

Highways Department

**Route 8 (previously known as Route 9) between
Cheung Sha Wan & Sha Tin**

**Contract No. HY/2003/10 - Environmental Team for
Lai Chi Kok Viaduct and Eagle's Nest Tunnel**

**Quarterly EM&A Report
Part I – Lai Chi Kok Viaduct (Version 1.0)**

March - May 2004

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.

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EXECUTIVE SUMMARY

- This is the second Quarterly Environmental Monitoring and Audit (EM&A) Report prepared by Cinotech Consultants Limited for the "Route 8 (previously known as Route 9) between Cheung Sha Wan & Sha Tin, Lai Chi Kok Viaduct & Eagle's Nest Tunnel". This summary report documents the findings of EM&A works performed in the period between March and May 2004 for Contract No. HY/2003/01, Route 8 – Lai Chi Kok Viaduct (the Project).
- The construction activities undertaken in the reporting quarter were:
 - Construction of box culvert section;
 - Utility detection and diversion in advance of piling works;
 - Site clearance;
 - Pre-boring works;
 - Erection of hoarding and rock fall fence;
 - Drainage works;
 - Bored piling works;
 - Slope works; and
 - Pile cap construction.

Environmental Monitoring Works

- Environmental monitoring for the Project was performed regularly as stipulated in the EM&A Manuals and the results were checked and reviewed. Environmental site audits were conducted once per week. The implementation of the environmental mitigation measures, Event Action Plans and environmental complaint handling procedures were also checked.
- Summary of the events and action taken in the reporting quarter is tabulated in **Table I**.

1-hr TSP Monitoring

- One Action Level exceedance was recorded at AM2 (Lai Chi Kok Park Sports Centre) on 8 March 2004. According to the field observation, the major dust source for the exceedance was the road traffic dust at Ching Cheung Road during the morning rush hour period. Besides, the exceedance may be also due to the other construction project (road improvement works using hand-held breakers) at Lai Wan Road, though in a minor extent. Therefore, the exceedance was considered not due to the Project and no further action was required.
- No Limit Level exceedance was recorded in the reporting period.

24-hr TSP Monitoring

- All 24-hr TSP monitoring was conducted as scheduled. No Action/Limit Level exceedance was recorded in this reporting quarter.

Construction Noise

- All construction noise monitoring was conducted as scheduled in this reporting quarter. Three Action Level exceedances were recorded in the reporting period due to the public noise complaints received. Complaint investigations were carried by the ET and the complaints were considered not due to the construction works of the Project.
- No Limit Level exceedance was recorded in this reporting quarter.

Table I Summary Table for Events Recorded in the Reporting Quarter

| Parameter | No. of Events | | No. of Events due to the Project | Action Taken |
|-------------------|----------------|-------------|----------------------------------|--------------------------|
| | Action Level | Limit Level | | |
| <i>March 2004</i> | | | | |
| 1-hr TSP | 1 | 0 | 0 | N/A |
| 24-hr TSP | 0 | 0 | 0 | N/A |
| Noise | 2 [#] | 0 | 0 | Complaint Investigations |
| <i>April 2004</i> | | | | |
| 1-hr TSP | 0 | 0 | 0 | N/A |
| 24-hr TSP | 0 | 0 | 0 | N/A |
| Noise | 1 [#] | 0 | 0 | Complaint Investigation |
| <i>May 2004</i> | | | | |
| 1-hr TSP | 0 | 0 | 0 | N/A |
| 24-hr TSP | 0 | 0 | 0 | N/A |
| Noise | 0 | 0 | 0 | N/A |

Note: [#]According to the EM&A Manuals, noise complaint for the project triggered the Action Level for noise monitoring.

Environmental Licensing and Permitting

- Licenses/Permits granted to the Project include the Environmental Permit (EP) for the Project, Construction Noise Permit (CNP) and Water Discharge Licenses (WDL). The Contractor had also registered as a Chemical Waste Producer and currently held 9 valid CNPs and 2 valid WDL.

