY

TITLE

GENERAL LAYOUT PLAN

DESIGNED			ENG. CHECK		
DRAWN			COORDINATION		
DWG. CHECK			APPROVED		

SCALE AT A1	STATUS	REV
1 : 1000		A

Drawing No.

FIGURE 1.0

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Figure 2

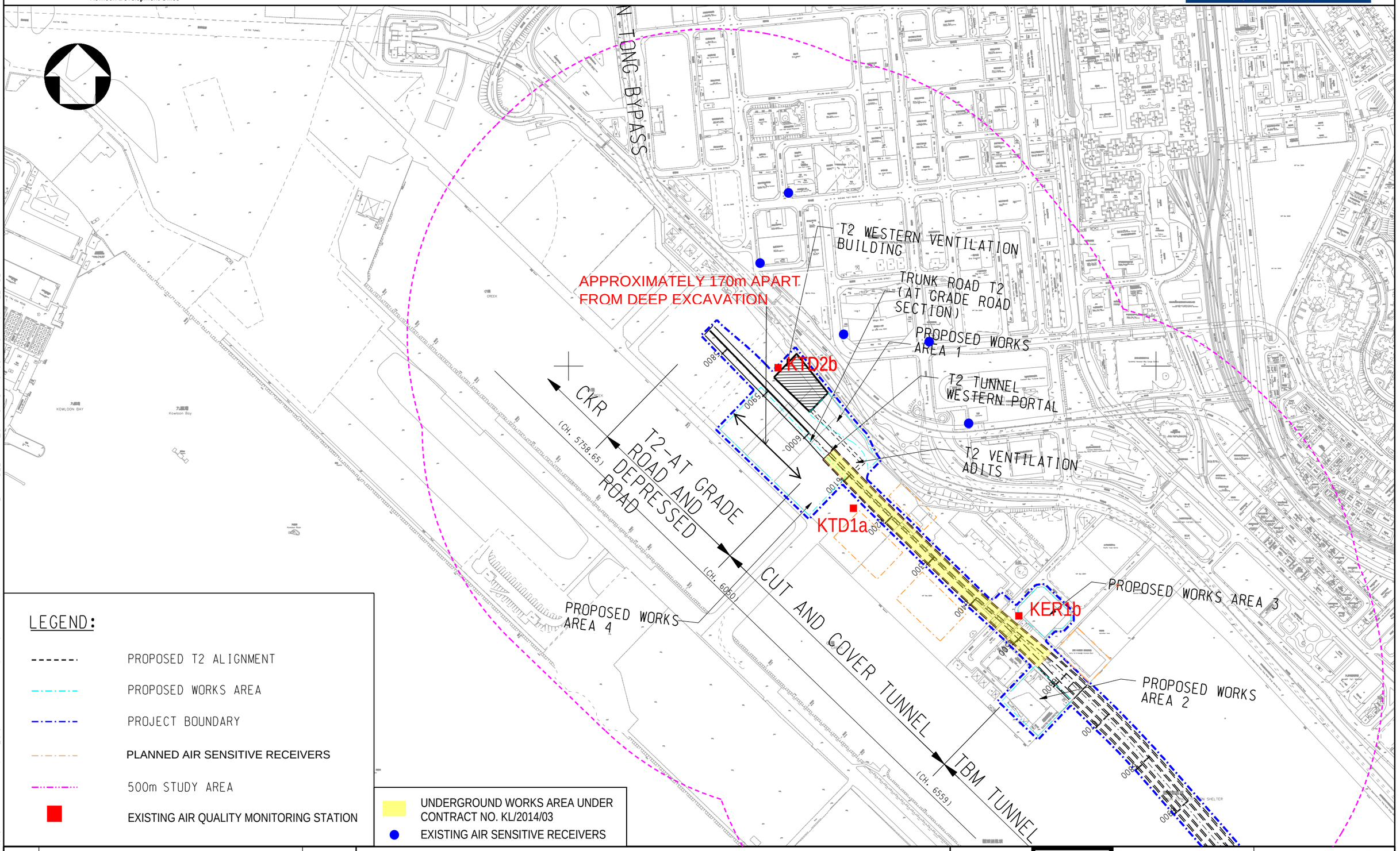
Air and Noise Monitoring Locations

土木工程拓展署
Civil Engineering and Development Department
九龍拓展處
Kowloon Development Office

CEDD

AGREEMENT NO. CE 38/2008(HY)
KAI TAK DEVELOPMENT - TRUNK ROAD T2 AND INFRASTRUCTURE AT SOUTH APRON - INVESTIGATION, DESIGN AND CONSTRUCTION

Hyder MEINHARDT
Hyder-Meinhardt JV



LEGEND:

- PROPOSED T2 ALIGNMENT
- PROPOSED WORKS AREA
- PROJECT BOUNDARY
- PLANNED AIR SENSITIVE RECEIVERS
- 500m STUDY AREA
- EXISTING AIR QUALITY MONITORING STATION
- UNDERGROUND WORKS AREA UNDER CONTRACT NO. KL/2014/03
- EXISTING AIR SENSITIVE RECEIVERS

Rev.	Description	Date

Drawing title

IDENTIFIED DUST MONITORING STATIONS AT SOUTH APRON OF FORMER KAI TAK AIRPORT

Original Size: A3

Scale: 1 : 6000 | Date: 30/01/2012

File name

Drawing No.: FIGURE 2.1a (revised)

Rev.: --

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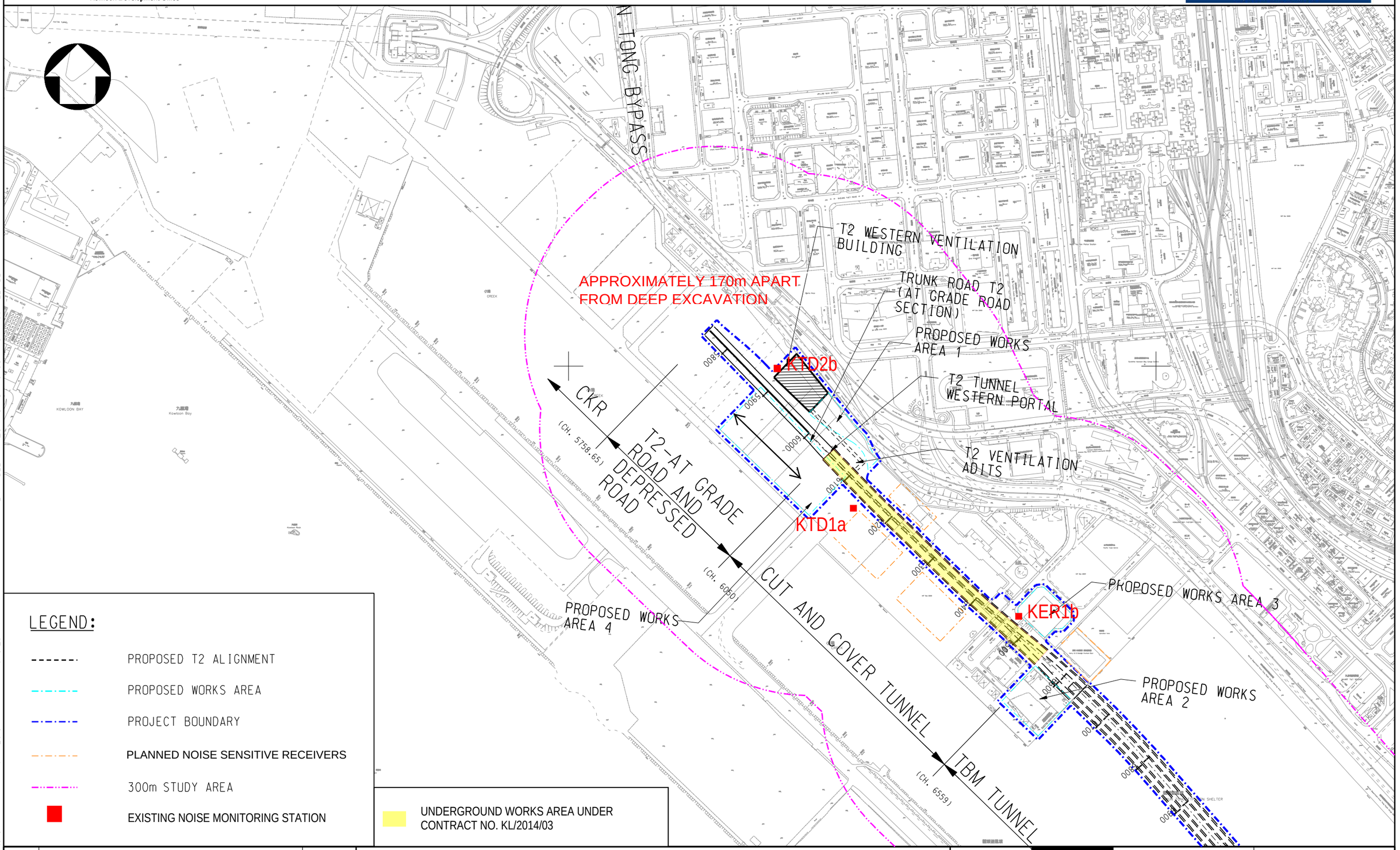
土木工程拓展署
Civil Engineering and Development Department
九龍拓展處
Kowloon Development Office

AGREEMENT NO. CE 38/2008(HY)
KAI TAK DEVELOPMENT - TRUNK ROAD T2 AND INFRASTRUCTURE AT SOUTH APRON - INVESTIGATION, DESIGN AND CONSTRUCTION

Hyder-Meinhardt JV



LEGEND:

- PROPOSED T2 ALIGNMENT
- PROPOSED WORKS AREA
- PROJECT BOUNDARY
- PLANNED NOISE SENSITIVE RECEIVERS
- 300m STUDY AREA
- EXISTING NOISE MONITORING STATION
- UNDERGROUND WORKS AREA UNDER CONTRACT NO. KL/2014/03

Rev.	Description	Date

Drawing title

IDENTIFIED NOISE MONITORING STATIONS AT SOUTH APRON OF FORMER KAI TAK AIRPORT

Original Size: A3
Scale: 1 : 6000
Date: 30/01/2012
File name:

Drawing No.: FIGURE 2.2 a (revised)
Rev.: --

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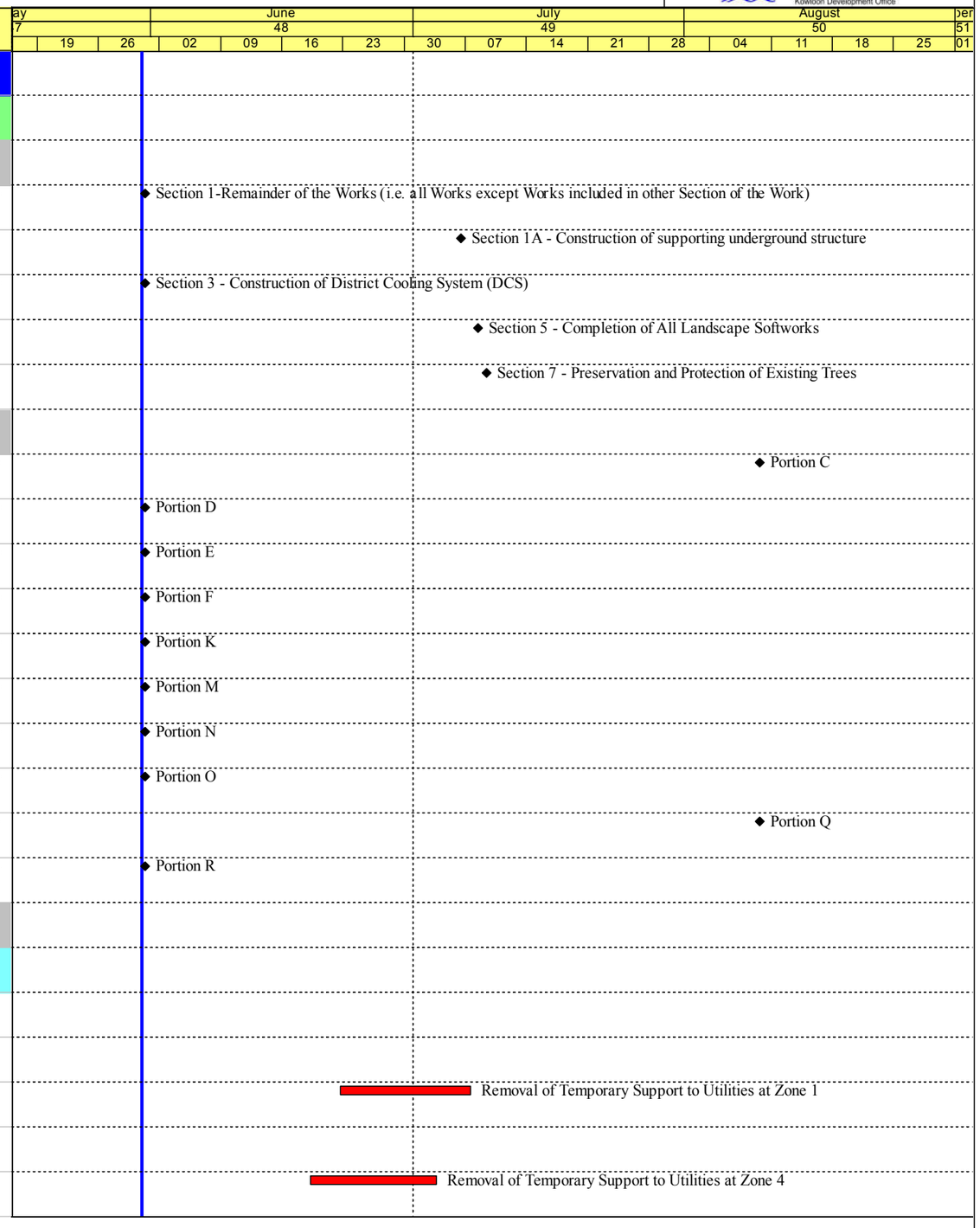
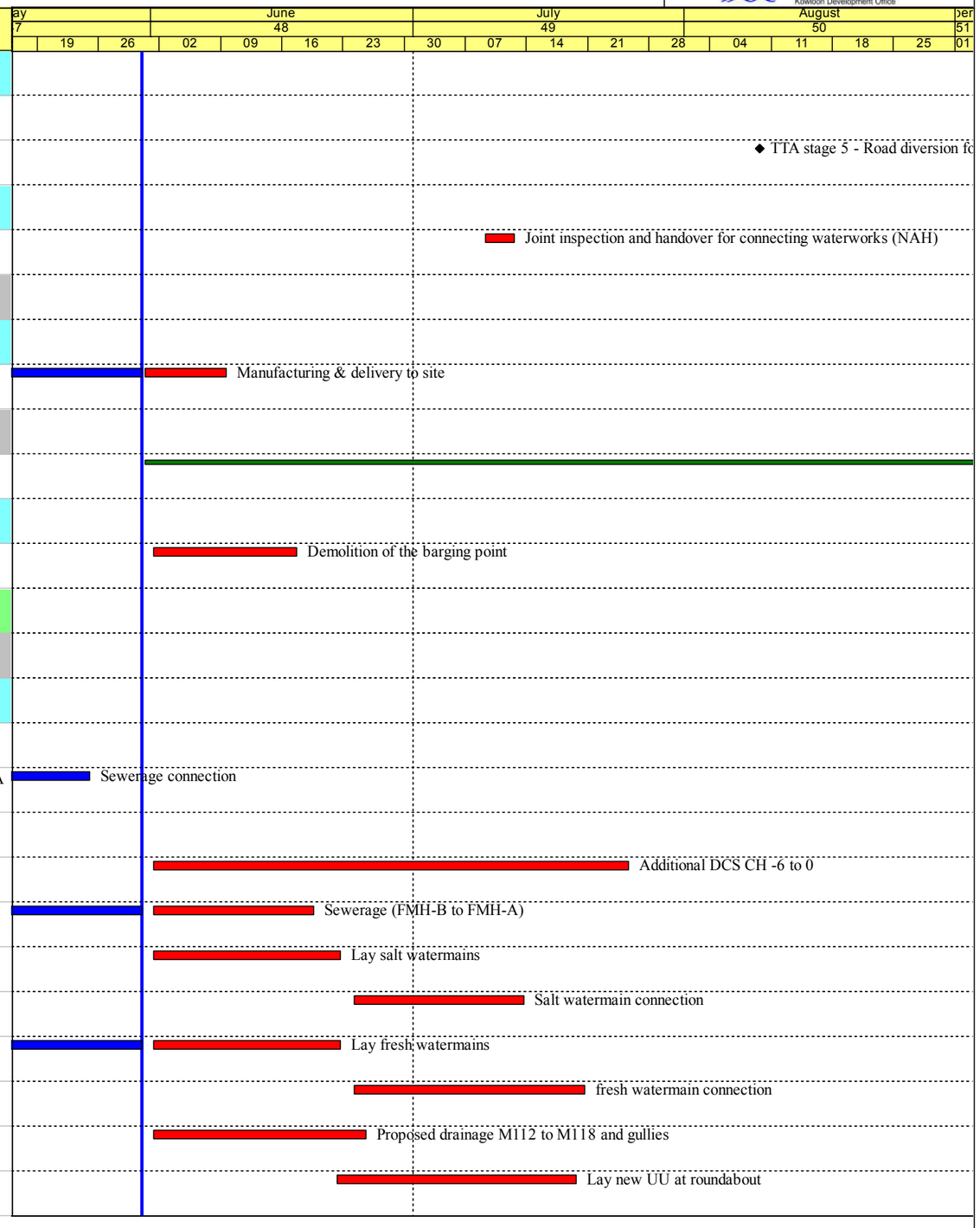
Appendix A

Construction Programme

Activity ID	Activity Name	Rem Dur	Start	Finish
KL/2014/03-Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway				
Project Key Dates				
Project Completion Date				
K-PK-PCD-1000	Section 1-Remainder of the Works (i.e. all Works except Works included in other Section of the Work)	0		31-May-19*
K-PK-PCD-1100	Section 1A - Construction of supporting underground structure	0		06-Jul-19*
K-PK-PCD-1300	Section 3 - Construction of District Cooling System (DCS)	0		31-May-19*
K-PK-PCD-1600	Section 5 - Completion of All Landscape Softworks	0		08-Jul-19*
K-PK-PCD-1800	Section 7 - Preservation and Protection of Existing Trees	0		09-Jul-19*
Site Handover Date				
K-PK-SHD-1300	Portion C	0		09-Aug-19*
K-PK-SHD-1400	Portion D	0		31-May-19*
K-PK-SHD-1500	Portion E	0		31-May-19*
K-PK-SHD-1600	Portion F	0		31-May-19*
K-PK-SHD-1900	Portion K	0		31-May-19*
K-PK-SHD-2000	Portion M	0		31-May-19*
K-PK-SHD-2100	Portion N	0		31-May-19*
K-PK-SHD-2200	Portion O	0		31-May-19*
K-PK-SHD-2400	Portion Q	0		09-Aug-19*
K-PK-SHD-2500	Portion R	0		31-May-19*
General Submission				
Temporary Utility Diversion Works				
Temporary Diversion for Watermain Works				
Laying Proposed (Fresh) Watermain				
K-PA-TUD-2152	Removal of Temporary Support to Utilities at Zone 1	15	22-Jun-19	07-Jul-19
Temporary Diversion for CLP Cable at CH6+560				
K-PA-TUD-4100	Removal of Temporary Support to Utilities at Zone 4	15	19-Jun-19	03-Jul-19



