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EXECUTIVE SUMMARY

- This is the fifth 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 December 2004 and February 2005 for Contract No. HY/2003/01, Route 8 – Lai Chi Kok Viaduct (the Project).
- The construction activities undertaken in the reporting quarter were:
 - Utility diversion;
 - Slope works;
 - Pile cap and column construction;
 - Bulk excavation and retaining wall construction;
 - Soil nail installation;
 - Fabrication of segment launching gantry;
 - Bored piling works;
 - Open channel construction; and
 - Segment transportation and erection.

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

- All 1-hr TSP monitoring was conducted as scheduled. No Action/Limit Level exceedance was recorded in this reporting quarter.

24-hr TSP Monitoring

- All 24-hr TSP monitoring was conducted as scheduled, except that the monitoring on 14 February 2005 was suspended due to power disruption to the monitoring equipment. No Action/Limit Level exceedance was recorded in this reporting period.

Construction Noise

- All noise monitoring was conducted as scheduled. No Limit Level exceedance was recorded in this reporting quarter. One Action Level exceedance was triggered by a public noise complaint received by the ET Leader on 15 February 2005.

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>December 2004</i>				
1-hr TSP	0	0	0	N/A
24-hr TSP	0	0	0	N/A
Noise	0	0	0	N/A
<i>January 2005</i>				
1-hr TSP	0	0	0	N/A
24-hr TSP	0	0	0	N/A
Noise	0	0	0	N/A
<i>February 2005</i>				
1-hr TSP	0	0	0	N/A
24-hr TSP	0	0	0	N/A
Noise	1	0	0	Complaint Investigation

Environmental Licensing and Permitting

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

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	1	Noise	Complaint Investigation	Closed	---
Changes to the assumptions and key construction / operation activities recorded	0	---	N/A	N/A	---
Status of submissions under EP	0	---	N/A	N/A	---
Notifications of any summons & prosecutions received	0	---	N/A	N/A	---
<u>Future Key Issues:</u>					
Major site activities for the coming quarter include:					
<ul style="list-style-type: none"> • Utility diversion; • Slope works; • Bored piling works; • Pile cap construction; • Column construction; • Retaining wall construction; • Bridge segment transportation and erection; • Bulk excavation; and • Soil nails installation 					
The anticipated environmental impacts will be mainly on dust from slope works and nighttime construction noise from segment transportation and erection works.					

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 The major construction activities of two civil 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 in 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 fifth quarterly EM&A report summarizing the EM&A works for the LCKV Project between December 2004 and February 2005.

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		
		Dec 04	Jan 05	Feb 05
1.	Utility diversion	✓	✓	✓
2.	Slope works	✓	✓	✓
3.	Pile cap and column construction	✓	✓	✓
4.	Bulk excavation and retaining wall construction	✓	✓	✓
5.	Soil nail installation	✓	✓	✓
6.	Fabrication of segment launching gantry	✓	✓	✓
7.	Bored piling works	✓	✓	✓
8.	Open channel construction	✓	✓	✓
9.	Segment transportation and erection	✓	✓	✓

3 ENVIRONMENTAL MONITORING AND AUDIT REQUIREMENTS

Monitoring Parameters and Monitoring Locations

- 3.1 The EM&A Manual designates locations for the ET to monitor environmental impacts in terms of noise and air quality due to the Project. The monitoring locations are depicted in **Figure 1. Appendix C** gives details of monitoring requirements.
- 3.2 There were changes in the EM&A Programme in the reporting quarter, as summarized below:
1. **Suspension of noise monitoring at NM2:** Renovation work was undertaken at the Lai Chi Kok Reception Centre (NM2) and the centre was found vacated. The noise monitoring was suspended since December 2004. Approval for the change of EM&A Programme was granted by EPD on 30 December 2004.
 2. **Suspension of noise monitoring at NM3:** the Lai Chi Kok Hospital (NM3) was also found vacated and noise monitoring could not be conducted since January 2005. EPD's approval for suspension of noise monitoring at this station was received on 15 March 2005.
 3. **Addition of noise monitoring at NM9:** As recommended by the Regional (West) Office of EPD, noise monitoring at a new housing estate, Hoi Lai Estate (Station NM9) was newly included in the EM&A programme. Approval for the change of EM&A programme was granted by EPD on 30 December 2004.

Monitoring Methodology and Calibration Details

- 3.3 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)

- 3.4 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

- 3.5 Relevant mitigation measures as recommended in the project EIA report have been stipulated in the EM&A Manual 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. No Action / Limit Level exceedance was recorded in the reporting quarter.

24-hr TSP Monitoring

- 4.3 All 24-hr TSP monitoring was conducted as scheduled in this reporting quarter, except that the monitoring on 14 February 2005 was suspended due to power disruption to the monitoring equipment. No Action / Limit Level exceedance was recorded in the reporting quarter.
- 4.4 As observed by the monitoring team, road traffic dust from Ching Cheung Road was identified as the major dust source at the monitoring station (AM2) during the monitoring.
- 4.5 The monitoring data of 1-hr and 24-hr TSP Levels are attached in the appendices of the Monthly Reports for December 2004 to February 2005. The graphical presentations of the monitoring results are shown in **Appendix E**.