Key Information in the Reporting Quarter

- Summary of key information in this 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 | 3 | Noise | Complaint Investigations | Closed | The Complaints were not associated with the project works. |
| Changes to the assumptions and key construction / operation activities recorded | 0 | --- | N/A | N/A | --- |
| Status of submissions under EP | 1 | WMP (Rev. 03) | Certified by ET & Verified by IEC | Submitted to EPD | --- |
| Notifications of any summons & prosecutions received | 0 | --- | N/A | N/A | --- |
| <p><u>Future Key Issues:</u></p> <p>Major site activities for the coming quarter include:</p> <ul style="list-style-type: none"> • Construction of box culvert section; • Utility detection and diversion in advance of piling works; • Pre-boring works; • Drainage works; • Slope works; • Bored piling works; and • Pile cap construction. <p>The anticipated environmental impacts will be mainly on dust and noise due to the earthworks and surface runoff during rainy days.</p> | | | | | |

1. INTRODUCTION

- 1.1 Route 9 (Kowloon Section) (R9K) (hereinafter call the R9K-Project) forms part of the Route 9 between Cheung Sha Wan and Sha Tin (R9-CSWST) project, which will be a new expressway connecting West Kowloon and Sha Tin. It will be the fourth external link between Sha Tin and Kowloon and will form an important link between the northeast New Territories and the west Kowloon, Lantau Island and the western New Territories. R9K is being managed and implemented by the Highways Department (HyD).
- 1.2 The engineering design of R9K is covered under Agreement No. CE 50/98 "Route 9 between Cheung Sha Wan and Sha Tin – Design Construction Assignment". The main consultant engaged under Agreement No. CE 50/98 is Maunsell Hyder Joint Venture (MHJV), who will act as the Engineer for the construction contracts. The works of R9K mainly comprise a 1.4km dual 3-lane Lai Chi Kok Viaduct from Lai Wan Interchange to Butterfly Valley; 0.5 km of dual 3-lane at-grade carriageway linking to the 2.1 km dual 3-lane twin-bore Eagle's Nest Tunnel with associated portal buildings; a toll plaza with an administration building located with the Sha Tin valley woodland; a ventilation building and an adit; associated noise barriers, noise enclosures, drainage, slope and landscape works; and electrical and mechanical works for the whole R9-CSWST. The remainder of the R9-CSWST forms the Sha Tin Section (R9S) of the project and is being managed and implemented separately by the Civil Engineering and Development Department (CEDD).
- 1.3 The R9-CSWST project is a Designated Project under the Environmental Impact Assessment Ordinance (Cap. 449) (EIAO). An environmental impact assessment (EIA) report has been prepared in 1998 for the R9-CSWST project (1998 R9 EIA) to consider the key issues of noise, air quality, water quality, ecological, construction waste, landscape and visual, land use and cultural impacts, and identify possible mitigation measures.
- 1.4 An Updated Final EIA report was subsequently completed in August 1999 for the R9-CSWST project (1999 R9 EIA), to cater for some changes in R9K portion as mentioned in paragraph 1 in the report. The 1999 R9 EIA was endorsed by Environmental Protection Department (EPD) in November 1999. The 1998 R9 EIA and the 1999 R9 EIA (R9 EIA Reports) were included in the EIA register under the EIAO as report no. EIA-135/BC and AEIAR-022/1999 respectively. An Environmental Monitoring and Audit (EM&A) Manuals for each of the R9 EIA Reports (EM&A Manuals) were also included as part of the EIA reports in the register.
- 1.5 Subsequent to the endorsement of the R9 EIA Reports by EPD in November 1999, the project programme was deferred to start in 2002/2003 for completion by 2006/07. The implementation of the project was then separated into the R9S and R9K portion. An Environmental Permit (EP) No. EP-103/2001 was issued on 17 September 2001 for R9K to the HyD as Permit Holder. A revised EP No. EP-103/2001/A was issued on 20 May 2003 for R9K (R9K EP) to HyD as Permit Holder.

