

# Civil Engineering and Development Department

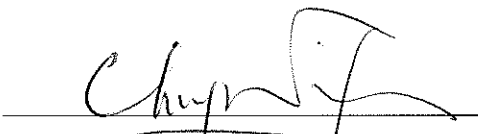
EP-344/2009 – New Sewage Pumping Stations Serving KTD and  
EP-337/2009 – New Distributor Roads Serving the Planned KTD

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

Quarterly EM&A Summary Report

March 2020 – May 2020

(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

**WELLAB LTD**  
Room 1701, Technology Park,  
18 On Lai Street,  
Shatin, NT, Hong Kong  
Tel: (852) 2898 7388 Fax: (852) 2898 7076  
Website: [www.wellab.com.hk](http://www.wellab.com.hk)



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

Your reference:

Our reference: HKCEDD11/50/106690

Date: 7 August 2020

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 (March 2020 – May 2020)

We refer to email of 15 July 2020 attaching a Quarterly EM&A Report (March 2020 – May 2020) prepared by the ET.

We have no 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/lhnh

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

## TABLE OF CONTENTS

	Page
<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>Introduction.....</b>	<b>1</b>
<b>Environmental Monitoring Works .....</b>	<b>1</b>
<b>Key Information in the Reporting Quarter.....</b>	<b>1</b>
<b>1. INTRODUCTION.....</b>	<b>2</b>
<b>Background .....</b>	<b>2</b>
<b>Project Organizations.....</b>	<b>2</b>
<b>2. ENVIRONMENTAL MONITORING AND AUDIT REQUIREMENTS .....</b>	<b>4</b>
<b>Monitoring Parameters and Monitoring Locations .....</b>	<b>4</b>
<b>Environmental Quality Performance Limits (Action and Limit Levels).....</b>	<b>4</b>
<b>Implementation Status of Environmental Mitigation Measures .....</b>	<b>4</b>
<b>Site Audit Summary .....</b>	<b>4</b>
<b>Status of Waste Management .....</b>	<b>4</b>
<b>3. MONITORING RESULTS AND NON-COMPLIANCE (EXCEEDANCES) OF THE ENVIRONMENTAL QUALITY PERFORMANCE LIMITS (ACTION AND LIMIT LEVELS) .....</b>	<b>5</b>
<b>Air Quality.....</b>	<b>5</b>
<b>Construction Noise.....</b>	<b>5</b>
<b>Landscape and Visual .....</b>	<b>5</b>
<b>4. COMMENTS, CONCLUSIONS AND RECOMMENDATIONS .....</b>	<b>6</b>
<b>Conclusions.....</b>	<b>6</b>
<b>Effectiveness of Mitigation Measures .....</b>	<b>6</b>

## **LIST OF TABLE**

Table I	Summary Table for Key Information in the Reporting Quarter
Table 1.1	Key Project Contacts

## **LIST OF FIGURES**

Figure 1	Layout Plan of the Project
Figure 2	Locations of Air Quality Monitoring Stations
Figure 3	Locations of Construction Noise Monitoring Stations

## **LIST OF APPENDICES**

A	Monitoring Requirements
B	Action and Limit Levels for Air Quality and Noise
C	Environmental Mitigation Implementation Schedule (EMIS)
D	Site Audit Summary
E	Monthly Summary Waste Flow Table
F	Summary of Exceedances

## EXECUTIVE SUMMARY

### Introduction

1. This is the 26<sup>th</sup> 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 March 2020 to May 2020.

### 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-337/2009 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-337/2009 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 I.

**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;
  - Weeding at roadside planting areas;
  - Painting cladding at PS2;
  - Installing steel platforms at PS2; and
  - Plumbing works for irrigation system
- 1.3 Wellab Limited (Wellab) was commissioned by Kwan On Construction Co., Ltd. (the Contractor) on 1<sup>st</sup> 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 1<sup>st</sup> 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 March 2020 to May 2020.