Activity ID	Activity Name	Rem Dur	Start	Finish
	Temporary Traffic Management			
	Implementation of Temporary Traffic Arrangement			
K-PA-TTA-8960	TTA stage 5 - Road diversion for Handover of Portion C and Portion Q	0		09-Aug-19
	Interfacing Works			
K-PA-INT-4000	Joint inspection and handover for connecting waterworks (NAH)	4	09-Jul-19	12-Jul-19
	Materials Procurement (Major Materials)			
	Water Works			
K-PA-MP-1050	Manufacturing & delivery to site	10	20-Aug-18 A	09-Jun-19
	Prelimiaries			
K-DR-PRE-1800	Submission of time-lapsed photographs and video	162	20-Feb-16 A	08-Nov-19
	Barge Loading Facilities			
K-DR-PRE-1485	Demolition of the barging point	13	01-Jun-19	17-Jun-19
	Section 1 of the Works-Remainder of the Works			
	Roadwork and Drainage Works			
	Road D4-3 (Ching Shung Road)			
	Zone 2 R & D Works (Stage 1) CH410-CH340			
SCR1137	Sewerage connection	0	16-May-19 A	25-May-19 A
	Zone 1 & 2 and Shing Fung Road R & D Works (Stage 2) CH410-CH340			
SCR1360	Additional DCS CH -6 to 0	44	01-Jun-19	25-Jul-19
SCR1370	Sewerage (FMH-B to FMH-A)	15	13-May-19 A	19-Jun-19
SCR1380	Lay salt watermains	18	01-Jun-19	22-Jun-19
SCR1390	Salt watermain connection	17	24-Jun-19	13-Jul-19
SCR1400	Lay fresh watermains	18	15-May-19 A	22-Jun-19
SCR1410	fresh watermain connection	22	24-Jun-19	20-Jul-19
SCR1420	Proposed drainage M112 to M118 and gullies	20	01-Jun-19	25-Jun-19
SCR1430	Lay new UU at roundabout	22	22-Jun-19	19-Jul-19



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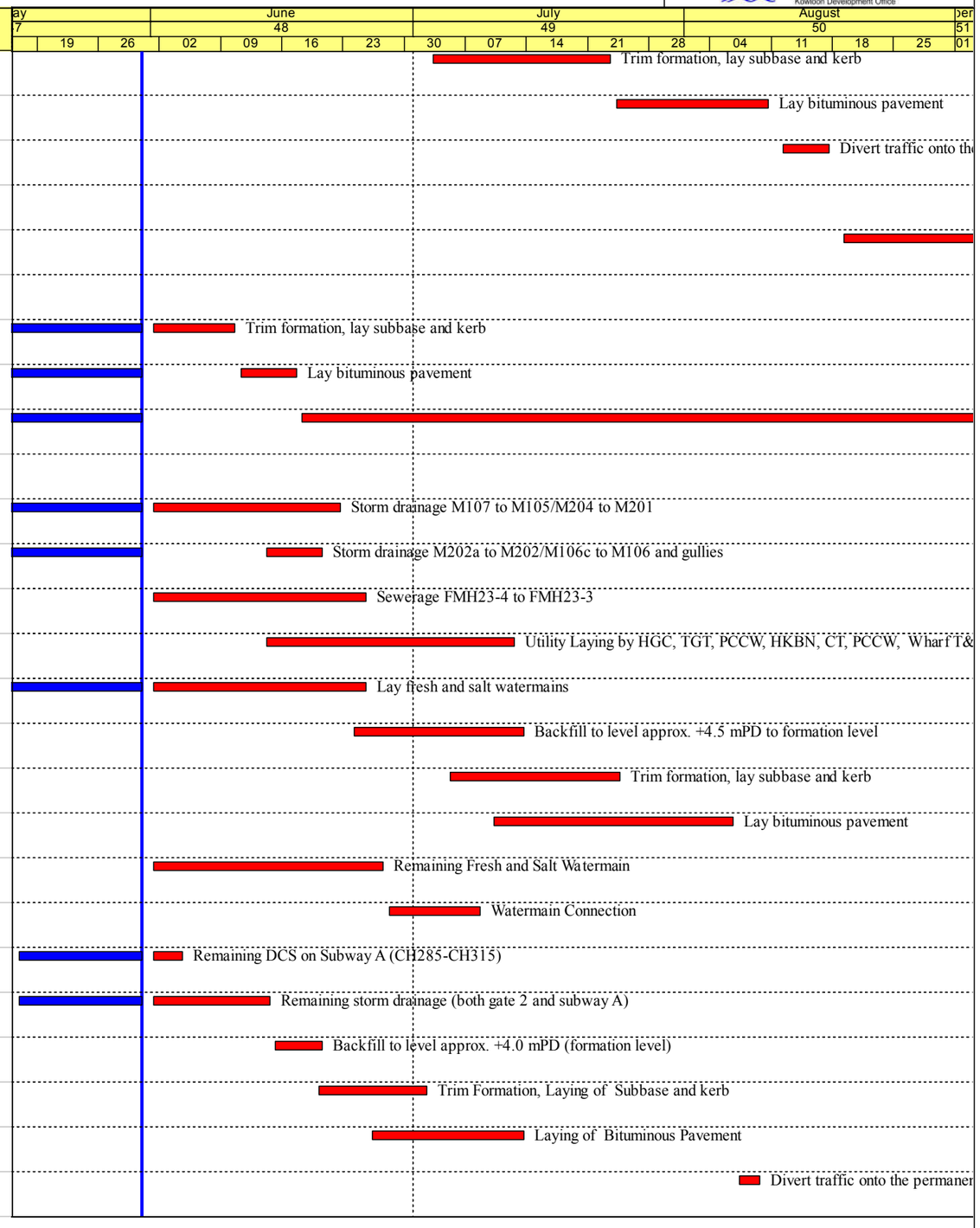
KL/2014/03 Kai Tak Development - Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway

CEDD 土木工程拓展署 Civil Engineering and Development Department 九龍拓展處 Kowloon Development Office

Activity ID	Activity Name	Rem Dur	Start	Finish
SCR1440	Trim formation, lay subbase and kerb	17	03-Jul-19	23-Jul-19
SCR1450	Lay bituminous pavement	15	24-Jul-19	10-Aug-19
SCR1460	Divert traffic onto the permanent Shing Fung Road and Shing Cheong Road	5	12-Aug-19	17-Aug-19
	Zone 1 & 2 and Shing Fung Road R & D Works (Stage 3) CH410-CH340			
SCR1470	Carry out and complete remaining works	60	19-Aug-19	05-Nov-19
	Zone 3 R & D Works (Stage 2) CH270 to 190			
SCR1830	Trim formation, lay subbase and kerb	7	08-Mar-19 A	10-Jun-19
SCR1840	Lay bituminous pavement	6	18-Mar-19 A	17-Jun-19
SCR1860	Carry out and complete remaining works	73	28-Mar-19 A	18-Sep-19
	Zone 4 R & D Works			
SCR2020	Storm drainage M107 to M105/M204 to M201	18	06-May-19 A	22-Jun-19
SCR2030	Storm drainage M202a to M202/M106c to M106 and gullies	6	17-Apr-19 A	20-Jun-19
SCR2040	Sewerage FMH23-4 to FMH23-3	20	01-Jun-19	25-Jun-19
SCR2042	Utility Laying by HGC, TGT, PCCW, HKBN, CT, PCCW, Wharf T&T, Towngas, CLP, ect	24	14-Jun-19	12-Jul-19
SCR2050	Lay fresh and salt watermains	20	08-May-19 A	25-Jun-19
SCR2060	Backfill to level approx. +4.5 mPD to formation level	17	24-Jun-19	13-Jul-19
SCR2070	Trim formation, lay subbase and kerb	16	05-Jul-19	24-Jul-19
SCR2080	Lay bituminous pavement	22	10-Jul-19	06-Aug-19
SCR2095	Remaining Fresh and Salt Watermain	22	01-Jun-19	27-Jun-19
SCR2097	Watermain Connection	8	28-Jun-19	08-Jul-19
SCR2099	Remaining DCS on Subway A (CH285-CH315)	3	17-May-19 A	04-Jun-19
SCR2105	Remaining storm drainage (both gate 2 and subway A)	11	17-May-19 A	14-Jun-19
SCR2130	Backfill to level approx. +4.0 mPD (formation level)	5	15-Jun-19	20-Jun-19
SCR2140	Trim Formation, Laying of Subbase and kerb	10	20-Jun-19	02-Jul-19
SCR2150	Laying of Bituminous Pavement	15	26-Jun-19	13-Jul-19
SCR2160	Divert traffic onto the permanent Cheung Yip Street and Shing Cheong Road	3	07-Aug-19	09-Aug-19



中國路橋工程有限責任公司 CHINA ROAD AND BRIDGE CORPORATION

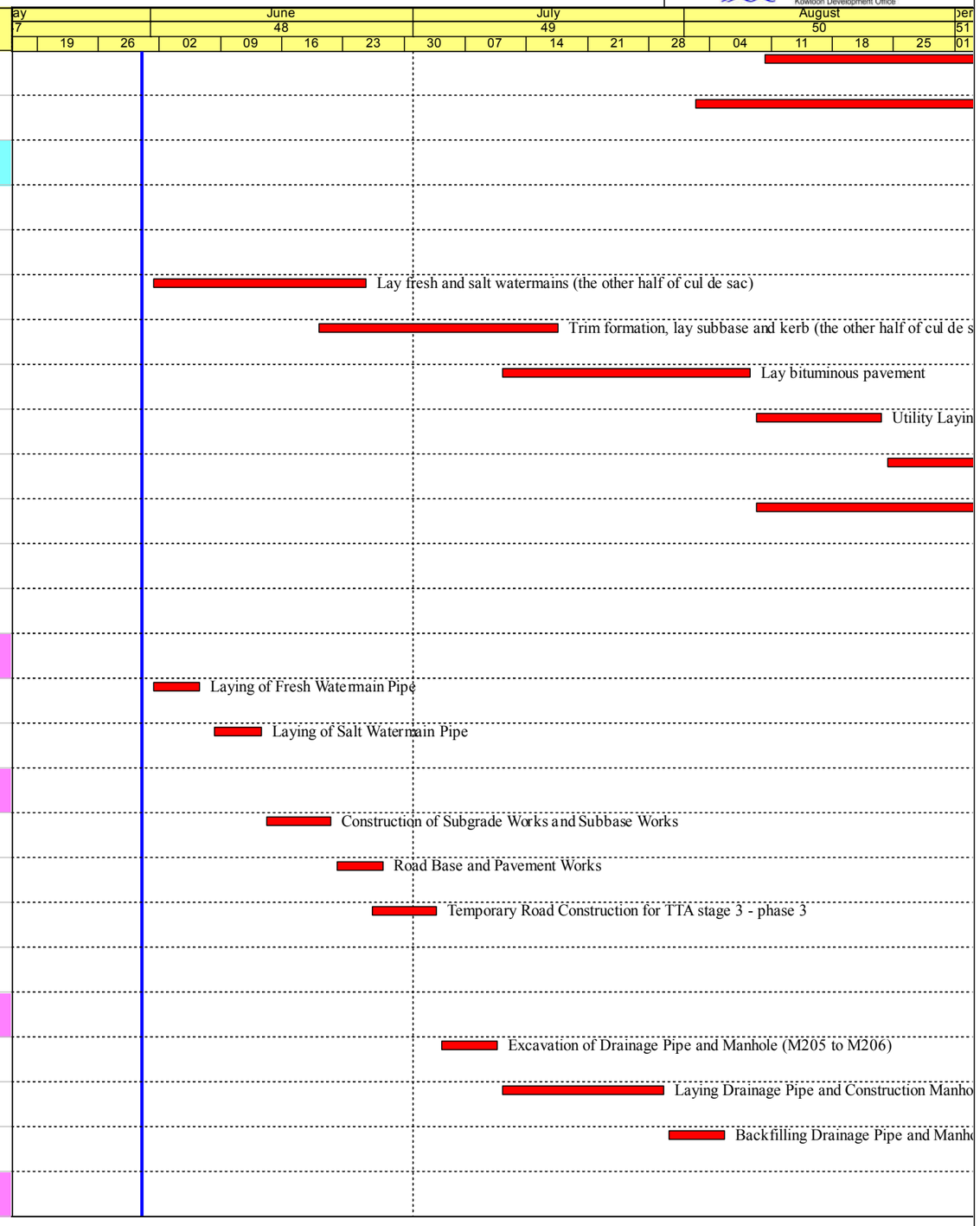
◆ Milestone
Critical Activity
Non-Critical Activity
Remaining Level of Effort
Actual Work

3 MRP Jun 2019 - Aug 2019

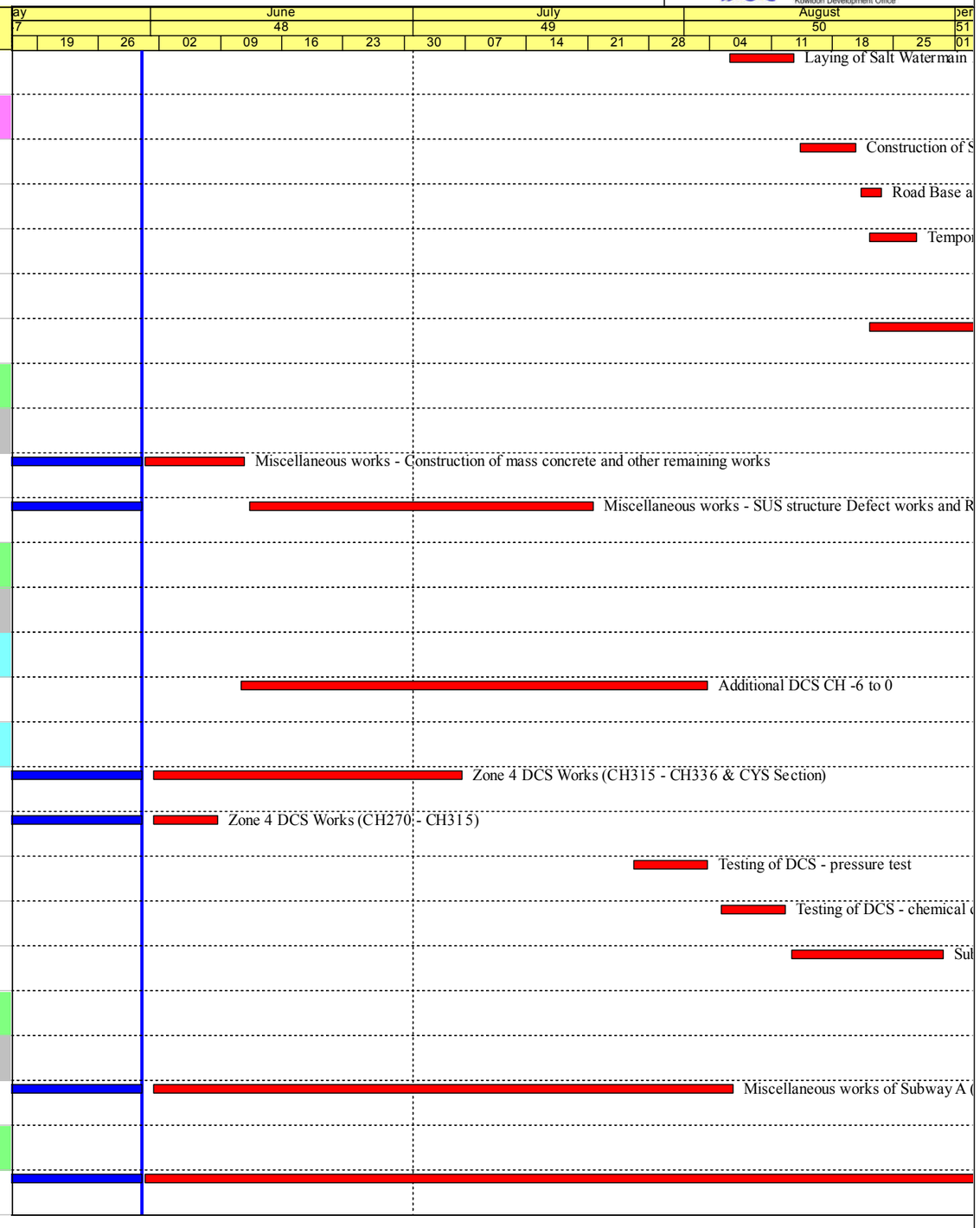
Project ID :42 3MRP Jun - Aug 19
Layout : KL201403 3MRP

3 Months Rolling Programme			
Date	Revision	Checked	Approved
31-May-19	Jun 19 - Aug 19		

Activity ID	Activity Name	Rem Dur	Start	Finish
SCR2170	Storm drainage M204 to M205	22	10-Aug-19	06-Sep-19
SCR2172	Carry out and complete remaining works	76	02-Aug-19	08-Nov-19
Road D4-4 (Cheung Yip Street)				
CH100 to CH150 Cheung Yip Street Cul de Sac				
Cheung Yip Street Cul de Sac				
SCR2635	Lay fresh and salt watermains (the other half of cul de sac)	20	01-Jun-19	25-Jun-19
SCR2640	Trim formation, lay subbase and kerb (the other half of cul de sac)	22	20-Jun-19	17-Jul-19
SCR2650	Lay bituminous pavement	23	11-Jul-19	08-Aug-19
SCR2660	Utility Laying by HGC, TGT, PCCW, HKBN, CT, PCCW, Wharf T&T, Towngas, CLP, ect	12	09-Aug-19	23-Aug-19
SCR2670	Laying Cable and Construction for Road Lighting	18	24-Aug-19	17-Sep-19
SCR2700	Storm drainage SMH4048717-M501a-M501	52	09-Aug-19	17-Oct-19
CH220 - CH420 Southbound				
Part 2				
Water Works				
K-01-RWS-10607	Laying of Fresh Watermain Pipe	5	01-Jun-19	06-Jun-19
K-01-RWS-10987	Laying of Salt Watermain Pipe	5	08-Jun-19	13-Jun-19
Road Works				
K-01-RWS-10787	Construction of Subgrade Works and Subbase Works	7	14-Jun-19	21-Jun-19
K-01-RWS-10797	Road Base and Pavement Works	5	22-Jun-19	27-Jun-19
K-01-RWS-10807	Temporary Road Construction for TTA stage 3 - phase 3	6	26-Jun-19	03-Jul-19
Part 3				
Laying of Drainage Pipe and Construction of Manhole				
K-01-RWS-10642	Excavation of Drainage Pipe and Manhole (M205 to M206)	6	04-Jul-19	10-Jul-19
K-01-RWS-10647	Laying Drainage Pipe and Construction Manhole	15	11-Jul-19	29-Jul-19
K-01-RWS-10657	Backfilling Drainage Pipe and Manhole	5	30-Jul-19	05-Aug-19
Water Works				



Activity ID	Activity Name	Rem Dur	Start	Finish
K-01-RWS-10747	Laying of Salt Watermain Pipe	7	06-Aug-19	13-Aug-19
Road Works				
K-01-RWS-10817	Construction of Subgrade Works and Subbase Works	5	14-Aug-19	20-Aug-19
K-01-RWS-10827	Road Base and Pavement Works	3	21-Aug-19	23-Aug-19
K-01-RWS-10837	Temporary Road Construction for TTA stage 3 - phase 4	5	22-Aug-19	27-Aug-19
Miscellaneous Works				
K-01-RWS-9622	Utility Laying by HGC, TGT, PCCW, HKBN, CT, PCCW, Wharf T&T, Towngas, CLP, ect (CH190 to CH420)	18	22-Aug-19	12-Sep-19
Section 1A of the Works -Construction of Supporting Underground Structure				
Miscellaneous Works				
K-1A-MWS-1005	Miscellaneous works - Construction of mass concrete and other remaining works	12	15-Jan-19 A	11-Jun-19
K-1A-MWS-1010	Miscellaneous works - SUS structure Defect works and Remedial works	40	16-Feb-19 A	21-Jul-19
Section 3 of the Works- Construction of District Cooling System (Subject to Excision)				
Construction of District Cooling System				
Construction of DCS Works at Zone 2				
SCR2780	Additional DCS CH -6 to 0	44	11-Jun-19	03-Aug-19
Construction of DCS Works at Zone 4				
SCR2328	Zone 4 DCS Works (CH315 - CH336 & CYS Section)	29	08-Apr-19 A	06-Jul-19
SCR2329	Zone 4 DCS Works (CH270 - CH315)	6	10-May-19 A	08-Jun-19
SCR2330	Testing of DCS - pressure test	7	26-Jul-19	03-Aug-19
SCR2340	Testing of DCS - chemical cleaning	7	05-Aug-19	12-Aug-19
SCR2350	Submission of testing records, as-built drawings	15	13-Aug-19	30-Aug-19
Section 4A of the Works-Construction of Subway A (Subject to Excision)				
Bay 1 to Bay 3				
SCR1978	Miscellaneous works of Subway A (internal remedial works)	53	11-May-19 A	06-Aug-19
Section 7 of the Works-Preservation and Protection of Existing Trees				
K-07-001-1000	Section 7 of the Works-Preservation and Protection of Existing Trees	145	04-Jan-16 A	22-Oct-19

