

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 220 ver1

Date of Notification: 18 December 2015

Works Inspected: 1-hr TSP monitoring was undertaken on 10 Dec 2015

Monitoring Location: AMS5 – Ma Wan Chung Village

Parameter: 1-hour TSP monitoring

Action & Limit Level (AL & LL) / Measured Level:

PARAMETER	STATION	AL ($\mu\text{g}/\text{m}^3$)	LL ($\mu\text{g}/\text{m}^3$)	MEASURED LEVEL, $\mu\text{g}/\text{m}^3$
1-hr TSP (09:32 – 10:32 hours)	Ma Wan Chung Village (AMS5)	352	500	209
1-hr TSP (10:32 – 11:32 hours)	Ma Wan Chung Village (AMS5)	352	500	323
1-hr TSP (11:32 – 12:32 hours)	Ma Wan Chung Village (AMS5)	352	500	<i>390</i>

Notes: ***Bold Italic*** means AL exceedance
Bold Italic with underline means LL exceedance

Possible reason for Action or Limit Level Non-compliance:

An Action Level exceedance of 1-hr TSP level was recorded for monitoring period from 11:32 – 12:32 hours at AMS5, Ma Wan Chung Village, on 10 Dec 2015. No Action/Limit Level exceedances of 1-hr TSP level were recorded for the monitoring period from 09:32 to 10:32 hours and from 10:32 to 11:32 hours at AMS5 in the same monitoring day.

According to the information provided by the Contractor, the following construction activities were undertaken during the sampling period:

Zone 1

- Removal of Surcharge
- Box Culvert Construction

Zone 2

- Seawall Construction
- Box Culvert Construction
- Removal of Surcharge

Zone 3A

- Seawall Construction
- Transportation of fill material

The Contractor confirmed that water spraying had been provided for fill materials to maintain the entire surface in a damp condition before loading and unloading and haul roads were sprayed with water by water trucks regularly. The fill material in dump trucks were covered to avoid generating dust. During the site visit undertaken on 10 December 2015, no fugitive dust emission was observed by ET at the construction site near monitoring station AMS5.

The measured 1-hour TSP level at AMS5 on 15 and 21 December 2015 were below the Action and Limit Levels.

Actions taken/ to be taken:

It was noted that the Contractor had implemented dust control measures throughout the construction phase. No fugitive dust emission was observed by ET on 10 December 2015 at construction site near monitoring station AMS5 and no exceedances were recorded in subsequent 1-hr TSP monitoring. Therefore, no immediate actions are required. However, the Contractor is reminded to continuously implement the dust control measures throughout the construction phase.

Reviewed by : Claudine Lee Title : ET Leader


Date : 11 January 2016

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO



Hong Kong International Airport
香港國際機場

Chek Lap Kok Ferry Pier
赤鱗角碼頭

Zone 1
區域 1

Zone 2
區域 2

Zone 3A
區域 3A

Zone 3B
區域 3B

Zone 3C
區域 3C

Scenic Hill
觀景山

Tung Chung Pier
東涌碼頭

AMS5

Tung Chung New Town
東涌新市鎮



環境保護署

噪音管制監督

Environmental Protection Department Noise Control Authority

圖例 Legend



Zone 1
區域 1



Zone 2
區域 2



Zone 3A
區域 3A



Zone 3B
區域 3B



Zone 3C
區域 3C

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 221 ver1

Date of Notification: 18 December 2015

Works Inspected: 1-hr TSP monitoring was undertaken on 10 Dec 2015

Monitoring Location: AMS6 – Dragon Air Building

Parameter: 1-hour TSP monitoring

Action & Limit Level (AL & LL) / Measured Level:

PARAMETER	STATION	AL ($\mu\text{g}/\text{m}^3$)	LL ($\mu\text{g}/\text{m}^3$)	MEASURED LEVEL, $\mu\text{g}/\text{m}^3$
1-hr TSP (13:01 – 14:01 hours)	Dragon Air Building (AMS6)	360	500	330
1-hr TSP (14:01 – 15:01 hours)	Dragon Air Building (AMS6)	360	500	<i>375</i>
1-hr TSP (15:01 – 16:01 hours)	Dragon Air Building (AMS6)	360	500	<i>385</i>

Notes: ***Bold Italic*** means AL exceedance
Bold Italic with underline means LL exceedance

Possible reason for Action or Limit Level Non-compliance:

Two Action Level exceedances of 1-hr TSP level were recorded for the monitoring period from 14:01 – 15:01 hours and from 15:01 – 16:01 hours at AMS6, Dragon Air Building, on 10 Dec 2015. No Action/Limit Level exceedances of 1-hr TSP level were recorded for the monitoring period from 13:01 to 14:01 hours at AMS6 in the same monitoring day.