- 1.6 Two civil works contracts of the R9K project, Contract No. HY/2003/01 entitled “Route 9 – Lai Chi Kok Viaduct” and Contract No. HY/2003/02 entitled “Route 9 – Eagle’s Nest Tunnel and Associated Works”, were commenced on 15th December 2003 for completion in April 2007.
- 1.7 “Route 9” was recently re-titled as “Route 8 (previously known as Route 9)”. Cinotech Consultants Limited (Cinotech) was commissioned by HyD to undertake the Environmental Monitoring and Audit works for “Route 8 (previously known as Route 9) between Cheung Sha Wan and Sha Tin - Environmental Team (ET) for Lai Chi Kok Viaduct and Eagle’s Nest Tunnel (Contract No. HY/2003/10)”. Dr. Priscilla CHOY of Cinotech was appointed as the ET Leader under Condition 2.2 of the EP. Mr. David YEUNG of CH2M-IDC Hong Kong Ltd. was appointed as the IEC under Condition 2.1 of the EP. This is the second quarterly EM&A report summarizing the EM&A works for the LCKV Project between March and May 2004.

2 PROJECT CHARACTERISTICS

Project Organization and Contacts of Key Management

- 2.1 An organization structure and the line of communication were set up for the Project between the Project Proponent, Engineer's Representative (ER), Independent Environmental Checker (IEC), the Contractor and Environmental Team (ET). The organization chart and contact details are shown in **Figure 2** and **Appendix A**.

Construction Programme and Synopsis of Work

- 2.2 The construction programme is presented in **Appendix B**. The site activities during the reporting period are summarized in **Table 2.1**.

Table 2.1 Summary of Works Undertaken in the Reporting Period

| Item | Work Activity | Month | | |
|------|--|--------|--------|--------|
| | | Mar 04 | Apr 04 | May 04 |
| 1. | Construction of box culvert section | ✓ | ✓ | ✓ |
| 2. | Utility detection and diversion in advance of piling works | ✓ | ✓ | ✓ |
| 3. | Site clearance | ✓ | ✓ | |
| 4. | Pre-boring works | ✓ | ✓ | ✓ |
| 5. | Erection of hoarding and rock fall fence | ✓ | ✓ | |
| 6. | Drainage works | ✓ | ✓ | ✓ |
| 7. | Bored piling works | ✓ | ✓ | ✓ |
| 8. | Slope works | | | ✓ |
| 9. | Pile cap construction | | | ✓ |

3 ENVIRONMENTAL MONITORING AND AUDIT REQUIREMENTS

Monitoring Parameters and Monitoring Locations

- 3.1 The EM&A Manuals designate locations for the ET to monitor environmental impacts in terms of noise and air quality due to the Project. The Project area and monitoring locations are depicted in **Figure 1**. **Appendix C** gives details of monitoring requirements.

Monitoring Methodology and Calibration Details

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

Environmental Quality Performance Limits (Action and Limit Levels)

- 3.3 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 Event Action Plans would be implemented. The Action/Limit Levels for each environmental parameter are provided in **Appendix D**.

Environmental Mitigation Measures

- 3.4 Relevant mitigation measures as recommended in the project EIA report have been stipulated in the EM&A Manuals for the Contractor to implement. A list of mitigation measures is provided in **Appendix G**.

4 MONITORING RESULTS

Weather Conditions

- 4.1 The weather during monitoring sessions was mainly sunny or cloudy. The weather conditions for each individual monitoring session were presented in the field record sheets.