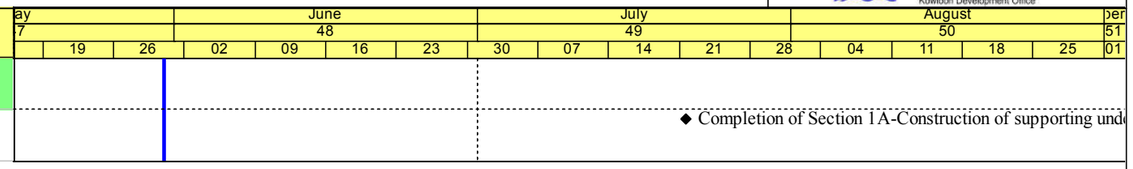


Hyder - Meinhardt JV

KL/2014/03 Kai Tak Development - Stage 3 Infrastructure Works for Developments at the Southern Part of the Former Runway

CEDD 土木工程拓展署 Civil Engineering and Development Department 九龍拓展處 Kowloon Development Office

Activity ID	Activity Name	Rem Dur	Start	Finish
Sections Completion Date				
K-PK-SCC-2000	Completion of Section 1A-Construction of supporting underground structure	0		21-Jul-19



中國路橋工程有限責任公司 CHINA ROAD AND BRIDGE CORPORATION

◆ Milestone
Critical Activity
Non-Critical Activity
Remaining Level of Effort
Actual Work

3 MRP Jun 2019 - Aug 2019

Page 6 of 6

Project ID :42 3MRP Jun - Aug 19
Layout : KL201403 3MRP
Page 6 of 6

3 Months Rolling Programme			
Date	Revision	Checked	Approved
31-May-19	Jun 19 - Aug 19		

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Appendix B

Project Organization Chart

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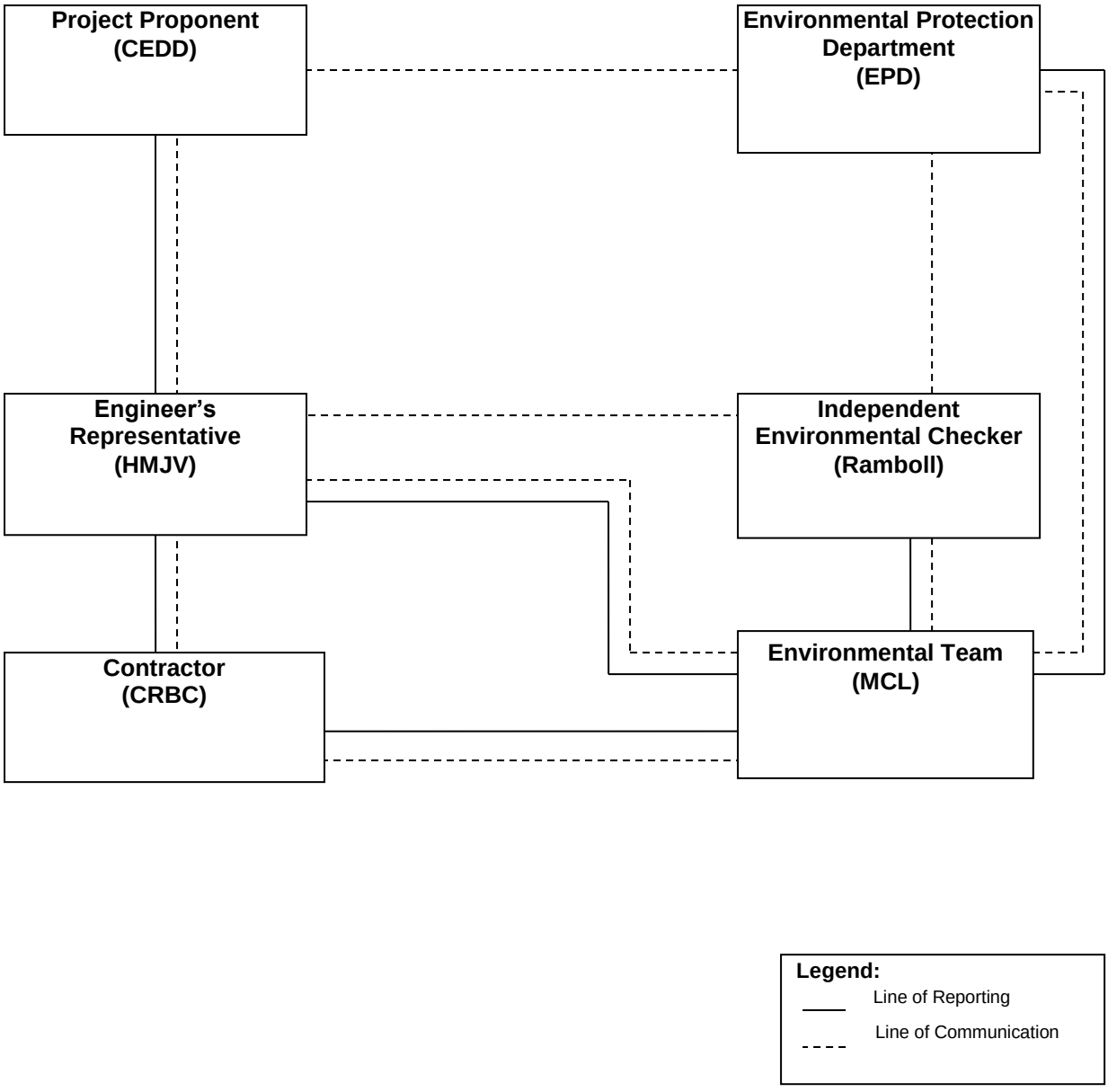

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Appendix C

Action and Limit Levels for Air Quality and Noise

Action and Limit Levels for 24-hr TSP and 1-hr TSP

Parameter	Monitoring Station	Action Level ($\mu g/m^3$)	Limit Level ($\mu g/ m^3$)
24-hr TSP ($\mu g/m^3$)	KTD1a	177	260
	KTD2b	157	
	KER1b	172	
*1-hr TSP ($\mu g/m^3$)	KTD1a	285	500
	KTD2b	279	
	KER1b	295	

Note:
1-hr TSP monitoring should be required in case of complaints.

Action and Limit Levels for Construction Noise, Leq (30min), dB(A)

Time Period	Location	Action	Limit
0700-1900 hrs on normal weekdays	KTD1a KTD2b KER1b	When one documented complaint is received	75 dB(A)

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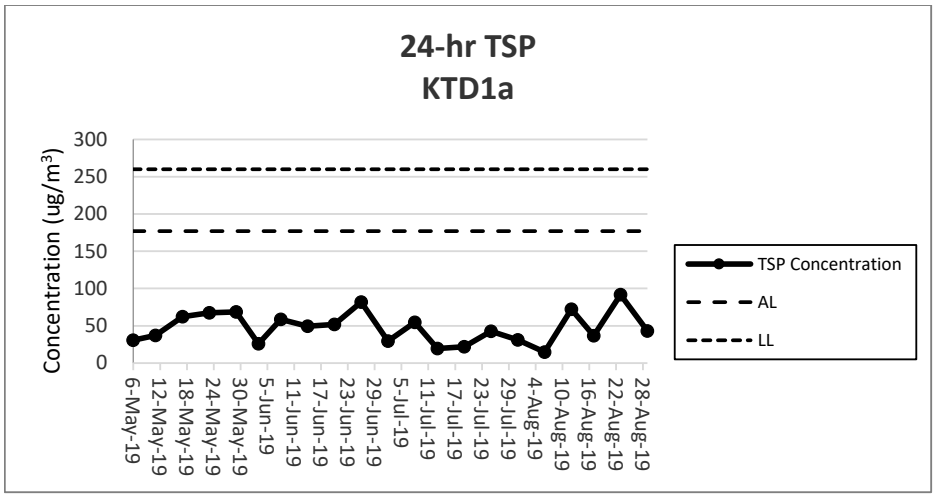
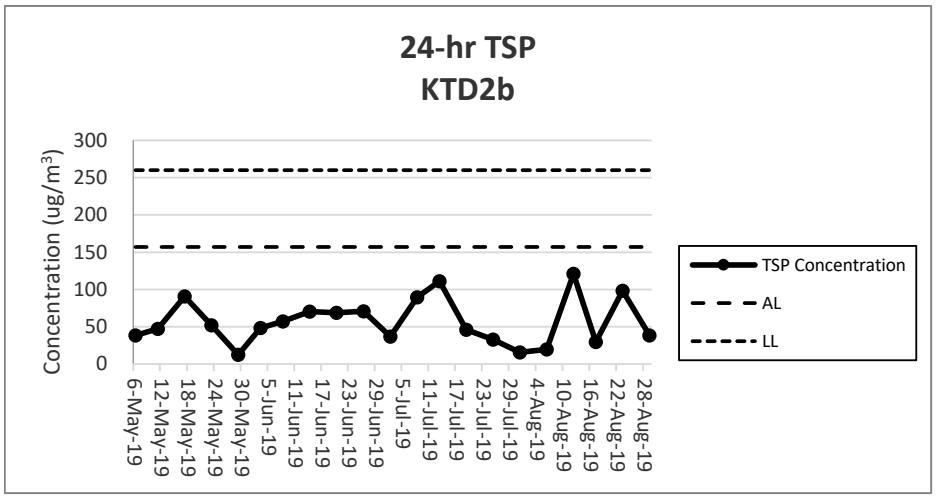
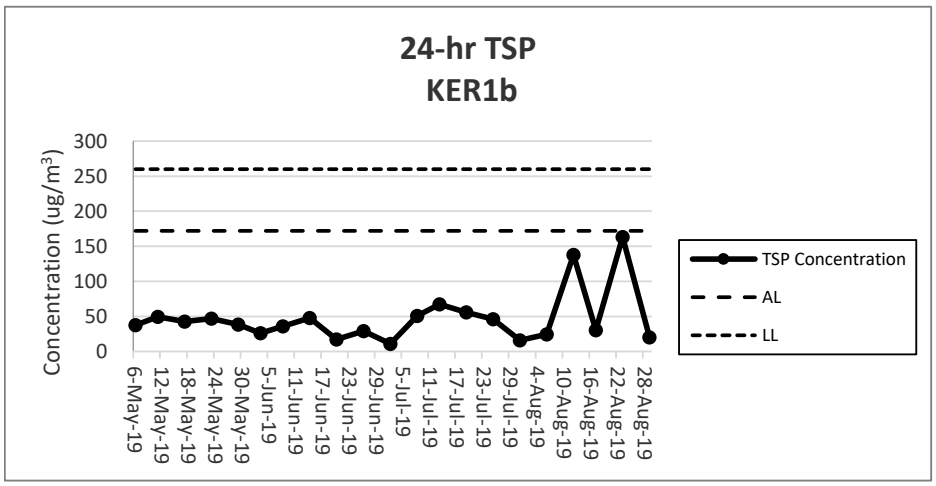
Appendix D

Graphical Presentation of Monitoring Data





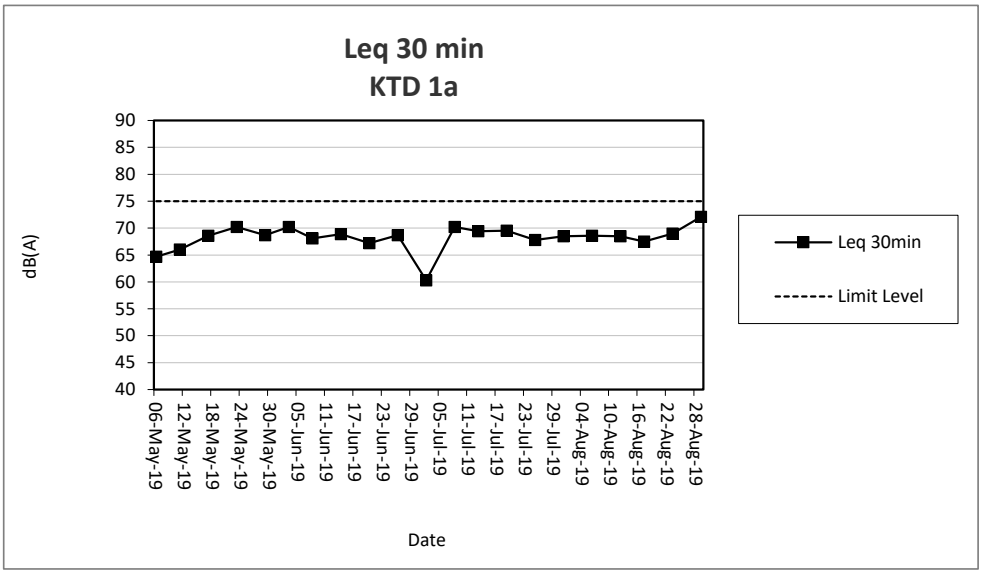


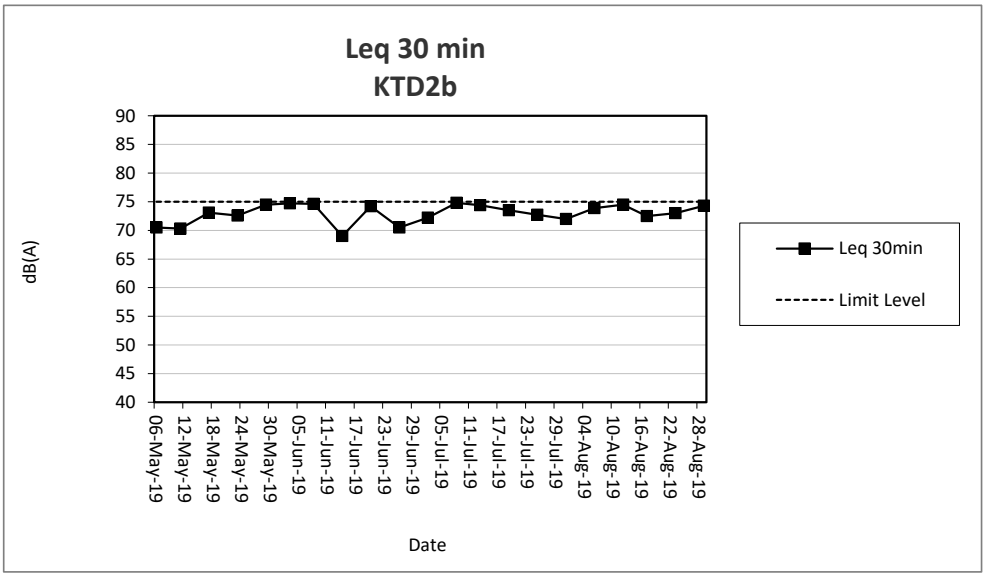
Note:

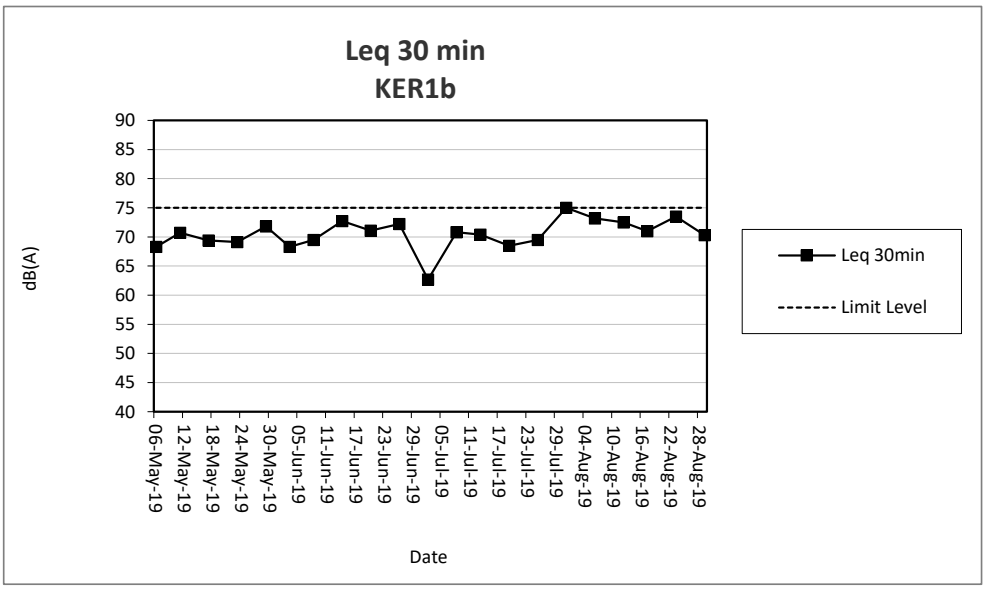
1) The major activities being carried out on site during the reporting period can be referred to Section 1.3.1.

2) The weather conditions during monitoring in the reporting period was range from cloudy and fine.

3) Any other factors which might affect the monitoing results can be referred to Section 2.3.4.







Note:

1) The major activities being carried out on site during the reporting period can be referred to Section 1.3.1.
2) The weather conditions during monitoring in the reporting period was ranged from cloudy and fine.
   No raining or wind with speed over 5 m/s was observed during monitoring in the reporting period.
3) Any other factors which might affect the monitoing results can be referred to Section 2.3.4.

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Appendix E

Waste Flow Table

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Waste Flow Table for Year 2016

Months	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m^3)
2016 Jan	0.159	0.101	0.058	Nil	Nil	Nil	Nil	0.023	0.00002	0.0158	0.0335
2016 Feb	0.291	0.050	0.241	Nil	Nil	Nil	1.34	0.023	0.00002	0.0158	0.0335
2016 Mar	2.7389	0.0407	0.0662	Nil	2.632	Nil	5.92	0.023	0.00002	0.0158	0.0571
2016 Apr	4.1718	0.0578	0.462	Nil	3.652	Nil	12.5	0.023	0.00002	0.0158	0.0426
2016 May	3.592	Nil	0.299	Nil	3.293	Nil	5.23	0.023	0.00002	0.0158	0.0621
2016 June	4.6035	Nil	0.8555	Nil	3.748	Nil	Nil	0.023	0.00002	0.0158	0.0619
2016 July	6.155	0.153	0.015	Nil	5.987	Nil	7.84	0.023	0.00002	0.0158	0.0433
2016 Aug	5.1155	Nil	Nil	Nil	5.1155	Nil	19.93	0.023	Nil	Nil	0.0147
2016 Sept	7.2267	Nil	Nil	Nil	7.2267	Nil	33.65	0.023	Nil	Nil	0.0103
2016 Oct	4.6448	Nil	Nil	Nil	4.6448	Nil	13.30	0.023	Nil	Nil	0.0385
2016 Nov	6.1626	Nil	Nil	Nil	6.1626	Nil	27.06	0.023	Nil	Nil	0.0192
2016 Dec	6.3522	Nil	Nil	Nil	6.3522	Nil	13.30	0.023	Nil	Nil	0.0121
Total	51.213	0.4025	1.9967	Nil	48.8138	Nil	140.07	0.276	0.00014	0.1106	0.4288

Note:
1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.

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Waste Flow Table for Year 2017

Months	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m^3)
2017 Jan	4.2300	Nil	Nil	Nil	4.2300	Nil	0.015	0.023	Nil	Nil	0.0109
2017 Feb	3.2128	Nil	Nil	Nil	3.2128	Nil	0.015	0.023	Nil	Nil	0.0096
2017 Mar	9.4759	Nil	Nil	Nil	9.4759	Nil	0.034	0.023	Nil	Nil	0.0162
2017 Apr	4.8827	Nil	Nil	Nil	4.8827	Nil	0.016	0.023	Nil	Nil	0.0062
2017 May	3.0366	Nil	Nil	Nil	3.0366	Nil	0.022	0.023	Nil	Nil	0.0282
2017 Jun	2.5656	Nil	Nil	Nil	2.5656	Nil	41.25	Nil	Nil	Nil	0.0357
2017 Jul	5.5267	Nil	0.7851	Nil	4.7416	Nil	4.01	0.4515	Nil	0.25	0.0364
2017 Aug	11.4734	Nil	0.0276	Nil	11.4458	Nil	7.4	Nil	Nil	Nil	0.0196
2017 Sep	23.9373	Nil	2.6167	Nil	21.3206	Nil	3.52	Nil	Nil	Nil	0.0333
2017 Oct	17.8261	Nil	0.4069	Nil	17.4192	Nil	Nil	Nil	Nil	Nil	0.0156
2017 Nov	5.8834	Nil	0.6664	Nil	5.217	Nil	Nil	Nil	Nil	Nil	0.023
2017 Dec	21.3554	Nil	0.4763	Nil	20.8791	Nil	29.13	Nil	Nil	Nil	0.022
Total	113.4059	Nil	4.9790	Nil	108.4269	Nil	85.412	0.5665	Nil	0.25	0.2567

Note:
1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.