According to the information provided by the Contractor, the following construction activities were undertaken during the sampling period:

Zone 1

- Removal of Surcharge
- Box Culvert Construction

Zone 2

- Seawall Construction
- Box Culvert Construction
- Removal of Surcharge

Zone 3A

- Seawall Construction
- Transportation of fill material

The Contractor confirmed that water spraying had been provided for fill materials to maintain the entire surface in a damp condition before loading and unloading and haul roads were sprayed with water by water trucks regularly. The fill material in dump trucks were covered to avoid generating dust. During the site visit undertaken on 10 December 2015, no fugitive dust emission was observed by ET at the construction site near monitoring station AMS6.

The measured 1-hour TSP level at AMS6 on 15 and 21 December 2015 were below the Action and Limit Levels.

Actions taken/ to be taken:

It was noted that the Contractor had implemented dust control measures throughout the construction phase. No fugitive dust emission was observed by ET on 10 December 2015 at construction site near monitoring station AMS6 and no exceedances were recorded in subsequent 1-hr TSP monitoring. Therefore, no immediate actions are required. However, the Contractor is reminded to continuously implement the dust control measures throughout the construction phase.

Reviewed by : Claudine Lee Title : ET Leader



Date : 11 January 2016

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO



Chek Lap Kok Ferry Pier
赤鱗角碼頭

Hong Kong International Airport
香港國際機場

AMS6

Zone 1
區域 1

Zone 2
區域 2

Zone 3A
區域 3A

Zone 3B
區域 3B

Zone 3C
區域 3C

Scenic Hill
觀景山

Tung Chung Pier
東涌碼頭

Tung Chung New Town
東涌新市鎮



環境保護署

噪音管制監督

Environmental Protection Department Noise Control Authority

圖例 Legend



Zone 1
區域 1



Zone 2
區域 2



Zone 3A
區域 3A



Zone 3B
區域 3B



Zone 3C
區域 3C

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 222 ver1

Date of Notification: 22 January 2016

Works Inspected: 1-hr TSP monitoring was undertaken on 21 January 2016

Monitoring Location: AMS5 – Ma Wan Chung Village

Parameter: 1-hour TSP monitoring

Action & Limit Level (AL & LL) / Measured Level:

PARAMETER	STATION	AL ($\mu\text{g}/\text{m}^3$)	LL ($\mu\text{g}/\text{m}^3$)	MEASURED LEVEL, $\mu\text{g}/\text{m}^3$
1-hr TSP (13:40 – 14:40 hours)	Ma Wan Chung Village (AMS5)	352	500	333
1-hr TSP (14:40 – 15:40 hours)	Ma Wan Chung Village (AMS5)	352	500	445
1-hr TSP (15:40 – 16:40 hours)	Ma Wan Chung Village (AMS5)	352	500	441

Notes: ***Bold Italic*** means AL exceedance
Bold Italic with underline means LL exceedance

Possible reason for Action or Limit Level Non-compliance:

Two Action Level exceedances of 1-hr TSP level were recorded for monitoring period from 13:40 – 16:40 hours at AMS5, Ma Wan Chung Village, on 21 January 2016.

According to the information provided by the Contractor, the following construction activities were undertaken during the sampling period:

Zone 1

- Removal of Surcharge
- Box Culvert Construction

Zone 2

- Seawall Construction
- Box Culvert Construction
- Removal of Surcharge
- Sorting soil material

Zone 3A

- Filling work on surcharge
- Seawall Construction
- Transportation of fill material

The Contractor confirmed that water spraying had been provided for fill materials to maintain the entire surface in a damp condition before loading and unloading and haul roads were sprayed with water by water trucks regularly. The fill material in dump trucks were covered to avoid generating dust. During the site visit undertaken on 21 January 2016, no fugitive dust emission was observed by ET at the construction site near monitoring station AMS5. The weather condition during the monitoring period were foggy and rainy.

