

# China International Water & Electric Corp

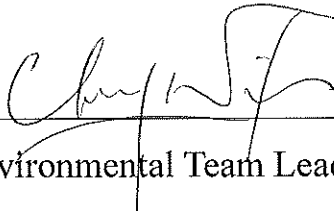
**Contract No. CV/2013/02**

**CEDD Maintenance Contract for Seawalls  
and Navigation Channels (2013-2016)**

**Dredging at Cruise Terminal Stage 2**

**Quarterly EM&A Report**

**September to November 2014  
(Version 1.0)**

Certified 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.

CINOTECH accepts no responsibility for changes made to this report by third parties

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## EXECUTIVE SUMMARY

### Introduction

1. This is the 3<sup>rd</sup> Quarterly Environmental Monitoring and Audit (EM&A) Report prepared by Cinotech Consultants Limited for the project “Contract No. CV/2013/02 – CEDD Maintenance Contract for Seawalls and Navigation Channels (2013 – 2016) Dredging at Cruise Terminal Stage 2” (hereinafter called the “Project”). This report documents the findings of EM&A Works in the period between September and November 2014.

### Environmental Monitoring and Audit Progress

2. A summary of the monitoring activities under the Project in this reporting period is listed in **Table I** below:

**Table I Summary Table for Monitoring Activities under Project in the Reporting Period**

Parameter(s)	Date(s)
Water Quality Monitoring	1 <sup>st</sup> , 4 <sup>th</sup> , 6 <sup>th</sup> , 8 <sup>th</sup> , 10 <sup>th</sup> , 12 <sup>th</sup> , 15 <sup>th</sup> (1), 17 <sup>th</sup> , 19 <sup>th</sup> , 22 <sup>nd</sup> , 24 <sup>th</sup> , 26 <sup>th</sup> and 29 <sup>th</sup> September 2014 1 <sup>st</sup> , 3 <sup>rd</sup> , 6 <sup>th</sup> , 8 <sup>th</sup> , 10 <sup>th</sup> , 13 <sup>th</sup> , 16 <sup>th</sup> , 18 <sup>th</sup> , 20 <sup>th</sup> , 22 <sup>nd</sup> , 24 <sup>th</sup> , 27 <sup>th</sup> , 29 <sup>th</sup> and 31 <sup>st</sup> October 2014 3 <sup>rd</sup> , 5 <sup>th</sup> , 7 <sup>th</sup> , 10 <sup>th</sup> , 12 <sup>th</sup> , 15 <sup>th</sup> , 17 <sup>th</sup> , 19 <sup>th</sup> , 21 <sup>st</sup> , 24 <sup>th</sup> , 26 <sup>th</sup> and 28 <sup>th</sup> November 2014
Environmental Site Inspection	4 <sup>th</sup> , 11 <sup>th</sup> , 17 <sup>th</sup> , 25 <sup>th</sup> and 30 <sup>th</sup> September 2014 9 <sup>th</sup> , 16 <sup>th</sup> , 24 <sup>th</sup> and 31 <sup>st</sup> October 2014 6 <sup>th</sup> , 13 <sup>th</sup> , 21 <sup>st</sup> and 27 <sup>th</sup> November 2014

Remarks:

(1) The water quality monitoring at Mid-Ebb tide on 15 September 2014 which was cancelled due to adverse weather (Typhoon Signal No. 3).

### Breaches of Action and Limit Levels

3. Summary of the environmental exceedances of the reporting period is tabulated in **Table II**.

**Table II Summary Table for Events Recorded in the Reporting Period**

Environmental Monitoring	Parameter	No. of Exceedance		No. of Exceedance related to the Dredging Activities of this Project	
		Action Level	Limit Level	Action Level	Limit Level
	Turbidity	0	0	0	0



	Suspended Solids (SS)	0	0	0	0
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*Water Quality*

4. All water quality monitoring was conducted as scheduled in the reporting period except the water quality monitoring at Mid-Ebb tide on 15<sup>th</sup> September 2014 which was cancelled due to adverse weather (Typhoon Signal No. 3). No Action/Limit Level exceedance was recorded.

*Noise Monitoring*

5. Due to the non-existence of planned NSRs during the reporting period, no noise monitoring was required to be conducted at the planned noise monitoring locations NM1 and NM2.

**Complaint Log**

6. No environmental complaints were received in the reporting period.

**Notification of Summons and Successful Prosecutions**

7. No notification of summons and successful prosecution was received in the reporting period.

**Reporting Changes**

8. This report has been developed in compliance with the reporting requirements for the Quarterly EM&A Report as required by the EM&A Manual for Dredging Works for Proposed Cruise Terminal at Kai Tak (EM&A Manual).

**Future Key Issues**

9. The dredging works were completed in August 2014 and no dredging operation will be carried out in the coming months.

## 1 INTRODUCTION

1.1 Cinotech Consultants Limited (Cinotech) was appointed by China International Water & Electric Corp (hereinafter called “the Contractor”) as the Environmental Team (ET) to undertake the Environmental Monitoring and Audit (EM&A) programme during dredging works of the Contract No. CV/2013/02 – CEDD Maintenance Contract for Seawalls and Navigation Channels (2013 – 2016) Dredging at Cruise Terminal Stage 2” (hereinafter called the “Project”) in accordance with EP Conditions 2.1.

1.2 The dredging works under the Project was commenced on 20<sup>th</sup> April 2014 and completed in August 2014.

### **Purpose of the report**

1.3 This is the 3<sup>rd</sup> Quarterly EM&A report which summarises the monitoring results and audit findings for the EM&A programme in the period between September and November 2014.

### **Structure of the report**

1.4 The structure of the report is as follows:

Section 1: **Introduction** - purpose and structure of the report.

Section 2: **Project Information** - summarises background and scope of the Project, site description, project organization and contact details, the construction works undertaken and the status of Environmental Permits/Licenses during the reporting period.

Section 3: **Environmental Monitoring and Audit Requirements** - summarises the monitoring parameters, monitoring frequency, monitoring locations, Action and Limit Levels, Event / Action Plans, site audit summary and environmental mitigation measures.

Section 4: **Environmental Monitoring Results** - summarises the environmental monitoring results in terms of water quality.

Section 5: **Environmental Non-conformance** - summarises any monitoring exceedance, environmental complaints, environmental summons and successful prosecutions within the reporting period.

Section 6: **Conclusions and Recommendation**

## 2 PROJECT INFORMATION

### Background

- 2.1 The former Kai Tak Airport located in the south-eastern part of Kowloon Peninsula was the international airport of Hong Kong. The Kai Tak Airport had come into operations since 1920s. The operation of the Kai Tak Airport was ceased and replaced by the new airport at Chek Lap Kok in July 1998. After closure, the disused airport site has been occupied by various temporary uses, including a golf driving range on the runway area.
- 2.2 In 2002, the Chief Executive in Council approved the Kai Tak Outline Zoning Plans (No. S/K19/3 and S/K21/3) to provide the statutory framework to proceed with the South East Kowloon Development at the former Kai Tak Airport. However, following the judgment of the Court of Final Appeal in January 2004 regarding the Harbour reclamation, the originally proposed development which involves reclamation has to be reviewed. The Kai Tak Planning Review (KTPR) has resulted with a Preliminary Outline Development Plan (PODP) for Kai Tak in October 2006. Subsequently, the Administration announced in October 2006 a plan to implement a cruise terminal at Kai Tak, as part of the development.
- 2.3 Development of the cruise terminal at Kai Tak would require dredging at the existing seawall at the southern tip of the former Kai Tak Airport runway for construction of a quay deck structure for two berths, and dredging the seabed fronting the new quay to provide necessary manoeuvring basin. The general layout of the proposed cruise terminal construction is shown in **Figure 1**.
- 2.4 The current Project involves a dredging operation exceeding 500,000m<sup>3</sup> for construction and operation of the proposed cruise terminal at Kai Tak and is therefore classified as a Designated Project under Item C.12, Part I, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO). An Environmental Impact Assessment (EIA) Study for the Project has been undertaken in accordance with the EIA Study Brief (No. ESB-159/2006) and the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM).
- 2.5 Stage 1 dredging and removal and reconstruction of existing seawall were completed and Stage 2 dredging works were commenced on 20<sup>th</sup> April 2014 and also completed in August 2014.

### Project Organisation

- 2.6 Different parties with different levels of involvement in the Project organization include:
- Project Proponent – Civil Engineering and Development Department (Kowloon Development Office) (CEDD)
  - Engineer's Representative (ER) – URS Hong Kong Ltd.
  - Contractor – China International Water & Electric Corp (CIWEC)
  - Environmental Team (ET) – Cinotech Consultants Ltd. (Cinotech)
  - Independent Environmental Checker (IEC) – Fugro (HK) Limited (Furgo)
- 2.7 The proposed project organization and lines of communication with respect to the on-site environmental management structure are shown in **Figure 4**. The key personnel

contact names and numbers are summarized in **Table 2.1**.

**Table 2.1 Key Contacts of the Project**

Party	Role	Position	Name	Phone No.	Fax No.
CEDD	Project Proponent	Senior Engineer	Ms. Esther Yung	2301 1302	2301 1277
URS Hong Kong Ltd.	Engineer's Representative	Resident Engineer	Mr. Tsui Shiu Kai	2148 7638	2148 7277
CIWEC	Contractor	Project Manager	Mr. YF Cho	2727 0128	2379 5931
		Site Agent	Mr. KM Mok	2727 0128	
		Environmental Officer	Mr. Jerry Lau	6353 5489	2379 5931
Fugro	Independent Environmental Checker (IEC)	IEC	Mr. Joseph Poon	2450 8238	2450 6138
Cinotech	Environmental Team Leader (ETL)	ETL	Dr. Priscilla Choy	2151 2089	3107 1388

### Summary of Construction Works Undertaken During Reporting Period

- 2.8 The dredging works were completed in August 2014 and no further dredging operation was carried out in the reporting period.

### Status of Environmental Licences, Notification and Permits

- 2.9 The valid environmental licenses and permits were attached in the Monthly EM&A Reports.

### 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 water quality and noise to the Project. The monitoring locations are depicted in **Figures 2 and 3**. The details of monitoring requirements are presented in **Table 3.1**.

**Table 3.1 Summary of Impact EM&A Requirements**

Type of Monitoring	Parameter	Location	Frequency	Depth
Water Quality	<ul style="list-style-type: none"> <li>• Temperature(°C)</li> <li>• pH(pH unit)</li> <li>• turbidity (NTU)</li> <li>• water depth (m)</li> <li>• salinity (ppt)</li> <li>• dissolved oxygen (DO) (mg/L and % of saturation)</li> <li>• suspended solids (SS) (mg/L)</li> </ul>	WSD9 WSD10 WSD17	3 days per week, at mid-flood and mid-ebb tides during the course of dredging works	mid-depth

#### Noise Monitoring

- 3.2 In accordance with the EIA Report and the EM&A Manual, it is anticipated that construction activities, if unmitigated, would not cause any adverse noise impact to the nearest NSRs in the vicinity of the work site. The predicted noise levels at the NSRs would comply with construction noise criteria.
- 3.3 These nearest NSRs are designated for construction noise monitoring as listed in Table 3.2 and **Figure 3**.

**Table 3.2 Planned Noise Monitoring Stations during Construction Phase**

Monitoring Stations	Description
NM1	Planned Residential Development (R3 site)
NM2	Planned Residential Development (R3 site)

- 3.4 As per Section 3.1.1 of the EM&A Manual states that "Noise levels shall be monitored to evaluate the construction noise impact if there is any planned noise sensitive receivers (NSRs) occupied within 300m from the works area of this Project during the proposed dredging works". Therefore, the impact monitoring for construction noise shall only be carried out when the planned residential development at the two identified monitoring stations are occupied at a later stage.

#### Monitoring Methodology and Calibration Details

- 3.5 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)

- 3.6 The environmental quality performance limits, i.e. Action and Limit Levels were derived from the baseline monitoring results (except the Action and Limit Levels for underwater noise monitoring). Should the measured environmental quality parameters exceed the Action/Limit Levels, the respective Action Plan provided in **Appendix B** would be implemented. The Action/Limit Levels for each environmental parameter are given in **Table 3.3**.

**Table 3.3 Action and Limit Levels for Water Quality Monitoring**

Station	Turbidity (NTU)				Suspended Solid (mg/L)			
	Action Level		Limit Level		Action Level		Limit Level	
	Dry Season	Wet Season	Dry Season	Wet Season	Dry Season	Wet Season	Dry Season	Wet Season
<b>WSD9</b>	5.6	7.0	10.6	13.4	10.2	12.8	10.8	13.5
<b>WSD10</b>	6.3	8.1	9.4	12.1	10.0	11.2	11.8	13.2
<b>WSD17</b>	10.0	12.9	15.3	19.7	13.2	14.7	15.3	17.0

### Implementation Status of Environmental Mitigation Measures

- 3.7 According to the EIA Study Report, Environmental Permit and the EM&A Manual, the mitigation measures detailed in the documents are recommended to be implemented during the construction phase. As the dredging works were completed on August 2014, no environmental impact was anticipated in the reporting period. The mitigation measures detailed in the documents are recommended to be implemented once the dredging works are recommenced. An updated summary of the EMIS is provided in **Appendix C**.

### Site Audit Summary

- 3.8 Site audits were carried out by ET on weekly basis to monitor the timely implementation of proper environmental management practices and mitigation measures in the Project site. The observations and recommendations made during the reporting period are summarized in **Appendix D**.

### Status of Waste Management

- 3.9 The dredging works were completed in August 2014 and no further dredging operation was carried out in the reporting period.
- 3.10 According to the Contractor, no marine sediment (Type 1 – Open Sea Disposal and Type 2 – Confined Marine Disposal) were generated and disposed during the reporting period.

## **4 ENVIRONMENTAL MONITORING RESULTS**

### Water Quality Monitoring Results

- 4.1 The graphical presentation of water quality at the monitoring stations is shown in **Appendix A**.
- 4.2 No Action/Limit Level exceedance was recorded for water quality.

## **5 ENVIRONMENTAL NON-CONFORMANCE (EXCEEDANCES)**

### **Summary of Exceedances**

- 5.1 Summary of exceedance is provided in **Appendix E**.
- 5.2 No Action/Limit Level exceedance was recorded for water quality.

### **Summary of Environmental Complaint**

- 5.3 No environmental related complaint was received in the reporting period. The Complaint Log is attached in **Appendix F**.

### **Summary of Notification of Summons and Successful Prosecution**

- 5.4 There was no prosecution or notification of summons received since the Project commencement.



## **6 CONCLUSIONS AND RECOMMENDATIONS**

### **Conclusions**

- 6.1 The Quarterly Environmental Monitoring and Audit (EM&A) Report presents the EM&A works undertaken in the period between September and November 2014 in accordance with EM&A Manual.
- 6.2 No Action/Limit Level exceedance was recorded for water quality.
- 6.3 Environmental site inspection was conducted on 4<sup>th</sup>, 11<sup>th</sup>, 17<sup>th</sup>, 25<sup>th</sup> and 30<sup>th</sup> September, 9<sup>th</sup>, 16<sup>th</sup>, 24<sup>th</sup> and 31<sup>st</sup> October and 6<sup>th</sup>, 13<sup>th</sup>, 21<sup>st</sup> and 27<sup>th</sup> November 2014 by ET in the reporting period. No major environmental deficiency was identified during the site inspection in the reporting period.
- 6.4 There were no environmental complaint, no notification of summons and successful prosecution received.
- 6.5 The ET will keep track on the EM&A programme to ensure compliance of environmental requirements and the proper implementation of all necessary mitigation measures.

### **Recommendations**

- 6.6 The dredging works were completed in August 2014, marine water quality monitoring will be continuous carried out to monitor the water quality and weekly site inspection will be also continuous conducted to check the following:-
  - Conditions of the Tai Wan, Cha Kwo Ling and Quarry Bay WSD Flushing Water Intakes;
  - Conditions of site area; and
  - Environmental situation outside the site area.

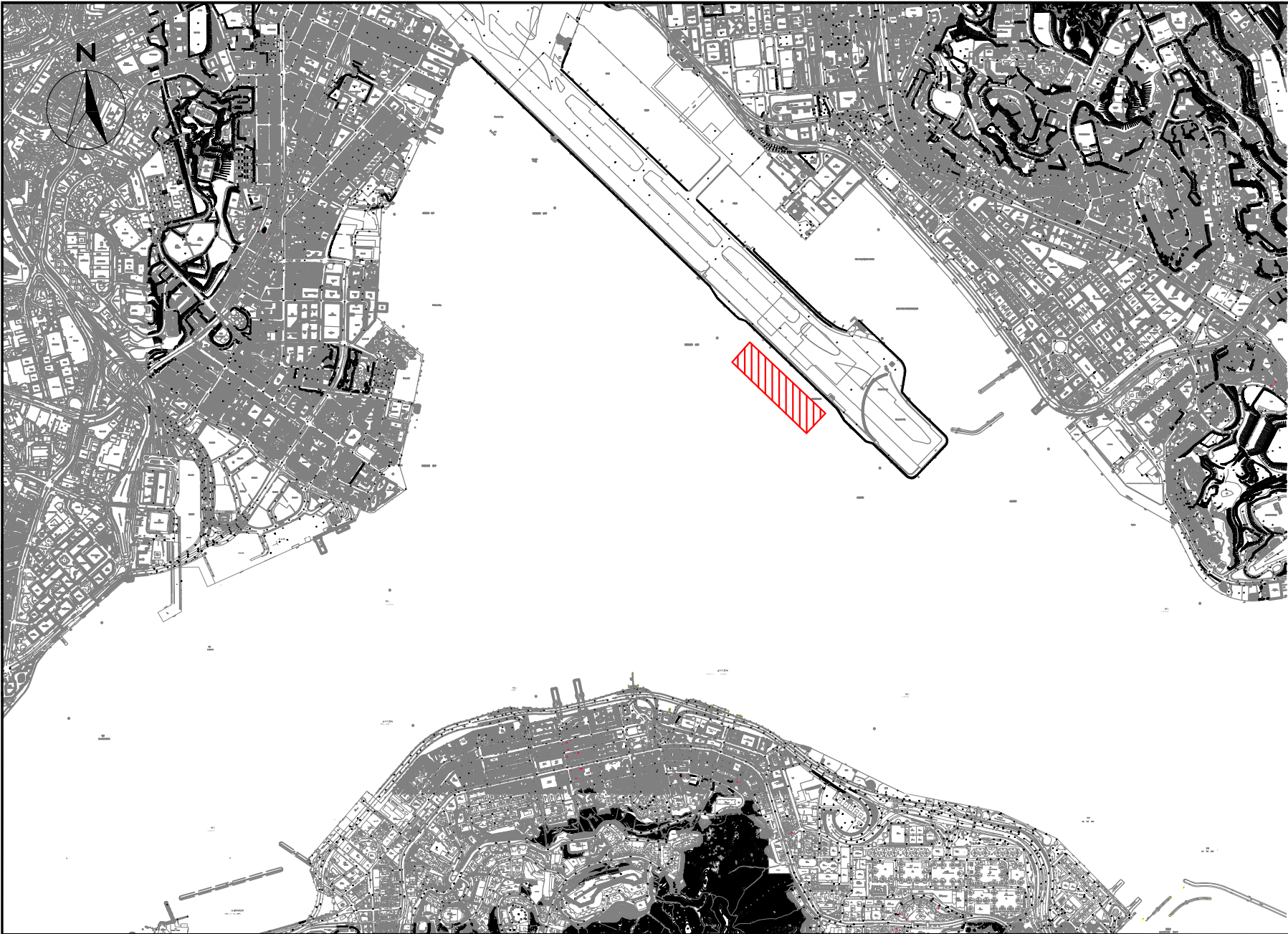
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**FIGURE(S)**