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Waste Flow Table for Year 2018

Months	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m^3)
2018 Jan	10.2340	Nil	Nil	Nil	10.2340	Nil	32.39	Nil	Nil	Nil	0.0161
2018 Feb	6.5256	Nil	Nil	Nil	6.5256	Nil	Nil	Nil	Nil	Nil	0.0235
2018 Mar	28.1995	Nil	Nil	Nil	28.1995	Nil	54.54	Nil	Nil	Nil	0.0190
2018 Apr	11.2165	Nil	Nil	Nil	11.2165	Nil	Nil	Nil	Nil	Nil	0.0270
2018 May	5.6011	Nil	Nil	Nil	5.6011	Nil	Nil	Nil	Nil	Nil	0.0140
2018 Jun	5.8072	Nil	Nil	Nil	5.8072	Nil	93.3	Nil	Nil	Nil	0.0235
2018 Jul	7.4206	Nil	Nil	Nil	7.4206	Nil	Nil	Nil	Nil	Nil	0.0383
2018 Aug	2.0815	Nil	Nil	Nil	2.0815	Nil	Nil	Nil	Nil	Nil	0.0665
2018 Sep	0.3710	Nil	Nil	Nil	0.3710	Nil	Nil	Nil	Nil	Nil	0.0436
2018 Oct	0.9087	Nil	Nil	Nil	0.9620	0.0533	Nil	Nil	Nil	Nil	0.0444
2018 Nov	0.7291	Nil	Nil	Nil	0.7733	0.0589	Nil	Nil	Nil	Nil	0.0225
2018 Dec	-0.0931	Nil	Nil	Nil	0.3860	0.4791	Nil	Nil	Nil	Nil	0.0228
Total	79.0017	Nil	Nil	Nil	79.5783	0.5913	180.23	Nil	Nil	Nil	0.3614

Note:
1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.

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Waste Flow Table for Year 2019

Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly						Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ cardboard packaging	Plastics (see Note 2)	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m^3)
2019 Jan	0.2485	Nil	Nil	Nil	0.7063	0.45774	Nil	Nil	Nil	Nil	0.0100
2019 Feb	0.2790	Nil	Nil	Nil	0.2790	Nil	Nil	Nil	Nil	Nil	0.0076
2019 Mar	0.7376	Nil	Nil	Nil	0.7376	Nil	Nil	Nil	Nil	Nil	0.0929
2019 Apr	0.3694	Nil	Nil	Nil	0.3694	Nil	Nil	Nil	Nil	Nil	0.0365
2019 May	0.4683	Nil	Nil	Nil	0.4683	Nil	Nil	Nil	Nil	Nil	0.0383
2019 Jun	0.8571	Nil	Nil	Nil	0.8571	Nil	Nil	Nil	Nil	Nil	0.0160
2019 Jul	15.2091	Nil	Nil	Nil	15.2091	Nil	Nil	Nil	Nil	Nil	0.0331
2019 Aug	5.7307	Nil	Nil	Nil	5.7307	Nil	Nil	Nil	Nil	Nil	0.0249
2019 Sep											
2019 Oct											
2019 Nov											
2019 Dec											
Total	23.8997	0	0	0	24.3575	0.4577	0	0	0	0	0.2593

Note:
1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.

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Appendix F

Environmental Mitigation Implementation Schedule (EMIS)

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
Air Quality Measures					
New Distributor Roads Serving the Planned KTD					
AEIAR-130/2009 S3.2	AEIAR 130/2009 EM&A Manual S2.2	8 times daily watering of the work site with active dust emitting activities.	Contractor	All relevant worksites	Implemented
Decommissioning of the Radar Station of the former Kai Tak Airport					
AEIAR-130/2009 S5.2.19	AEIAR 130/2009 EM&A Manual S4.2.4	The excavation area should be limited to as small in size as possible and backfilled with clean and/or treated soil shortly after excavation work. The exposed excavated area should be covered by the tarpaulin during night time. The top layer soils should be sprayed with fine misting of water immediately before the excavation.	Contractor	All relevant worksites	Not Applicable
Trunk Road T2					
AEIAR-174/2013 S4.9.2.1	AEIAR-174/2013 EM&A Manual S2.3.1.1	Watering of the construction areas 12 times per day to reduce dust emissions by 91.7%, with reference to the "Control of Open Fugitive Dust Sources" (USEPA AP-42). The amount of water to be applied would be 0.91L/m2 for the respective watering frequency.	Contractor	All relevant worksites	Implemented
		Dust enclosures with watering would be provided along the loading ramps and conveyor belts for unloading the C&D materials to the barge for dust suppression.	Contractor	All relevant worksites	Not Applicable
		8 km per hour is the recommended limit of the speed for vehicles on unpaved site roads.	Contractor	All relevant worksites	Implemented
		Good Site Practices			
AEIAR-130/2009 S3.2, S5.2.19, AEIAR-174/2013 S4.9.2.2	AEIAR 130/2009 EM&A Manual S2.2, S4.2, AEIAR-174/2013 EM&A Manual S2.3.1.2	Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.	Contractor	All relevant worksites	Implemented
		Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather. Use of frequent watering for particularly dusty construction areas and areas close to ASRs.	Contractor	All relevant worksites	Implemented
		Misting for the dusty material should be carried out before being loaded into the vehicle. Any vehicle with an open load carrying area should have properly fitted side and tail boards.	Contractor	All relevant worksites	Implemented
		Material having the potential to create dust should not be loaded from a level higher than the side and tail boards and should be dampened and covered by a clean tarpaulin.	Contractor	All relevant worksites	Implemented

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations; The tarpaulin should be properly secured and should extent at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.	Contractor	All relevant worksites	Implemented
		The vehicles should be restricted to maximum speed of 10 km per hour. Confined haulage and delivery vehicle to designated roadways insider the site. Onsite unpaved roads should be compacted and kept free of lose materials.	Contractor	All relevant worksites	Implemented
		Vehicle washing facilities should be provided at every vehicle exit point. Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	Contractor	All relevant worksites	Implemented
		Every main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet.	Contractor	All relevant worksites	Implemented
		Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides.	Contractor	All relevant worksites	Not Applicable
		Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed.	Contractor	All relevant worksites	Not Applicable
		Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system.	Contractor	All relevant worksites	Not Applicable
		Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines.	Contractor	All relevant worksites	Implemented
		Open stockpiles shall be avoided or covered. Prevent placing dusty material storage piles near ASRs.	Contractor	All relevant worksites	Implemented
		Routing of vehicles and position of construction plant should be at the maximum possible distance from ASRs.	Contractor	All relevant worksites	Implemented
		Dark smoke			

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Dark smoke emission shall be control in accordance with the Air Pollution Control (Smoke) Regulation and ETWB TCW 19/2005.	Contractor	All relevant worksites	Implemented
		Plant and equipment should be well maintained to prevent dark smoke emission.	Contractor	All relevant worksites	Implemented
Noise Measures					
Trunk Road T2					
AEIAR-174/2013 S5.9.2.1	AEIAR-174/2013 EM&A Manual S3.4.1.1	The use of quieter plant, including Quality Powered Mechanical Equipment (QPME) is specified for the list of equipment: • Concrete lorry mixer • Dump Truck, 5.5 tonne < gross vehicle weight <= 38 tonne • Generator, Super Silenced, 70 dB(A) at 7m • Poker, vibratory, Hand-held (electric) • Water Pump, Submersible (Electric) • Mobile Crane - KOBELCO CKS900 • Excavator, wheeled/tracked - HYUNDAI R80CR-9	Contractor	All relevant worksites	Implemented
		Use of temporary or fixed noise barriers with a surface density of at least 10kg/m^2 to screen noise from movable and stationary plant.	Contractor	All relevant worksites	Implemented
		Use of enclosures with covers at top and three sides and a surface density of at least 10kg/m^2 to screen noise from generally static noisy plant such as air compressors.	Contractor	All relevant worksites	Not Applicable
		Use of acoustic fabric for the silent piling system, drill rigs, rock drills etc.	Contractor	All relevant worksites	Implemented
		Good Site Practices			
AEIAR-130/2009 S3.3, S5.3.10, AEIAR-174/2013 S5.9.2.1	AEIAR 130/2009 EM&A Manual S2.3, S4.3.2, AEIAR-174/2013 EM&A Manual S3.4.1.1	Only well-maintained plant should be operated on-site and plant shall be serviced regularly during the construction/ decommissioning program.	Contractor	All relevant worksites	Implemented
		Silencers or mufflers on construction equipment should be utilized and shall be properly maintained during the construction/ decommissioning program.	Contractor	All relevant worksites	Implemented
		Mobile plant, if any, should be sited as far away from NSRs as possible.	Contractor	All relevant worksites	Implemented
		Machines and plant (such as trucks) that may be in intermittent use shall be shut down between works periods or should be throttled down to a minimum.	Contractor	All relevant worksites	Implemented
		Plant known to emit noise strongly in one direction shall, wherever possible, be orientated so that the noise is directed away from the nearby NSRs.	Contractor	All relevant worksites	Implemented

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction/ decommissioning activities.	Contractor	All relevant worksites	Implemented
		Use of site hoarding as a noise barrier to screen noise at low level NSRs.	Contractor	All relevant worksites	Implemented
		For the use of hand held percussive breakers (with mass of above 10kg) and portable air compressors (supply air at 500 kPa or above), the noise level of such PME shall comply with a stringent noise emission standard and a noise emission label shall be obtained from the DEP before use at any time in construction site.	Contractor	All relevant worksites	Implemented
		Quiet powered mechanical equipment (PME) shall be used for the construction of the Project.	Contractor	All relevant worksites	Implemented
		Full enclosures shall be used to screen noise from relatively static PMEs (including air compressor, bar bender, concrete pump, generator and water pump) from sensitive receiver(s).	Contractor	All relevant worksites	Not Applicable
		Movable cantilevered noise barriers shall be used to screen noise from mobile PMEs (including asphalt paver, breaker, excavator and hand-held breaker) from sensitive receiver(s). These movable cantilevered noise barriers shall be located close to the mobile PMEs and shall be moved/adjusted iteratively in step with each movement of the corresponding mobile PMEs in order to maximize their noise reduction effects.	Contractor	All relevant worksites	Not Applicable
		Only approved or exempted Non-road Mobile Machineries (NRMMs) including regulated machines and non-road vehicles with proper labels are allowed to be used in specified activities on-site.	Contractor	All relevant worksites	Implemented
Water Quality Measures					
Trunk Road T2					
		Accidental Spillage			
AEIAR-174/2013 S6.4.8.5	AEIAR-174/2013 EM&A Manual S4.2.1.1	All bentonite slurry should be stored in a container that resistant to corrosion, maintained in good conditions and securely closed; The container should be labelled in English and Chinese and note that the container is for storage of bentonite slurry only.	Contractor	All relevant worksites	Implemented
		The storage container should be placed on an area of impermeable flooring and bunded with capacity to accommodate 110% of the volume of the container size or 20% by volume stored in the area and enclosed with at least 3 sides.	Contractor	All relevant worksites	Implemented
		The storage container should be sufficiently covered to prevent rainfall entering the container or bunded area (water collected within the bund must be tested and disposed of as chemical	Contractor	All relevant worksites	Implemented

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		waste, if necessary). An emergency clean up kit shall be readily available where bentonite fluid will be stored or used.			
		The handling and disposal of bentonite slurries should be undertaken in accordance within ProPECC PN 1/94. Surplus bentonite slurries used in construction works shall be reconditioned and reused wherever practicable. Residual bentonite slurry shall be disposed of from the site as soon as possible as stipulated in Clause 8.56 of the General Specification for Civil Engineering Works. The Contractor should explore alternative disposal outlets for the residual bentonite slurry (dewatered bentonite slurry to be disposed to a public filling area and liquid bentonite slurry, if mixed with inert fill material, to be disposed to a public filling area) and disposal at landfill should be the last resort.	Contractor	All relevant worksites	Implemented
AEIAR-174/2013 S6.4.8.8	AEIAR-174/2013 EM&A Manual S4.2.1.1	In order to protect against impacts to the surrounding marine waters of the KTTS and Victoria Harbour in the event of an accidental spillage of fuel or oil, the Contractor will be required to prepare a spill response plan to the satisfaction of AFCD, EPD, FSD, Police, TD and WSD to define procedures for the control, containment and clean-up of any spillage that could occur on the construction site.	Contractor	All relevant worksites	Implemented
		<u>Dredging, Reclamation and Filling</u>			
		No dredging, reclamation or filling in the marine environment shall be carried out.	Contractor	All relevant worksites	Implemented
Decommissioning of the Radar Station of the former Kai Tak Airport					
		<u>Building Demolition</u>			
AEIAR-130/2009 S5.4	AEIAR 130/2009 EM&A Manual S4.4	The site practices outlined in ProPECC PN 1/94 “Construction Site Drainage” should be followed as far as practicable in order to minimise surface runoff and the chance of erosion.	Contractor	All relevant worksites	Not Applicable
		There is a need to apply to EPD for a discharge licence under the WPCO for discharging effluent from the construction site. The discharge quality is required to meet the requirements specified in the discharge licence. All the runoff, wastewater or extracted groundwater generated from the works areas should be treated so that it satisfies all the standards listed in the TM-DSS. It is anticipated that the wastewater generated from the works areas would be of small quantity. Monitoring of the treated effluent quality from the works areas should be carried out in accordance with the WPCO license which is under the ambit of regional office (RO) of EPD.	Contractor	All relevant worksites	Not Applicable
		<u>General Construction Works</u>			
		<u>Construction Runoff</u>			

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EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
AEIAR-130/2009 S3.4, S5.4/ AEIAR-174/2013 S6.4.8.1	AEIAR 130/2009 EM&A Manual S2.4, S4.4/ AEIAR-174/2013 EM&A Manual S4.2.1.1	Exposed soil areas should be minimised to reduce the potential for increased siltation, contamination of runoff, and erosion. Construction runoff related impacts associated with the above ground construction activities can be readily controlled through the use of appropriate mitigation measures which include the use of sediment traps and adequate maintenance of drainage systems to prevent flooding and overflow.	Contractor	All relevant worksites	Implemented
		Construction site should be provided with adequately designed perimeter channel and pre-treatment facilities and proper maintenance. The boundaries of critical areas of earthworks should be marked and surrounded by dykes or embankments for flood protection. Temporary ditches should be provided to facilitate runoff discharge into the appropriate watercourses, via a silt retention pond. Permanent drainage channels should incorporate sediment basins or traps and baffles to enhance deposition rates. The design of efficient silt removal facilities should be based on the guidelines in Appendix A1 of ProPECC PN 1/94.	Contractor	All relevant worksites	Implemented
		Ideally, construction works should be programmed to minimise surface excavation works during the rainy season (April to September). All exposed earth areas should be completed as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. If excavation of soil cannot be avoided during the rainy season, or at any time of year when rainstorms are likely, exposed slope surfaces should be covered by tarpaulin or other means.	Contractor	All relevant worksites	Implemented
		Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m^3 capacity, are recommended as a general mitigation measure which can be used for settling surface runoff prior to disposal. The system capacity is flexible and able to handle multiple inputs from a variety of sources and particularly suited to applications where the influent is pumped.	Contractor	All relevant worksites	Implemented
		Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m^3 should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.	Contractor	All relevant worksites	Implemented
		Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers.	Contractor	All relevant worksites	Implemented
		Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast, and actions to be taken during or after rainstorms are	Contractor	All relevant worksites	Implemented

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		summarised in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty surface runoff during storm events.			
		Oil interceptors should be provided in the drainage system and regularly cleaned to prevent the release of oils and grease into the storm water drainage system after accidental spillages. The interceptor should have a bypass to prevent flushing during periods of heavy rain.	Contractor	All relevant worksites	Implemented
		An adequately designed and located wheel washing bay should be provided at every site exit, and wash-water should have sand and silt settled out and removed at least on a weekly basis 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.	Contractor	All relevant worksites	Implemented
		Drainage			
		It is recommended that on-site drainage system should be installed prior to the commencement of other construction activities. Sediment traps should be installed in order to minimise the sediment loading of the effluent prior to discharge into foul sewers. There should be no direct discharge of effluent from the site into the sea.	Contractor	All relevant worksites	Implemented
		All temporary and permanent drainage pipes and culverts provided to facilitate runoff discharge should be adequately designed for the controlled release of storm flows. All sediment control measures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rain storms. The temporarily diverted drainage should be reinstated to its original condition when the construction work has finished or the temporary diversion is no longer required.	Contractor	All relevant worksites	Implemented
		Stormwater Discharges			
		Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes.	Contractor	All relevant worksites	Implemented
		Sewage Effluent			
		Construction work force sewage discharges on site are expected to be connected to the existing trunk sewer or sewage treatment facilities. The construction sewage may need to be handled by portable chemical toilets prior to the commission of the on-site sewer system. Appropriate numbers of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. The Contractor should also be responsible for waste disposal and maintenance practices.	Contractor	All relevant worksites	Implemented

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Debris and Litter			
		In order to maintain water quality in acceptable conditions with regard to aesthetic quality, contractors should be required, under conditions of contract, to ensure that site management is optimised and that disposal of any solid materials, litter or wastes to marine waters does not occur. Debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering into the adjacent harbour waters. Stockpiles of cement and other construction materials should be kept covered when not being used.	Contractor	All relevant worksites	Implemented
		Accidental Spillage			
		Oils and fuels should only be used and stored in designated areas which have pollution prevention facilities. To prevent spillage of fuels and solvents to the nearby harbour waters, 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, to prevent spilled fuel oils from reaching the coastal waters of the Victoria Harbour WCZ. The bund should be drained of rainwater after a rain event.	Contractor	All relevant worksites	Implemented
		Waste Management Measures			
		Waste Management Plan			
AEIAR-174/2013 S11.4.8.1	AEIAR-174/2013 EM&A Manual S9.2.1.2	Contractor should be requested to submit an outline Waste Management Plan (WMP) prior to the commencement of construction work, in accordance with the ETWB TC(W) No.19/2005 so as to provide an overall framework of waste management and reduction.	Contractor	All relevant worksites	Implemented
		Good Site Practices			
AEIAR-130/2009 S3.5, S5.5	AEIAR 130/2009 EM&A Manual S2.5, S4.5	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.	Contractor	All relevant worksites	Implemented
		Training of site personnel in proper waste management and chemical waste handling procedures.	Contractor	All relevant worksites	Implemented
		Provision of sufficient waste disposal points and regular collection for disposal.	Contractor	All relevant worksites	Implemented
		Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers.	Contractor	All relevant worksites	Implemented
		A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites).	Contractor	All relevant worksites	Implemented
		Waste Reduction Measures			

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		Sort C&D waste from demolition of the remaining structures to recover recyclable portions such as metals.	Contractor	All relevant worksites	Implemented
		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.	Contractor	All relevant worksites	Implemented
		Encourage collection of aluminum 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.	Contractor	All relevant worksites	Implemented
		Any unused chemicals or those with remaining functional capacity should be recycled.	Contractor	All relevant worksites	Implemented
		Proper storage and site practices to minimize the potential for damage or contamination of construction materials.	Contractor	All relevant worksites	Implemented
		Construction and Demolition Materials			
		Where it is unavoidable to have transient stockpiles of C&D material within the work site pending collection for disposal, the transient stockpiles shall be located away from waterfront or storm drains as far as possible.	Contractor	All relevant worksites	Implemented
		Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric.	Contractor	All relevant worksites	Implemented
		Skip hoist for material transport should be totally enclosed by impervious sheeting.	Contractor	All relevant worksites	Implemented
		Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site.	Contractor	All relevant worksites	Implemented
		The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	Contractor	All relevant worksites	Implemented
		The load of dusty materials carried by vehicle leaving a construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle.	Contractor	All relevant worksites	Implemented
		All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.	Contractor	All relevant worksites	Implemented
		The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading.	Contractor	All relevant worksites	Implemented
		When delivering inert C&D material to public fill reception facilities, the material should consist entirely of inert construction waste and of size less than 250mm or other sizes as agreed with the Secretary of the Public Fill Committee. In order to monitor the disposal of the surplus C&D	Contractor	All relevant worksites	Implemented