Actions taken/ to be taken:

It was noted that the Contractor had implemented dust control measures throughout the construction phase. No fugitive dust emission was observed by ET on 21 January 2016 at construction site near monitoring station AMS5. As such, the exceedances recorded at monitoring station AMS5 is unlikely to be related to the Contract. In this case, no immediate actions are required. However, the Contractor is reminded to continuously implement the dust control measures throughout the construction phase.

Reviewed by : Claudine Lee Title : ET Leader


Date : 15 February 2016

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO



Hong Kong International Airport
香港國際機場

Chek Lap Kok Ferry Pier
赤鱗角碼頭

Zone 1
區域 1

Zone 2
區域 2

Zone 3A
區域 3A

Zone 3B
區域 3B

Zone 3C
區域 3C

Scenic Hill
觀景山

Tung Chung Pier
東涌碼頭

AMS5

Tung Chung New Town
東涌新市鎮



環境保護署

噪音管制監督

Environmental Protection Department Noise Control Authority

圖例 Legend



Zone 1
區域 1



Zone 2
區域 2



Zone 3A
區域 3A



Zone 3B
區域 3B



Zone 3C
區域 3C

Date of Notification: 16 February 2016

Works Inspected: Data collected from water sampling works on 5 February 2016 and the results were issued on 11 February 2016

Monitoring Location: Water Quality Monitoring Stations

Parameter: ~~Dissolved Oxygen (DO)~~/ ~~Suspended Solids (SS)~~/ Turbidity (TURB)

Action & Limit Level (AL & LL) / Measured Level:

PARAM	STATION	DEPTH	AL (NTU)	LL (NTU)	MEASURED AT MID-EBB TIDE (NTU)	MEASURED AT MID-FLOOD TIDE (NTU)
TURB	IS8	DA	27.5 and 120% of upstream control station's turbidity at the same tide of the same day (i.e.	47.0 and 130% of upstream control station's turbidity at the same tide of the same day (i.e.	8.2	<u>74.2</u>
TURB	SR4	DA	CS2: 1.72 x 120% = 2.1 for mid ebb AND CS(Mf)5: 1.65 x 120% = 2.0 for mid flood)	CS2: 1.72 x 130% = 2.2 for mid ebb AND CS(Mf)5: 1.65 x 130% = 2.1 for mid flood)	9.5	<u>58.4</u>

Notes:
DA means depth average.
Bold Italic means AL exceedances.
Bold Italic with underline means LL exceedances.

Possible reason for Limit Level Non-compliance:

On 5 February 2016, Limit Level exceedances of turbidity were recorded at stations IS8 and SR4 during mid-flood tide. The exceedances have been investigated and are considered unlikely to be related to contract works due to the following reasons:

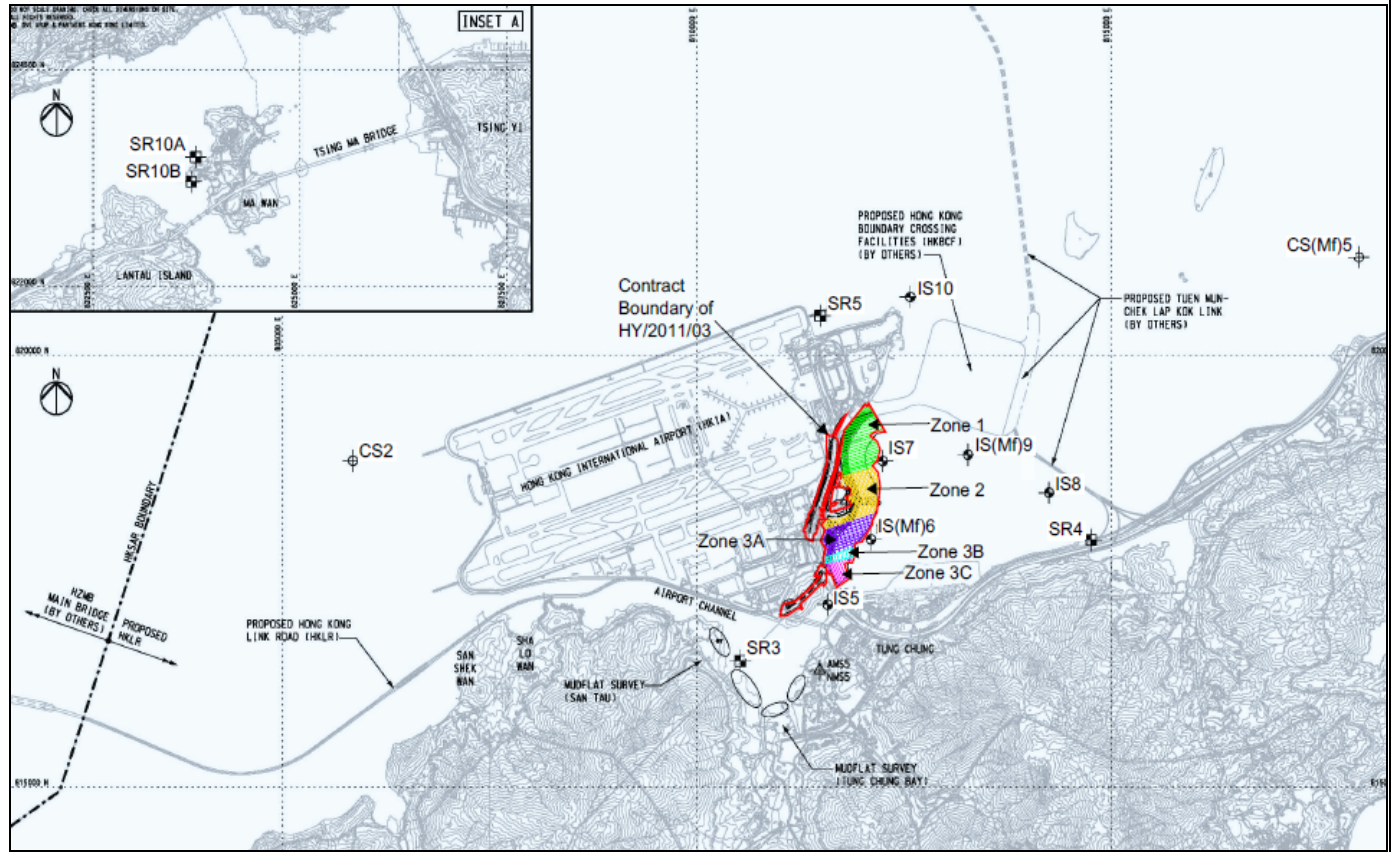
1. Box culvert construction works at Zones 1 and 2 and seawall construction works at Zones 2 and 3A were carried out within silt curtain as recommended in the EIA Report. According to the Contractor, the wastewater effluent generated from the contract works was treated before discharging into water bodies (e.g. storm water drains, coast and sea etc.) on 5 February 2016 in accordance with the discharge licence.
2. There were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. No marine works was conducted near monitoring stations IS8 and SR4 which are located outside the site boundary of HKLR03 Contract. Also, there was no marine transportation of fill materials/sediment on 5 February 2016 and no muddy plume observed at IS8 and SR4 during sampling exercise.
3. No leakage of turbid water or any abnormality or malpractice for all contract works was observed during the sampling exercise.

As such, the exceedances of turbidity levels are considered to be attributed to other external factors such as sea condition, rather than the contract works.

Actions taken/ to be taken:

As the turbidity levels recorded beyond the water quality criteria were not related to contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain shall be fully maintained throughout the construction works and construction works shall be carried out under stringent supervision to prevent any water quality impacts to the seawater.