Air Quality

1-hr TSP Monitoring

- 4.2 All 1-hr TSP monitoring was conducted as scheduled in this reporting quarter. One Action Level exceedance was recorded at AM2 (Lai Chi Kok Park Sports Centre) on 8 March 2004. According to the field observation, the major dust source for the exceedance was the road traffic dust at Ching Cheung Road during the morning rush hour period. Besides, the exceedance may also due to the other construction project (road improvement works using hand-held breakers) at Lai Wan Road, though in a minor extent. Therefore, the exceedance was not due to the Project and no further action was required.
- 4.3 No Limit Level exceedance was recorded in the reporting period.

24-hr TSP Monitoring

- 4.4 All 24-hr TSP monitoring was conducted as scheduled in this reporting quarter. No Action / Limit Level exceedance was recorded in the reporting quarter.
- 4.5 The monitoring data of 1-hr and 24-hr TSP Levels are attached in the appendices of the Monthly Reports for March 2004 to May 2004. The graphical presentations of the monitoring results are shown in **Appendix E**.
- 4.6 1-hr TSP and 24-hr TSP exceedances recorded in the reporting quarter and the associated actions taken are summarized in **Appendix J**.

Construction Noise

- 4.7 All construction noise monitoring was conducted during the daytime period (0700 to 1900) as scheduled in this reporting quarter.
- 4.8 Stations NM8a and NM8b were newly installed at Nob Hill in May 2004. Station NM8b is located at 3/F of the car park of Nob Hill, which is strongly influenced by traffic noise from Ching Cheung Road. The measurement at this station is for reference purpose, but not for compliance check of construction noise. The measured noise level at Station NM8a, which is located at M/F of car park and closer to the construction site, acts as an indicator of the construction noise. Since the domestic

premises are located above 5/F, noise assessment would be performed to assess the level of nuisance resulting from the construction noise at the domestic premises whenever the measured noise level at NM8a exceeds the noise limit level.

- 4.9 Three Action Limit exceedances were recorded in this reporting quarter due to the public noise complaints received. The details can refer to Section 7 and **Appendix I**.
- 4.10 The major noise source identified at the designated stations was road traffic noise.
- 4.11 All the Construction Noise Levels (CNLs) reported in this report were adjusted with the corresponding baseline level (i.e. Measured Leq – Baseline Leq = Measured CNL), in order to facilitate the interpretation of the noise exceedance. The baseline noise level at each designated noise monitoring station is presented at **Table 4.1**.
- 4.12 The monitoring data of construction noise are attached in the appendices of the Monthly Reports for March to May 2004. The graphical presentations of the monitoring results are shown in **Appendix F**.

Table 4.1 Day Time Baseline Noise Level at Each Noise Monitoring Station

| Station | Baseline Noise Level, dB(A) |
|------------------------------------|------------------------------------|
| NM2 - Lai Chi Kok Reception Centre | 68.4 |
| NM3 - Lai Chi Kok Hospital | 61.4 |
| NM4 - Mei Foo Sun Chuen | 73.8 |

5 ENVIRONMENTAL AUDIT

Implementation Status of Environmental Mitigation Measures

5.1 According to the Environmental Permit and the EM&A Manuals, the mitigation measures detailed in the documents are required to be implemented. An updated summary of the Environmental Mitigation Implementation Status (EMIS) is provided in **Appendix G**.

5.2

Site Audit Summary

5.3 ET's weekly site audits were conducted on 3rd, 10th, 17th, 24th and 31st March 2004, 7th, 14th, 21st and 28th April 2004, 5th, 12th, 19th and 27th May 2004. IEC's monthly site audits were conducted on 3rd March 2004, 7th April 2004 and 5th May 2004 together with ET.

5.4 During site inspections in the reporting period, no non-conformance was identified. The observations and recommendations are summarized in **Table 5.1**.