Construction Noise

- 4.6 All construction noise monitoring was conducted as scheduled in this reporting quarter.
- 4.7 No Limit Level exceedance was recorded in the reporting period. One Action Level exceedance was triggered by a noise complaint received by the ET Leader on 15 February 2005. The details can refer to **Appendix I**.
- 4.8 At Stations NM4, NM8a and NM8b, the major noise source identified during the monitoring exercises was road traffic noise. During the monitoring at normal daytime (0700 to 1900 hours) at Station NM9, construction noise from the Project was identified as the major noise source during monitoring. Monitoring was also conducted during restricted hour (1900 to 2300 hours) at NM9. Noise from road traffic was identified as the major noise source during the restricted-hour monitoring.
- 4.9 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.

- 4.10 The monitoring data of construction noise are attached in the appendices of the Monthly Reports for December 2004 and February 2005. The graphical presentations of the monitoring results are shown in **Appendix F**.

Additional Noise Measurement at NM9

- 4.11 In order to collect some reference noise data for Station NM9 at restricted-hour, a 6-day continuous noise measurement was conducted in the period between 1 and 6 February 2005. During the measurement at restricted-hour, no major construction activity of the Project was conducted in the vicinity of the station.
- 4.12 The noise measurement results are grouped into 3 periods, as tabulated in Table 4.1. The detailed of the results are provided in Monthly EM&A Report for February 2005.

Table 4.1 Summary of Additional Noise Measurement Results at NM9

Period	$L_{eq-5min}$, dB(A)		
	Mean	Max	Min
1900-2300 hrs	60.5	67.4	56.4
2300-0700 hrs	57.3	62.8	49.1
0700-2300 hrs on holiday	62.3	68.6	55.8

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**.

Site Audit Summary

- 5.2 ET's weekly site audits were conducted on 1, 8, 15, 22 and 30 December 2004, 4, 12, 19 and 27 January 2005, 4, 17 and 23 February 2005. IEC's monthly site audits were conducted on 8 December 2004, 4 January 2005 and 4 February 2005 together with ET.
- 5.3 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 and Recommendations	Remedial Actions
<i>Water Quality</i>	01-Dec-04	At the wheel washing bay near workshop at Portion W, the wheel wash water could not flow back to the washing bay. The Contractor was reminded to improve the system for the collection of wheel wash water.	Rectification was observed during the site audit on 15-Dec-04.
	08-Dec-04	The washing water for the chute of a concrete lorry was directly discharged on bare ground at Slope S1. The Contractor was reminded to collect the washing water for proper treatment before discharge.	Rectification was observed during the site audit on 08-Dec-04.
	15-Dec-04	The Contractor was reminded to carry out wheel washing at a proper location at Pier 11, so that the wheel wash water could be collected for treatment before discharge.	Rectification was observed during the site audit on 22-Dec-04.
	27-Jan-05	Construction water pumped from construction area was discharged without passing via any de-silting facility at D11. The Contractor was reminded to provide de-silting facility for all construction water before discharge.	Rectification was observed during the site audit on 04-Feb-04.
	04-Feb-05	Deposition of silt was observed in the u-channel near NTMM. The Contractor was reminded to clear the accumulated silt more frequently. The Contractor was also recommended to provide more sand bags along the channel to enhance the de-silting process.	Rectification was observed during the audit session on 17-Feb-05.
	17-Feb-05	The U-channel at the site entrance of R3 was found accumulated with silt. The Contractor was reminded to clear the silt more frequently.	Rectification was observed during the audit session on 23-Feb-05.