Location Plan:



Reviewed by : Claudine Lee

Title : ET Leader

Date : 11 March 2016

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities**

Notifications of Environmental Quality Limits Exceedances Notification No.: 224 ver 3

Date of Notification: 18 February 2016

Works Inspected: Data collected from water sampling works on 5 February 2016 and the results were issued on 17 February 2016

Monitoring Location: Water Quality Monitoring Stations

Parameter: Dissolved Oxygen (DO)/Suspended Solid (SS)/ Turbidity (TURB)

Action & Limit Level (AL & LL) / Measured Level:

PARAM	STATION	DEPTH	AL (mg/L)	LL (mg/L)	MEASURED AT MID-EBB TIDE (mg/L)	MEASURED AT MID-FLOOD TIDE (mg/L)
SS	IS8	DA	23.5 and 120% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 3.5 x 120% = 4.2 for mid ebb AND CS(Mf)5: 3.33x 120% = 4.0 for mid flood)	34.4 and 130% of upstream control station's suspended solids at the same tide of the same day (i.e. CS2: 3.5 x 130% = 4.6 for mid ebb AND CS(Mf)5: 3.33 x 130% = 4.3 for mid flood)	5.1	25.3
SS	SR4	DA			5.2	<u>36.9</u>

Notes:
DA means depth average.
Bold Italic means AL exceedances.
Bold Italic with underline means LL exceedances.

Possible reason for Action and Limit Level Non-compliance:

On 5 February 2016, an Action Level exceedance of suspended solid was recorded at station IS8 and a Limit Level exceedance of suspended solid was recorded at station SR4 during mid-flood tide. The exceedances have been investigated and are considered unlikely to be related to contract works due to the following reasons:

- Box culvert construction works at Zones 1 and 2 and seawall construction works at Zones 2 and 3A were carried out within silt curtain as recommended in the EIA Report. According to the Contractor, the wastewater effluent generated from the contract works was treated before discharging into water bodies (e.g. storm water drains, coast and sea etc.) on 5 February 2016 in accordance with the discharge license.
- The range of suspended solid at stations IS8 and SR4 during the baseline monitoring is shown as below:

Station	Range of Suspended Solid (mg/L) Mid-Ebb Tide		Range of Suspended Solid (mg/L) Mid-Flood Tide	
IS8	5.5	to	25.5	5.8 to 31.3
SR4	5.3	to	20	5.6 to 24.5

The measured values at station IS8 was below the range of suspended solid for mid-flood tide during baseline monitoring. The measured values at station SR4 were above the range of suspended solid for mid-flood tide during baseline monitoring.