Table 5.1 Observations and Recommendations of the Site Audits

| Parameters | Date | Observations | Remedial Actions |
|--------------------|-------------|--|--|
| <i>Air Quality</i> | 03 Mar 2004 | Uncovered stockpiled materials were observed at Pier P6. The Contractor was reminded to cover them with tarpaulin or similar material. | Rectification was observed during the site audit on 10 Mar 2004. |
| | 10 Mar 2004 | Dry unpaved work area was observed at Pier C12 (Lai Wan Road). The Contractor was recommended to water the work area more frequently. | Rectification was observed during the site audit on 17 Mar 2004. |
| | 17 Mar 2004 | No water spraying was provided during concrete road breaking (using pneumatic breaker) at Mui Kong Tsuen. | Rectification was observed during the site audit on 24 Mar 2004. |
| | 24 Mar 2004 | Black smoke was emitted from one of the generators at Portion W. The Contractor was recommended to keep well maintenance of it or replace a new one, if necessary. | Rectification was observed during the site audit on 31 Mar 2004. |
| | 07 Apr 2004 | At Pier P6 (Yuet Lun Street), stockpiled materials were not properly covered. The Contractor was reminded to rectify the problem. | Rectification was observed during the site audit on 14 Apr 2004. |

| Parameters | Date | Observations | Remedial Actions |
|-----------------------------|-------------|--|--|
| <i>Air Quality</i> | 21 Apr 2004 | Dry unpaved haul road was observed at Mui Kong Tsuen. The Contractor was reminded to water road more frequently. | Rectification was observed during the site audit on 28 Apr 2004. |
| | 5 May 2004 | Muddy materials were observed at the site entrances of Portion W and Piers 1 to 5 (Lai Po Road). | Rectification was observed during the site audit on 12 May 2004. |
| | 12 May 2004 | Dry unpaved haul road was observed at Slopes S1, 2 and 3. The Contractor was recommended to water the road more frequently. | Rectification was observed during the site audit on 19 May 2004. |
| | 27 May 2004 | The haul roads in Portion W, Slopes S1, 2 and 3 were dry. The Contractor was reminded to implement dust suppression measures. | Situation would be followed up during audits in June 2004. |
| | 27 May 2004 | No water spray or other dust suppression measure was provided for pneumatic breaking operation by a mini-backhoe at Pier 5R. | Situation would be followed up during audits in June 2004. |
| <i>Water Quality</i> | 03 Mar 2004 | The Contractor was recommended to implement some surface runoff controls at Lai Po Road in order to prevent water quality impact, especially in the coming wet seasons. | --- |
| | 31 Mar 2004 | At Wai Man Tsuen, muddy water was discharged directly from the box culvert into the nearby nullah. The Contractor was reminded to implement some mitigation measures to rectify the problem. | Rectification was observed during the site audit on 7 Apr 2004. |
| | 31 Mar 2004 | At Mui Kong Tsuen, muddy water effluent was observed at the catchpit, which directly connected to the nearby nullah. The source of the muddy water was due to the cleaning of U-channel. The Contractor was reminded to implement some mitigation measures to rectify the problem. | Rectification was observed during the site audit on 7 Apr 2004. |
| <i>Water Quality</i> | 07 Apr 2004 | At Wai Man Tsuen, potential contaminated surface runoff was observed at the nearby nullah. The Contractor was reminded to rectify the problem. | Rectification was observed during the site audit on 14 Apr 2004 |