### 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 31<sup>st</sup> December 2018).
  - Environmental Team (ET) – Wellab Limited (Wellab) (Responsible for ET service since 1<sup>st</sup> 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-337/2009 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**

- 3.2 The Proposal for Cessation of Construction Phase EM&A Works at Road D2 for Environmental Permits (EP) No. EP-337/2009 was approved by the EPD on 15 April 2019. The impact environmental monitoring has been ceased since 15 April 2019.
- 3.3 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 on 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-337/2009 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 on 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-337/2009 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-337/2009 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.

---

---

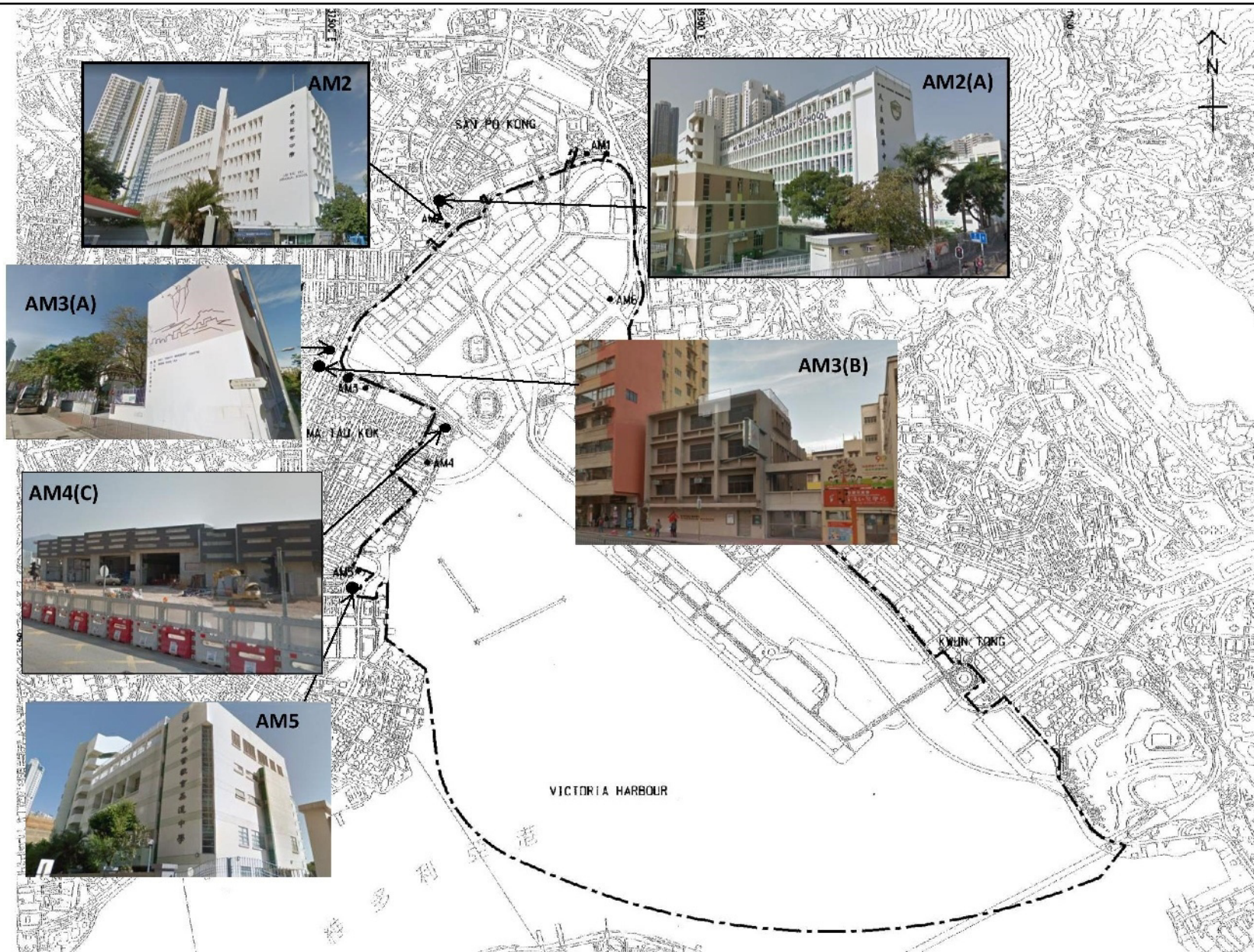
## FIGURES

---

---







Title

Contract No. KL/2012/03

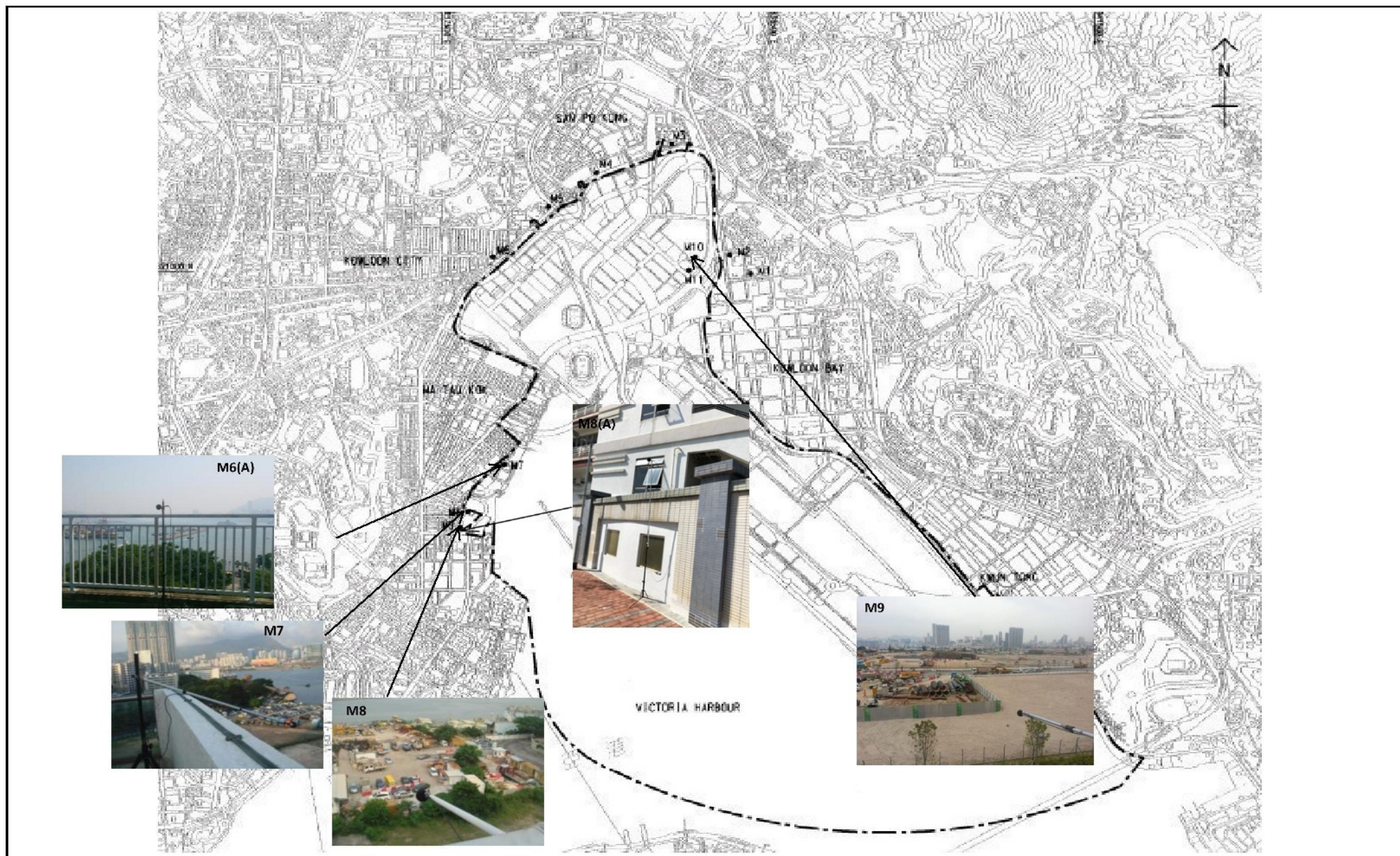
Kai Tak Development –Stage 4 Infrastructure at Former North Apron Area

