

Kowloon-Canton Railway Corporation

KCRC East Rail Extensions Hung Hom to Tsim Sha Tsui

Monthly EM&A Report –
May 2003

June 2003

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Appendix 1

HCC-300 East Tsim Sha Tsui Station and HCC-302 Pedestrian Subway and Salisbury Road Underpass(SRU) Works Monthly EM&A Report

Appendix 2

HCC-301 Hung Hom to Tsim Sha Tsui Tunnels Monthly EM&A Report

EXECUTIVE SUMMARY

Introduction

This Report (in HTML format) is the twenty-fourth IEC combined Monthly EM&A Report for the KCRC East Rail Hung Hom to Tsim Sha Tsui Extension. This monthly report summarizes the results of the impact monitoring and audit programme for May 2003 for Construction Contracts HCC-300 & HCC-302 and HCC-301, and the Salisbury Road Underpass (SRU) and associated improvement works entrusted by the Highways Department (HyD). There was no public consultation in the reporting month. The Report and all monitoring data collected under the EM&A Programme is available on the KCRC East Rail Extensions Environmental Monitoring and Audit Website at www.env-ere.kcrc.com.

Contracts HCC-300 East Tsim Sha Tsui Station and HCC-302 Pedestrian Subway

24-hr TSP and three sets of 1-hr TSP monitoring were conducted once every six days at six locations in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Level for 1-hr or 24-hr TSP was measured. Ten locations were identified for noise monitoring in accordance with the Contract Specific EM&A Manual. Regular noise monitoring (i.e. six consecutive $L_{eq(5min)}$ once every six days during non-restricted hours) was conducted at 7 locations and 8 noise exceedances were recorded at N6 and N9 on 7, 13, 20 and 27 May 2003. Continuous noise monitoring (i.e. $L_{eq(30min)}$) calculated at 5 min intervals during non-restricted hours) was conducted at 3 locations, closest to the current construction sites. No exceedance was recorded in the reporting month. Construction works were undertaken during restricted hours in the reporting month with valid Construction Noise Permits (CNPs). Restricted hour noise monitoring was carried out with CNMS and no noise exceedance was recorded.

Two environmental complaints were recorded in the reporting month. Weekly site inspections were conducted by CET and a monthly site audit was conducted by the IEC on 23 May 2003. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included reminding the site staff to clean up the drip tray and apply watering on the stockpile and during breaking activity, providing manual wheel washing and manual sweeping of soil deposits at site exit, providing drip tray for the oil drum, cleaning up the accumulated water inside the skip. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

The SRU Project

The air quality monitoring data measured at the three designated stations A15, A17 and A18 which are the same as the monitoring stations under Contract HCC-300 were below the Action and Limit levels.

Contract HCC-301 Hung Hom to Tsim Sha Tsui Tunnels

24-hr TSP and three sets of 1-hr TSP monitoring were conducted once every six days at two locations in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Levels for 1-hr or 24-hr TSP was measured. Noise monitoring, comprising six consecutive $L_{eq(5min)}$ once per week during non-restricted

hours, was conducted at one monitoring location in accordance with the Contract Specific EM&A Manual. No exceedance of the Action or Limit Levels for noise was measured.

No complaint was recorded in the reporting month. Weekly site inspections and a monthly site audit on 23 May 2003 were conducted by the CET and IEC respectively. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included removing the contaminated soil disposing of it as chemical waste, segregating the non-inert material from the excavated material which will be disposed of to public filling area, placing all oil drum and bottle inside the drip tray, and removing dusty debris on the site exit. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

1 Introduction

Hyder has been commissioned by KCRC as the IEC for the East Rail Extensions, which include the Ma On Shan to Tai Wai line, the Hung Hom to Tsim Sha Tsui line and the Lok Ma Chau Spur line. A requirement of the Contract is for the IEC to prepare a combined EM&A Report on a monthly basis for each of the above rail lines. The combined report combines the Monthly EM&A Reports for each of the Construction Contracts within each rail line. This Report (in HTML format) is the twenty-fourth IEC combined Monthly EM&A Report for the Hung Hom to Tsim Sha Tsui Extension and includes the Monthly EM&A Reports for Construction Contracts HCC-300 & HCC-302 and HCC-301, the Salisbury Road Underpass (SRU) and associated improvement works entrusted by the Highways Department (HyD). It also includes a brief summary of the IEC Site Audits and information supplied by KCRC on Public Consultation activities.

2 IEC Monthly Site Audits

Observations and Non-Compliances issued by the IEC are based on the requirements of KCRC's Environmental Management System.

2.1 Contracts HCC-300 & HCC-302 and SRU

Site audit was undertaken by the IEC on 23 May 2003 for both Contracts. For Contract HCC-300 construction activities undertaken during the audit included excavation, concreting works and superstructure. For Contract HCC-302 construction activities undertaken during the audit included excavation and concreting works. For the SRU Project construction activities undertaken during the audit included decking installation and excavation. One observation was identified for Contract HCC-300 and details are given below:

Observation:

- 1 Middle Road Playground - Accumulated water in the drip tray was observed and it should be removed as chemical waste.

One observation was identified for Contract HCC-302 during the site audit and details are given below:

Observation:

- 1 Zone F – Breaking activity without watering was observed.

Three observations were identified for SRU project during the site audit and details are given below:

Observations:

- 1 SRU site opposite New World Center – Watering should be carried out for unpaved haul road to prevent dust generation.

- 2 SRU site opposite Middle Road Playground – Watering should be provided for the stockpile of sand.
- 3 SRU site opposite Middle Road Playground – Water hose should be provided at the site exit for wheel washing as necessary.

As a result of the observations raised by the IEC, corrective actions implemented by the Contractor included reminding the site staff to clean up the drip tray and apply watering on the stockpile and during breaking activity, and providing manual wheel washing and manual sweeping of soil deposits at site exit. The effectiveness of these measures will be verified during the next IEC site audit.

2.2 Contract HCC301

Site audit was undertaken by the IEC on 23 May 2003. Construction activities undertaken during the audit included construction of base slab, back filling and cooling main diversion. Three observations were identified and details are given below:

Observations:

- 1 Opposite Hung Hom Station (site exit) – Oil stain on bare ground next to the drip tray was observed. The contaminated soil should be removed and disposed off as chemical waste. Moreover, it is reminded that equipment oil replacement should be carried out in bund maintenance area.
- 2 Under Bridge No. 2 – Excavated material mixed with timber and steel was observed stockpiling at the site exit. It is recommended that non-inert materials should be segregated away from excavated material which will be disposed off at public filling area.
- 3 Under Bridge No. 1 and opposite Empire Center – Oil drum and bottle without drip tray causing soil contamination was observed. Contaminated soil should be removed and disposed off as chemical waste.

As a result of the observations raised by the IEC, corrective actions implemented by the Contractor included removing the contaminated soil disposing of it as chemical waste, segregating the non-inert material from the excavated material which will be disposed of to public filling area, and placing all oil drum and bottle inside the drip tray. The effectiveness of these measures will be verified during the next IEC site audit.

3 Public Consultation

No public consultation was conducted in May 2003.