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		material at the designed public fill reception facility and to control fly tipping, a trip-ticket system as stipulated in the ETWB TCW No. 31/2004 "Trip Ticket System for Disposal of Construction and Demolition Materials" should be included as one of the contractual requirements and implemented by an Environmental Team undertaking the Environmental Monitoring and Audit work. An Independent Environmental Checker should be responsible for auditing the results of the system.			
		Chemical Waste			
		After use, chemical wastes (for example, cleaning fluids, solvents, lubrication oil and fuel) should be handled according to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Spent chemicals should be collected by a licensed collector for disposal at the CWTF or other licensed facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.	Contractor	All relevant worksites	Implemented
		General Refuse			
		General refuse should be stored in enclosed bins or compaction units separate from C&D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. Effective collection and storage methods (including enclosed and covered area) of site wastes would be required to prevent waste materials from being blown around by wind, wastewater discharge by flushing or leaching into the marine environment, or creating odour nuisance or pest and vermin problem.	Contractor	All relevant worksites	Implemented
Land Contamination Measures					
		For any excavation works conducted at Radar Station			
AEIAR-130/2009 S3.6.57	AEIAR 130/2009 EM&A Manual S4.6	As the risk due to dermal contact with groundwater by site workers is uncertain, it is recommended that personnel protective equipment (PPE) be used by site workers as a mitigation measure.	Contractor	All relevant worksites	Not Applicable
Landscape and Visual Impact					
New Distributor Roads Serving the Planned KTD					
		Construction Phase			
AEIAR-130/2009 S3.8.12	AEIAR 130/2009 EM&A Manual S2.8	All existing trees should be carefully protected during construction.	Contractor	All relevant worksites	Not Applicable
		Trees unavoidably affected by the works should be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in	Contractor	All relevant worksites	Not Applicable

EIA Ref	EM&A Ref	Environmental Protection Measures / Mitigation Measures	Who to implement the measure	Location / Timing	Construction Phase Implementation Status
		accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees should be agreed prior to commencement of the work.			
		Control of night-time lighting.	Contractor	All relevant worksites	Not Applicable
		Erection of decorative screen hoarding.	Contractor	All relevant worksites	Implemented
Trunk Road T2					
		Construction Phase			
AEIAR-174/2013 S9.9.1.1	AEIAR-174/2013 EM&A Manual S7.2.1.2	All works shall be carefully designed to minimize impacts on existing landscape resources and visually sensitive receivers. Existing trees within works area shall be retained and protected.	Contractor	All relevant worksites	Not Applicable
		Existing trees of good quality and condition that are unavoidably affected by the works should be transplanted.	Contractor	All relevant worksites	Not Applicable
		Large temporary stockpiles of excavated material shall be covered with unobtrusive sheeting to prevent dust and dirt spreading to adjacent landscape areas and vegetation, and to create a neat and tidy visual appearance.	Contractor	All relevant worksites	Implemented
		Construction plant and building material shall be orderly and carefully stored in order to create a neat and tidy visual appearance.	Contractor	All relevant worksites	Implemented
		Erection of decorative screen hoarding should be designed to be compatible with the existing urban context.	Contractor	All relevant worksites	Implemented
		All lighting in construction site shall be carefully controlled to minimize light pollution and night-time glare to nearby residences and GIC user. The contractor shall consider other security measures, which shall minimize the visual impacts.	Contractor	All relevant worksites	Not Applicable
General Condition					
		The Permit Holder shall display conspicuously a copy of this Permit on the Project site(s) at all vehicular site entrances/exits or at a convenient location for public's information at all times. The Permit Holder shall ensure that the most updated information about the Permit, including any amended Permit, is displayed at such locations. If the Permit Holder surrenders a part or the whole of the Permit, the notice he sends to the Director shall also be displayed at the same locations as the original Permit. The suspended, varied or cancelled Permit shall be removed from display at the Project site(s).	Contractor	All relevant worksites	Implemented

Implementation status: Implemented / Partially Implemented / Not Implemented / Not Applicable

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Appendix D

Monthly EM&A Report
For
Contract No. KL/2015/02
Kai Tak Development - Stage 5A Infrastructure at Former North Apron Area

Civil Engineering and Development Department

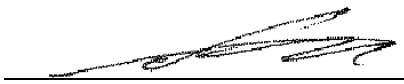
Contract No. KLN/2016/04
Environmental Monitoring Works for
Contract No. KL/2015/02
Kai Tak Development – Stage 5A Infrastructure
at Former North Apron Area

Quarterly EM&A Report

July to September 2019

(Version 1.0)

Approved By



(Environmental Team Leader)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties

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Date 15 October 2019
Our Ref. MCL/ED/0512/2019/C

Cinotech Consultants Limited
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Hong Kong

BY EMAIL

Attn.: Mr. K.S Lee

Dear Sir,

Contract No. KL/2015/02
Kai Tak Development –Stage 5A Infrastructure at Former North Apron
Verification of Quarterly EM&A Report – July 2019 to September 2019

We refer to your email dated 14 October 2019 regarding the Quarterly EM&A Report (July 2019 to September 2019) for the captioned project prepared by the ET.

We have no further comment and hereby verify the captioned report.

Should you require further information, please do not hesitate to contact Mr. Wingo So at 3565 4374 or the undersigned on 3565 4114.

Assuring you of our best attention at all times.

Yours faithfully,
For and on behalf of
FUGRO TECHNICAL SERVICES LIMITED

Colin K. L. Yung
Independent Environmental Checker

CY/ws

c.c. CEDD – Attn.: Mr. Ricky Chan
Attn.: Mr. Jeremy Yuen
AECOM – Attn.: Mr. Vincent Lee
Attn.: Mr. Teddy Shih

TABLE OF CONTENTS

LIST OF TABLE

LIST OF FIGURES

LIST OF APPENDICES

EXECUTIVE SUMMARY

Introduction

1. This is the 11th Quarterly Environmental Monitoring and Audit (EM&A) Report prepared by Cinotech Consultants Limited for the "Contract No. KL/2015/02 - Kai Tak Development – Stage 5A Infrastructure at Former North Apron Area" (hereinafter called "the Project"). This contract comprises one Schedule 2 designated project (DP), namely the new distributor Road D1 serving the planned KTD. The DP is part of the designated project under Environmental Permit (EP) No.: EP-337/2009 ("New distributor roads serving the planned Kai Tak Development") respectively. This summary report presents the EM&A works performed in the period between July 2019 and September 2019.

2. With reference to the same principle of EIA report of the Project, air quality monitoring stations within 500 m and noise monitoring stations within 300 m from the boundary of this Project are considered as relevant monitoring locations. In such regard, the relevant air quality and noise monitoring locations are tabulated in **Table I** (see **Figure 2** and **3** for their locations).

Table I – Air Quality and Noise Monitoring Stations for this Project

Locations	Monitoring Stations In accordance with EM&A Manual	Alternative Monitoring Stations
Air Quality Monitoring Stations		
AM2 - Lee Kau Yan Memorial School	Yes (1-hour TSP)	N/A
	No (24-hour TSP)	AM2(A) – Ng Wah Catholic Secondary School
Noise Monitoring Stations		
M3 - Cognitio College	Yes	N/A
M4 - Lee Kau Yan Memorial School	Yes	N/A
M5 – Nam Yuen	No	M5(C) – Mercy Grace's Home

3. The construction activities undertaken in the reporting period were:

July 2019
- Jacking up the existing bridge K72
- Excavation works with ELS installation and construction of traffic deck (stage 4-1) at SKLR playground
- Structural works for subway construction (Bay 6)
- Trail pit excavation and sheet piling works for subway construction at PERE (Stage 2)
- Preparation works for demolition of bridge K72
- Drainage works at Road D1
- Preparation works for construction of parapet at Retaining Wall S15; and
- DCS and water mains laying works in Road D1 & L7

August 2019
- Jacking up the existing bridge K72

- Construction of traffic deck (stage 4-1) at SKLR playground
- Carry out drilling and grouting works at PERE 9Stage 2)
- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Watermains laying works in Portion 6, Portion 1; and
- DCS works in Road Portion 1

September 2019

- DCS works in Road Portion 1
- Modify the underpinning frame
- Construction of traffic deck (stage 4-1) at SKLR playground
- Excavate for subway construction at PERE Stage 2
- Preparation works for demolition of bridge K72
- Drainage Works at Portion 6
- Construction of parapet at Retaining Wall S15
- Backfilling works at Road L7
- DCS works in Portion 1 Road D1; and
- Water mains laying works in Portion 1 and Portion 6

Environmental Monitoring Works

4. Environmental monitoring for the Project was performed in accordance with the EM&A Manual and the monitoring results were checked and reviewed. Site Inspections/Audits were conducted once per week. The implementation of the environmental mitigation measures, Event Action Plans and environmental complaint handling procedures were also checked.

5. Summary of the non-compliance in the reporting period for the Project is tabulated in **Table II**.

Table II Non-compliance Record for the Project in the Reporting Period

Parameter	No. of Exceedance		Action Taken
	Action Level	Limit Level	
July 2019			
1-hr TSP	0	0	N/A
24-hr TSP	0	0	N/A
Noise	0	0	N/A
August 2019			
1-hr TSP	0	0	N/A
24-hr TSP	0	0	N/A
Noise	0	0	N/A
September 2019			
1-hr TSP	0	0	N/A
24-hr TSP	0	0	N/A
Noise	0	0	N/A

1-hour & 24-hour TSP Monitoring

6. All 1-hour & 24-hour TSP monitoring was conducted as scheduled in the reporting period. No Action/Limit Level exceedance was recorded.

Construction Noise

7. All construction noise monitoring was conducted as scheduled in the reporting period. No Action/Limit Level exceedance was record.

Environmental Licenses and Permits

8. All permit/licenses obtained for the Project are summarized in **Table III**.

Table III Summary of Environmental Licensing and Permit Status

Permit No.	Valid Period		Status
	From	To	
Environmental Permit (EP)			
EP-337/2009	23/04/09	N/A	Valid
Effluent Discharge License			
WT00027495-2017	28/03/17	31/03/22	Valid
Billing Account for Construction Waste Disposal			
A/C# 7026164	20/10/16	N/A	Valid
Registration of Chemical Waste Producer			
WPN5213-229-P3271-01	14/08/17	N/A	Valid
Construction Noise Permit (CNP)			
-	-	-	-

Key Information in the Reporting Period

9. Summary of key information in the reporting period is tabulated in **Table IV**.

Table IV Summary Table for Key Information in the Reporting Period

Event	Event Details		Action Taken	Status	Remark
	Number	Nature			
Complaint received	0	---	N/A	N/A	---
Reporting Changes	0	---	N/A	N/A	---
Notifications of any summons & prosecutions received	0	---	N/A	N/A	---

10. Environmental monitoring works for the Project are considered effective and is generating data to categorically identify the environmental impacts from the works and influencing factors in the vicinity of monitoring stations.

1. INTRODUCTION

Background

1.1 The Kai Tak Development (KTD) is located in the south-eastern part of Kowloon Peninsula, comprising the apron and runway areas of the former Kai Tak Airport and existing waterfront areas at To Kwa Wan, Ma Tau Kok, Kowloon Bay, Kwun Tong and Cha Kwo Ling. It covers a land area of about 328 hectares. Stage 5A Infrastructure at Former North Apron Area is one of the construction stages of KTD. It contains one Schedule 2 DP including new distributor roads serving the planned KTD. The general layout of the Project is shown in **Figure 1.**

1.2 One Environmental Permit (EP) No. EP-337/2009 was also issued on 23 April 2009 for new distributor roads serving the planned KTD to Civil Engineering and Development Department as the Permit Holder.

1.3 A study of environmental impact assessment (EIA) was undertaken to consider the key issues of air quality, noise, water quality, waste, land contamination, cultural heritage and landscape and visual impact, and identify possible mitigation measures associated with the works. An EIA Report (Register No. AEIAR-130/2009) was approved by the Environmental Protection Department (EPD) on 4 April 2009.

1.4 Cinotech Consultants Limited (Cinotech) was commissioned by Civil Engineering and Development Department (CEDD) to undertake the role of the Environmental Team (ET) for the Contract No. KL/2015/02 – Stage 5A Infrastructure at Former North Apron Area. The construction work under KL/2015/02 comprises the construction of part of the Road D1 under the EP (EP-337/2009).

1.5 Cinotech Consultants Limited was commissioned by Civil Engineering and Development Department (CEDD) to undertake the Environmental Monitoring and Audit (EM&A) works for the Project. The commencement date of construction of Road D1 (part) under this Contract was on 16 January 2017. This summary report presents the EM&A works performed in the period between July 2019 and September 2019.

Project Organizations

1.5 Different parties with different levels of involvement in the project organization include:

- Project Proponent – Civil Engineering and Development Department (CEDD).
- The Engineer and the Engineer's Representative (ER) – AECOM Asia Co. Ltd (AECOM).
- Environmental Team (ET) – Cinotech Consultants Limited (CCL).
- Independent Environmental Checker (IEC) – Fugro Technical Services Limited (FTS).
- Contractor – Peako - Wo Hing Joint Venture (PWHJV).

1.6 The key contacts of the Project are shown in **Table 1.1**.

Table 1.1 Key Project Contacts

Party	Role	Contact Person	Position	Phone No.	Fax No.
CEDD	Project Proponent	Mr. CHAN Wai Kit, Ricky	Senior Engineer	2116 3753	2116 0714
AECOM	Engineer's Representative	Mr. Vincent Lee	SRE	2798 0771	2210 6110
Cinotech	Environmental Team	Mr. K.S Lee	Environmental Team Leader	2151 2091	3107 1388
		Ms. Betty Choi	Audit Team Leader	2151 2072	
FTS	Independent Environmental Checker	Mr. Colin Yung	Independent Environmental Checker	3565 4114	2450 8032
PWHJV	Contractor	Mr. W.M. Wong	Site Agent	6386 3535	2398 8301

2. ENVIRONMENTAL MONITORING AND INSPECTION REQUIREMENTS

Monitoring Parameters and Monitoring Locations

2.1 The EM&A Manual designates locations for the ET to monitor environmental impacts in terms of air quality, noise, landscape and visual due to the Project. The Project area and monitoring locations are depicted in **Figures 2** and **3**. **Appendix A** gives details of monitoring requirements.

Monitoring Methodology and Calibration Details

2.2 Monitoring works/equipments were conducted/calibrated regularly in accordance with the EM&A Manual. Copies of calibration certificates are attached in the appendices of the Monthly EM&A Reports.

Environmental Quality Performance Limits (Action and Limit Levels)

2.3 The environmental quality performance limits, i.e. Action and Limit Levels were derived from the baseline monitoring results. Should the measured environmental quality parameters exceed the Action/Limit Levels, the respective action plans would be implemented. The Action/Limit Levels for each environmental parameter are given in **Appendix B**.

Implementation Status of Environmental Mitigation Measures

2.4 Relevant mitigation measures as recommended in the project EIA report have been stipulated in the EM&A Manual for the Contractor to implement. The implementation status of environmental mitigation measures (EMIS) is given in **Appendix E**.

Site Inspection Summary

2.5 During site inspections in the reporting period, no non-conformance was identified. The observations and recommendations made during the reporting period are summarized in **Appendix F**.

Status of Waste Management

2.6 The amount of wastes generated by the major site activities of this Project during the reporting month is shown in **Appendix G**.

3. MONITORING RESULTS

Weather Conditions

3.1 The weather conditions was generally sunny and cloudy during the monitoring sessions of this reporting period. The detail of weather conditions for each individual monitoring session was presented in monthly EM&A report.

Air Quality

1-hour TSP Monitoring

3.2 1-hour TSP monitoring at monitoring station, AM2 - Lee Kau Yan Memorial School, was conducted as schedule in the reporting period. No Action/Limit Level exceedance was recorded for 1-hr TSP monitoring in the reporting period.

24-hour TSP Monitoring

3.3 24-hr TSP monitoring at monitoring station, AM2(A) – Ng Wah Catholic Secondary School Lee Kau Yan Memorial School was conducted as schedule in the reporting period. No Action/Limit Level exceedance was recorded for 24-hr TSP monitoring in the reporting period.

3.4 The graphical presentations of the air quality monitoring results are shown in **Appendix C**.

Construction Noise

3.5 Noise monitoring at 3 monitoring stations, M3 – Cognitio College, M4 – Lee Kau Yan Memorial College and M5(C) – Mercy Grace's Home, was conducted as schedule in the reporting period. No Action/Limit Level exceedance was recorded for construction noise monitoring in the reporting period.

3.6 The graphical presentations of the noise monitoring results are shown in **Appendix D**.

Landscape and Visual

3.7 Site audits were carried out on a weekly basis to monitor and audit the timely implementation of landscape and visual mitigation measures within KTD. No non-compliance of the landscape and visual impact was recorded in the reporting period.

Influencing Factors on the Monitoring Results

3.8 During the reporting period, the major dust and noise sources identified at the designated monitoring stations are as follows:

- AM2 – Lee Kau Yan Memorial School –
- Road Traffic Dust
- Exposed site area and open stockpiles
- Excavation works
- Site vehicle movement

- AM2(A) – Ng Wah Catholic Secondary School –
- Road Traffic Dust
- Exposed site area and open stockpiles
- Excavation works
- Site vehicle movement

- M3 – Cognitio College –
- Daily school activities
- Traffic Noise

- M4 – Lee Kau Yan Memorial School –
- Daily school activities
- Traffic Noise
- Site vehicle movement
- Excavation works
- Piling works

- M5(C) – Mercy Grace's Home –
- Site vehicle movement
- Traffic Noise

Comparison of EM&A results with EIA predictions

3.9 The EM&A data was compared with the EIA predictions and summarized in **Appendix I**.

3.10 The 1-hour and 24-hour average TSP concentration in the reporting period were below the prediction of the approved Environmental Impact Assessment (EIA) Report and no Action/Limit Level exceedance was recorded in the reporting period.

3.11 Mitigated construction noise levels at M5(C) were not predicted in EIA Report.

3.12 The noise monitoring results in reporting months at M3 were within the range of the predicted mitigated constriction noise levels in the EIA Report.

3.13 The noise monitoring results in reporting months at M4 were outside the range of the predicted mitigated constriction noise levels in the EIA Report.

3.14 Road traffic noise from Prince Edward Road East recorded during the monitoring period was considered to be the reason behind the discrepancy between the EM&A data and EIA predictions.

4. NON-COMPLIANCE (EXCEEDANCES) OF THE ENVIRONMENTAL QUALITY PERFORMANCE LIMITS (ACTION AND LIMIT LEVELS)

Summary of Exceedances

4.1 Environmental monitoring works were performed in the reporting period and all monitoring results were checked and reviewed. A summary of exceedances is attached in **Appendix H**. The details of each exceedance were attached in the Monthly EM&A Reports.

Air Quality

4.2 No Action/ Limit Level exceedance was recorded in the reporting period.

Construction Noise

4.3 No Action/ Limit Level exceedance was recorded in the reporting period.

Landscape and Visual

4.4 No non-compliance of the landscape and visual impact was recorded in the reporting period.

Review of the Reasons for and the Implications of Non-compliance

4.5 There was no non-compliance from the site audits in the reporting period. The observations and recommendations made in each individual site inspection session were attached in the **Appendix F**.