Air Quality Monitoring Stations under this Project

Scale	N.T.S	Project No.	MA13056
Date	Dec-17	Figure	2

**WELLAB 匯力**  
consulting . testing . research





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

---

---

## **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	<ul style="list-style-type: none"> <li>AM2 – Lee Kau Yan Memorial School</li> <li>AM2(A) Ng Wah Catholic Secondary School</li> <li>AM3(A) – Holy Trinity Bradbury Centre</li> <li>AM3(B) – Family Planning Association of Hong Kong</li> <li>AM4(C) – New Pumping Station</li> <li>AM5 –CCC Kei To Secondary School</li> <li>#AM6 – PA 15</li> </ul>	<ul style="list-style-type: none"> <li>AM2 – Rooftop (about 8/F) Area</li> <li>AM2(A) – Rooftop (about 8/F) Area</li> <li>AM3(A) - Rooftop (about 8/F) Area</li> <li>AM3(B) - Rooftop (about 4/F) Area</li> <li>AM4(C) - Rooftop (about 6/F) Area</li> <li>AM5 - Rooftop (about 10/F) Area</li> <li>#AM6 – Site 1B4 (Planned)</li> </ul>
	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 <sub>eq</sub> , L <sub>90</sub> & L <sub>10</sub> at 30 minute intervals during (0700 to 1900 on normal weekdays)	Once per week	<ul style="list-style-type: none"> <li>• M6(A) - Oblate Primary School</li> <li>• M7 – CCC Kei To Secondary School</li> <li>• *M8(A) – Po Leung Kuk Ngan Po Ling College (Site Boundary) (Temporary)</li> <li>• M9 – Tak Long Estate (from April 2014 onward)</li> <li>• #M10 (Site 1B4 (Planned))</li> </ul>	<ul style="list-style-type: none"> <li>• M6(A) – Free-field measurement at Rooftop (about 7/F) Area</li> <li>• M7 - Facade measurement at Rooftop (about 8/F) Area</li> <li>• M8(A) – Free-field measurement at ground level (Microphone set higher than the wall)</li> <li>• M9 – Façade measurement at 2/F Podium</li> <li>• #M10 (Site 1B4 (Planned))</li> </ul>

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 12<sup>th</sup> November 2018, the noise monitoring was carried out at alternative station M8(A) temporarily from 21<sup>st</sup> 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, $\mu\text{g}/\text{m}^3$	Limit Level, $\mu\text{g}/\text{m}^3$
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, $\mu\text{g}/\text{m}^3$	Limit Level, $\mu\text{g}/\text{m}^3$
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
<b>Construction Dust</b>	<p>8 times daily watering of the work site with active dust emitting activities.</p> <p>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.</p>	^
	<ul style="list-style-type: none"> <li>• Stockpiling site(s) should be lined with impermeable sheeting and bunded. Stockpiles should be fully covered by impermeable sheeting to reduce dust emission.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• Misting for the dusty material should be carried out before being loaded into the vehicle.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• Any vehicle with an open load carrying area should have properly fitted side and tail boards.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• The tarpaulin should be properly secured and should extend at least 300 mm over the edges of the sides and tailboards. The material should also be dampened if necessary before transportation.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• Vehicle washing facilities should be provided at every vehicle exit point.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	^
	<ul style="list-style-type: none"> <li>• Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving the construction sites.</li> </ul>	^

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.	N/A(1)
	• 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.	^
	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