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**LEGEND**

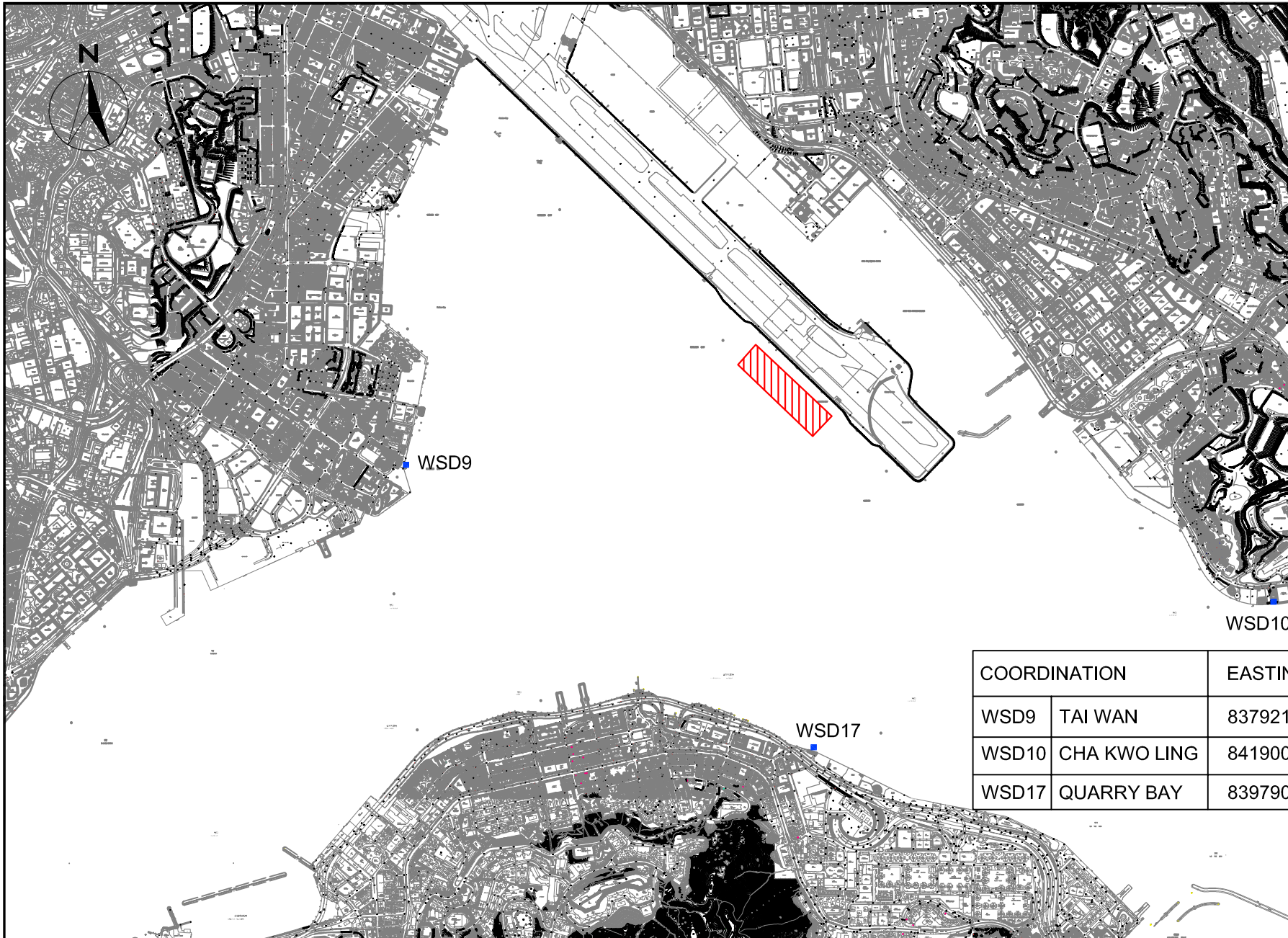
 DREDGING AREA

CONTRACT NO. CV/2013/02 - CEDD MAINTENANCE CONTRACT FOR SEAWALLS AND NAVIGATION CHANNELS

**SITE LAYOUT PLAN**



SCALE	1:25000@A4	DATE	MAR 14
CHECK	IT	DRAWN	JW
JOB No.	MA14015	FIGURE NO.	1
		REV	-

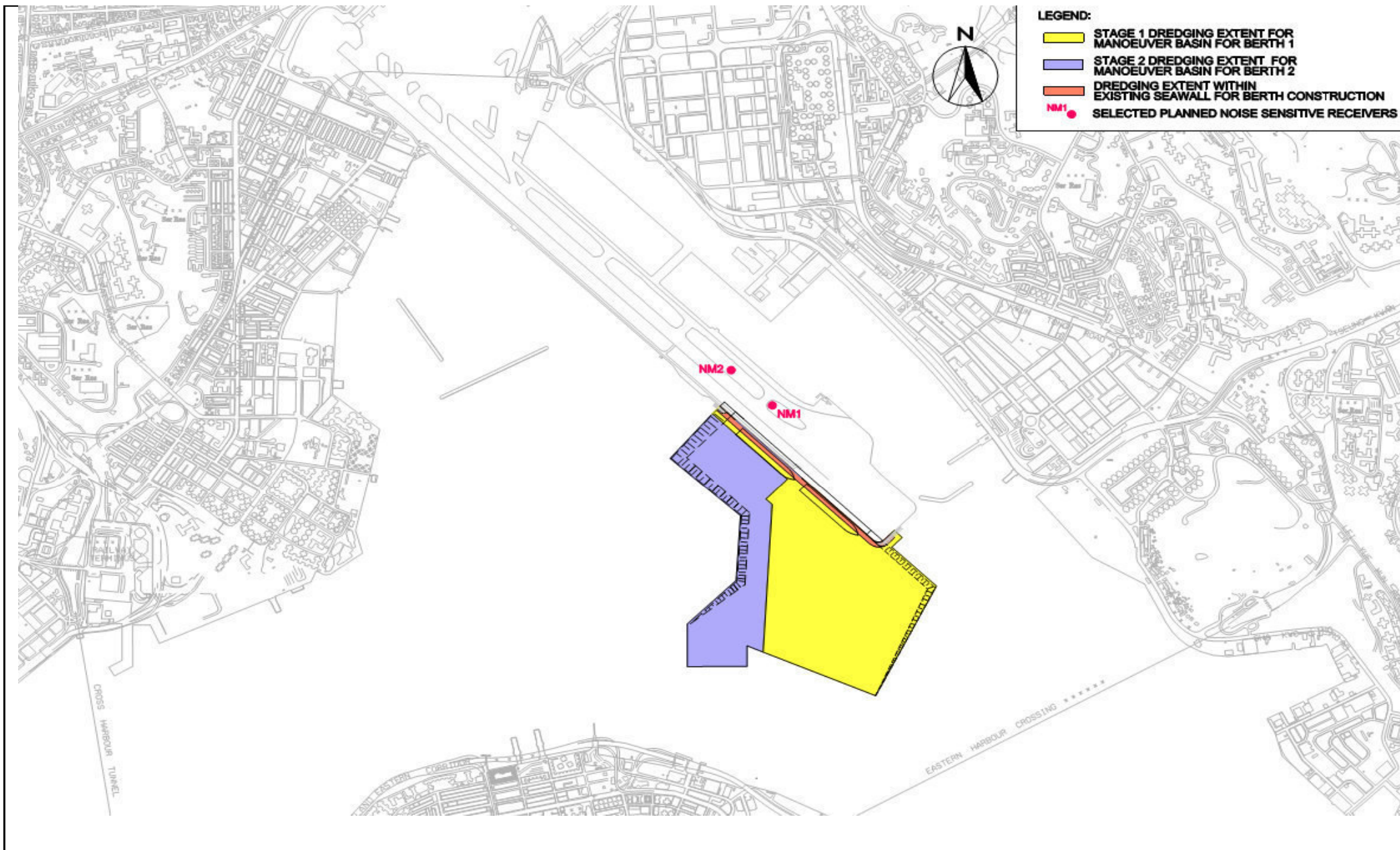


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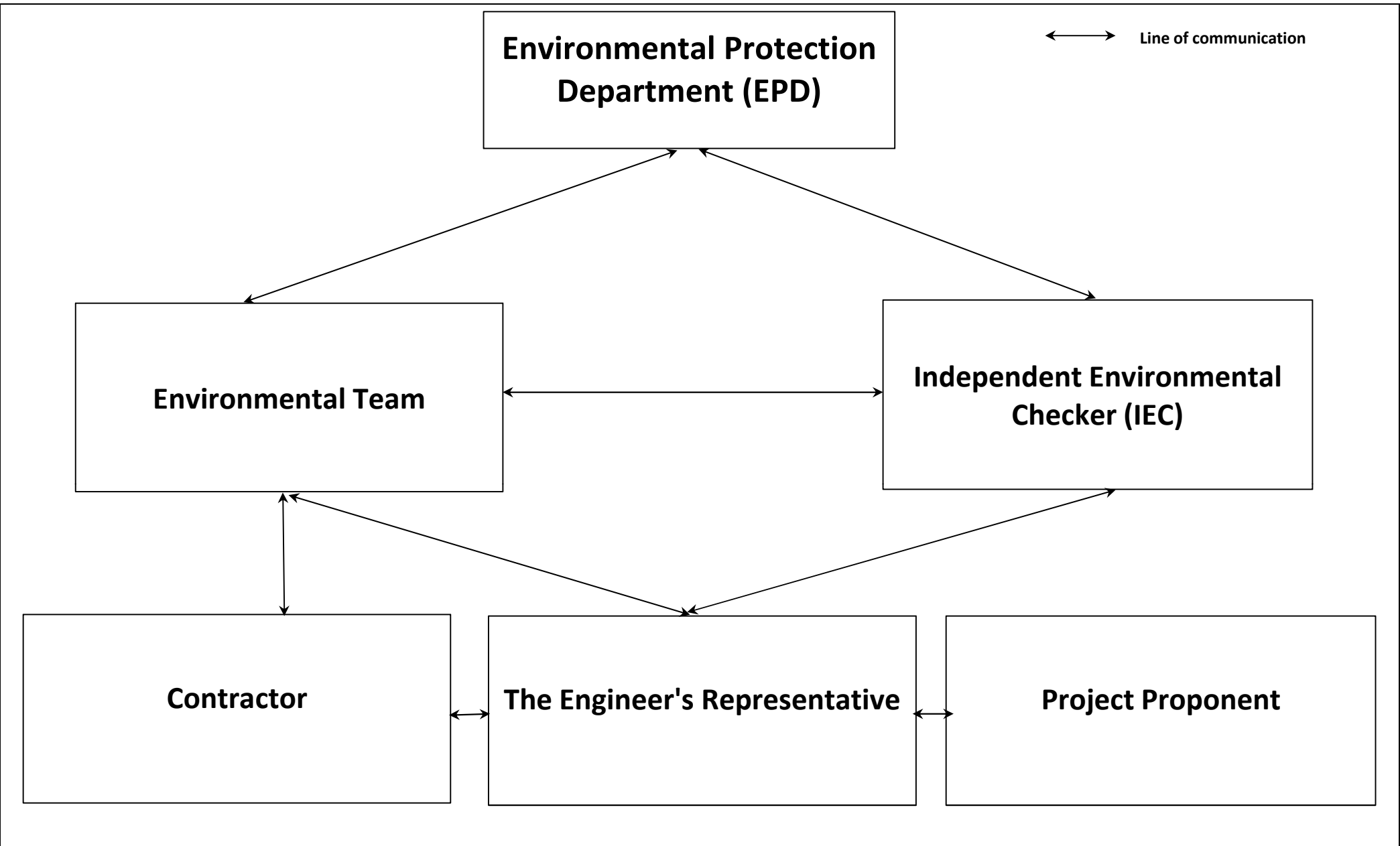
-  DREDGING AREA
-  WATER QUALITY MONITORING STATION

COORDINATION		EASTING (m)	NORTHING (m)
WSD9	TAI WAN	837921.0	818330.0
WSD10	CHA KWO LING	841900.9	817700.1
WSD17	QUARRY BAY	839790.3	817032.2





Title	Contract No. CV/2013/02		Scale	Propose No.	MA14015	CINOTECH
	CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)					
	Dredging at Cruise Terminal Stage 2		Date	Figure	3	
	Planned Noise Monitoring Stations during Construction Phase		Apr-14			



Title  
 Contract No. CV/2013/02  
 CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)  
 Dredging at Cruise Terminal Stage 2  
 Project Organisation for Environmental Works

Scale  
 N.T.S  
 Date  
 Apr-14

Propose  
 No. MA14015  
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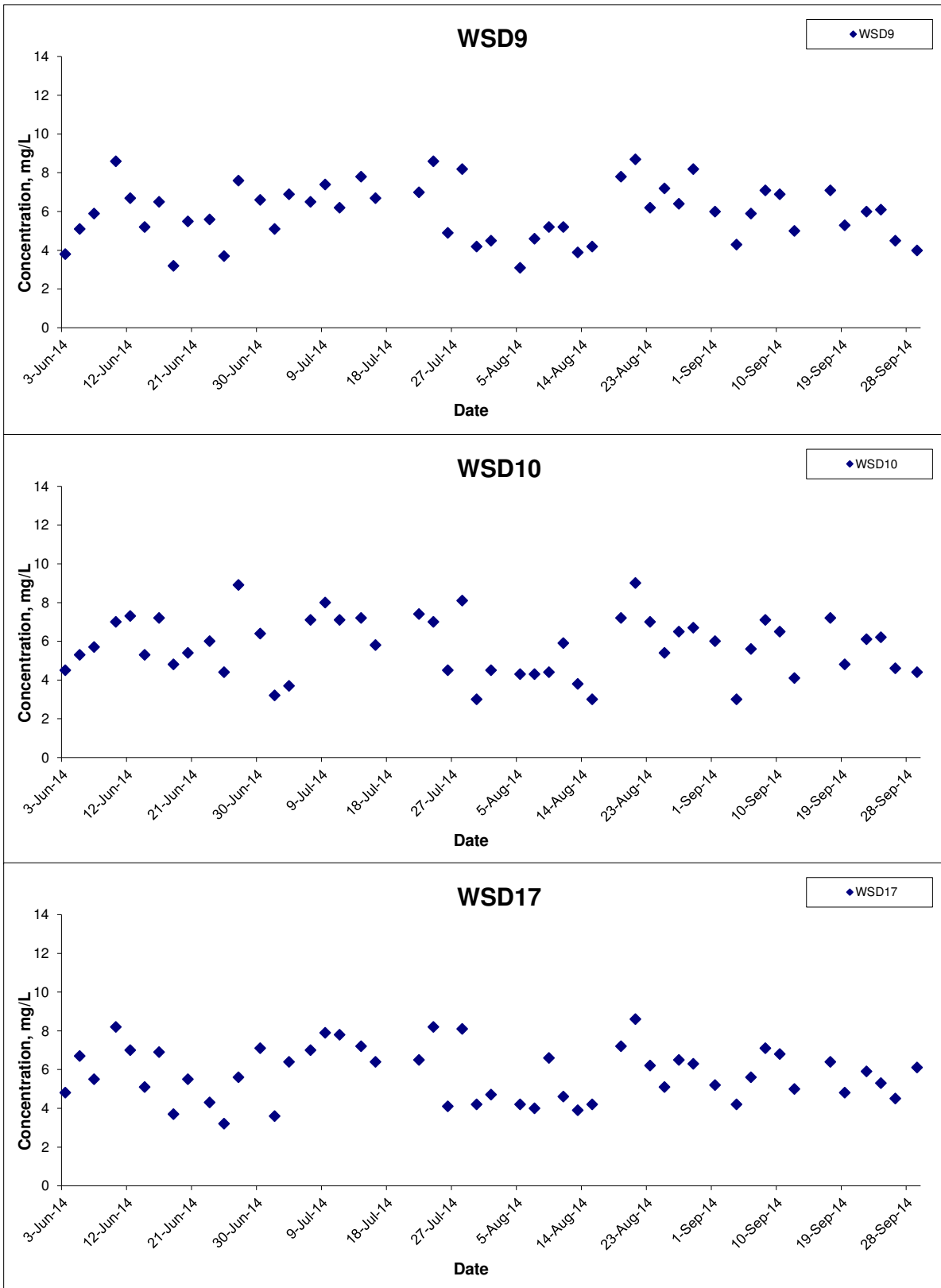
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**APPENDIX A  
GRAPHICAL PRESENTATION OF  
WATER QUALITY MONITORING  
RESULTS**

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## Dissolved Oxygen at Mid-Ebb Tide

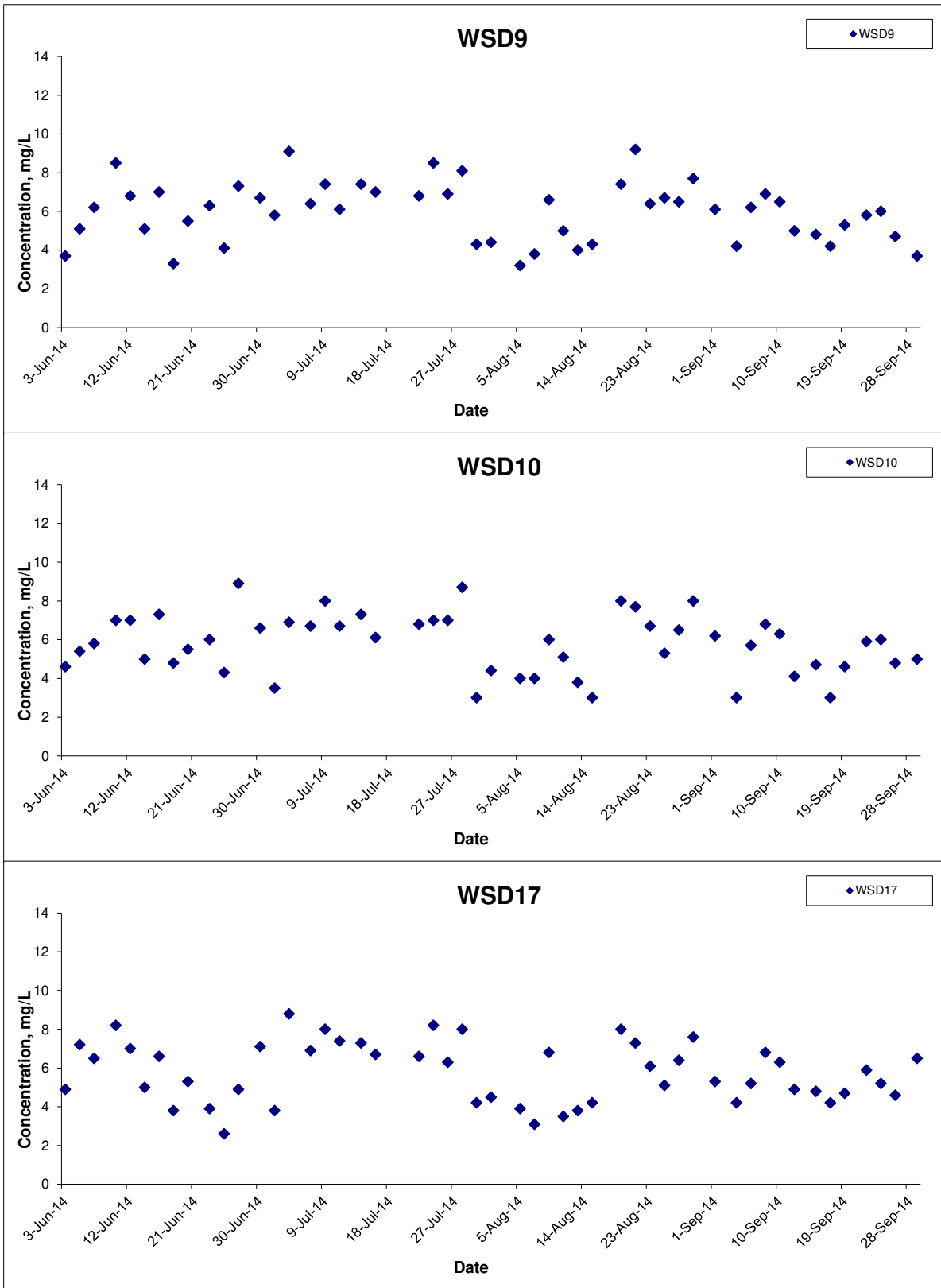


Remark: Water quality monitoring on 15 September 2014 was cancelled due to adverse weather (Typhoon Signal No. 3)

Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
	Date Sep 14	Appendix A	

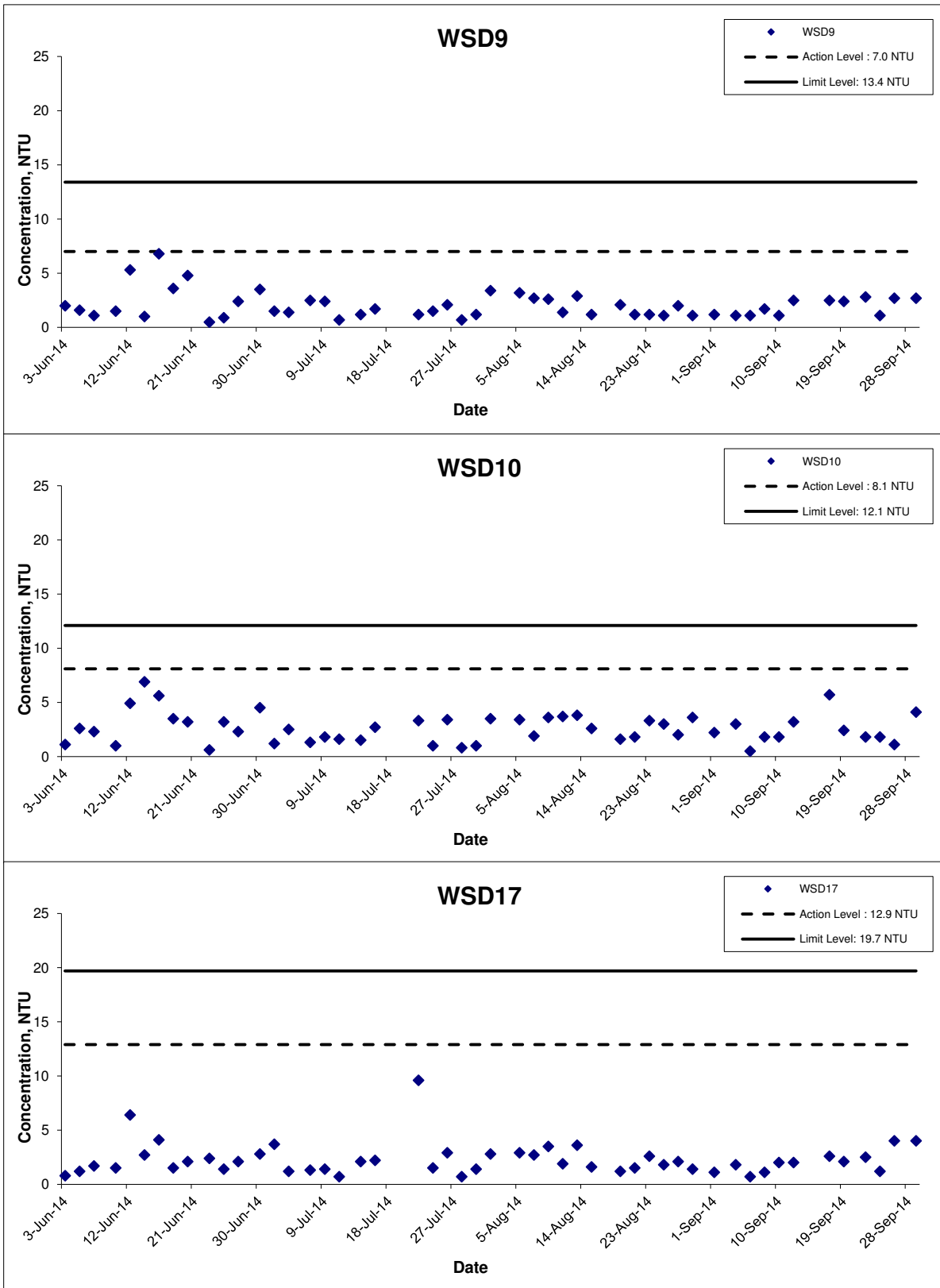


## Dissolved Oxygen at Mid-Flood Tide



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	Date Sep 14	Appendix A	

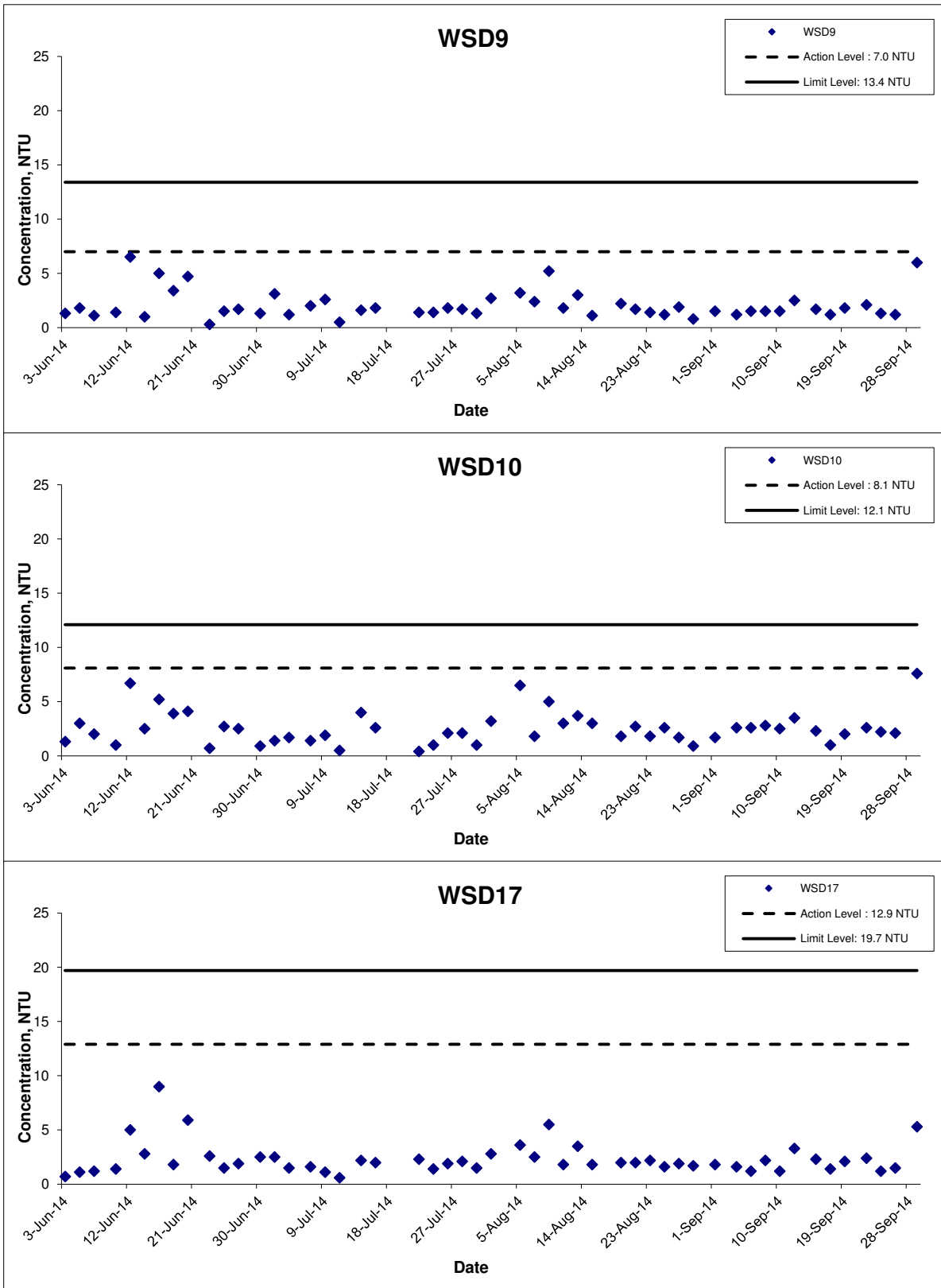
## Turbidity at Mid-Ebb Tide



Remark: Water quality monitoring on 15 September 2014 was cancelled due to adverse weather (Typhoon Signal No. 3)

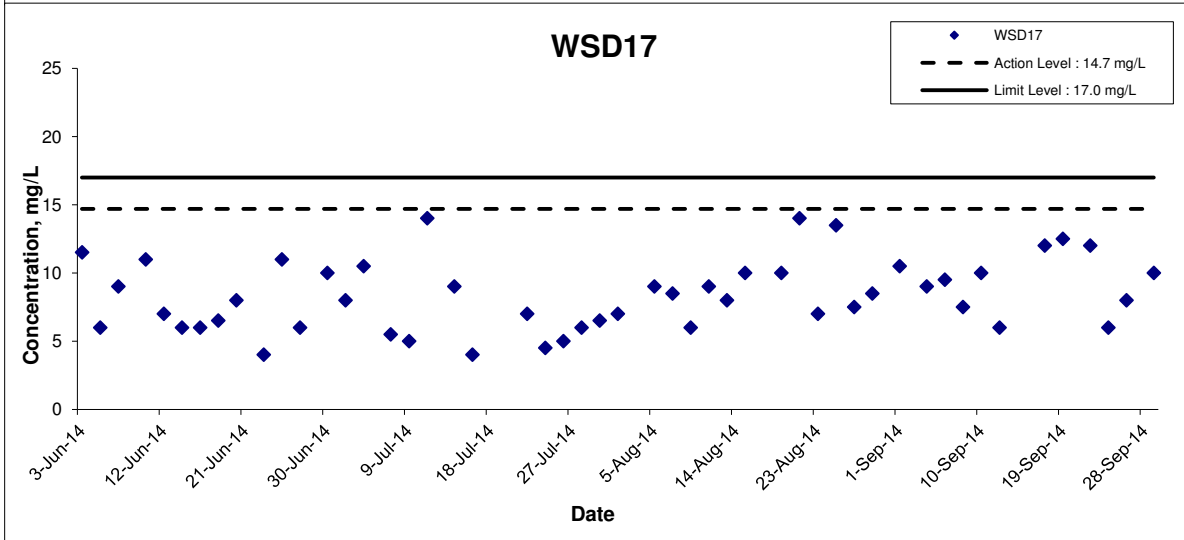
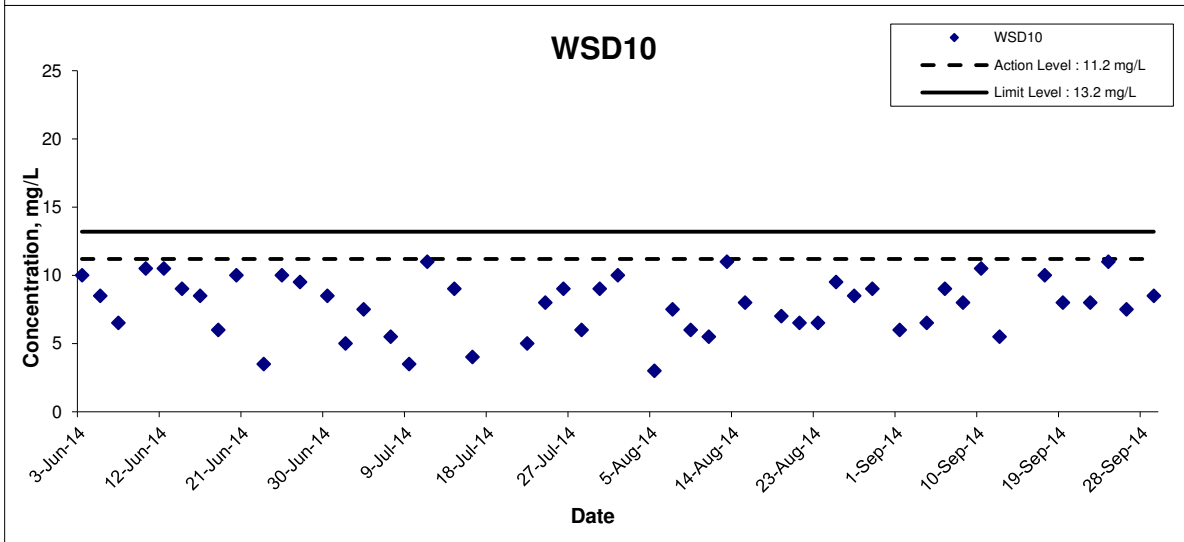
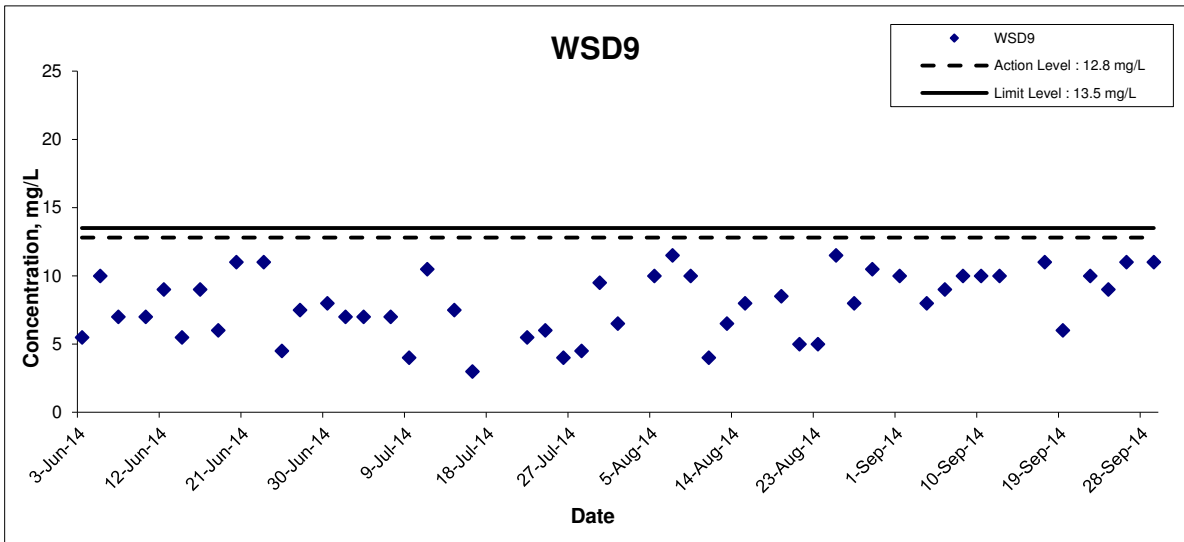
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	Graphical Presentation of Water Quality Monitoring Results	Date	Sep 14	Appendix	A	

## Turbidity at Mid-Flood Tide



Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
	Date Sep 14	Appendix A	

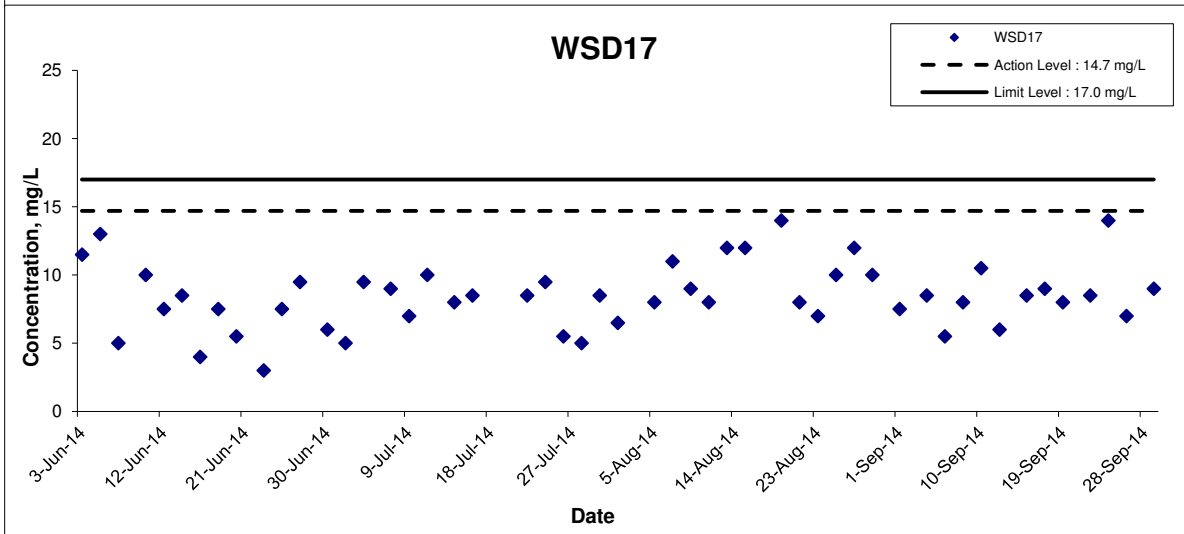
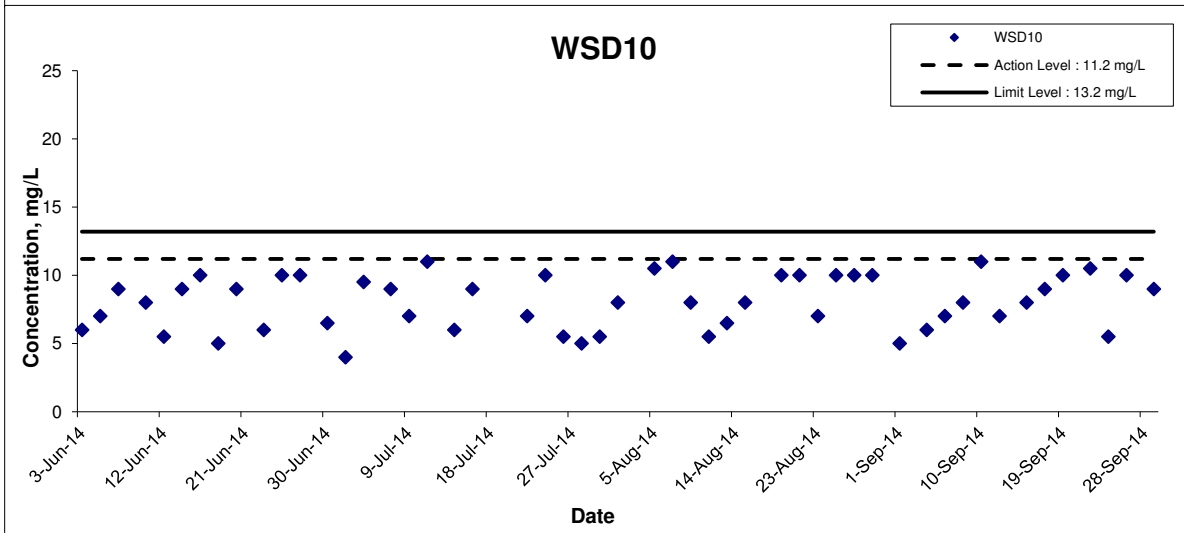
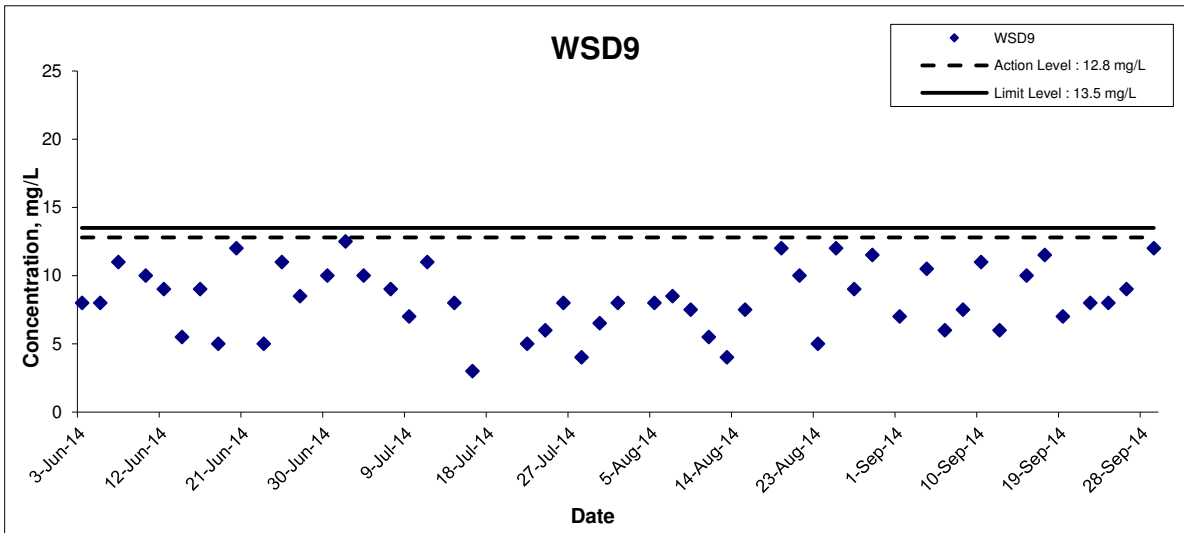
## Suspended Solids at Mid-Ebb Tide