Summary of Environmental Complaints and Prosecutions

4.6 No environmental complaints was received during the reporting period.

4.7 No environmental prosecution was received during the reporting period.

4.8 No warning, summon and notification of successful prosecution was received in the reporting period.

4.9 There were no warnings, summons and successful prosecutions received since the commencement of the Project.

5. COMMENTS, CONCLUSIONS AND RECOMMENDATIONS

Effectiveness of Mitigation Measures

5.1 The mitigation measures recommended in the EIA report are considered effective in minimizing environmental impacts.

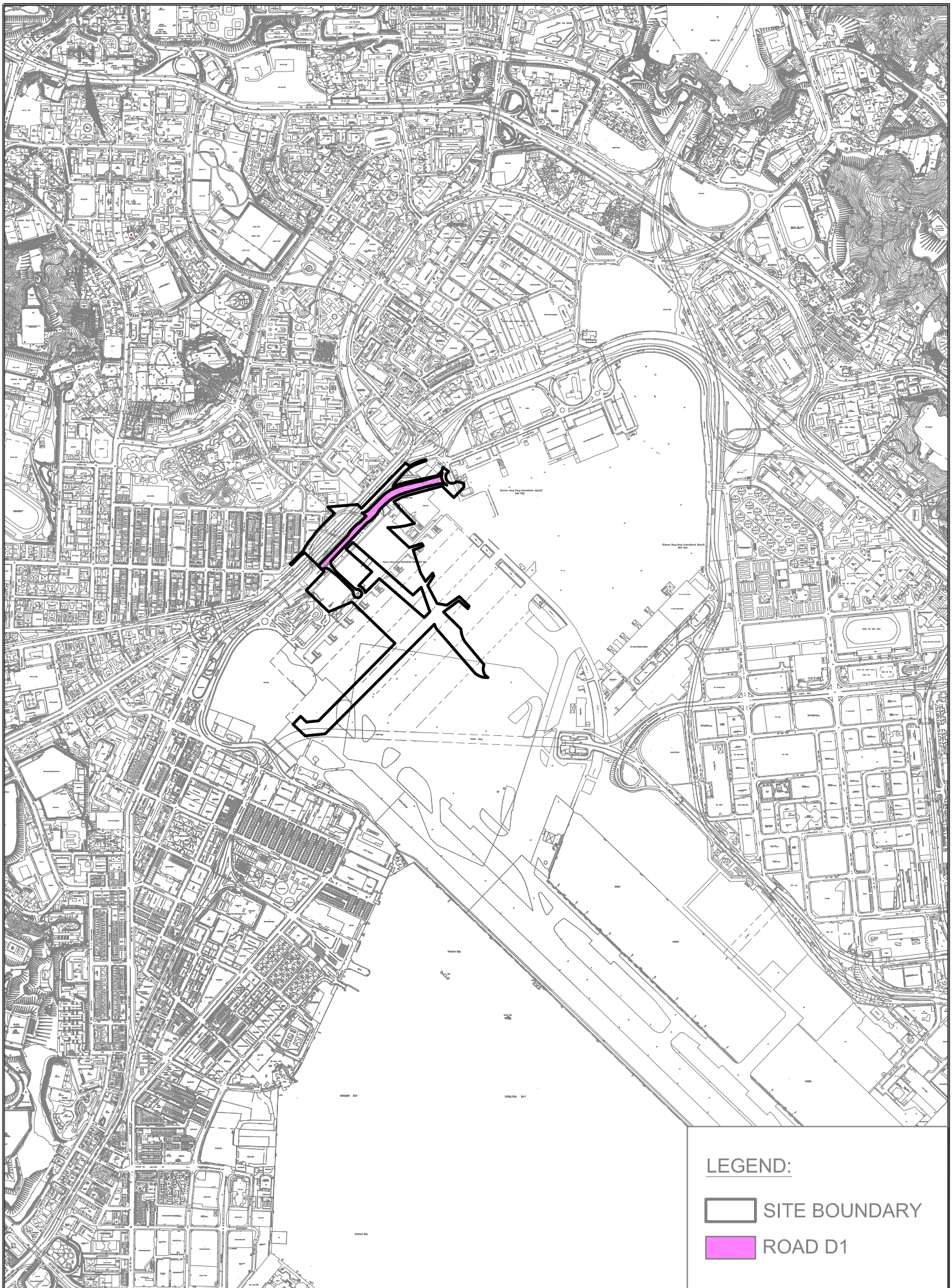
5.2 The Contractor has implemented the recommended mitigation measures except those mitigation measures not applicable at this stage.

5.3 Environmental monitoring works were performed in the reporting period and all monitoring results were checked and reviewed. No non-compliance (exceedances) of Action/Limit Level was recorded.

5.4 No environmental complaint was received in the reporting period.

5.5 No environmental prosecution was received in the reporting period.

FIGURES

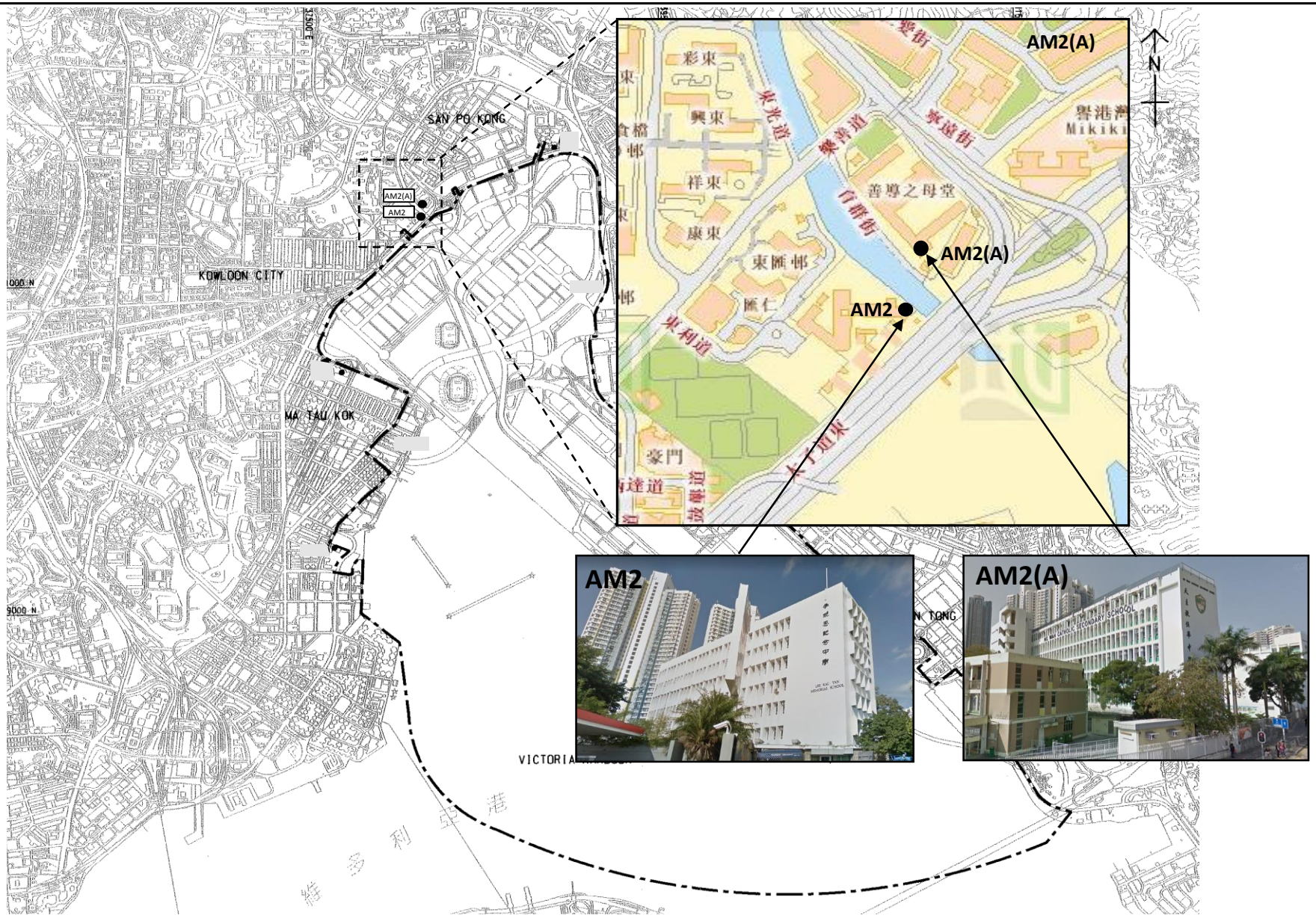


CINOTECH
Cinotech Consultants Limited

KL/2015/02 KAI TAK - STAGE 5A INFRASTRUCTURE AT FORMER NORTH APRON AREA

SITE LAYOUT PLAN

SCALE	1:1500@A4	DATE	DEC 2016
CHECK	KC	DRAWN	JW
JOB No.	MA16043	FIGURE NO. 1	REV -



Title	Contract No. KLN/2016/04 Environmental Monitoring Works for Contract No. KL/2015/02 Kai Tak Development – Stage 5A Infrastructure at Former North Apron Area Location of Air Quality Monitoring Stations	Scale: N.T.S Date: Aug-17	Project No.: MA16043 Figure: 2

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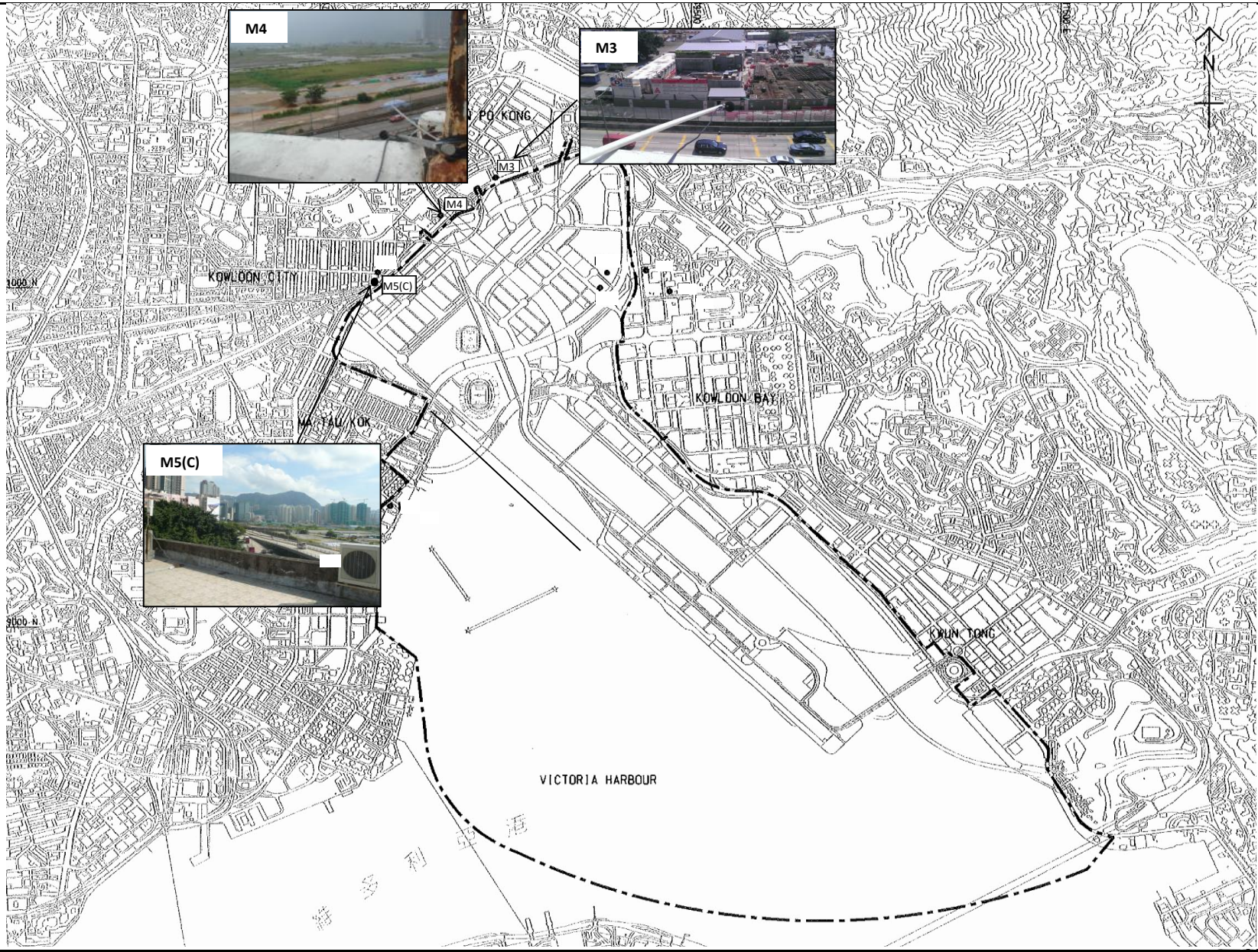
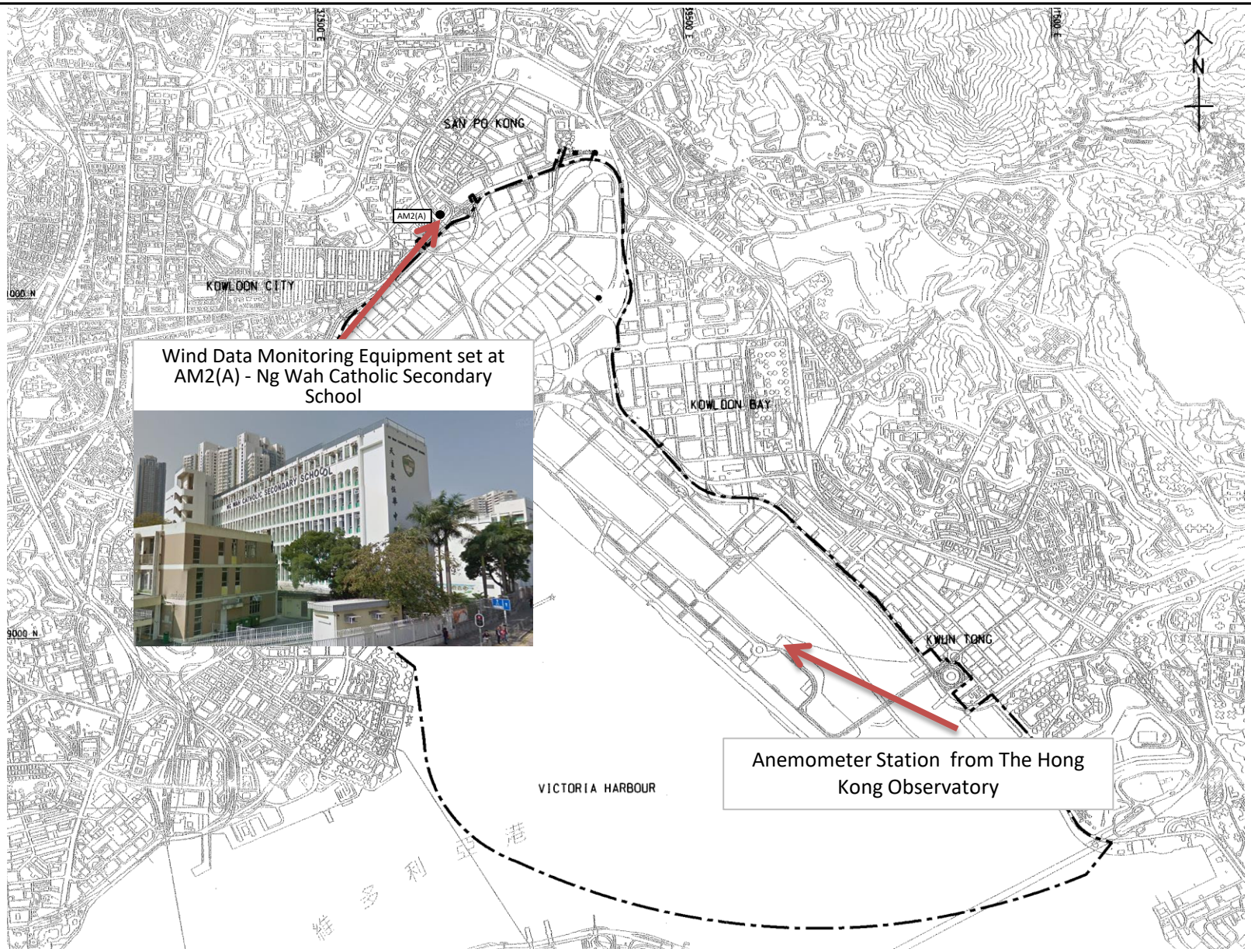


Title		Scale	Project
Contract No. KLN/2016/04 Environmental Monitoring Works for Contract No. KL/2015/02 Kai Tak Development –Stage 5A Infrastructure at Former North Apron Area Noise Monitoring Stations under Contract No.: KLN/2013/16 and KLN/2016/09		N.T.S	No. MA16043
		Date Mar-17	Figure 3

CINOTECH



Title	Contract No. KLN/2016/04 Environmental Monitoring Works for Contract No. KL/2015/02 Kai Tak Development –Stage 5A Infrastructure at Former North Apron Area Location of Wind Data Monitoring Equipment	Scale: N.T.S Date: Aug-17	Project No.: MA16043 Figure: 4

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APPENDIX A
MONITORING REQUIREMENTS

Appendix A - Environmental Impact Monitoring Requirements

Type of Monitoring	Parameter	Frequency	Location	Measurement Conditions
Air Quality	1 hour TSP	Three times / 6 days	• AM2 – Lee Kau Yan Memorial School (1 hour TSP) • AM2(A) – Ng Wah Catholic Secondary School (24 hour TSP)	• AM2 – Rooftop (about 8/F) Area • AM2(A) – Rooftop (about 8/F) Area
	24 hour TSP	Once / 6 days		

Type of Monitoring	Parameter	Frequency	Location	Measurement Conditions
Construction Noise	L_{eq}, L_{90} & L_{10} at 30 minute intervals during (0700 to 1900 on normal weekdays)	Once per week	• M3 (Cognitio College) • M4 (Lee Kau Yan Memorial School) • M5(C) (Mercy Grace's Home)	• M3 - Facade measurement at Rooftop (about 6/F) Area • M4 - Facade measurement at Rooftop (about 7/F) Area • M5(C) – Façade measurement at Rooftop (about 5/F) Area

APPENDIX B
ACTION AND LIMIT LEVELS FOR AIR QUALITY AND NOISE

Appendix B - Action and Limit Levels

Table B-1 Action and Limit Levels for 1-Hour TSP

Location	Action Level, µg/m^3	Limit Level, µg/m^3
AM2	346	500

Table B-2 Action and Limit Levels for 24-Hour TSP

Location	Action Level, µg/m^3	Limit Level, µg/m^3
AM2(A)	157	260

Table B-3 Action and Limit Levels for Construction Noise

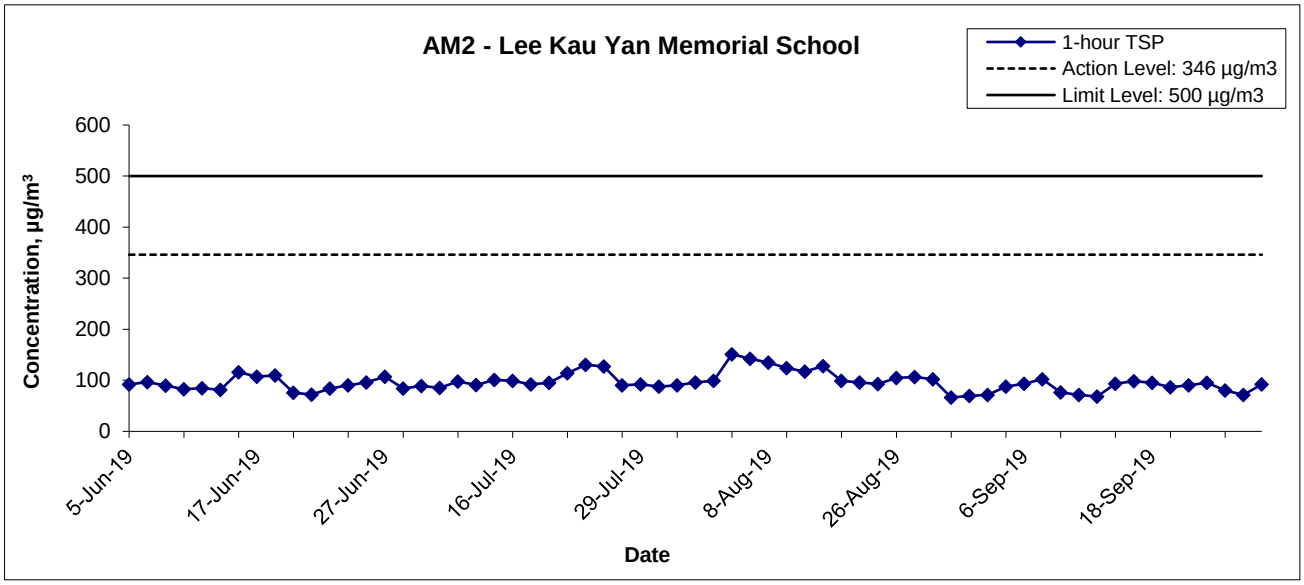
Time Period	Action Level	Limit Level
0700-1900 hrs on normal weekdays	When one documented complaint is received	75 dB(A) 70dB(A)/65dB(A)*

Remarks: If works are to be carried out during restricted hours, the conditions stipulated in the Construction Noise Permit (CNP) issued by the Noise Control Authority have to be followed. *70dB(A) and 65dB(A) for schools during normal teaching periods and school examination periods, respectively.