	<p>(i) avoid any sensitive facades with openable window facing the existing To Kwa Wan Road or</p> <p>(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.</p> <p>(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</p>	N/A
		N/A
	<p>All the ventilation fans installed in the below will be provided with silencers or acoustics treatment.</p> <p>(i) SPS</p> <p>(ii) ESS</p> <p>(iii) Tunnel Ventilation Shaft</p> <p>(iv) EFTS depot</p>	N/A N/A N/A N/A
	Installation of retractable roof or other equivalent measures	N/A
Construction Water Quality	<p>The following mitigation measures are proposed to be incorporated in the design of the SPS at KTD, including:</p> <ul style="list-style-type: none"> <li>• Dual power supply or emergency generator should be provided at all the SPSs to secure electrical power supply;</li> <li>• Standby pumps should be provided at all SPSs to ensure smooth operation of the SPS during maintenance of the duty pumps;</li> <li>• An alarm should be installed to signal emergency high water level in the wet well at all SPSs; and</li> <li>• 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.</li> </ul> <p><u>Land-based Construction</u></p> <p><i>Construction Runoff</i></p> <p>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:</p> <ul style="list-style-type: none"> <li>• use of sediment traps</li> <li>• adequate maintenance of drainage systems to prevent flooding and overflow</li> </ul>	N/A
		N/A
		N/A
		N/A
		^
		^ ^



	<p>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.</p>	^
	<p>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.</p>	^
	<p>Sediment tanks of sufficient capacity, constructed from pre-formed individual cells of approximately 6 to 8 m<sup>3</sup> 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.</p>	^
	<p>Open stockpiles of construction materials (for examples, aggregates, sand and fill material) of more than 50 m<sup>3</sup> 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.</p>	^
	<p>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.</p>	^
	<p>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.</p>	^
	<p>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.</p>	^



	<p>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.</p> <p><i>Drainage</i></p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Sewage Effluent</i></p> <p>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.</p> <p><i>Stormwater Discharges</i></p> <p>Minimum distances of 100 m should be maintained between the existing or planned stormwater discharges and the existing or planned seawater intakes</p>	<p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>N/A</p>
--	--	---

	<p><i>Debris and Litter</i></p> <p>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</p> <p><i>Construction Works at or in Close Proximity of Storm Culvert or Seafront</i></p> <p>The proposed works should preferably be carried out within the dry season where the flow in the drainage channel /storm culvert/ nullah is low.</p> <p>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.</p> <p>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.</p> <p>Stockpiling of construction materials and dusty materials should be covered and located away from any water courses.</p> <p>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.</p> <hr/> <p>Construction activities, which generate large amount of wastewater, should be carried out in a distance away from the waterfront, where practicable.</p> <hr/> <p>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.</p> <p>Construction effluent, site run-off and sewage should be properly collected and/or treated.</p> <p>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.</p> <p>Silt curtain may be installed around the construction activities at the seafront to minimize the potential impacts due to accidental spillage of construction materials.</p> <p>Proper shoring may need to be erected in order to prevent soil/mud from slipping into the storm culvert/drainage channel/sea.</p>	<p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>*</p> <p>^</p> <p>N/A</p> <p>^</p>
--	---	--

<b>Construction Waste Management</b>	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.	N/A
	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:	
	<ul style="list-style-type: none"> <li>Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site</li> </ul>	^
	<ul style="list-style-type: none"> <li>Training of site personnel in proper waste management and chemical waste handling procedures</li> </ul>	^
	<ul style="list-style-type: none"> <li>Provision of sufficient waste disposal points and regular collection for disposal</li> </ul>	^
	<ul style="list-style-type: none"> <li>Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers</li> </ul>	^
	<ul style="list-style-type: none"> <li>A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites)</li> </ul>	^
	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:	
	<ul style="list-style-type: none"> <li>Sort C&amp;D waste from demolition of the remaining structures to recover recyclable portions such as metals</li> </ul>	^
	<ul style="list-style-type: none"> <li>Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal</li> </ul>	^
	<ul style="list-style-type: none"> <li>Encourage collection of aluminium cans, PET bottles and paper by providing separate labelled bins to enable these wastes to be segregated from other general refuse generated by the work force</li> </ul>	^
	<ul style="list-style-type: none"> <li>Any unused chemicals or those with remaining functional capacity should be recycled</li> </ul>	^
	<ul style="list-style-type: none"> <li>Proper storage and site practices to minimise the potential for damage or contamination of construction materials</li> </ul>	^