Remark: Water quality monitoring on 15 September 2014 was cancelled due to adverse weather (Typhoon Signal No. 3)

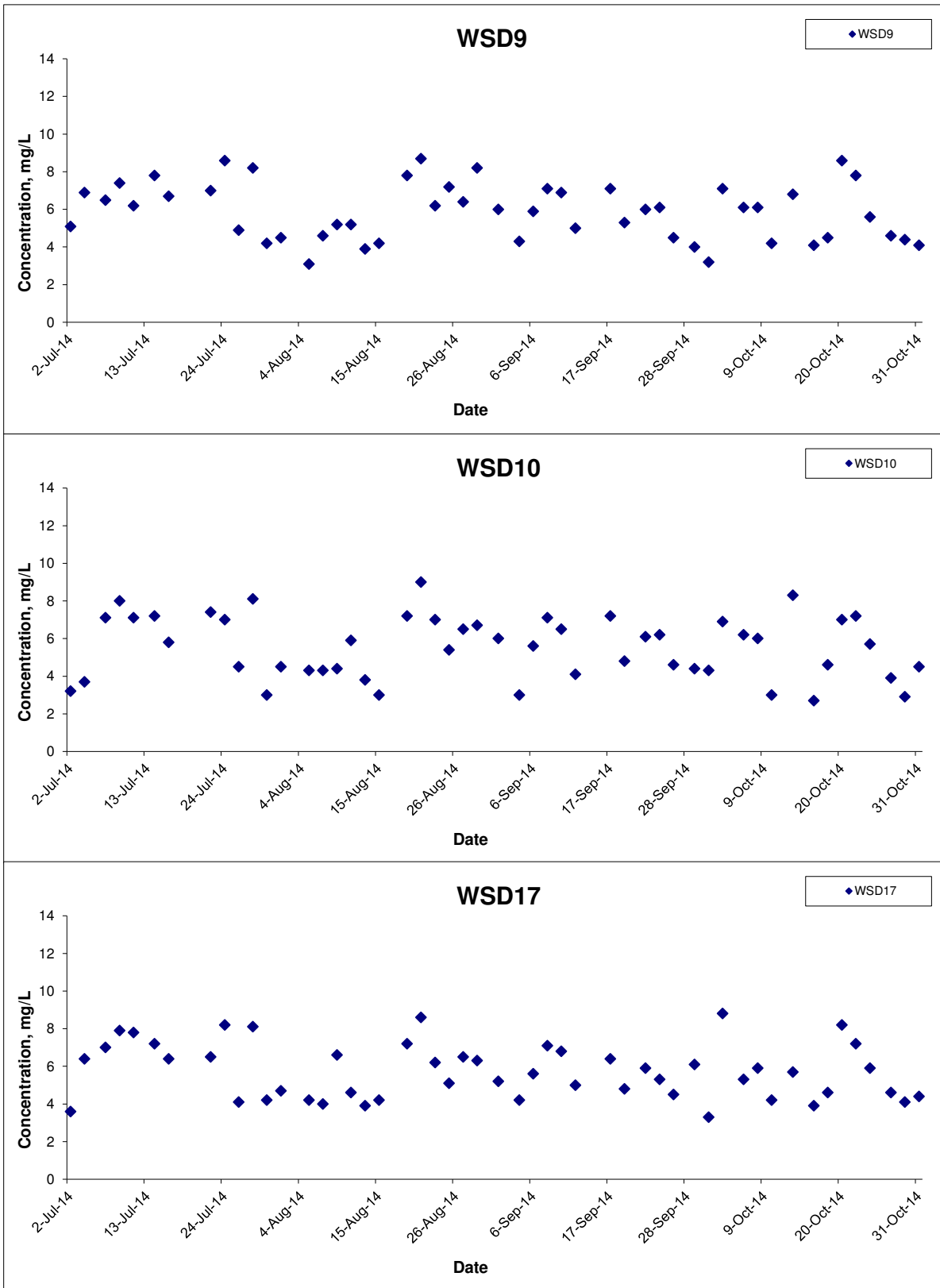
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	Date Sep 14	Appendix A	

## Suspended Solids at Mid-Flood Tide



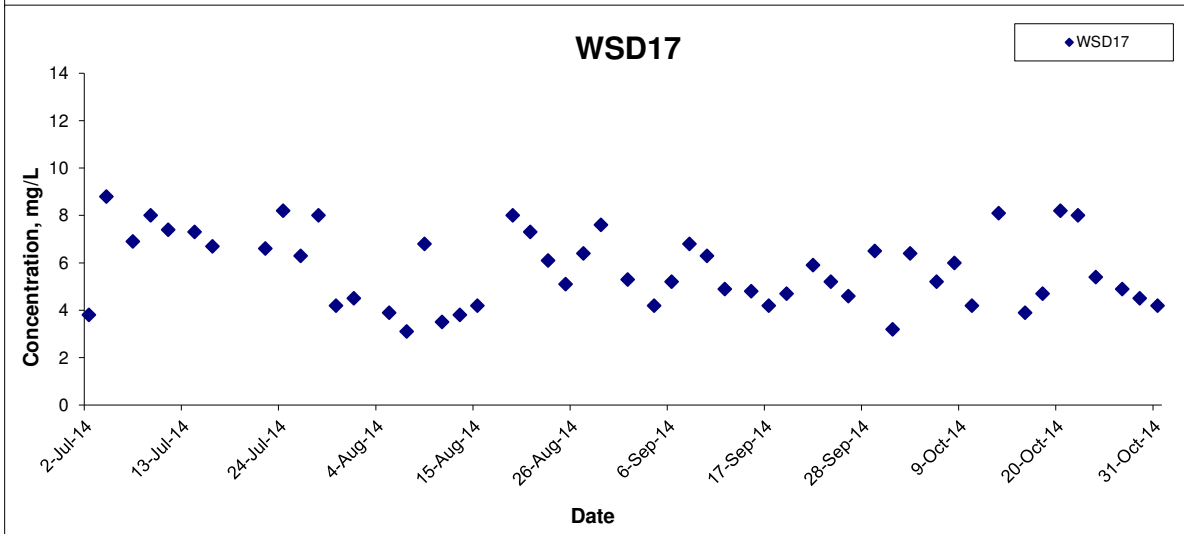
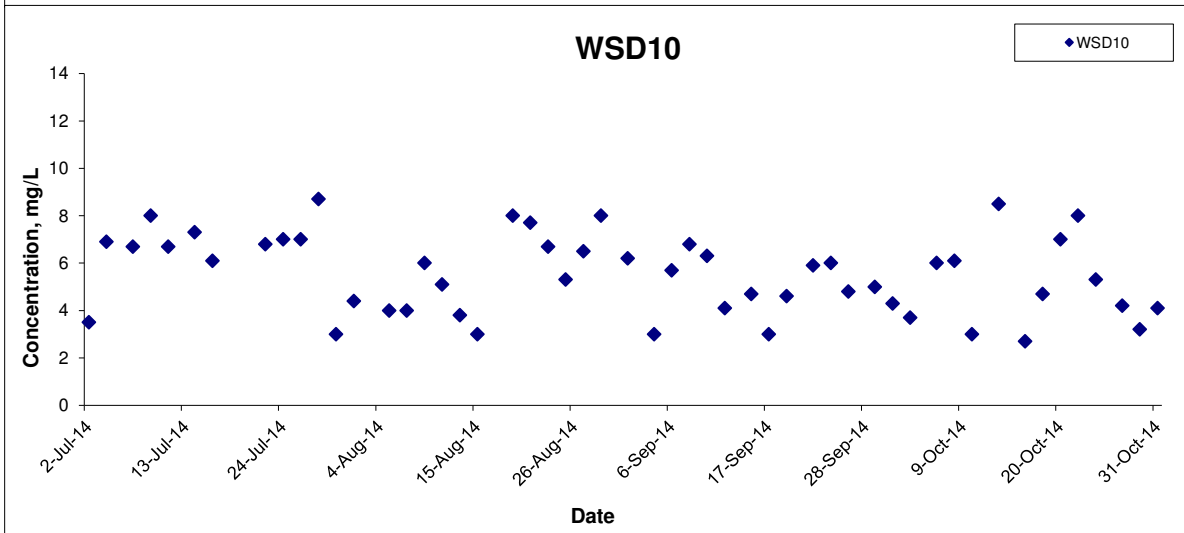
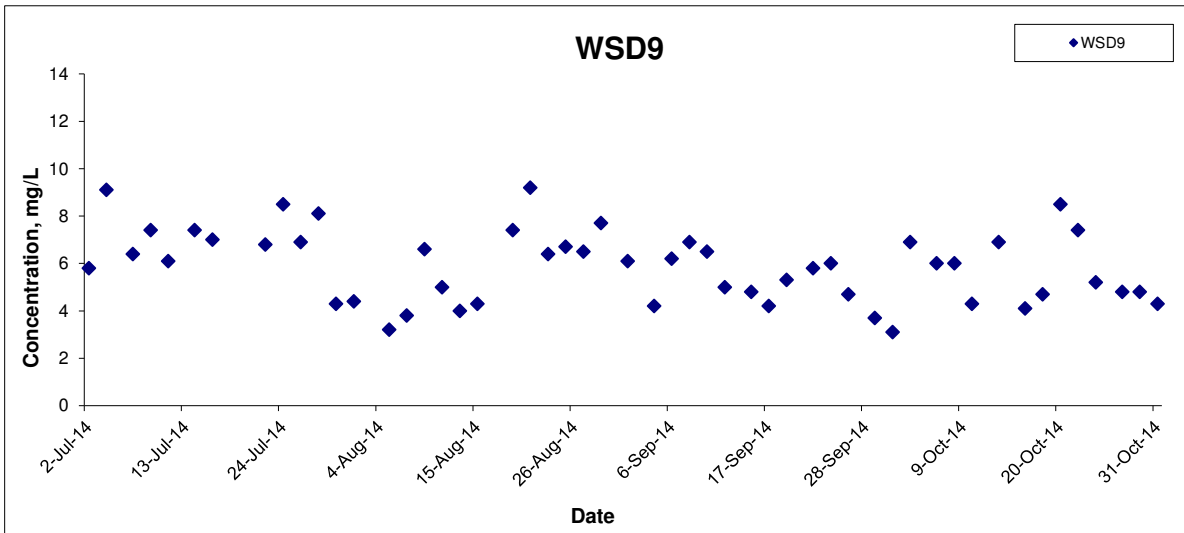
Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
	Date Sep 14	Appendix A	

## Dissolved Oxygen at Mid-Ebb Tide



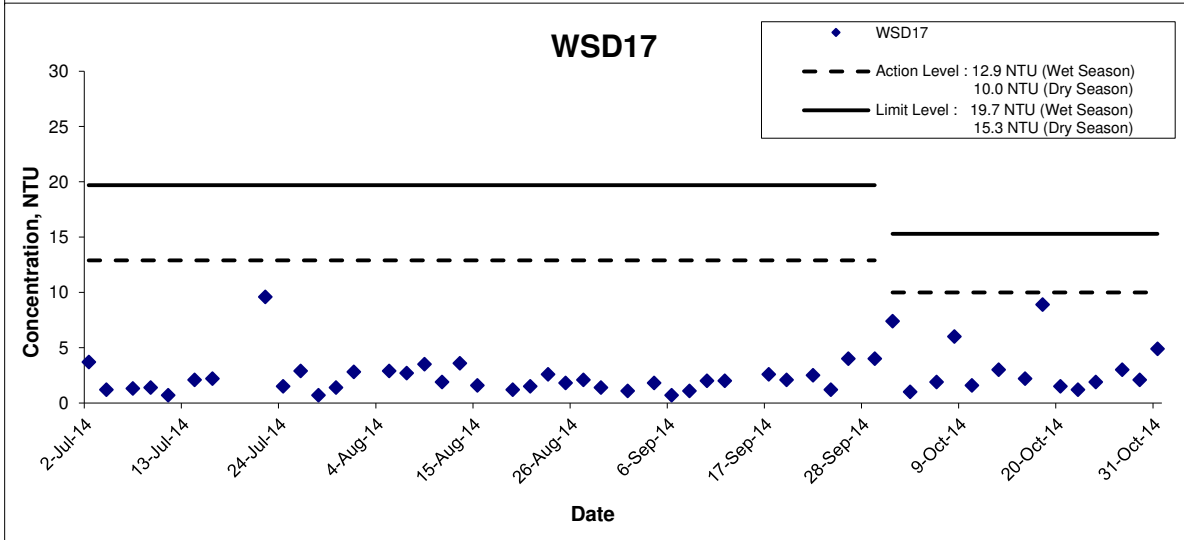
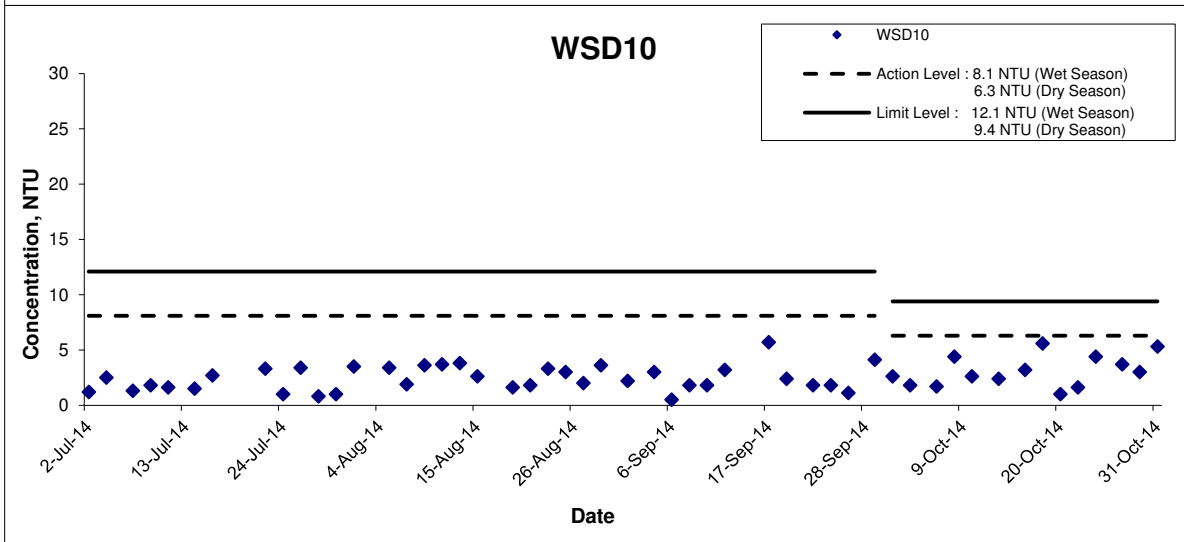
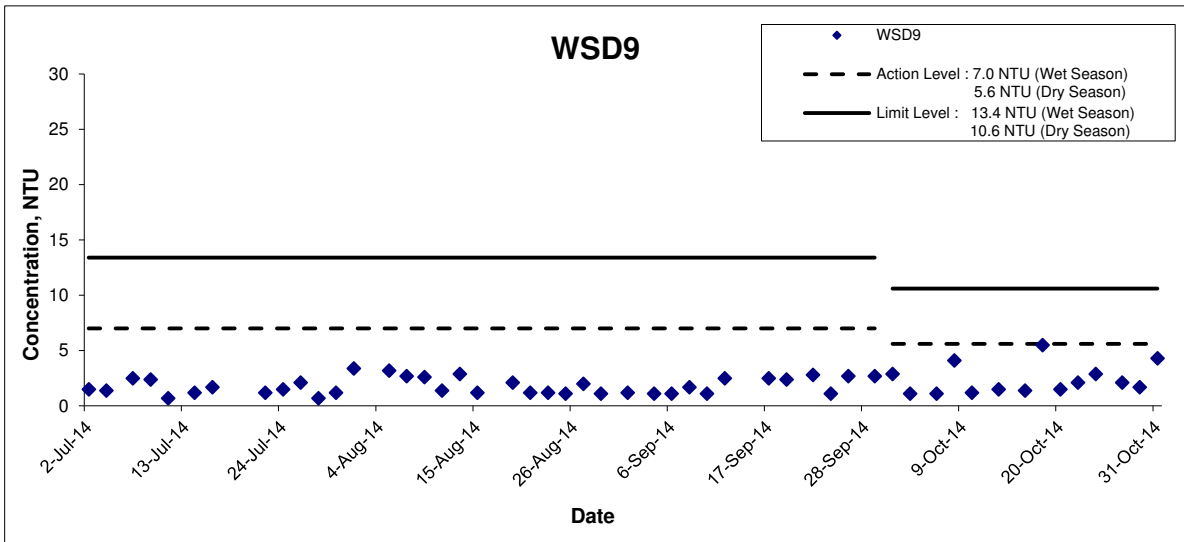
Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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## Dissolved Oxygen at Mid-Flood Tide



Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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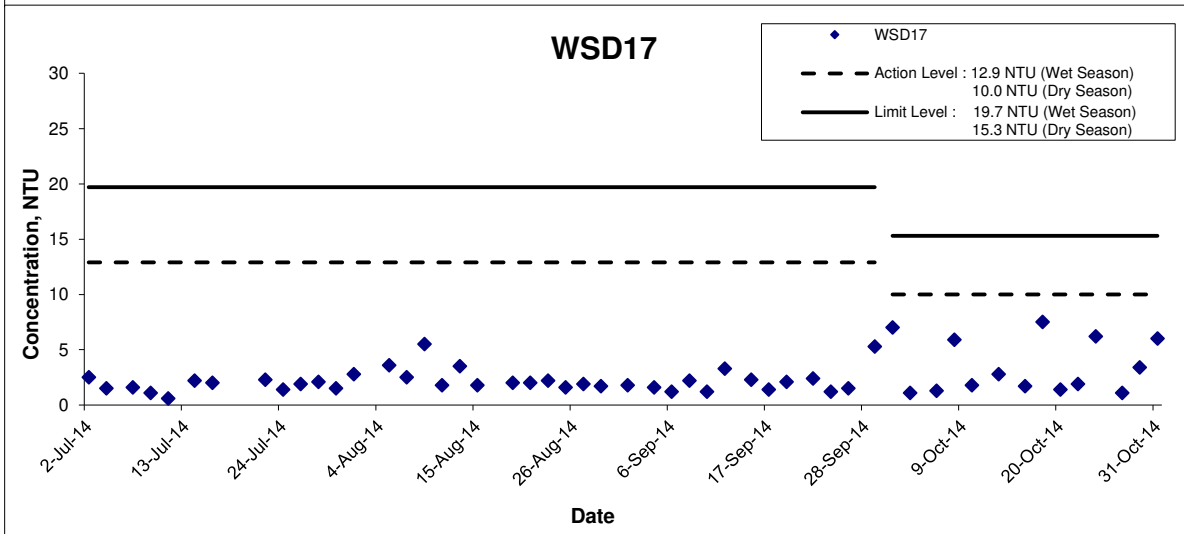
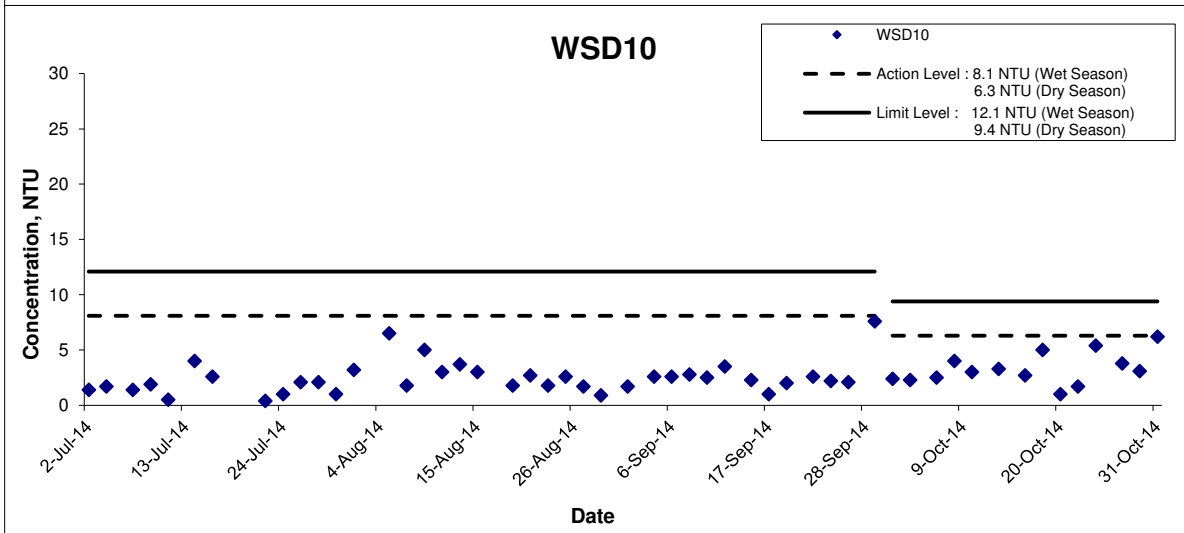
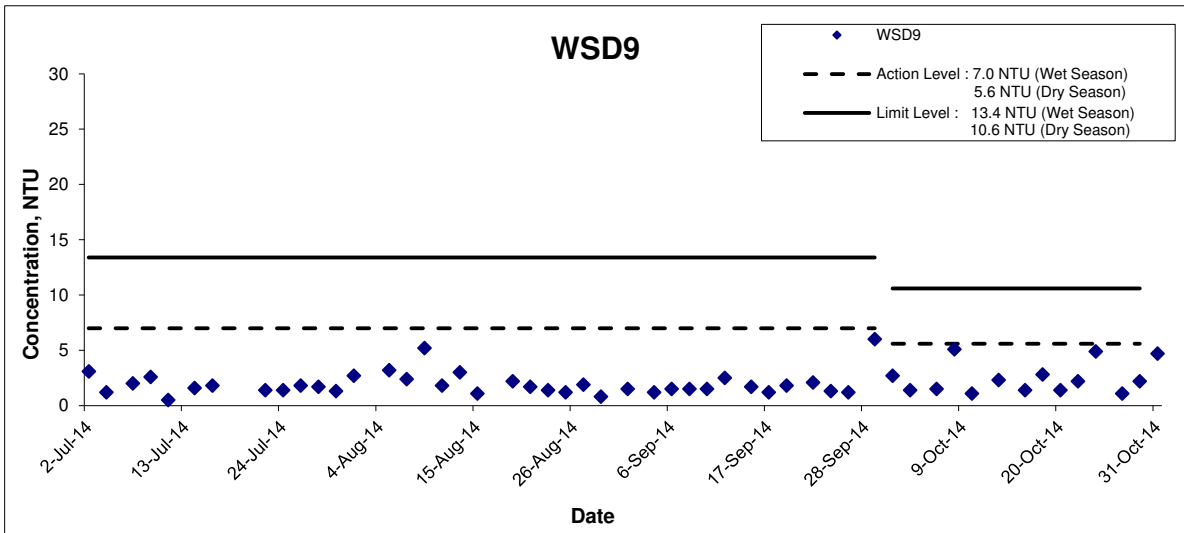
## Turbidity at Mid-Ebb Tide



Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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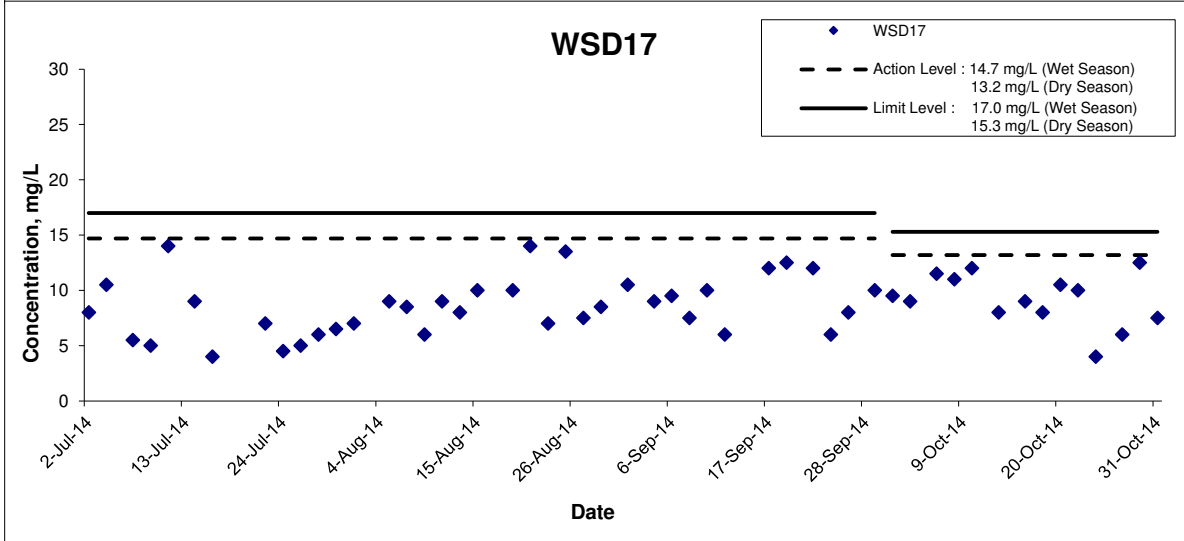
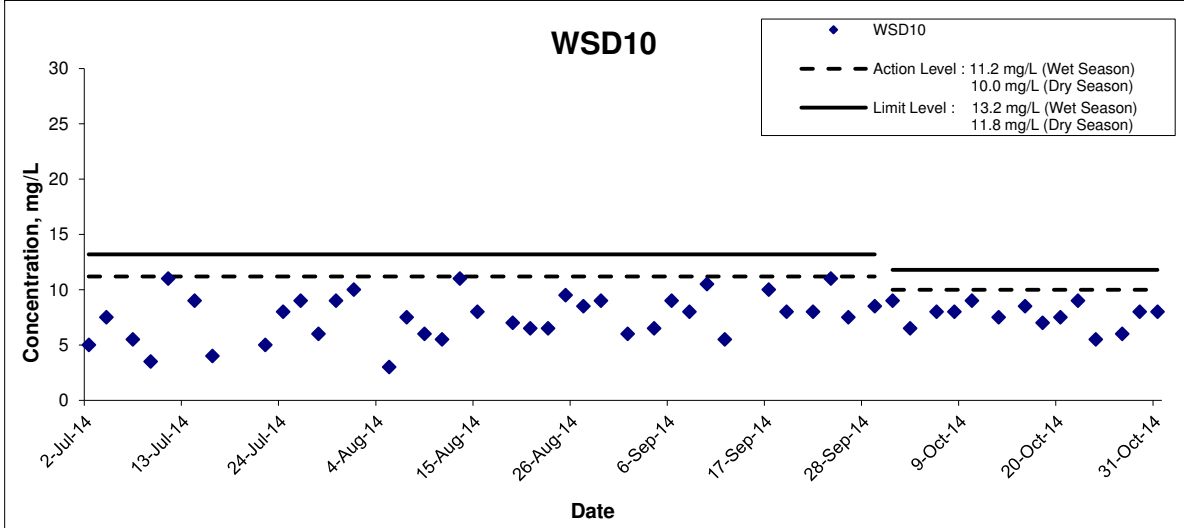
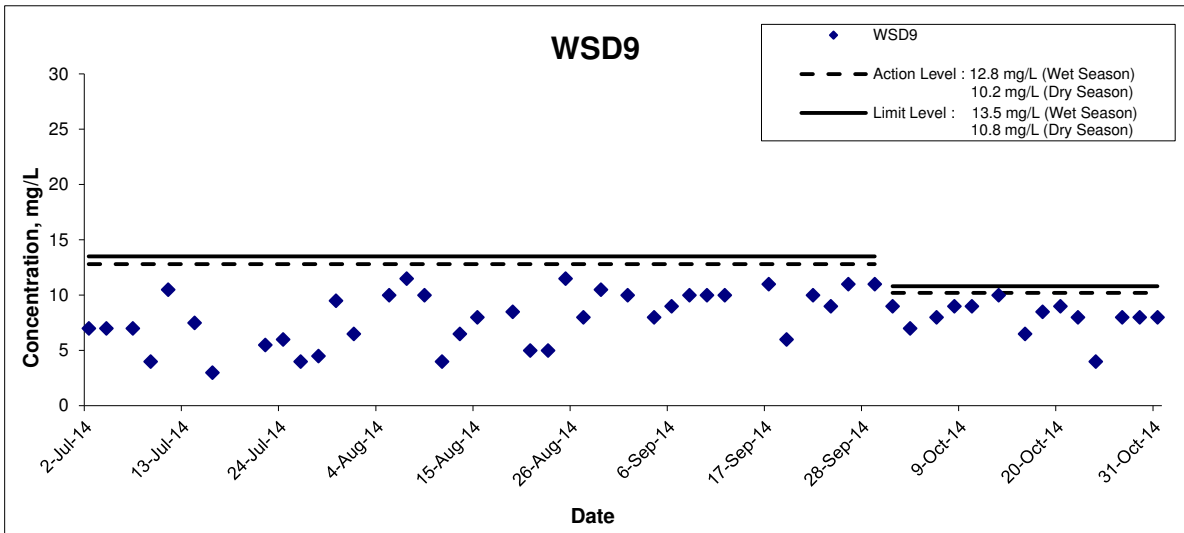


## Turbidity at Mid-Flood Tide



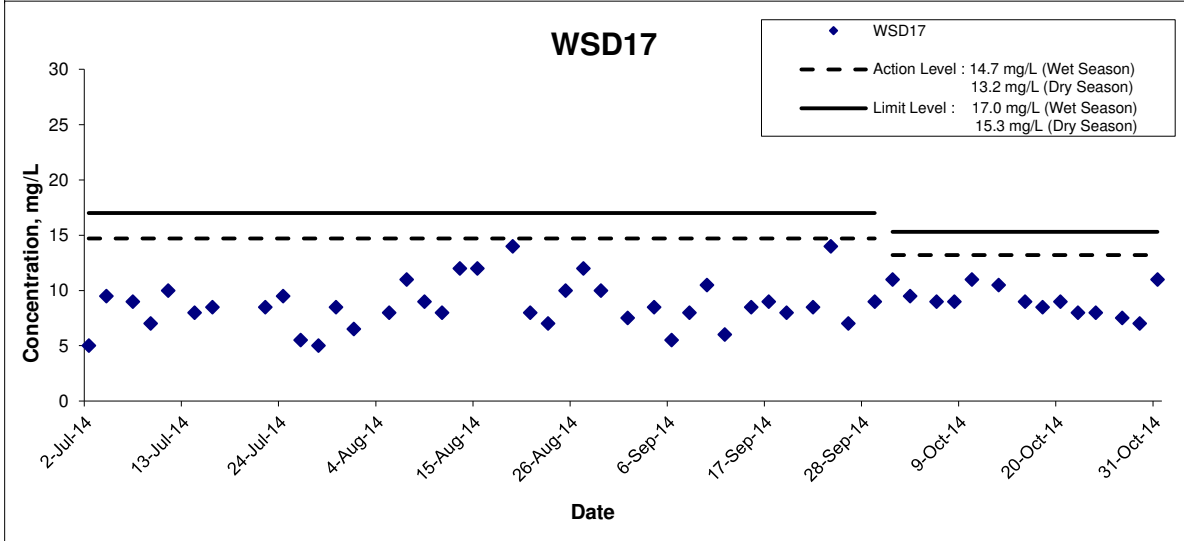
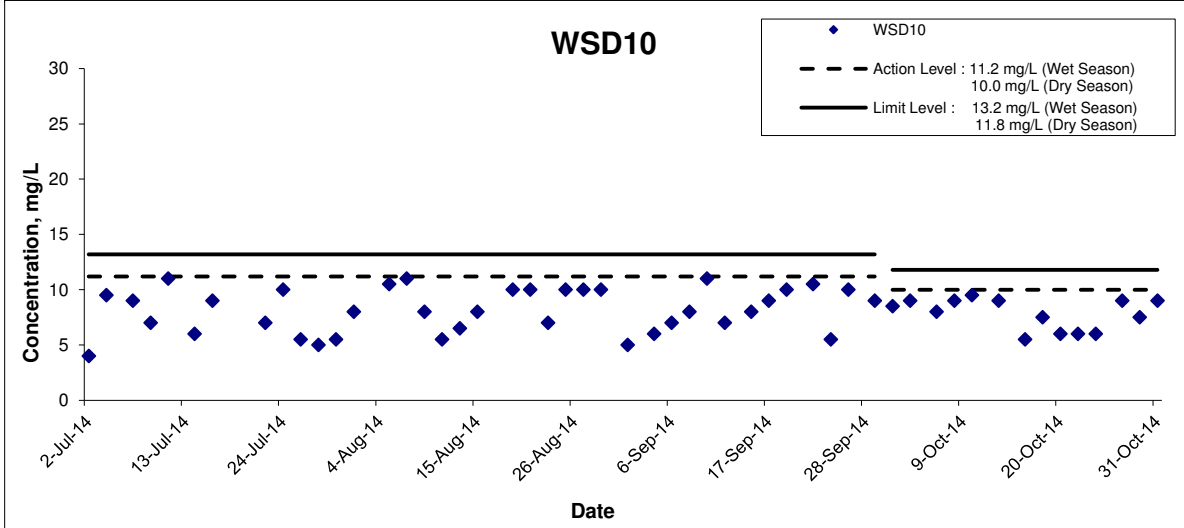
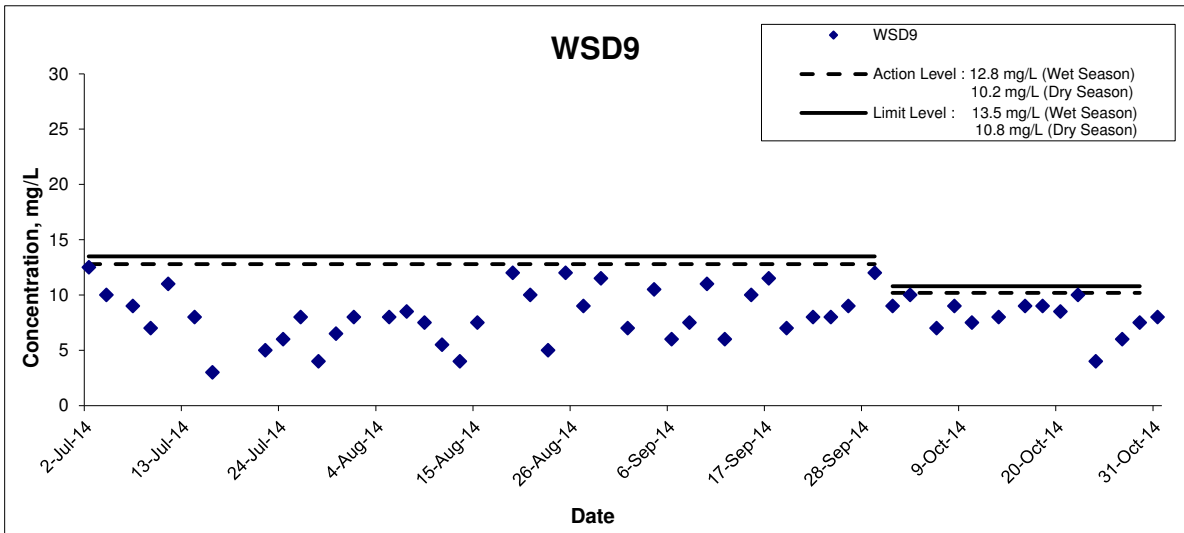
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## Suspended Solids at Mid-Ebb Tide