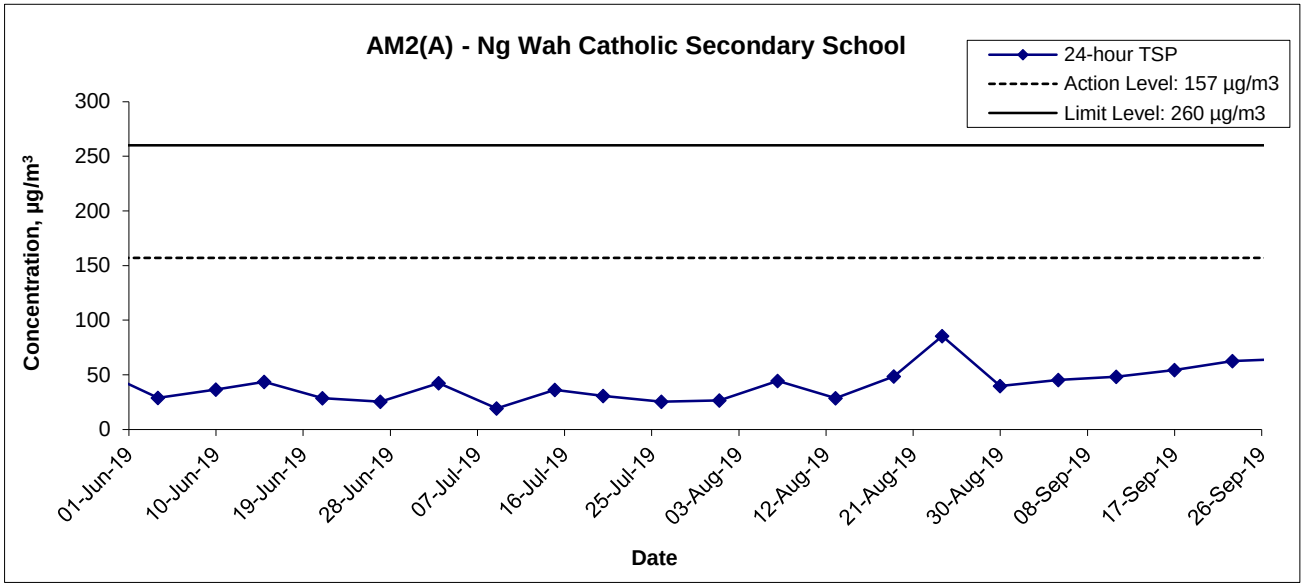
APPENDIX C
GRAPHICAL PRESENTATION OF AIR QUALITY MONITORING RESULTS

Appendix C – Graphical Representation of Air Quality Monitoring Results

1-hr TSP Concentration Levels



24-hr TSP Concentration Levels

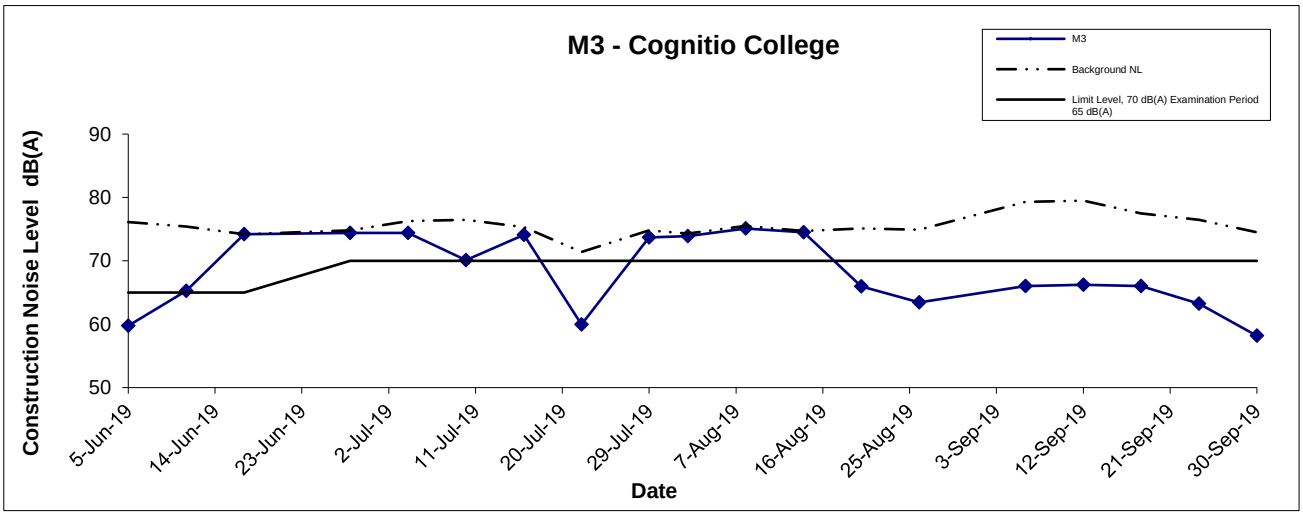


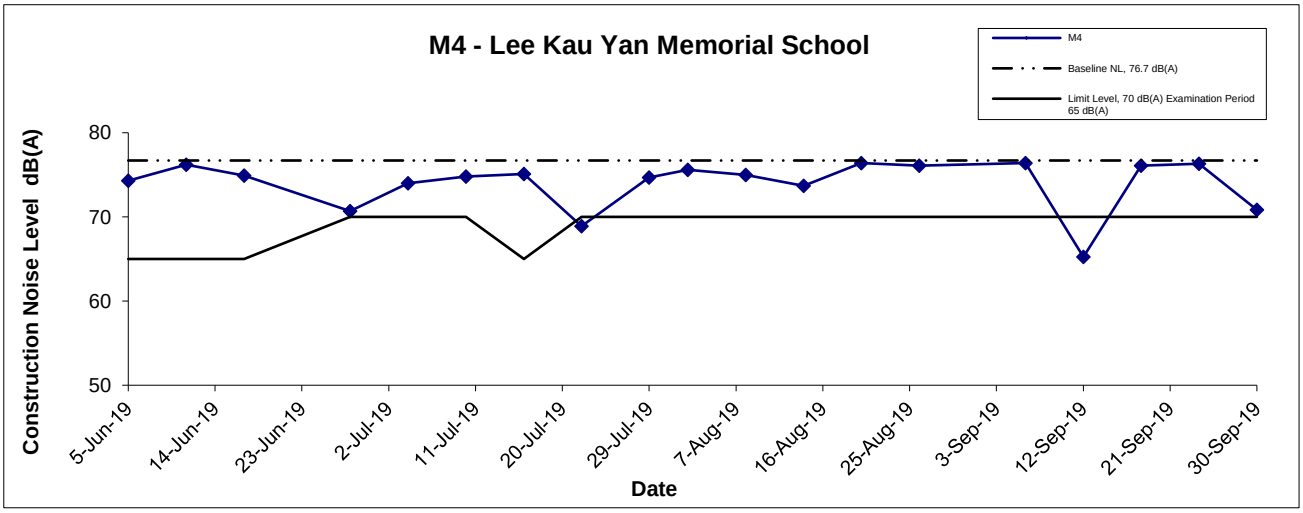
Title	Scale	Project No.	
Contract No. KLN/2016/04 Environmental Monitoring Works for Contract No. KL/2015/02 Kai Tak Development –Stage 5A Infrastructure at Former North Apron Area	N.T.S	MA16043	CINOTECH
Graphical Presentation of 1-hr & 24 hr TSP Monitoring Results		Appendix C	

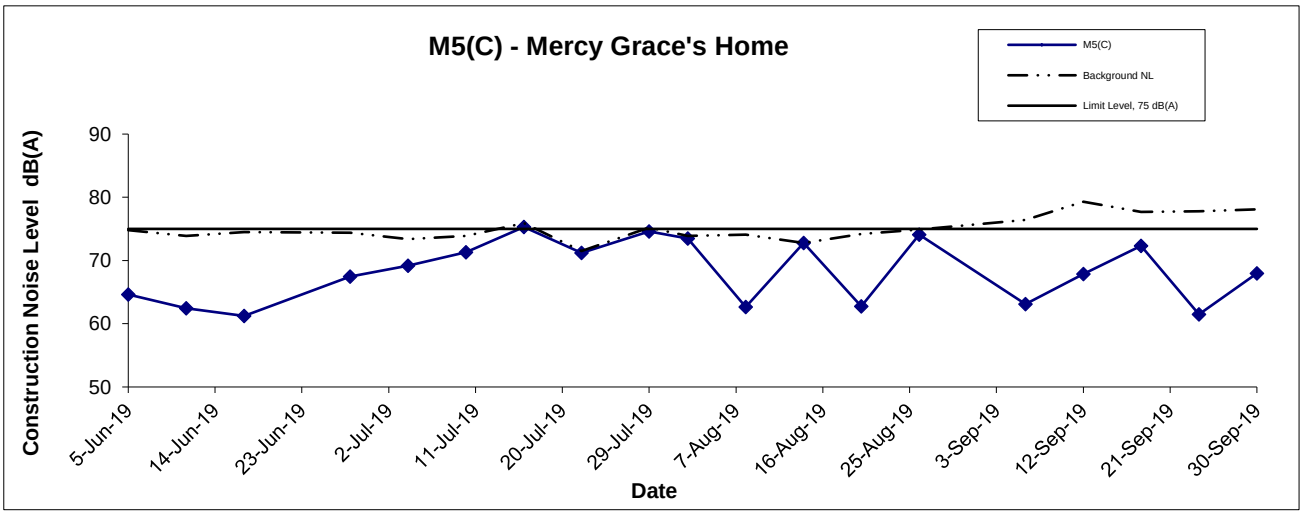
APPENDIX D
GRAPHICAL PRESENTATION OF NOISE MONITORING RESULTS

Appendix D – Graphical Representation of Noise Quality Monitoring Results

Noise Levels







Title	Scale	Project No.	
Contract No. KLN/2016/04 Environmental Monitoring Works for Contract No. KL/2015/02 Kai Tak Development –Stage 5A Infrastructure at Former North Apron Area Graphical Presentation of Noise Monitoring Results	N.T.S	MA16043	CINOTECH
		Appendix D	

APPENDIX E
ENVIRONMENTAL MITIGATION IMPLEMENTATION SCHEDULE (EMIS)

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

EIA Ref.	Recommended Mitigation Measures	Implementation Status
Construction Air Quality		
S6.5	8 times daily watering of the work site with active dust emitting activities.	^
S6.8	Implementation of dust suppression measures stipulated in Air Pollution Control (Construction Dust) Regulation. The following mitigation measures, good site practices and a comprehensive dust monitoring and audit programme are recommended to minimize cumulative dust impacts.	
	• Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.	# ^
	• Misting for the dusty material should be carried out before being loaded into the vehicle. Any vehicle with an open load carrying area should have properly fitted side and tail boards.	^
	• Material having the potential to create dust should not be loaded from a level higher than the side and tail boards and should be dampened and covered by a clean tarpaulin.	^
	• The tarpaulin should be properly secured and should extent at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.	^
	• The vehicles should be restricted to maximum speed of 10 km per hour and confined haulage and delivery vehicle to designated roadways insider the site. Onsite unpaved roads should be compacted and kept free of lose materials.	^
	• Vehicle washing facilities should be provided at every vehicle exit point.	
	• The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.	^ ^
	• Every main haul road should be scaled with concrete and kept clear of dusty materials or sprayed with water so as to maintain the entire road surface wet.	^
	• Every stock of more than 20 bags of cement should be covered entirely by impervious sheeting placed in an area sheltered on the top and the three sides.	^
	• Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites.	^

S6.8	• DWFI compound for JVBC: A DWFI compound is proposed at the downstream of JVC to contain pollution in drainage systems entering the KTAC and KTTS by interception facilities until the ultimate removal of the pollution sources. Tidal barriers and desiliting facilities will form part of the compounds to prevent any accumulation of sediment within the downstream section of JVBC and hence fully mitigate the potential odour emissions from the headspace of JVBC near the existing discharge locations. The odour generating operations within the proposed desilting compound will be fully enclosed and the odorous air will be collected and treated by high efficiency deodorizers before discharge to the atmosphere.	N/A
	• Desilting compound for KTN: Two desilting compounds are proposed for KTN (at Site 1D6 and Site 1P1) to contain pollution in drainage systems entering the KTAC and KTTS by interception facilities until the ultimate removal of the pollution sources. Tidal barriers and desiliting facilities will form part of the compounds to prevent any accumulation of sediment within the downstream section of KTN and hence fully mitigate the potential odour emissions from the headspace of KTN near the existing discharge locations. The odour generating operations within the proposed desilting compound will be fully enclosed and the odorous air will be collected and treated by high efficiency deodorizers before discharge to the atmosphere.	N/A
	• Decking or reconstruction of KTN within apron area: It is proposed to deck the KTN or reconstruct the KTN within the former Apron area into Kai Tak River from the south of Road D1 to the north of Road D2 along the existing alignment of KTN. The Kai Tak River will compose of a number of channels flowing with nonodorous fresh water and THEES effluent. The channel flowing with THEES effluent will be designed with the width of water surface of not more than 16m.	N/A
	• Localised maintenance dredging: Localised maintenance dredging should be conducted to provide water depth of not less than 3.5m over the whole of KTAC and KTTS. With reference to the water depth data recorded during the odour survey, only some of the areas in the northern part of KTAC (i.e. to the north of taxiway bridge) including the area near the northern edge of KTAC, the area near western bank of KTAC, and the area near the JVC discharge have water depths shallower than 3.5m. The area involved would be about 40% of the northern KTAC and the dredging depth required would be from about 2.7m to less than 1m. The maintenance dredging to be carried out prior to the occupation of any new development in the immediate vicinity of KTAC to avoid potential localized odour impacts at the future ASRs during the maintenance	N/A

	dredging operation. • Improvement of water circulation in KTAC and KTTS: 600m gap opening at the northern part of the former Kai Tak runway, the water circulation in KTAC and KTTS would be substantially improved. Together with the improvement in water circulation, the DO level in KTAC and KTTS would also be increased. • In-situ sediment treatment by bioremediation: Bioremediation would be applied to the entire KTAC and KTTS.	N/A N/A
Construction Noise		
S7.8	Use of quiet PME, movable barriers barrier for Asphalt Paver, Breaker, Excavator and Hand-held breaker and full enclosure for Air Compressor, Bar Bender, Concrete Pump, Generator and Water Pump.	#
S7.9	Good Site Practice: • Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction program. • Silencers or mufflers on construction equipment should be utilized and should be properly maintained during the construction program. • Mobile plant, if any, should be sited as far away from NSRs as possible. • Machines and plant (such as trucks) that may be in intermittent use should be shut down between works periods or should be throttled down to a minimum. • Plant known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby NSRs. • Material stockpiles and other structures should be effectively utilized, wherever practicable, in screening noise from on-site construction activities.	 ^ ^ ^ ^ ^ ^
S7.9	Scheduling of Construction Works during School Examination Period	^
S7.8	(i) Provision of low noise surfacing in a section of Road L2; and (ii) Provision of structural fins	N/A N/A
S7.8	(i) Avoid the sensitive façade of class room facing Road L2 and L4; and (ii) Provision of low noise surfacing in a section of Road L2 & L4	N/A N/A

S7.8	(i) Provision of low noise surfacing in a section of Road L4 before occupation of Site 1I1; and	N/A
	(ii) Setback of building about 5m from site boundary.	N/A
S7.8	Setback of building about 35m to the northwest direction at 1L3 and 5m at Site 1L2.	N/A
S7.8	(i) avoid any sensitive façades with openable window facing the existing Kowloon City Road network; and Avoid the sensitive façade of class room facing Road L2 and L4; and	N/A
	(ii) for the sensitive facades facing the To Kwa Wan direction, either setback the facades by about 5m to the northeast direction or do not provide the facades with openable window.	N/A
S7.8	(i) avoid any sensitive facades with openable window facing the existing To Kwa Wan Road or	N/A
	(ii) provision of 17.5m high noise tolerant building fronting To Kwa Wan Road and restrict the height of the residential block(s) located at less than 55m away from To Kwa Wan Road to no more than 25m above ground	N/A
S7.8	(i) avoid any sensitive facades with openable window facing the slip road connecting Prince Edward Road East and San Po Kong or other alternative mitigation measures and at-source mitigation measures for the surrounding new local roads to minimise the potential traffic noise impacts from the slip road	^
S7.8	All the ventilation fans installed in the below will be provided with silencers or acoustics treatment.	
	(i) SPS	N/A
	(ii) ESS	N/A
	(iii) Tunnel Ventilation Shaft	N/A
	(iv) EFTS depot	N/A
S7.8	Installation of retractable roof or other equivalent measures	N/A
Construction Water Quality		
S8.8	The following mitigation measures are proposed to be incorporated in the design of the SPS at KTD, including:	
	• Dual power supply or emergency generator should be provided at all the SPSs to secure electrical power supply;	N/A
	• Standby pumps should be provided at all SPSs to ensure smooth operation of the SPS during maintenance of the duty pumps;	N/A
	• An alarm should be installed to signal emergency high water level in the wet well at all SPSs; and	
	• For all unmanned SPSs, a remote monitor system connecting SPSs with the control station through telemetry system should be provided so that swift actions could be taken in case of malfunction of unmanned facilities	N/A N/A

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S8.8	**Construction Phase** Marine-based Construction *Capital and Maintenance Dredging for Cruise Terminal* Mitigation measures for construction of the proposed cruise terminal should follow those recommended in the approved EIA for CT Dredging.	N/A
S8.8	*Fireboat Berth, Runway Opening and Road T2* Silt curtains should be deployed around the close grab dredger to minimize release of sediment and other contaminants for any dredging and filling activities in open water.	N/A
S8.8	Dredging at and near the seawall area for construction of the public landing steps cum fireboat berth should be carried out at a maximum production rate of 1,000m^3 per day using one grab dredger.	N/A
S8.8	The proposed construction method for runway opening should adopt an approach where the existing seawall at the runway will not be removed until completion of all excavation and dredging works for demolition of the runway. Thus, excavation of bulk fill and majority of the dredging works will be carried out behind the existing seawall, and the sediment plume can be effectively contained within the works area. As there is likely some accumulation of sediments alongside the runway, there will be a need to dredge the existing seabed after completion of all the demolition works. Dredging alongside the 600m opening should be carried out at a maximum production rate of 2,000m^3 per day using one grab dredger.	N/A
8.8	Dredging for Road T2 should be conducted at a maximum rate of 8,000m^3 per day (using four grab dredgers) whereas the sand filling should be conducted at a maximum rate of 2,000m3 per day (using two grab dredgers).	N/A
8.8	Silt screens shall be applied to seawater intakes at WSD seawater intake.	N/A