	<p>Construction and Demolition Material</p> <p>Mitigation measures and good site practices should be incorporated into contract document to control potential environmental impact from handling and transportation of C&amp;D material. The mitigation measures include:</p> <ul style="list-style-type: none"> <li>• Where it is unavoidable to have transient stockpiles of C&amp;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</li> <li>• Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric</li> <li>• Skip hoist for material transport should be totally enclosed by impervious sheeting</li> <li>• Every vehicle should be washed to remove any dusty materials from its body and wheels before leaving a construction site</li> <li>• 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</li> <li>• 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</li> <li>• All dusty materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet</li> <li>• The height from which excavated materials are dropped should be controlled to a minimum practical height to limit fugitive dust generation from unloading</li> </ul> <p>When delivering inert C&amp;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&amp;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.</p> <p>Chemical Waste</p> <p>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 <i>Waste Disposal (Chemical Waste) (General) Regulation</i></p>	<p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>^</p> <p>N/A</p>
--	---	---

	<p><b>General Refuse</b></p> <p>General refuse should be stored in enclosed bins or compaction units separate from C&amp;D material. A licensed waste collector should be employed by the contractor to remove general refuse from the site, separately from C&amp;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</p>	*
<b>Landscape and Visual</b>	<p>CM1 All existing trees should be carefully protected during construction.</p> <p>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.</p> <p>CM3 Control of night-time lighting.</p> <p>CM4 Erection of decorative screen hoarding.</p>	<p>^</p> <p>N/A</p> <p>^</p> <p>^</p>

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 March 2020*

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

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

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

Parameters	Date	Observations and Recommendations	Follow-up
<i>Water Quality</i>	20 <sup>th</sup> March 2020	<u>Reminder:</u> Ponding water should be avoided at site office	Ponding water was cleared.
<i>Air Quality</i>	--	--	--
<i>Noise</i>	--	--	--
<i>Waste/Chemical Management</i>	28 <sup>th</sup> February 2020	<u>Reminder:</u> Oil leakage from equipment should be avoided.	Oil leakage from equipment was avoided.
	13 <sup>th</sup> March 2020		
	20 <sup>th</sup> March 2020		
	13 <sup>th</sup> March 2020	<u>Reminder:</u> General refuse should be disposed properly.	Item 200313-R01 was remarked as 200320-R01.
	20 <sup>th</sup> March 2020		General refuse was disposed properly on site office.
<i>Landscape and Visual</i>	--	--	--
<i>Permits /Licences</i>	--	--	--

*Summary of Observation and Recommendation Made during Site Inspection in April 2020*

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

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

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

<b>Parameters</b>	<b>Date</b>	<b>Observations and Recommendations</b>	<b>Follow-up</b>
<i>Water Quality</i>	8 <sup>th</sup> April 2020	<u>Reminder:</u> Ponding water should be avoided at site office.	Ponding water was cleared.
<i>Air Quality</i>	--	--	--
<i>Noise</i>	--	--	--
<i>Waste/Chemical Management</i>	--	--	--
<i>Landscape and Visual</i>	--	--	--
<i>Permits /Licences</i>	--	--	--



*Summary of Observation and Recommendation Made during Site Inspection in May 2020*

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

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

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

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

---

**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 May 2020 (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
2019 (Jan – Dec) Sub-Total	88	396.28	0	0	0	0	0	0	0	0	0	396.28
Jan-20	2	6.85	0	0	0	0	0	0	0	0	0	6.85
Feb-20	2	5.45	0	0	0	0	0	0	0	0	0	5.45
Mar-20	2	7.83	0	0	0	0	0	0	0	0	0	7.83
Apr-20	0	0	0	0	0	0	0	0	0	0	0	0
May-20	1	1.1	0	0	0	0	0	0	0	0	0	1.1
Jun-20												
Total	7183	197528.24	0	0	55090.84	139235.37	25744.27	0	0	0	0	3385.63

---

---

**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)**