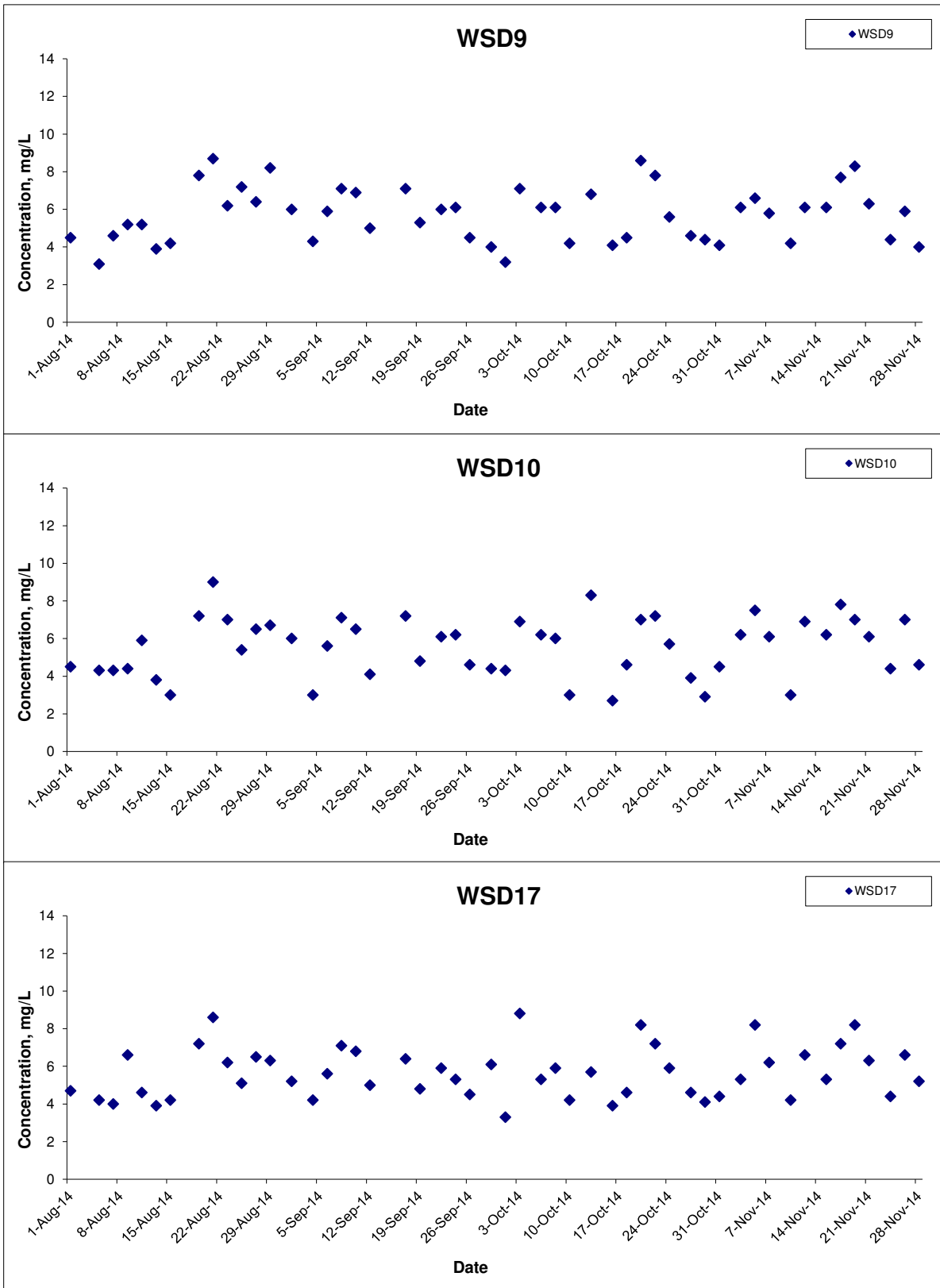
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## Suspended Solids at Mid-Flood Tide



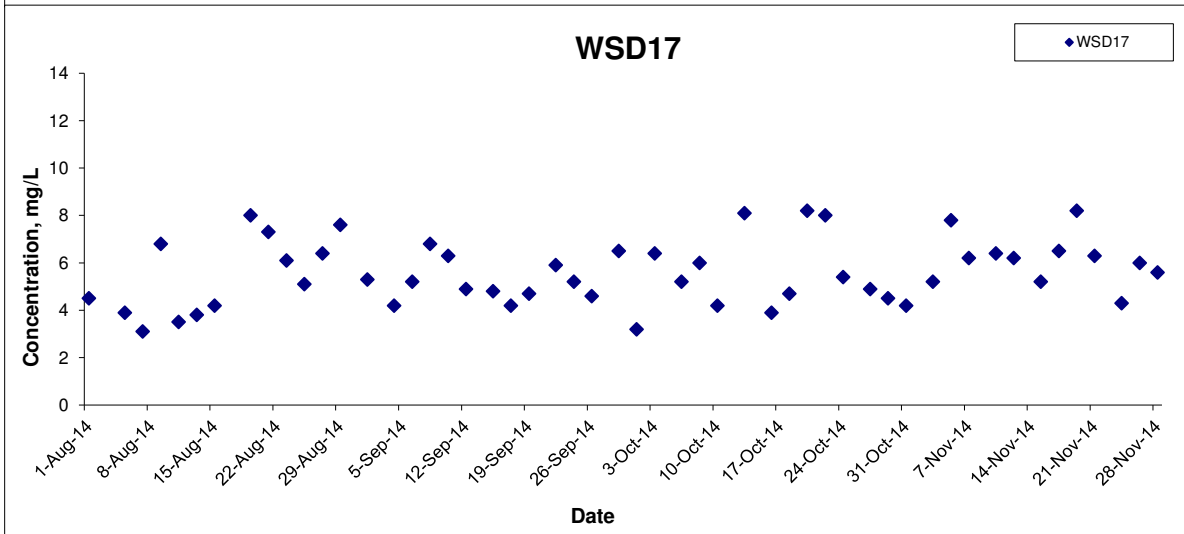
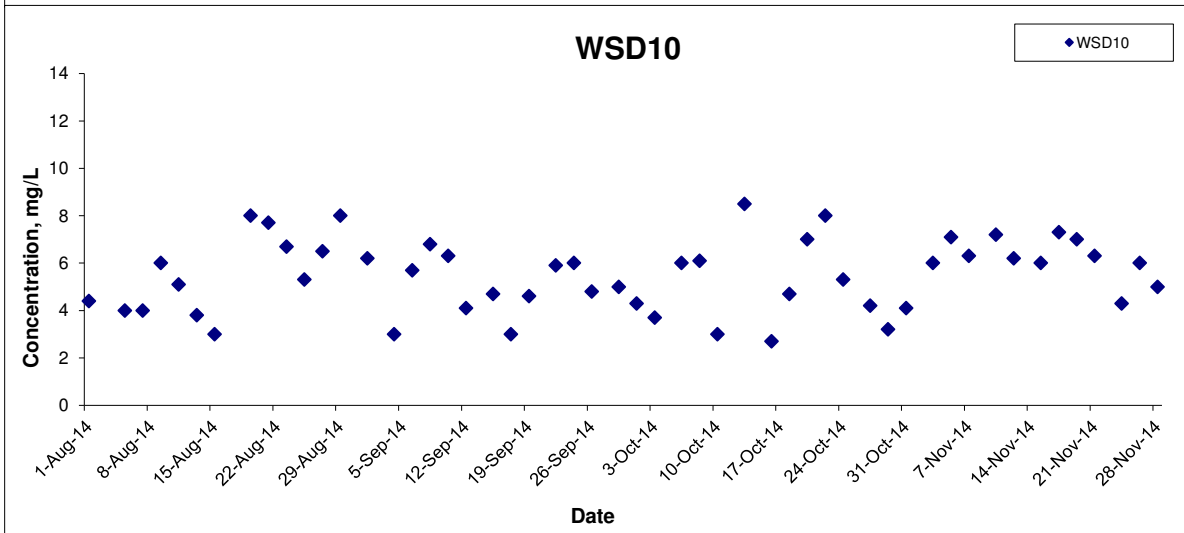
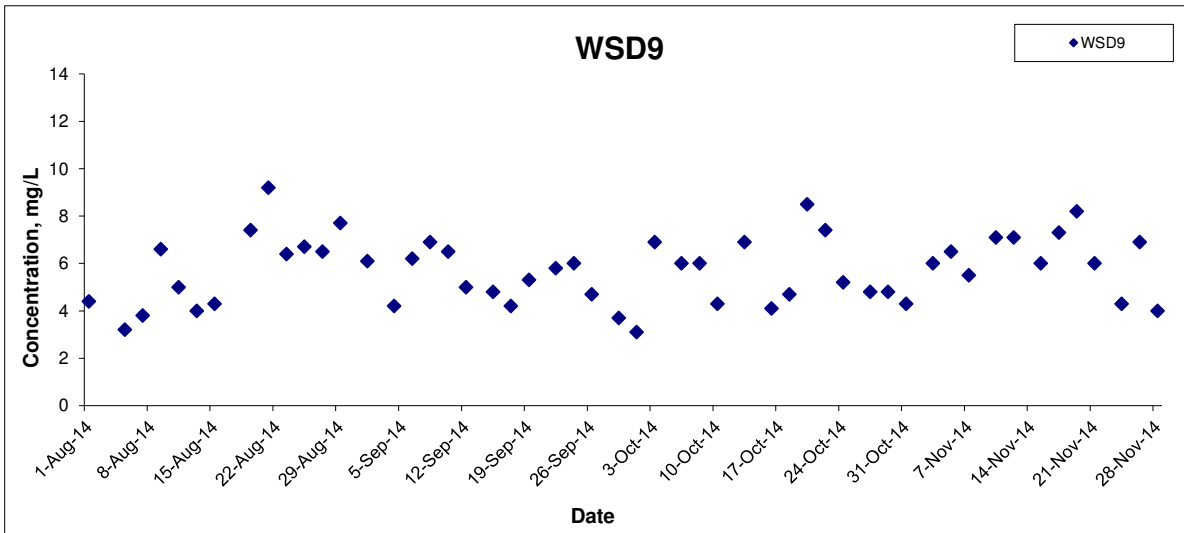
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## Dissolved Oxygen at Mid-Ebb Tide



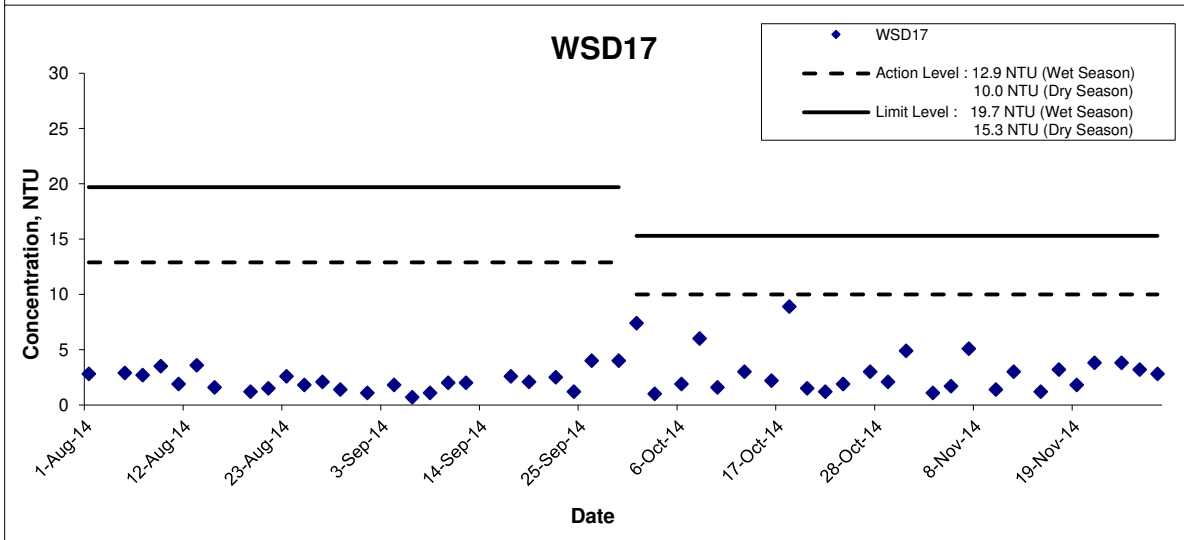
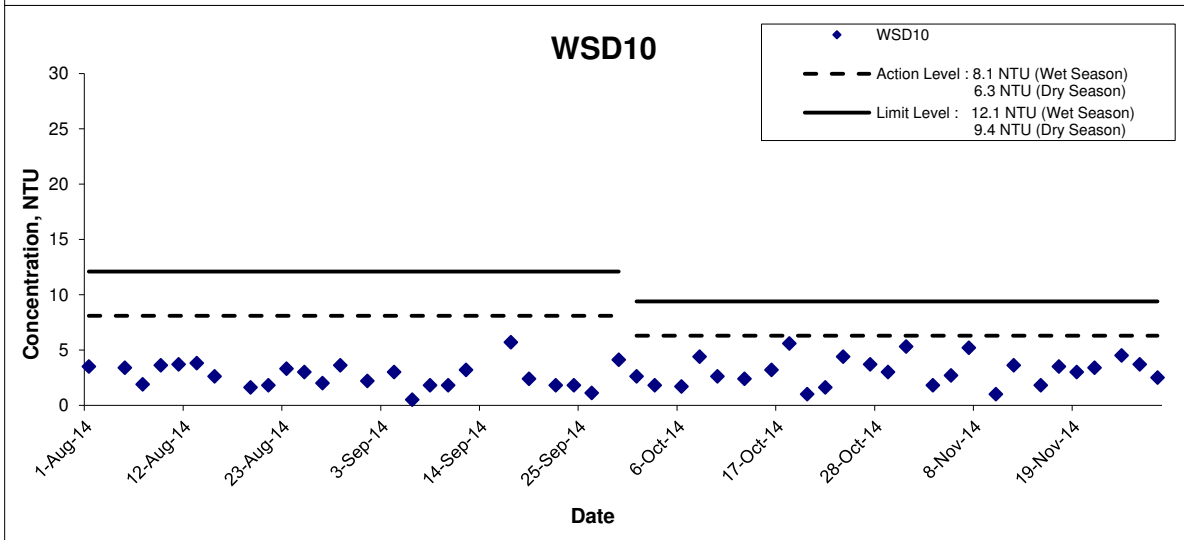
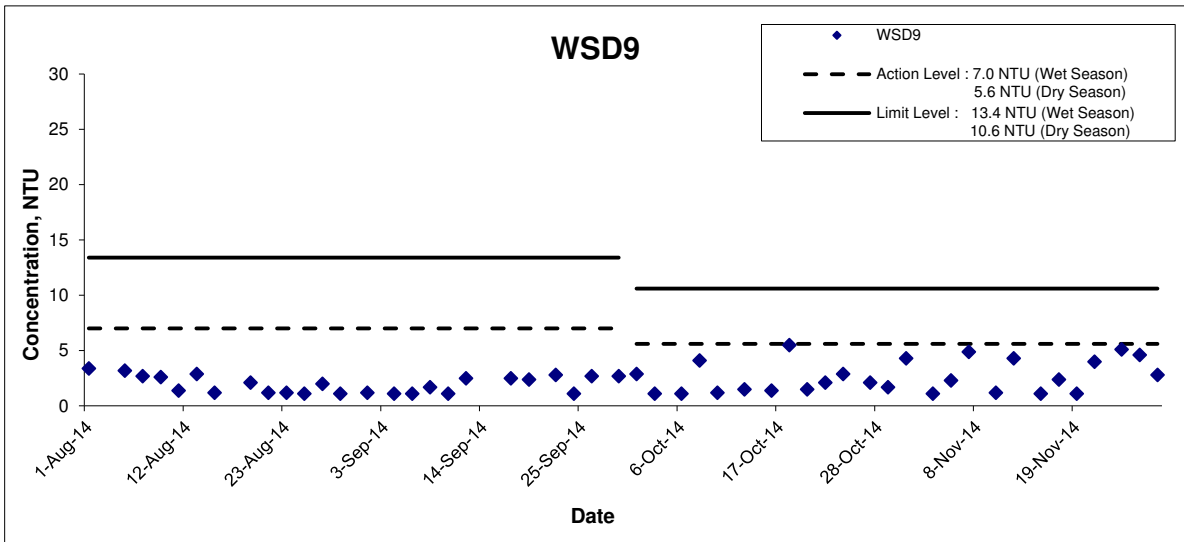
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## Dissolved Oxygen at Mid-Flood Tide