| Parameters | Date | Observations | Remedial Actions |
|----------------------|-------------|--|--|
| | 14 Apr 2004 | Muddy materials were observed at the construction site entrance at Lai Po Road. Such materials were most likely leaked from the site to the public road during heavy rain storm. The Contractor was reminded to clear them as soon as possible. | Rectification was observed during the site audit on 21 Apr 2004. |
| | 14 Apr 2004 | At Mui Kong Tsuen, accumulation of sandy materials was observed in the catchpit, which connected directly to the nearby water stream (nullah). The Contractor was reminded to clear the catchpit more frequently in order to prevent water quality impact to the stream. | Rectification was observed during the site audit on 21 Apr 2004. |
| | 21 Apr 2004 | Oily effluent was observed at the box culvert at Wai Man Tsuen. The Contractor was recommended to investigate the cause and rectify the problem. | Rectification was observed during the site audit on 28 Apr 2004. |
| | 21 Apr 2004 | At Portion W, a veep-hole drain pipe was installed at the side of the wheel washing bay. The Contractor was recommended to clarify whether this pipe is connected to the nearby nullah with any treatment. | Rectification was observed during the site audit on 5 May 2004. |
| | 28 Apr 2004 | The Contractor was recommended to review and implement some surface runoff controls at the Rest Garden (Pier D4) in order to prevent water quality impact during rainy days. | Rectification was observed during the site audit on 5 May 2004. |
| | 5 May 2004 | Sediment accumulation was observed at the nullah adjacent to NECSO's site office at Portion W. The Contractor was recommended to clear the sediment. | Rectification was observed during the site audit on 27 May 2004. |
| Water Quality | 5 May 2004 | Muddy surface runoff into the nearby nullah was observed at Mui Kong Tsuen. The Contractor was recommended to review and implement surface runoff control system at that area. The Contractor was also recommended to develop wheel washing facility at that area. | Rectification was observed during the site audit on 12 May 2004. |

| Parameters | Date | Observations | Remedial Actions |
|--------------------------------------|-------------|--|--|
| | 12 May 2004 | Muddy effluent was observed at the U-channel and sand trap at the site entrance of Retaining Wall R3. The Contractor was recommended to improve the de-silting system. | Rectification was observed during the site audit on 19 May 2004. |
| | 19 May 2004 | It was observed that soil was accumulated in the U-channel of the works area opposite to Nob Hill. (Area C1). | Rectification was observed during the site audit on 27 May 2004. |
| | 27 May 2004 | The Contractor was recommended to provide surface runoff control measures for a manhole at Pier 1L and several gullies at Piers A2 to A3. | Situation would be followed up during audits in June 2004. |
| Chemical and Waste Management | 03 Mar 2004 | Oily water was observed in one of the drip-tray at Portion W. The Contractor was recommended to clear the drip-tray more frequently. | Rectification was observed during the site audit on 10 Mar 2004. |
| | 03 Mar 2004 | Oil stains and general refuses were observed at Po On Road. | Rectification was observed during the site audit on 10 Mar 2004. |
| | 10 Mar 2004 | Oil drum was observed at the bare ground at Pier K1-K5 (Lai Po Road). The Contractor was reminded to provide a drip-tray for temporary storage of the oil. | Rectification was observed during the site audit on 17 Mar 2004. |
| | 24 Mar 2004 | At Pier D4, the Contractor was recommended to provide a drip-tray or by other effective mean for the drilling machine, in order to prevent oil leakage and land contamination. | Rectification was observed during the site audit on 31 Mar 2004 |
| | 07 Apr 2004 | Oil stain was observed on the ground at Po On Road. The Contractor was recommended to rectify the problem. | Rectification was observed during the site audit on 14 Apr 2004. |
| Chemical and Waste Management | 07 Apr 2004 | Oil drums were observed at the bare ground at Po On Road. The Contractor was reminded to provide a drip-tray to rectify the problem. | Rectification was observed during the site audit on 14 Apr 2004. |
| | 28 Apr 2004 | Oil drums were observed at the bare-ground at Piers 11-15 (Lai Po Road). The Contractor was recommended to provide a drip-tray for temporary storage of the drums. | Rectification was observed during the site audit on 5 May 2004. |