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S8.8	Land-based Construction *Construction Runoff* Exposed soil areas should be minimised to reduce the potential for increased siltation, contamination of runoff, and erosion. Construction runoff related impacts associated with the above ground construction activities can be readily controlled through the use of appropriate mitigation measures which include: • use of sediment traps • adequate maintenance of drainage systems to prevent flooding and overflow	 ^ ^
S8.8	Ideally, construction works should be programmed to minimise surface excavation works during the rainy season (April to September). All exposed earth areas should be completed as soon as possible after earthworks have been completed, or alternatively, within 14 days of the cessation of earthworks where practicable. If excavation of soil cannot be avoided during the rainy season, or at any time of year when rainstorms are likely, exposed slope surfaces should be covered by tarpaulin or other means.	^
S8.8	Construction site should be provided with adequately designed perimeter channel and pre-treatment facilities and proper maintenance. The boundaries of critical areas of earthworks should be marked and surrounded by dykes or embankments for flood protection. Temporary ditches should be provided to facilitate runoff discharge into the appropriate watercourses, via a silt retention pond. Permanent drainage channels should incorporate sediment basins or traps and baffles to enhance deposition rates. The design of efficient silt removal facilities should be based on the guidelines in Appendix A1 of ProPECC PN 1/94.	^
S8.8	Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m^3 capacity, are recommended as a general mitigation measure which can be used for settling surface runoff prior to disposal. The system capacity is flexible and able to handle multiple inputs from a variety of sources and particularly suited to applications where the influent is pumped.	^
S8.8	Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m^3 should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.	^
S8.8	Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and storm runoff being directed into foul sewers.	^
S8.8	Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast, and actions to be taken during or after rainstorms are summarized in Appendix A2 of ProPECC PN 1/94. Particular attention should be paid to the control of silty	*

	surface runoff during storm events.	
S8.8	Oil interceptors should be provided in the drainage system and regularly cleaned to prevent the release of oils and grease into the storm water drainage system after accidental spillages. The interceptor should have a bypass to prevent flushing during periods of heavy rain.	N/A(1)
S8.8	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 located wheel washing bay should be provided at every site exit, and wash-water should have sand and silt settled out and removed at least on a weekly basis 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.	^
S8.8	*Drainage* It is recommended that on-site drainage system should be installed prior to the commencement of other construction activities. Sediment traps should be installed in order to minimise the sediment loading of the effluent prior to discharge into foul sewers. There should be no direct discharge of effluent from the site into the sea	^
S8.8	All temporary and permanent drainage pipes and culverts provided to facilitate runoff discharge should be adequately designed for the controlled release of storm flows. All sediment control measures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly following rain storms. The temporarily diverted drainage should be reinstated to its original condition when the construction work has finished or the temporary diversion is no longer required.	#
S8.8	All fuel tanks and storage areas should be provided with locks and be located on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled fuel oils from reaching the coastal waters of the Victoria Harbour WCZ.	^
S8.8	*Sewage Effluent* Construction work force sewage discharges on site are expected to be connected to the existing trunk sewer or sewage treatment facilities. The construction sewage may need to be handled by portable chemical toilets prior to the commission of the on-site sewer system. Appropriate numbers of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. The Contractor should also be responsible for waste disposal and maintenance practices.	^

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S8.8	*Stormwater Discharges* Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes	^
S8.8	*Debris and Litter* In order to maintain water quality in acceptable conditions with regard to aesthetic quality, contractors should be required, under conditions of contract, to ensure that site management is optimised and that disposal of any solid materials, litter or wastes to marine waters does not occur	^
S8.8	*Construction Works at or in Close Proximity of Storm Culvert or Seafront* The proposed works should preferably be carried out within the dry season where the flow in the drainage channel /storm culvert/ nullah is low.	^
S8.8	The use of less or smaller construction plants may be specified to reduce the disturbance to the bottom sediment at the drainage channel /storm culvert / nullah.	^
S8.8	Temporary storage of materials (e.g. equipment, filling materials, chemicals and fuel) and temporary stockpile of construction materials should be located well away from any water courses during carrying out of the construction works	^
S8.8	Stockpiling of construction materials and dusty materials should be covered and located away from any water courses.	^
S8.8	Construction debris and spoil should be covered up and/or disposed of as soon as possible to avoid being washed into the nearby water receivers.	^
S8.8	Construction activities, which generate large amount of wastewater, should be carried out in a distance away from the waterfront, where practicable.	^
S8.8	Mitigation measures to control site runoff from entering the nearby water environment should be implemented to minimize water quality impacts. Surface channels should be provided along the edge of the waterfront within the work sites to intercept the runoff.	^
S8.8	Construction effluent, site run-off and sewage should be properly collected and/or treated.	^
S8.8	Any works site inside the storm water courses should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props to prevent adverse impact on the storm water quality.	N/A
S8.8	Silt curtain may be installed around the construction activities at the seafront to minimize the potential impacts due to accidental spillage of construction materials.	N/A
S8.8	Proper shoring may need to be erected in order to prevent soil/mud from slipping into the storm culvert/drainage channel/sea.	N/A

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S8.8	Supervisory staff should be assigned to station on site to closely supervise and monitor the works	^
S8.8	Marine water quality monitoring and audit programme shall be implemented for the proposed sediment treatment operation.	N/A
Construction Waste Management		
S9.5	Good Site Practices It is not anticipated that adverse waste management related impacts would arise, provided that good site practices are adhered to. Recommendations for good site practices during the dredging activities include: • Nomination of an approved person, such as a site manager, 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 measure to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers. • A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites).	^ ^ * ^ ^
S9.5	Waste Reduction Measures Good management and control can prevent the generation of a significant amount of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include: • Sort C&D waste from demolition of the remaining structures to recover recyclable portions such as metals • 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 recycled • Proper storage and site practices to minimise the potential for damage or contamination of construction materials	^ ^ * # ^

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S9.5	Dredged Marine Sediment The basic requirements and procedures for dredged mud disposal are specified under the ETWB TCW No. 34/2002. The management of the dredging, use and disposal of marine mud is monitored by the MFC, while the licensing of marine dumping is required under the Dumping at Sea Ordinance and is the responsibility of the Director of Environmental Protection (DEP)	N/A
S9.5	The dredged marine sediments would be loaded onto barges and transported to the designated disposal sites allocated by the MFC depending on their level of contamination. Sediment classified as Category L would be suitable for Type 1 - Open Sea Disposal. Contaminated sediment would require either Type 1 – Open Sea Disposal (Dedicated Sites), Type 2 - Confined Marine Disposal, or Type 3 – Special Treatment / Disposal and must be dredged and transported with great care in accordance with ETWB TCW No. 34/2002. Subject to the final allocation of the disposal sites by MFC, the dredged contaminated sediment must be effectively isolated from the environment and disposed properly at the designated disposal site	N/A
S9.5	It will be the responsibility of the contractor to satisfy the appropriate authorities that the contamination levels of the marine sediment to be dredged have been analysed and recorded. According to the ETWB TCW No. 34/2002, this will involve the submission of a formal Sediment Quality Report to the DEP, prior to the dredging contract being tendered. The contractor for the dredging works should apply for allocation of marine disposal sites and all necessary permits from relevant authorities for the disposal of dredged sediment. During transportation and disposal of the dredged marine sediments requiring Type 1, Type 2, or Type 3 disposal, the following measures should be taken to minimise potential impacts on water quality: • Bottom opening of barges should be fitted with tight fitting seals to prevent leakage of material. Excess material should be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved • Monitoring of the barge loading should be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels should be equipped with automatic selfmonitoring devices as required under the Dumping at Sea Ordinance and as specified by the DEP • Barges or hopper barges should not be filled to a level that would cause the overflow of materials or sediment laden water during loading or transportation	N/A N/A N/A
S9.5	Construction and Demolition Material Mitigation measures and good site practices should be incorporated into contract document to control potential environmental impact from handling and transportation of C&D material. The mitigation measures include: • Where it is unavoidable to have transient stockpiles of C&D material within the Project work site pending collection for disposal, the	^

	transient stockpiles should be located away from waterfront or storm drains as far as possible • Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric • Skip hoist for material transport should be totally enclosed by impervious sheeting • Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site • The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores • The load of dusty materials carried by vehicle leaving a construction site should be covered entirely by clean impervious sheeting to ensure dust materials do not leak from the vehicle • All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet • The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading When delivering inert C&D material to public fill reception facilities, the material should consist entirely of inert construction waste and of size less than 250mm or other sizes as agreed with the Secretary of the Public Fill Committee. In order to monitor the disposal of the surplus C&D material at the designed public fill reception facility and to control fly tipping, a trip-ticket system as stipulated in the ETWB TCW No. 31/2004 “Trip Ticket System for Disposal of Construction and Demolition Materials” should be included as one of the contractual requirements and implemented by an Environmental Team undertaking the Environmental Monitoring and Audit work. An Independent Environmental Checker should be responsible for auditing the results of the system.	^ ^ ^ ^ ^ ^ ^
S9.5	Chemical Waste After use, chemical wastes (for example, cleaning fluids, solvents, lubrication oil and fuel) should be handled according to the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Spent chemicals should be collected by a licensed collector for disposal at the CWTF or other licensed facility, in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*	^

Appendix K – Summary of Implementation Schedule of Mitigation Measures for Construction Phase

S9.5	General Refuse General refuse should be stored in enclosed bins or compaction units separate from C&D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&D material. Effective collection and storage methods (including enclosed and covered area) of site wastes would be required to prevent waste materials from being blown around by wind, wastewater discharge by flushing or leaching into the marine environment, or creating odour nuisance or pest and vermin problem		*
Construction Landscape and Visual			
S13.9	CM1	All existing trees should be carefully protected during construction.	^
	CM2	Trees unavoidably affected by the works should be transplanted where practical. Detailed transplanting proposal will be submitted to relevant government departments for approval in accordance with ETWBC 2/2004 and 3/2006. Final locations of transplanted trees should be agreed prior to commencement of the work.	^
	CM3	Control of night-time lighting.	N/A(1)
	CM4	Erection of decorative screen hoarding.	^

Remarks:

^	Compliance of mitigation measure
*	Recommendations were made during site audits but improved/rectified by the Contractor
#	Recommendations were made during site audits but has not yet been improved/rectified by the Contractor
●	Non-compliance but rectified by the Contractor
X	Non-compliance of mitigation measure
N/A	Not Applicable at this stage
N/A(1)	Not observed

APPENDIX F
SITE AUDIT SUMMARY

July 2019

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
Water Quality	190722/-R1	22rd Jul 2019	- Water pond is formed at Portion 6. Contractor should pump out the water to avoid water accumulation.	29th Jul 2019: Water was pumped out from the dented area at Portion 6.
	190715/-R1	15th Jul 2019	- Water pond is formed at Portion 1. Contractor should fill the dented area to avoid water accumulation.	15th Jul 2019: The dented area is filled at Portion 1.
	190624/-R4	24th Jun 2019	- Water pond formed in Portion 6.	3rd Jul 2019: Water was still found in Portion 6 during this audit. 10th Jul 2019: The standing water was removed and the dented area was levelled in Portion 6.
Air Quality	190703-R1	3rd Jul 2019	- Contractor should cover the dusty materials with impervious dust screen in Portion L7.	10th Jul 2019: The dusty materials were exposed in Portion L7. Contractor should cover the dusty slope surface by impervious dust screen at Portion L7. 15th Jul 2019: The dusty slope surface is exposed at Portion L7. 22rd Jul 2019: The dusty slope surface is covered at Portion L7.
	190624/-R1	24th Jun 2019	- Contractor should show the NRMM label on the excavator in Load D1 and the mobile crane in Portion 1.	3rd Jul 2019: No NRMM label was displayed on the excavator in Road D1 and the concerned mobile crane was removed from Portion 1. 10th Jul 2019: The NRMM label was displayed on the excavator in Road D1.
	190624/-R3	24th Jun 2019	- Contractor should cover the dusty materials in Portion 6.	3rd Jul 2019: The dusty materials were exposed without a cover in Portion 6. 10th Jul 2019: The dusty materials were covered by impervious dust screen in Portion 6.
Noise	N/A	N/A	--	--
Waste/ Chemical Management	190710/-R1	10th Jul 2019	- General waste was found. Contractor should dispose refuse properly at Road D1.	15th Jul 2019: The general waste was cleaned up at Road D1.

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
	190710/-R2	10th Jul 2019	- The waste inside the waste collection tray was exposed. Contractor should cover the try in Portion 1.	15th Jul 2019: The waste collection tray was covered at Portion 1.
	190624/-R2	24th Jun 2019	- Contractor should clean up the general wastes or food wastes in Load D1.	3rd Jul 2019: Some of food wastes were removed but the contractor should review the situation of general wastes accumulation in Road D1. 10th Jul 2019: The general waste and food waste were cleaned up in Road D1.
Landscape and Visual	N/A	N/A	--	--
Permits/ Licenses	N/A	N/A	--	--

August 2019

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
Water Quality	190807/-R2	7th Aug 2019	- Water p accumulation is found in the dented area at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 14 August 2019.
	190828/-R3	28th Aug 2019	- Water accumulation is found in the dented area at Portion 1.	Follow up actions will be reported in the next monthly report.
Air Quality	190807/-R1	7th Aug 2019	- The dusty slope surface is not covered by dust screen properly at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 14 August 2019.
	190828/-R2	28th Aug 2019	- The dusty materials are not covered properly at Portion 6.	Follow up actions will be reported in the next monthly report.
Noise	N/A	N/A	--	--
Waste/ Chemical Management	190807/-R3	7th Aug 2019	- The waste collection tray is not covered at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 14 August 2019.
	190820/-R1	20th Aug 2019	- Waste accumulation is observed at Road D1.	The condition was observed to be improved/rectified by the contractor during the inspection session on 28 August 2019.
	190828/-R1	28th Aug 2019	- Food waste and construction waste are mixed up in the same waste collection tray at Portion 6.	Follow up actions will be reported in the next monthly report.

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
	190828/-R4	28th Aug 2019	- Waste accumulation is observed at Road D1	Follow up actions will be reported in the next monthly report.
Landscape and Visual	N/A	N/A	--	--
Permits/ Licenses	N/A	N/A	--	--

September 2019

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
Water Quality	190828/-R3	28th Aug 2019	- Water accumulation is found in the dented area at Portion 1.	The condition was observed to be improved/rectified by the contractor during the inspection session on 11 September 2019.
	190911/-R1	11th Sept 2019	- The effluent of the waste water treatment tank is discharge to the surrounding haul road at Portion 6.	Follow up actions will be reported in the next monthly report.
Air Quality	190828/-R2	28th Aug 2019	- The dusty materials are not covered properly at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 4 September 2019.
	190930/-R2	30th Sept 2019	- Dusty slope is exposed at Portion 6.	Follow up actions will be reported in the next monthly report.
Noise	190930/-R1	30th Sept 2019	- Broken noise adsorption fabric is observed on the breaker at Road D1.	Follow up actions will be reported in the next monthly report.
Waste/ Chemical Management	190828/-R1	28th Aug 2019	- Food waste and construction waste are mixed up in the same waste collection tray at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 11 September 2019.
	190828/-R4	28th Aug 2019	- Waste accumulation is observed at Road D1	The condition was observed to be improved/rectified by the contractor during the inspection session on 11 September 2019.
	190916/-R1	16th Sept 2019	- Waste accumulation is found at Road D1.	The condition was observed to be improved/rectified by the contractor during the inspection session on 23 September 2019.
	190916/-R2	16th Sept 2019	- Construction waste is accumulated at Portion 6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 23 September 2019.

Parameters	Ref No.	Date	Observations and Recommendations	Follow-up/Rectification
	190923/-R1	23rd Sept 2019	- General waste collection tank overload is observed at SW6.	The condition was observed to be improved/rectified by the contractor during the inspection session on 30 September 2019.
	190930/-R3	30th Sept 2019	- Construction waste is accumulated at Portion 6.	Follow up actions will be reported in the next monthly report.
Landscape and Visual	N/A	N/A	--	--
Permits/ Licenses	N/A	N/A	--	--

APPENDIX G
WASTE GENERATED QUANTITY

Department: CEDD
Contract No.: KL/2015/02
Project : Kai Tak Development - Stage 5A Infrastructure at Former North Apron Area

Peako - Wo Hing Joint Venture

Monthly Summary Waste Flow Table for 2019

As at 2 October 2019

Month	Quantities of Inert C & D Materials Generated Monthly						Quantities of C & D Wastes Generated Monthly				
	Total Quantity Generated	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ Cardboard packaging	Plastics (see Note 3)	Chemical Waste	Others, e.g. general refuse
	(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m³)
Jan	0	0	0	0	0	0	0	0	0	0	0.154
Feb	0	0	0	0	0	0	0	0	0	0	0.035
Mar	0	0	0	0	0	0	0	0	0	0	0.035
Apr	0	0	0	0	0	0	0	0	0	0	0.07
May	0	0	0	0	0	0	0	0	0	0	0.063
June	0	0	0	0	0	0	0	0	0	0	0.028
Sub-total	66.537	0	0	0	66.537	0	0	0	0	0	1.617
July	0	0	0	0	0	0	0	0	0	0	0.056
Aug	0	0	0	0	0	0	0	0	0	0	0.035
Sept	0	0	0	0	0	0	0	0	0	0	0.035
Oct	-	-	-	-	-	-	0	0	0	0	-
Nov	-	-	-	-	-	-	0	0	0	0	-
Dec	-	-	-	-	-	-	0	0	0	0	-
Total	66.537	0	0	0	66.537	0	0	0	0	0	1.743

Forecast of Total Quantities of C&D Materials to be Generated from the Contract*										
Total Quantity Generated	Hard Rock and Large Broken Concrete	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Imported Fill	Metals	Paper/ Cardboard packaging	Plastics (see Note 3)	Chemical Waste	Others, e.g. general refuse
(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000m³)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000kg)	(in '000m³)
63000	0	0	0	67	0	0	0	0	0	2

Notes:
(1) The performance targets are given in PS clause 6(14).
(2) The waste flow table shall also include C & D materials that are specified in the Contract to be imported for use at the Site.
(3) Plastics refer to plastic bottles/ containers, plastic sheets/ foam from packaging material.
(4) The Contractor shall also submit the latest forcast of the total amount of C&D materials exected to be generated from the Works, together with a braskdown of the nature where the total amount of C&D materials expected to be generated from the Works is equal to or excreeding 50,00 m³. (PS Cleuse 25.02A(7) refers).

APPENDIX H
SUMMARY OF EXCEEDANCES

Appendix H – Summary of Exceedance

Exceedance Report for Contract No. KL/2015/02

(A) Exceedance Report for Air Quality
(NIL in the reporting period)

(B) Exceedance Report for Construction Noise
(NIL in the reporting period)

(C) Exceedance Report for Landscape and Visual
(NIL in the reporting period)

APPENDIX I
COMPARISON OF EM&A DATA AND EIA PREDICTIONS

Appendix I – Comparison of EM&A Data and EIA Predictions

Comparison of 1-hr TSP data with EIA predictions

Station	Predicted 1-hr TSP conc.		Measured 1-hr TSP conc.					
	Scenario1 (Mid 2009 to Mid 2013), µg/m³	Scenario2 (Mid 2013 to Late 2016), µg/m³	Reporting Month (July 2019), µg/m³		Reporting Month (August 2019), µg/m³		Reporting Month (September 2019), µg/m³	
			Average	Range	Average	Range	Average	Range
AM2 – Lee Kau Yan Memorial School	290	312	98	84 – 131	105	66 – 151	87	68 – 102

Comparison of 24-hr TSP data with EIA predictions

Station	Predicted 24-hr TSP conc.		Measured 24-hr TSP conc.					
	Scenario1 (Mid 2009 to Mid 2013), µg/m³	Scenario2 (Mid 2013 to Late 2016), µg/m³	Reporting Month (July 2019), µg/m³		Reporting Month (August 2019), µg/m³		Reporting Month (September 2019), µg/m³	
			Average	Range	Average	Range	Average	Range
AM2(A) – Ng Wah Catholic Secondary School	145	169	31	19 – 42	46	27 – 85	55	45 – 64

Appendix I – Comparison of EM&A Data and EIA Predictions

Comparison of Noise Monitoring Data with EIA predictions

Stations	**Predicted Mitigated Construction Noise Levels during Normal Working Hour ($L_{eq\ (30min)}$ dB(A))**	**Reporting Month (July 2019), $L_{eq\ (30min)}$ dB(A)**	**Reporting Month (August 2019), $L_{eq\ (30min)}$ dB(A)**	**Reporting Month (September 2019), $L_{eq\ (30min)}$ dB(A)**
M3- Cognitio College	47 – 75	60 – 74	63 – 75	58 – 66
M4 - Lee Kau Yan Memorial School	47 – 74	69 – 75(2)	74 – 76(2)	65 – 76(2)
M5(C) – Mercy Grace's Home	Not Predicted in EIA Report	69 – 75	63 – 74	61 – 72

Remarks:

(1) Since the background noise level recorded during 12:00 to 13:00 was higher than those recorded during the construction period, the recorded noise levels were considered non-valid exceedance of Noise Limit Level.

(2) Since the baseline noise level was higher than those recorded during the construction period, the recorded noise levels were considered non-valid exceedance of Noise Limit Level.