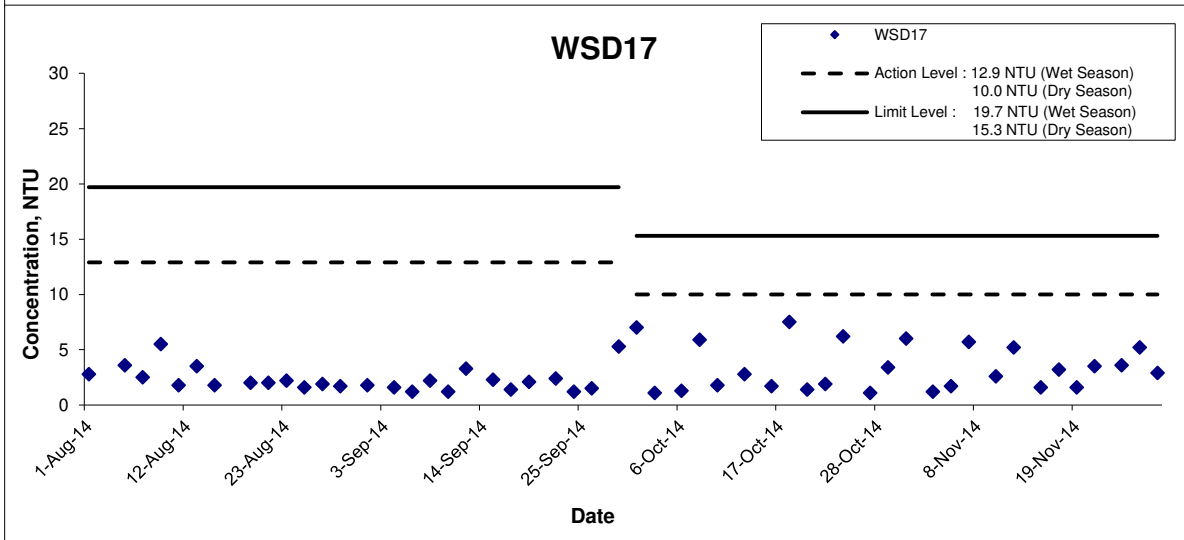
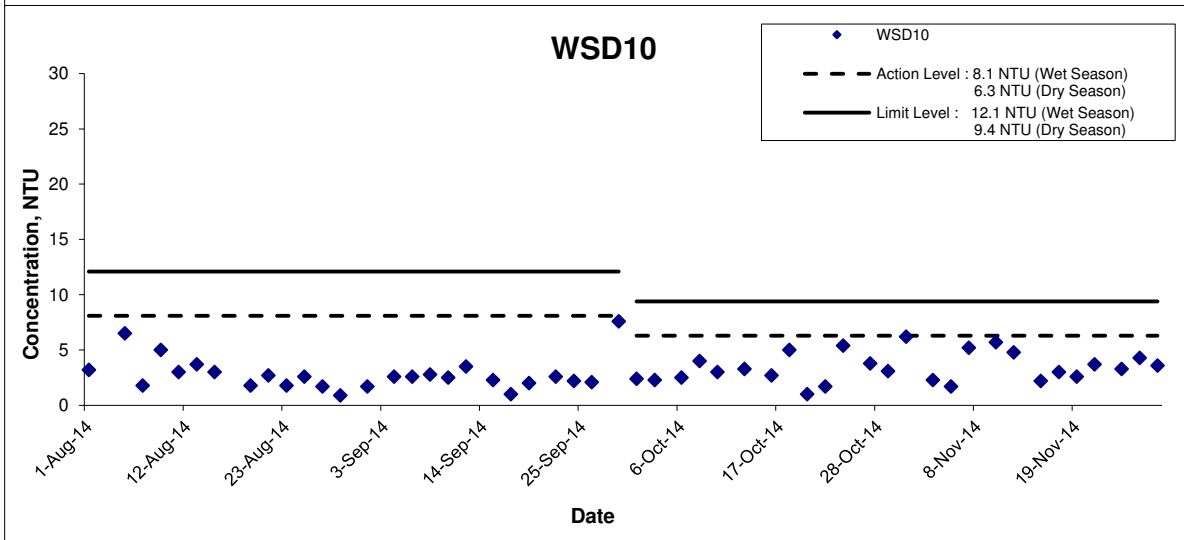
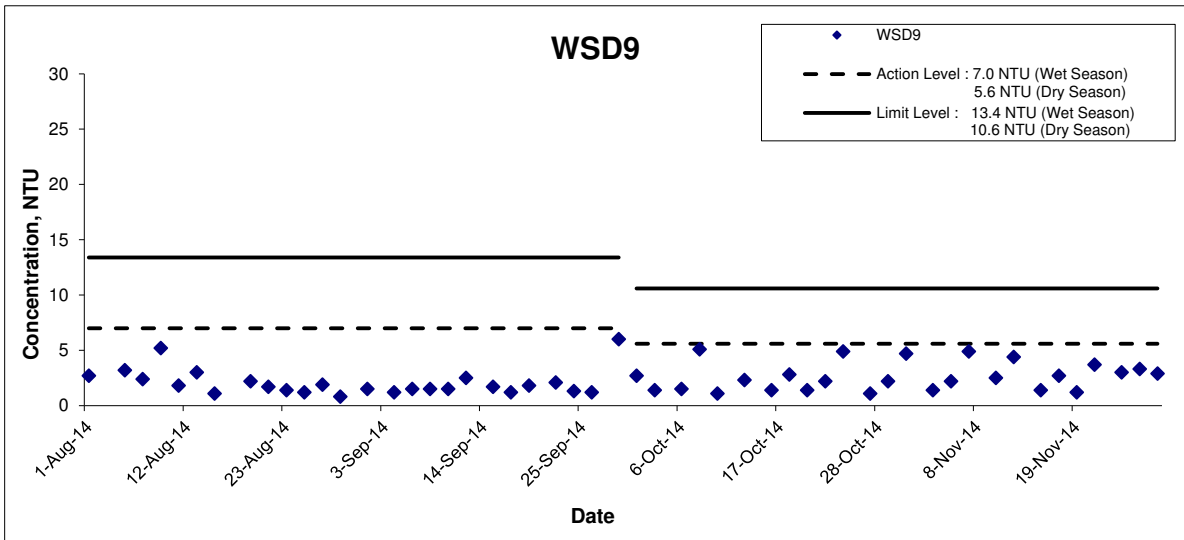
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## Turbidity at Mid-Ebb Tide



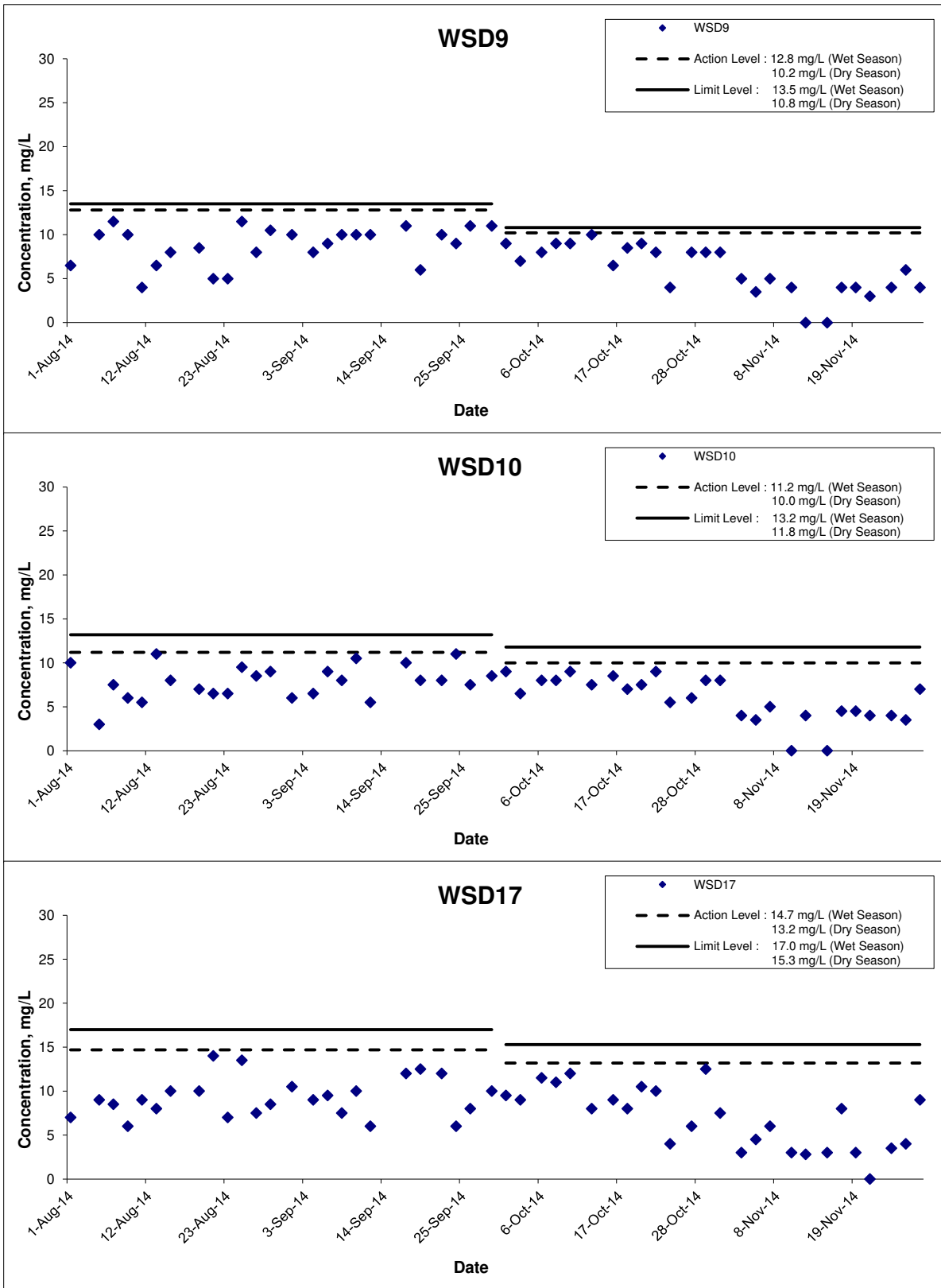
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## Turbidity at Mid-Flood Tide



Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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## Suspended Solids at Mid-Ebb Tide

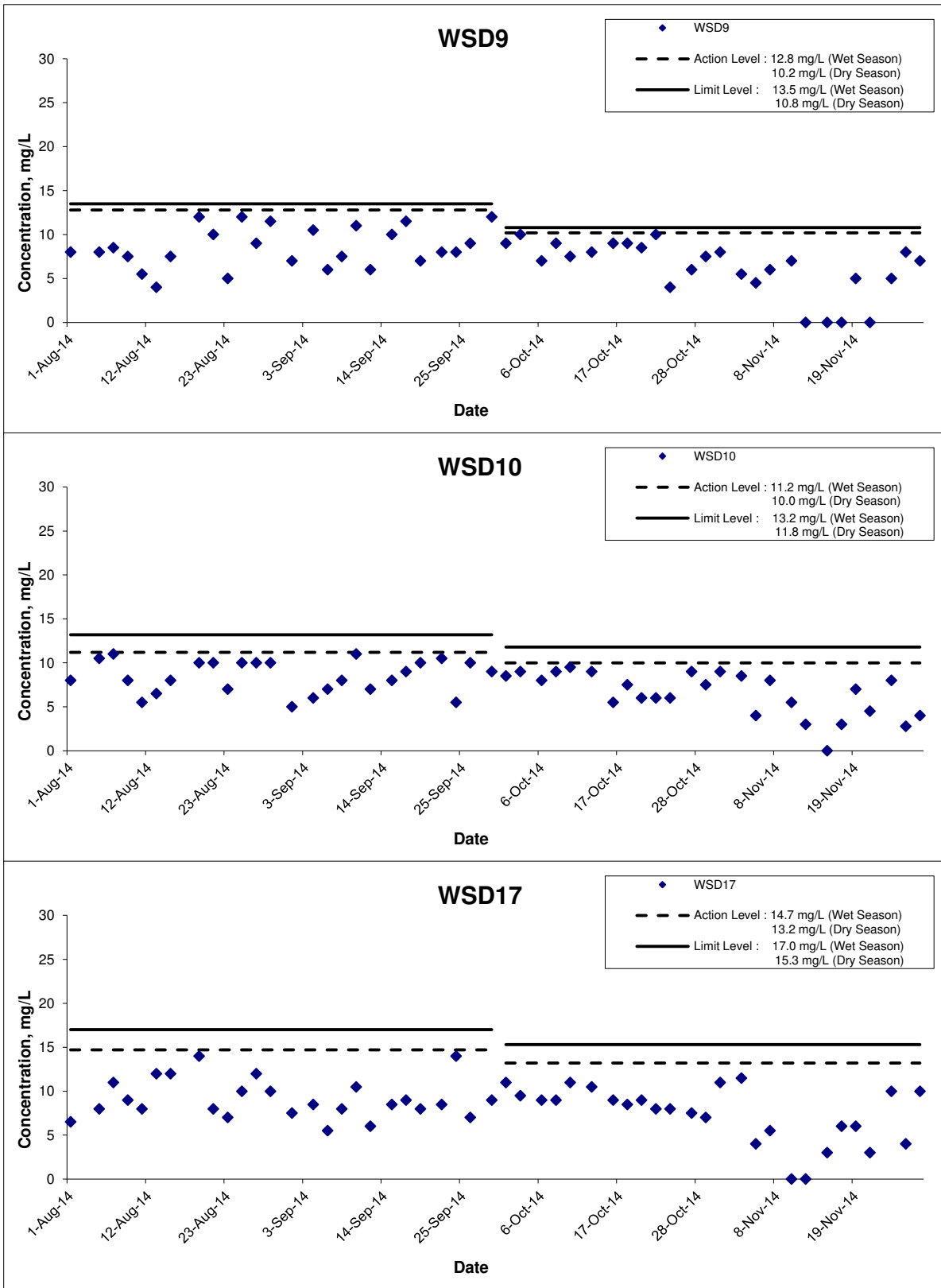


Remarks: The graphical point at zero concentration is presented as <2.5mg/L.

Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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## Suspended Solids at Mid-Flood Tide



Remarks: The graphical point at zero concentration is presented as <2.5mg/L.

Title Contract No. CV/2013/02 - CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016) - Dredging at Cruise Terminal Stage 2  Graphical Presentation of Water Quality Monitoring Results	Scale N.T.S	Project No. MA14015	CINOTECH
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**APPENDIX B**  
**EVENT ACTION PLANS**

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## Appendix B - Event and Action Plan for Water Quality

Event	ET	IEC	ER	Contractor
Action level being exceeded by one sampling day	<ol style="list-style-type: none"> <li>1. Repeat <i>in situ</i> measurement to confirm findings;</li> <li>2. Identify source(s) of impact;</li> <li>3. Inform IEC and Contractor;</li> <li>4. Check monitoring data, all plant, equipment and Contractor's working methods.</li> <li>5. Discuss mitigation measures with IEC and Contractor;</li> <li>6. (The above actions should be taken within 1 working day after the exceedance is identified)</li> <li>7. Repeat measurement on next day of exceedance.</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with ET and Contractor on the mitigation measures;</li> <li>2. Review proposals on mitigation measures submitted by Contractor and advise the ER accordingly;</li> <li>3. Assess the effectiveness of the implemented mitigation measures.</li> <li>4. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with IEC on the proposed mitigation measures;</li> <li>2. Make agreement on the mitigation measures to be implemented.</li> <li>3. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<ol style="list-style-type: none"> <li>1. Inform ER and confirm notification of the non-compliance in writing;</li> <li>2. Rectify unacceptable practice;</li> <li>3. Check all plant and equipment;</li> <li>4. Review the working methods and consider additional measures such as use of frame-type silt curtain, deployment of double silt curtains, slowing down, or rescheduling of works;</li> <li>5. Discuss with ET and IEC and proposed mitigation measures to IEC and ER;</li> <li>6. Implement the agreed mitigation measures.</li> <li>7. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>
Action level being exceeded by more than one	<ol style="list-style-type: none"> <li>1. Identify source(s) of impact;</li> <li>2. Inform IEC and Contractor;</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with ET and Contractor on the mitigation measures;</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with IEC on the proposed mitigation measures;</li> </ol>	<ol style="list-style-type: none"> <li>1. Inform ER and confirm notification of the non-compliance in writing;</li> </ol>

## Appendix B - Event and Action Plan for Water Quality

Event	ET	IEC	ER	Contractor
consecutive sampling days	<ol style="list-style-type: none"> <li>3. Check monitoring data, all plant, equipment and Contractor's working methods.</li> <li>4. Discuss mitigation measures with IEC and Contractor;</li> <li>5. Ensure mitigation measures are implemented;</li> <li>6. Prepare to increase the monitoring frequency to daily;</li> <li>7. (The above actions should be taken within 1 working day after the exceedance is identified)</li> <li>8. Repeat measurement on next day of exceedance.</li> </ol>	<ol style="list-style-type: none"> <li>2. Review proposals on mitigation measures submitted by Contractor and advise the ER accordingly;</li> <li>3. Assess the effectiveness of the implemented mitigation measures.</li> <li>4. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<ol style="list-style-type: none"> <li>2. Make agreement on the mitigation measures to be implemented.</li> <li>3. Assess the effectiveness of the implemented mitigation measures.</li> <li>4. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<ol style="list-style-type: none"> <li>2. Rectify unacceptable practice;</li> <li>3. Check all plant and equipment;</li> <li>4. Review the working methods and consider additional measures such as use of frame-type silt curtain, deployment of double silt curtains, slowing down, or rescheduling of works;</li> <li>5. Discuss with ET and IEC and proposed mitigation measures to IEC and ER within 3 working days;</li> <li>6. Implement the agreed mitigation measures.</li> <li>7. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>
Limit level being exceeded by one sampling day	<ol style="list-style-type: none"> <li>1. Repeat <i>in situ</i> measurement to confirm findings;</li> <li>2. Identify source(s) of impact;</li> <li>3. Inform IEC, Contractor and EPD;</li> <li>4. Check monitoring data, all plant,</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with ET and Contractor on the mitigation measures;</li> <li>2. Review proposals on mitigation measures submitted by Contractor and</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with IEC, ET and Contractor on the proposed mitigation measures;</li> <li>2. Request Contractor to critically review the</li> </ol>	<ol style="list-style-type: none"> <li>1. Inform ER and confirm notification of the non-compliance in writing;</li> <li>2. Rectify unacceptable practice;</li> <li>3. Check all plant and equipment;</li> </ol>

## Appendix B - Event and Action Plan for Water Quality

Event	ET	IEC	ER	Contractor
	<p>equipment and Contractor's working methods.</p> <ol style="list-style-type: none"> <li>5. Discuss mitigation measures with IEC, ER and Contractor;</li> <li>6. Ensure mitigation measures are implemented;</li> <li>7. Increase the monitoring frequency to daily until no exceedance of Limit Level.</li> <li>8. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<p>advise the ER accordingly;</p> <ol style="list-style-type: none"> <li>3. Assess the effectiveness of the implemented mitigation measures.</li> <li>4. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<p>working methods;</p> <ol style="list-style-type: none"> <li>3. Make agreement on the mitigation measures to be implemented.</li> <li>4. Assess the effectiveness of the implemented mitigation measures.</li> <li>5. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<ol style="list-style-type: none"> <li>4. Review the working methods and consider additional measures such as use of frame-type silt curtain, deployment of double silt curtains, slowing down, or rescheduling of works;</li> <li>5. Discuss with ET and IEC and ER and proposed mitigation measures to IEC and ER within 3 working days;</li> <li>6. Implement the agreed mitigation measures.</li> <li>7. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>
<p>Limit level being exceeded by more than one consecutive sampling days</p>	<ol style="list-style-type: none"> <li>1. Identify source(s) of impact;</li> <li>2. Inform IEC, Contractor and EPD;</li> <li>3. Check monitoring data, all plant, equipment and Contractor's working methods.</li> <li>4. Discuss mitigation measures with IEC, ER and Contractor;</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with ET and Contractor on the mitigation measures;</li> <li>2. Review proposals on mitigation measures submitted by Contractor and advise the ER accordingly;</li> <li>3. Assess the effectiveness of</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss with IEC, ET and Contractor on the proposed mitigation measures;</li> <li>2. Request Contractor to critically review the working methods;</li> <li>3. Make agreement on the mitigation measures to be</li> </ol>	<ol style="list-style-type: none"> <li>1. Inform ER and confirm notification of the non-compliance in writing;</li> <li>2. Rectify unacceptable practice;</li> <li>3. Check all plant and equipment;</li> <li>4. Review the working methods and consider additional measures such as use of</li> </ol>

## Appendix B - Event and Action Plan for Water Quality

Event	ET	IEC	ER	Contractor
	<ol style="list-style-type: none"> <li>5. Ensure mitigation measures are implemented;</li> <li>6. Increase the monitoring frequency to daily until no exceedance of Limit Level for two consecutive days.</li> <li>7. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<p>the implemented mitigation measures.</p> <ol style="list-style-type: none"> <li>4. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<p>implemented.</p> <ol style="list-style-type: none"> <li>4. Assess the effectiveness of the implemented mitigation measures.</li> <li>5. Consider and instruct, if necessary, the Contractor to slow down or to stop all or part of the marine work until no exceedance of Limit level.</li> <li>6. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>	<p>frame-type silt curtain, deployment of double silt curtains, slowing down, or rescheduling of works;</p> <ol style="list-style-type: none"> <li>5. Discuss with ET and IEC and ER and proposed mitigation measures to IEC and ER within 3 working days;</li> <li>6. Implement the agreed mitigation measures.</li> <li>7. As directed by the Engineer, to slow down or to stop all or part of construction activities.</li> <li>8. (The above actions should be taken within 1 working day after the exceedance is identified)</li> </ol>

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**APPENDIX C  
UPDATED ENVIRONMENTAL  
MITIGATION IMPLEMENTATION  
SCHEDULE (EMIS)**