| Parameters | Date | Observations | Remedial Actions |
|----------------------------|-------------|--|--|
| | 5 May 2004 | Oil drums were observed at bare ground at Portion W and Piers 1 to 5 (Lai Po Road). | Rectification was observed during the site audit on 12 May 2004. |
| | 12 May 2004 | General refuses were observed at the bare ground at Portion W. The Contractor was reminded to maintain the site clean and tidy. | Rectification was observed during the site audit on 27 May 2004. |
| | 27 May 2004 | Oil leakage from a Reverse Circulation Drill was observed at Portion W (Pier 12). | Situation would be followed up during audits in June 2004. |
| Permit and Licenses | 07 Apr 2004 | Missing Environmental Permit (EP) was observed at the site entrance of Lai Po Road. | Rectification was observed during the site audit on 14 Apr 2004. |
| | 5 May 2004 | No Environmental Permit (EP) was displayed at the site entrance of Pier 12 (Nob Hill) | Rectification was observed during the site audit on 12 May 2004. |
| Others | 27 May 2004 | Stagnant water was observed in a skip at Pier 1L and a drip tray at Pier D4. The Contractor was reminded to remove the water to avoid mosquito breeding. | Rectification was observed during the site audit on 12 May 2004. |

Status of Environmental Licensing and Permitting

- 5.5 Environmental licenses and permits including the Environmental Permit for the Project were in place and valid during the reporting quarter. The status of all licenses and permits obtained for the Project is summarized in **Appendix H**.

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

Summary of Exceedances

1-hr TSP Monitoring

- 6.1 One Action Level exceedance was recorded at AM2 (Lai Chi Kok Park Sports Centre) on 8 March 2004. According to the field observation, the major dust source for the exceedance was the road traffic dust at Ching Cheung Road during the morning rush hour period. Besides, the exceedance may be also due to the other construction project (road improvement works using hand-held breakers) at Lai Wan Road, though in a minor extent. Therefore, the exceedance was considered not due to the Project and no further action was required.
- 6.2 No Limit Level exceedance was recorded in the reporting period.

24-hr TSP Monitoring

- 6.3 No Action/Limit Level exceedance was recorded in this reporting quarter.

Construction Noise

- 6.4 Three Action Level exceedances were recorded in the reporting period due to the public noise complaints received. Complaint investigations were carried by the ET and the complaints were considered not due to the construction works of the Project.
- 6.5 No Limit Level exceedance was recorded in this reporting quarter.

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

- 6.6 There was no non-compliance from the site audits in the reporting quarter. As mentioned previously in the Section 5.2 of this report, the observations and recommendations made in each individual site audit session were presented.

Summary of Actions Taken

- 6.7 In this reporting quarter, the following mitigation measures were implemented:
- Drip trays for oil storage of oil buckets have been provided;
 - Excavated/dusty materials have been covered by tarpaulin or water sprayed;
 - Wheel washing facilities have been provided; and
 - Frequent watering the work area has been provided.

7 ENVIRONMENTAL COMPLAINTS

- 7.1 Three public noise complaints were received in this reporting quarter on 18th, 30th March and 6th April 2004, respectively. Complaint investigations were carried by ET. The complaint investigation reports, which were submitted to EPD, concluded that the complaints were considered not due to the construction activities of the Project.
- 7.2 There were 3 complaints received since the Project commencement. All complaints have been handled in accordance with the EM&A Manuals. The implementation status of the complaint handling procedure is summarized in **Appendix I**.

8 NOTIFICATION OF SUMMONS AND SUCCESSFUL PROSECUTIONS

- 8.1 No notification of summon or successful prosecution was recorded in this reporting quarter.
- 8.2 There was no notification of summon or successful prosecution received since the Project commencement.

9 COMMENTS, CONCLUSIONS AND RECOMMENDATIONS

- 9.1 Major site activities for the coming quarter include:
- Construction of box culvert section;
 - Utility detection and diversion in advance of piling works;
 - Pre-boring works;
 - Drainage works;
 - Slope works;
 - Bored piling works; and
 - Pile cap construction.
- 9.2 The anticipated environmental impacts will be mainly on dust and noise due to the earthworks and surface runoff in rainy days.