Parameters	Date	Observations and Recommendations	Remedial Actions
	23-Feb-05	Water pond was observed at the site entrance of Pier B1. The Contractor was reminded to prevent the surface runoff from flowing from the site to the public area.	Rectification was observed during the audit session on 03-Mar-05.
<i>Air Quality</i>	01-Dec-04	The cement mixing operation at NTMM was not properly sheltered. The Contractor was reminded to provide a shelter with the top and 3 sides during the cement mixing operation.	Rectification was observed during the site audit on 08-Dec-04.
	08-Dec-04	Exposed soil slopes / stockpiles were observed at (1) Open Channel at Pier D7, (2) Abutment A, (3) Pier D13 and (4) Slope S1. The Contractor was reminded to implement dust suppression measures, such as water spray, tarpaulin sheet cover for the slopes and stockpiles.	Rectification was observed during the site audit on 15-Dec-04.
	08-Dec-04	Fugitive dust emission was observed during soil nail drilling at Slope S1. The Contractor was reminded to implement sufficient dust suppression measures for the works.	Rectification was observed during the site audit on 15-Dec-04.
	22-Dec-04	Dust emission was observed during the excavator and loading of soil material at NTMM. The Contractor was reminded to provide water spray for the loading / excavation work for dust emission.	Rectification was observed during the site audit on 30-Dec-04.
	04-Jan-05	The soil material attached on the wheels of a dump truck was not thoroughly removed before leaving the site. Mud trail was observed outside the site exit near Pier C12. The Contractor was reminded to provide proper training for relevant staff.	Rectification was observed during the site audit on 12-Jan-05.
	04-Jan-05	Dust generation was observed during the concrete coring works near Pier D12. The Contractor was recommended to provide a proper enclosure or other dust suppression measure for the dust emissive works.	Rectification was observed during the site audit on 12-Jan-05.
	12-Jan-05	Fugitive dust emission was observed during vehicle movement on the haul road along Retaining Wall R5. The Contractor was reminded to water the haul road more frequently.	Rectification was observed during the site audit on 19-Jan-05.
	12-Jan-05	No water spray was applied for the rock breaking work at Slope S1. The Contractor was reminded to provide water spray for the breaking work to avoid dust emission.	Rectification was observed during the site audit on 19-Jan-05.
	17-Feb-05	Fugitive dust emission was observed during the soil nailing works at Slope S1. The Contractor was reminded to provide a proper enclosure and other dust suppression measures for the work.	Rectification was observed during the audit session on 23-Feb-05.
<i>Noise</i>	30-Dec-04	Air compressor without noise label was found near VSL workshop. The Contractor was reminded to attach a noise label on air compressor. (N.B. Such air compressor was not in use during audit.)	Rectification was observed during the site audit on 04-Jan-05.

Parameters	Date	Observations and Recommendations	Remedial Actions
	19-Jan-05	Air compressor without noise label was found at D11. The Contractor was reminded to attach a noise label air compressor.	Rectification was observed during the site audit on 27-Jan-05.
Chemical and Waste Management	08-Dec-04	Some chemical drums were wrongly labeled and no spill kit was in place at the chemical storage area near Pier B1 and B2.	Rectification was observed during the site audit on 15-Dec-04.
	22-Dec-04	Several oil drums were found placed on bare ground at Pier A3. The Contractor was reminded to provide drip trays for the oil drums.	Rectification was observed during the site audit on 30-Dec-04.
	30-Dec-04	Several oil drums were found placed on bare ground at P9 and VSL workshop. The Contractor was reminded to provide drip trays for the oil drums.	Rectification was observed during the site audit on 04-Jan-05.
	30-Dec-04	Oil stain was found near VSL workshop. The Contractor was reminded to clean and treat such oil stain properly.	Rectification was observed during the site audit on 04-Jan-05.
	19-Jan-05	Oil leakage was observed during plant maintenance works at P3. The Contractor was reminded to remove the oil stain properly and provide impervious sheet on ground before conducting such works.	Rectification was observed during the site audit on 27-Jan-05.
	27-Jan-05	Drip tray without sufficient capacity was provided for generator at C14. The Contractor was reminded to provide proper drip tray for all fuel and oil storage	Rectification was observed during the site audit on 04-Feb-04.
	04-Feb-05	No drip tray was provided for the oil containers in Slope S1.	Rectification was observed during the audit session on 17-Feb-05.
	17-Feb-05	Disposal of general refuse on bare ground was observed at Slope S1. The Contractor was reminded to collect the refuse in a proper container.	Rectification was observed during the audit session on 23-Feb-05.
	23-Feb-05	Accumulation of water was observed in a drip tray for a generator at Slope S1. The Contractor was reminded to remove the water as soon as possible and stopper the drain hole of the drip tray to avoid spillage.	Rectification was observed during the audit session on 03-Mar-05.

Status of Environmental Licensing and Permitting

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

24-hr TSP Monitoring

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

Construction Noise

- 6.3 No Limit Level exceedance was recorded in this reporting quarter. One Action Level exceedance was triggered by a noise complaint received by the ET Leader on 15 February 2005.

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

- 6.4 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.

7 ENVIRONMENTAL COMPLAINTS

- 7.1 One public complaint was raised on 8 February 2005, regarding construction noise from the site area near Mei Foo Sun Chuen. The complaint was referred to the Resident Site Staff on 14 February 2005 and subsequently referred to the ET Leader of the Project on 15 February 2005. Complaint investigation was undertaken by ET. In view of the high background noise level at the concerned area and the noise monitoring results at NM4 (Mei Foo Sun Chuen, Phase 5), the construction noise arising from the Project in the concerned period was considered insignificant. Therefore, the complaint was considered invalid. A complaint investigation report was submitted by ET to EPD and other relevant parties on 24 February 2005.
- 7.2 There were 6 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:
- Utility diversion;
 - Slope works;
 - Bored piling works;
 - Pile cap construction;
 - Column construction;
 - Retaining wall construction;
 - Bridge segment transportation and erection;
 - Bulk excavation; and
 - Soil nails installation
- 9.2 The anticipated environmental impacts will be mainly on dust from slope works and nighttime construction noise from segment transportation and erection works.