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## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
<b><i>Air Quality</i></b>					
S3.6	Requirements of the Air Pollution Control (Construction Dust) Regulation shall be adhered to during the construction period.	Contractor for capital dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage	N/A
S3.6	In order to minimize the potential odour emissions, if any, the dredged sediment placed on barge should be properly covered as far as practicable to minimize the exposed area and hence the potential odour emissions during the transportation of the dredged sediment.	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
<b><i>Construction Noise (Air borne)</i></b>					
S4.8	<p>Good Site Practices:</p> <ul style="list-style-type: none"> <li>• Only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction program.</li> <li>• Mobile plant, if any, should be sited as far away from NSRs as possible.</li> <li>• 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.</li> <li>• 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.</li> <li>• Material stockpiles and other structures should effectively utilized, wherever practicable, in screening noise from on-site construction activities.</li> </ul>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A  N/A  N/A  N/A  N/A
S4.9	If there is any planned NSRs within 300 m from the work area occupied during the dredging period, an EM&A programme is recommended to be	Developer of cruise terminal	Representative NSRs at the former Kai Tak Airport runway/ Prior and	Construction Stage and Operation stage	N/A



## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	established according to the predicted occurrence of noisy activities. All the recommended mitigation measures for daytime normal working activities should be incorporated into the EM&A programme for implementation during dredging.		during the capital and maintenance dredging		
<b>Water Quality</b>					
S5.9	<ul style="list-style-type: none"> <li>• Dredging will be carried out by closed grab dredger to minimize release of sediment and other contaminants during both capital and maintenance dredging.</li> <li>• The maximum production rate for dredging from the seabed to provide necessary manoeuvring area would not be more than 4,000m<sup>3</sup> per day (and no more than 2 closed grab dredgers) during capital dredging and 2,000m<sup>3</sup> per day maintenance dredging.</li> <li>• The maximum production rate for dredging at or near the seawall area would not be more than 4,000m<sup>3</sup> per day for berth construction. No more than two closed grab dredger would be operated at the same time at or near the seawall for berth construction.</li> </ul>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction Stage and Operation stage	N/A  N/A  N/A
S5.9	Silt curtains should be deployed around the closed grab dredgers used for dredging at and near the existing seawall of the former Kai Tak runway for construction of the cruise berth structures.	Contractor for capital dredging	Work site/ during dredging in the construction stage	Construction stage	N/A
S5.9	Silt screens should be installed at the WSD flushing water intakes at Cha Kwo Ling, Sai Wan Ho, Quarry Bay, Sheung Wan, Wan Chai and Tai Wan for dredging in the manoeuvring basin of the first berth during the capital dredging	Contractor for capital dredging	Seawater intakes in Victoria Harbour/ During the construction of cruise terminal	Construction stage	N/A

## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
S5.9	Silt screens should be installed at the WSD flushing water intakes at Cha Kwo Ling, Quarry Bay, and Tai Wan for dredging in the manoeuvring basin of the second berth during the capital dredging.	Contractor for capital dredging	Seawater intakes in Victoria Harbour/ During the construction of cruise terminal	Construction stage	N/A
S5.9	If the opening has been introduced at the northern runway, silt screen should also be installed at the WSD flushing water intake at Sai Wan Ho, Sheung Wan and Wan Chai for dredging in the manoeuvring basin of the second berth during the capital dredging.	CEDD	Seawater intake at Sai Wan Ho, Sheung Wan and Wan Chai/ During the construction of cruise terminal	Construction stage	N/A
S5.9	Other good site practices that should undertaken during dredging include: <ul style="list-style-type: none"> <li>• All vessels should be sized so that adequate clearance is maintained between vessels and the seabed in all tide conditions, to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash;</li> <li>• All barges / dredgers should be fitted with tight fitting seals to their bottom openings to prevent leakage of material;</li> <li>• Construction activities should not cause foam, oil, grease, scum, litter or other objectionable matter to be present on the water within the site or dumping grounds;</li> <li>• Barges or hoppers should not be filled to a level that will cause the overflow of materials or polluted water during loading or transportation.</li> </ul>	Contractor for capital and maintenance dredging	Work site and adjacent waters/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A  N/A  N/A  N/A
S5.9	Appropriate numbers of portable chemical toilets shall be provided by a licensed contractor to serve the construction workers over the construction site. The Contractor shall also be responsible for waste disposal and maintenance practices	Contractor for capital and maintenance dredging	Work site and adjacent waters/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
S5.9	Collection and removal of floating refuse should be performed at regular	Contractor for capital and	Work site and adjacent waters/	Construction stage and	N/A

## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	intervals on a daily basis. The Contractor should be responsible for keeping the water within the site boundary and the neighbouring water free from rubbish during the dredging works.	maintenance dredging	during dredging in the construction stage and maintenance dredging during operation stage	Operation stage	
S5.9	An environmental monitoring and audit programme should be implemented to verify whether or not impact predictions are representative, and to ensure that all the recommended mitigation measures are implemented properly. If the water quality monitoring data indicate that the proposed dredging works result in unacceptable water quality impacts in the receiving water, appropriate actions should be taken to review the dredging operation and additional measures such as use of frame-type silt curtain, deployment of double silt curtains, slowing down, or rescheduling or works should be implemented as necessary.	Developer of cruise terminal	Selected water receiver points in Victoria Harbour/ Prior and during the construction of cruise terminal and maintenance dredging	Construction stage and Operation stage	N/A
S5.9	Silt screens are recommended to be deployed at six selected WSD flushing water intakes during the capital dredging. The Contractor for capital dredging shall demonstrate and ensure that the design of the silt screen will not affect the normal operation of flushing water intake. The Contractor shall obtain consensus from all relevant parties, including WSD and Marine Department on the design of the silt screen at each of the six selected flushing water intake points before installation of the silt screen and commencement of the proposed dredging works. As a mitigation measure to avoid the pollutant and refuse entrapment problems and to ensure that the impact monitoring results are representative, regular maintenance of the silt screens and refuse collection should be performed at the monitoring stations at regular intervals on a daily basis. The Contractor should be responsible for	Contractor for capital dredging	Selected water receiver points in Victoria Harbour/ during dredging in the construction stage	Construction stage	N/A

## Appendix C –Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	keeping the water behind the silt screen free from floating rubbish and debris during the impact monitoring period.				
<b>Waste Management</b>					
S6.7	<p><i>Good Site Practices</i> 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 the dredging activities include:</p> <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> <li>• Training of site personnel in proper waste management and chemical waste handling procedures.</li> <li>• Provision of sufficient waste disposal points and regular collection for disposal.</li> <li>• Appropriate measure to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers.</li> <li>• A recording system for the amount of wastes generated, recycled and disposed of (including the disposal sites).</li> <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> <li>• Encourage collection of aluminium cans, PET bottles and paper by providing separate labeled bins to enable these wastes to be</li> </ul>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
					N/A
					N/A
					N/A
					N/A
					N/A
					N/A

## Appendix C –Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	<p>segregated from other general refuse generated by the work force.</p> <ul style="list-style-type: none"> <li>• Any unused chemicals or those with remaining functional capacity shall be recycled.</li> </ul>				N/A
S6.7	<p><i>Marine Sediments</i> The dredged marine sediments would be loaded onto barges and transported to the designated disposal sites allocated by the MFC depending on their level of contamination. Sediment classified as Category L would be suitable for Type 1 –Open Sea Disposal (Dedicated Sites) or Type 2 –Confined Marine Disposal and must be dredged and transported with great care in accordance with ETWB TCW No. 34/2002. Subject to the final allocation of the disposal sites by MFC, the dredged contaminated sediment must be effectively isolated from the environment upon final disposal and shall be disposed of at the East Sha Chau Contaminated Mud Pits that are designated for the disposal of contaminated mud in Hong Kong.</p>	Contractor for capital and maintenance dredging	Work site/ during dredging in construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
S6.7	<p>It will be the responsibility of the Contractor to satisfy the appropriate authorities that the contamination levels of the marine sediment to be dredged have been analysed and recorded. According to the ETWB TCW No. 34/2002, this will involve the submission of a formal Sediment Quality Report to the DEP, prior to the dredging contract being tendered. The Contractor for the dredging works shall apply for the allocation of marine sediment disposal sites from all relevant authorities.</p>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
S6.7	<p>During transportation and disposal of the dredged marine sediments requiring Type 1 and Type 2 disposal, the following measures shall be taken to minimize potential impacts on water quality:</p> <ul style="list-style-type: none"> <li>• Bottom opening of barges shall be fitted with tight fitting seals to</li> </ul>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	

## Appendix C –Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	<p>prevent leakage of material. Excess material shall be cleaned from the decks and exposed fittings or barges and hopper dredgers before the vessel is moved.</p> <ul style="list-style-type: none"> <li>• Monitoring of the barge loading shall be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels shall be equipped with automatic self-monitoring devices as specified by the DEP.</li> <li>• Barges or hopper barges shall not be filled to a level that would cause the overflow of materials or sediment laden water during loading or transportation.</li> </ul>				N/A
S6.7	<p><i>Chemical wastes</i> After use, chemical wastes (for example, cleaning fluids, solvents, lubrication oil and fuel) should be handles 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 Waste Disposal (Chemical Waste) (General) Regulation.</p>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
S6.7	<p><i>General Refuse</i> General refuse should be stored in enclosed bins or compaction units separate from C&amp;D material. A reputable waste collector should be employed by the Contractor to remove general refuse from the site, separately from C&amp;D material. An enclosed and covered area is preferred to reduce the occurrence of 'wind blown' light material.</p>	Contractor for capital and maintenance dredging	Work site/ during dredging in the construction stage and maintenance dredging during operation stage	Construction stage and Operation stage	N/A
S6.7	<p><i>Construction and Demolition Material</i> It is recommended that the extend of dredging of the existing seawall should be kept to a minimum in the detailed design of the new cruise terminal to minimize generation of C&amp;D material. Mitigation measures and good site practices should be</p>	Contractor for capital dredging	Work site/ during the construction period	Construction stage	

## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
	<p>incorporated in the 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 with the Project work site pending collection for disposal, the transient stockpiles shall 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>				N/A
					N/A
					N/A
					N/A
					N/A
					N/A
					N/A
					N/A
					N/A

## Appendix C – Updated Environmental Mitigation Implementation Schedule

EIA Ref.	Recommended Mitigation Measures	Implementation Agent	Location/ Timing of the measures	Implementation Stage	Implementation Status
S6.7	When delivering inert C&D material to public fill reception facilities, the material shall 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&D material at the designed public fill reception facility and to control fly tipping, a trip-ticket system 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.	Contractor and Independent Environmental Checker	Work site/ During the construction period	Construction stage	N/A
<b>Cultural Heritage</b>					
S7.8	The dredging activities of the proposed cruise terminal should ensure that disturbance to the existing seawall masonry outside the Project boundary should be avoided as far as practicable.	Developer of cruise terminal	Work site/ During the design and construction of cruise terminal	Design stage and Construction stage	N/A
7.10, Appendix 7.1	It is recommended that the dredged spoil should be monitored for the presence of archaeological material. Guidelines for the monitoring brief have been prepared in consultation with the AMO. A qualified marine archaeologist needs to be on standby to provide specialist advice, if required, but the monitoring can be carried out by a member of staff of dredging barge.	Developer of cruise terminal/ Contractor for capital dredging	Work site/ during dredging in the construction stage	During construction	N/A

Remarks:    ^        Compliance of mitigation measure  
                   \*        Recommendation was made during site audit but improved/rectified by the contractor  
                   N/A        Not Applicable at this stage as no such site activities were conducted in the reporting period



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**APPENDIX D  
SITE AUDIT SUMMARY**

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Contract No. CV/2013/02



**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**  
**Inspection Information**

Checklist Reference Number	140904
Date	4 September 2014 (Thursday)
Time	14:30 - 15:30

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	• Follow-up on previous site audit session (Ref. No. 140828), no major environmental deficiency was identified.	

	Name	Signature	Date
Recorded by	KC Chung		4 September 2014
Checked by	Dr. Priscilla Choy		4 September 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

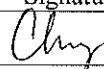

**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	140911
Date	11 September 2014 (Thursday)
Time	14:00 - 14:30

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	<ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 140904), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		11 September 2014
Checked by	Dr. Priscilla Choy		11 September 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**



**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	140917
Date	17 September 2014 (Wednesday)
Time	14:30 - 15:15

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	• Follow-up on previous site audit session (Ref. No. 140911), no major environmental deficiency was identified.	

	Name	Signature	Date
Recorded by	KC Chung		17 September 2014
Checked by	Dr. Priscilla Choy		17 September 2014



**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary  
Inspection Information**

Checklist Reference Number	140925
Date	25 September 2014 (Thursday)
Time	15:00 - 15:30

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	• Follow-up on previous site audit session (Ref. No. 140917), no major environmental deficiency was identified.	

	Name	Signature	Date
Recorded by	KC Chung		25 September 2014
Checked by	Dr. Priscilla Choy		25 September 2014

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**



**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	140930
Date	30 September 2014 (Tuesday)
Time	14:30 - 15:15

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	<ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 140925), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		30 September 2014
Checked by	Dr. Priscilla Choy		30 September 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**



**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141009
Date	9 October 2014 (Thursday)
Time	14:30 - 15:15

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	<ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 140930), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		9 October 2014
Checked by	Dr. Priscilla Choy		9 October 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**



**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141016
Date	16 October 2014 (Thursday)
Time	14:30 - 15:00

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	• Follow-up on previous site audit session (Ref. No. 141009), no major environmental deficiency was identified.	

	Name	Signature	Date
Recorded by	KC Chung		16 October 2014
Checked by	Dr. Priscilla Choy		16 October 2014



Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**



**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141024
Date	24 October 2014 (Friday)
Time	14:30 - 15:30

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	<ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 141016), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		24 October 2014
Checked by	Dr. Priscilla Choy		24 October 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

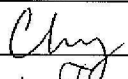
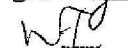
**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141031
Date	31 October 2014 (Friday)
Time	14:30 - 15:15

Ref. No.	Non-Compliance	Related Item No.
	None identified	-
Ref. No.	Remarks/Observations	Related Item No.
	<b>A. Water Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>B. Air Quality</b>	
	No environmental deficiency was identified during site inspection.	
	<b>C. Noise</b>	
	No environmental deficiency was identified during site inspection.	
	<b>D. Waste/Chemical Management</b>	
	No environmental deficiency was identified during site inspection.	
	<b>E. Cultural Heritage Measures</b>	
	No environmental deficiency was identified during site inspection.	
	<b>F. Permits/Licences</b>	
	No environmental deficiency was identified during site inspection.	
	<b>G. Others</b>	
	<ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 141024), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		31 October 2014
Checked by	Dr. Priscilla Choy		31 October 2014

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

**Dredging at Cruise Terminal Stage 2**



**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141106
Date	6 November 2014 (Thursday)
Time	14:00 - 14:30

Ref. No.	Non-Compliance	Related Item No.
-	None identified	-

Ref. No.	Remarks/Observations	Related Item No.
	<p><b>A. Water Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>B. Air Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>C. Noise</b> No environmental deficiency was identified during site inspection.</p> <p><b>D. Waste/Chemical Management</b> No environmental deficiency was identified during site inspection.</p> <p><b>E. Cultural Heritage Measures</b> No environmental deficiency was identified during site inspection.</p> <p><b>F. Permits/Licences</b> No environmental deficiency was identified during site inspection.</p> <p><b>G. Others</b></p> <ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 141031), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		6 November 2014
Checked by	Dr. Priscilla Choy		6 November 2014

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

**Dredging at Cruise Terminal Stage 2**



**Weekly Site Inspection Record Summary**

**Inspection Information**

Checklist Reference Number	141113
Date	13 November 2014 (Thursday)
Time	14:30 - 15:00

Ref. No.	Non-Compliance	Related Item No.
-	None identified	-

Ref. No.	Remarks/Observations	Related Item No.
	<p><b>A. Water Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>B. Air Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>C. Noise</b> No environmental deficiency was identified during site inspection.</p> <p><b>D. Waste/Chemical Management</b> No environmental deficiency was identified during site inspection.</p> <p><b>E. Cultural Heritage Measures</b> No environmental deficiency was identified during site inspection.</p> <p><b>F. Permits/Licences</b> No environmental deficiency was identified during site inspection.</p> <p><b>G. Others</b></p> <ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 141106), no major environmental deficiency was identified.</li> </ul>	



	Name	Signature	Date
Recorded by	KC Chung		13 November 2014
Checked by	Dr. Priscilla Choy		13 November 2014

**Weekly Site Inspection Record Summary**  
**Inspection Information**

Checklist Reference Number	141121
Date	21 November 2014 (Friday)
Time	14:30 - 15:00

Ref. No.	Non-Compliance	Related Item No.
-	None identified	-

Ref. No.	Remarks/Observations	Related Item No.
	<p><b>A. Water Quality</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>B. Air Quality</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>C. Noise</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>D. Waste/Chemical Management</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>E. Cultural Heritage Measures</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>F. Permits/Licences</b>                      No environmental deficiency was identified during site inspection.</p> <p><b>G. Others</b></p> <ul style="list-style-type: none"> <li>Follow-up on previous site audit session (Ref. No. 141113), no major environmental deficiency was identified.</li> </ul>	

	Name	Signature	Date
Recorded by	KC Chung		21 November 2014
Checked by	Dr. Priscilla Choy		21 November 2014

Contract No. CV/2013/02

**CEDD Maintenance Contract for Seawalls and Navigation Channels (2013-2016)**

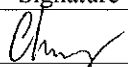

**Dredging at Cruise Terminal Stage 2**

**Weekly Site Inspection Record Summary  
Inspection Information**

Checklist Reference Number	141127
Date	27 November 2014 (Thursday)
Time	14:30 - 15:30

Ref. No.	Non-Compliance	Related Item No.
-	None identified	-

Ref. No.	Remarks/Observations	Related Item No.
	<p><b>A. Water Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>B. Air Quality</b> No environmental deficiency was identified during site inspection.</p> <p><b>C. Noise</b> No environmental deficiency was identified during site inspection.</p> <p><b>D. Waste/Chemical Management</b> No environmental deficiency was identified during site inspection.</p> <p><b>E. Cultural Heritage Measures</b> No environmental deficiency was identified during site inspection.</p> <p><b>F. Permits/Licences</b> No environmental deficiency was identified during site inspection.</p> <p><b>G. Others</b> • Follow-up on previous site audit session (Ref. No. 141121), no major environmental deficiency was identified.</p>	

	Name	Signature	Date
Recorded by	KC Chung		27 November 2014
Checked by	Dr. Priscilla Choy		27 November 2014

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**APPENDIX E**  
**SUMMARY OF EXCEEDANCE**

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## Appendix E - Exceedance Report

### Exceedance Report for Water Quality

Environmental Monitoring	Parameter	No. of Exceedance		No. of Exceedance related to the Dredging Activities of this Project	
		Action Level	Limit Level	Action Level	Limit Level
Water Quality	Turbidity	0	0	0	0
	Suspended Solids (SS)	0	0	0	0



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**APPENDIX F  
COMPLAINT LOG**

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**Appendix F - Complaint Log**

<b>Log Ref.</b>	<b>Location</b>	<b>Received Date</b>	<b>Details of Complaint</b>	<b>Investigation/ Mitigation Action</b>	<b>Status</b>
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