This report has been prepared for Kowloon-Canton Railway Corporation in accordance with the terms and conditions of appointment for KCRC East Rail Extensions Hung Hom to Tsim Sha Tsui dated March 2001. Hyder Consulting Limited (COI number 126012) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.
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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-second 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 March 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). This report also presents the waste management details for Construction Contract HCC-400. 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<sub>eq(5min)</sub> once every six days during non-restricted hours) was conducted at 7 locations and 8 noise exceedances were recorded at N6 and N9 on 6, 11, 19 and 29 March 2003. Continuous noise monitoring (i.e. L<sub>eq(30min)</sub> 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.

One environmental complaint was received during the reporting month. Weekly site inspections were conducted by CET and a monthly site audit was conducted by the IEC on 28 March 2003. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included clearing up the rubbish and ensuring good housekeeping practice, cleaning up the drip trap and ensure it is maintained on a regular basis, storing wastes in a designated area properly by site workers and provision of drip trays for oil drums/containers. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

Joint site inspection of the Champion Tree No. 251 was carried out on 26 March 2003 by EPD, LCSD, KCRC, the Contractor, CET and IEC. The observations and recommendations were made by LCSD included good tree conditions, small amount of suspect insert/pest found at the tree branches at the western portion of the tree, removing falling objects such as plastic bags on tree branches and watering frequency might be reduced as foliage found in misty conditions.

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 28 March 2003 were conducted by the CET and IEC respectively. Corrective actions implemented by the Contractor as a result of CET and IEC recommendations included watering the site exit area and provision of wheel washing for all vehicles leaving the site exit, applying watering on the dusty materials, improving housekeeping of the drip tray. The implementation and effectiveness of mitigation measures implemented as a result of the recommendations will be assessed during the next site audit.

Contract HCC-400 Hung Hom Station Modifications

No waste management details for February and March 2003 have been provided by the Contractor.
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-second 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), and also the waste management details for Construction Contract HCC-400. 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

Site audit was undertaken by the IEC on 28 March 2003 for both Contracts. For Contract HCC-300 construction activities undertaken during the audit included excavation, concreting works and construction of concourse. For Contract HCC-302 construction activities undertaken during the audit included piling, excavation and concreting works. For the SRU Project construction activities undertaken during the audit included excavation and decking installation. Three observations were identified for Contract HCC-300 and details are given below:

Observations:

1. Middle Road Playground (Concourse Area) – Scattered litter was found across the concourse area. More rubbish bins should be provided.

2. Middle Road Playground (Site exit area at Chatham Road South) – Water/oil accumulated in the drip trays should be removed and disposed of as chemical waste. Moreover, the drip trays should be put in horizontal level.

3. D6-D8 opposite Wing On Plaza – Fencing or skip should be provided for the C&D waste materials stored on-site.

As a result of the observations raised by the IEC, the follow up measures implemented by the Contractor included clearing up the rubbish and ensuring good housekeeping practice, cleaning up the drip trap and ensure
it is maintained on a regular basis, storing wastes in a designated area properly by site workers. The implementation and effectiveness of the measures will be assessed and verified during the next site audit.

One observation was identified for Contract HCC-302 and details are given below:

Observation:
1. Zone H (near Chatham Road South) – Accumulated water/oil in the drip tray should be removed and disposed of as chemical waste.

As a result of the observation raised by the IEC, the corrective measures implemented by the Contractor included cleaning up the drip trap and ensure it is maintained on a regular basis. The implementation and effectiveness of the measures will be assessed and verified during the next site audit.

2.2 Contract HCC301

Site audit was undertaken by the IEC on 28 March 2003. Construction activities undertaken during the audit included construction of base slab, back filling and cooling main diversion. Two observations were identified and details are given below:

Observations:
1. Opposite Grand Standford International Hotel (Site exit area) – Soil deposited on public road outside the site exit area was observed. Wheel washing should be carried out for vehicles leaving the site.
2. Hung Hom Station opposite IMC – Watering should be provided during excavation of soil.

As a result of the observations raised by the IEC, corrective actions implemented by the Contractor included watering the site exit area and provision of wheel washing for all vehicles leaving the site exit, applying watering on the dusty materials. The effectiveness of these measures will be verified during the next IEC site audit.

3 Public Consultation

No public consultation was conducted in March 2003.