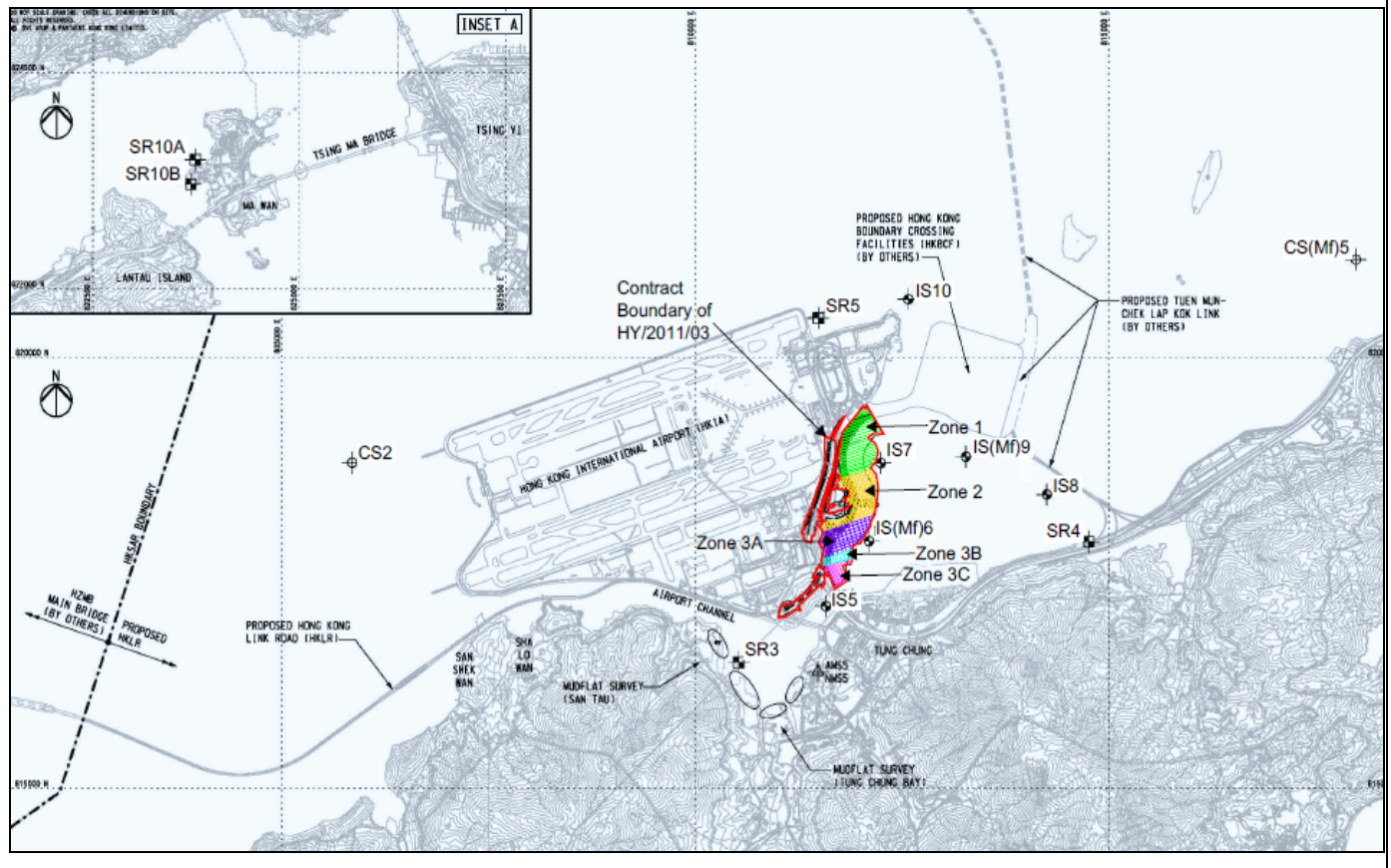
- However, there were no specific activities recorded during the monitoring period that would cause any significant impacts on the monitoring results. No marine works was conducted near monitoring stations IS8 and SR4 which are located outside the site boundary of HKLR03 Contract. Also, there was no marine transportation of fill materials/sediment on 5 February 2016 and no muddy plume observed at IS8 and SR4 during sampling exercise.
- No leakage of turbid water or any abnormality or malpractice for all contract works was observed during the sampling exercise.

As such, the exceedances of suspended solid levels are considered to be attributed to other external factors such as sea condition, rather than the contract works.

Actions taken/ to be taken:


As the suspended solid levels recorded beyond the water quality criteria were not related to contract works, no immediate actions are considered necessary. However, the Contractor is reminded to ensure that the silt curtain shall be fully maintained throughout the construction works and construction works shall be carried out under stringent supervision to prevent any water quality impacts to the seawater.

Location Plan:



Reviewed by : Claudine Lee

Title : ET Leader



Date : 11 March 2016

Copied to : Supervising Officer, IEC, EPD, Contractor, ENPO

**Contract No. HY/2011/03 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Link Road Section between Scenic Hill and Hong Kong Boundary Crossing Facilities
Notifications of Environmental Quality Limits Exceedances** Notification No.: 225 ver 1

Date of Notification: 4 March 2016

Works Inspected: Not Applicable

Monitoring Location: NEL & NWL

Parameter: Ecology (Chinese White Dolphin Monitoring)

Action & Limit Levels		Monitoring Results
	North Lantau Social Cluster	The quarter of December 2015 – February 2016
	Action Level (AL) Limit Level (LL)	
Northeast Lantau (NEL)	STG < 4.2 & ANI < 15.4	<u>STG = 0; ANI = 0</u>
Northwest Lantau (NWL)	STG < 6.9 & ANI < 31.3	<u>STG = 2.64; ANI = 10.98</u>

Notes:

1. STG means quarterly encounter rate of number of dolphin sightings.
2. ANI means quarterly encounter rate of total number of dolphins.
3. For North Lantau Social Cluster, AL will be triggered if either NEL or NWL falls below the criteria; LL will be triggered if both NEL and NWL fall below the criteria.
4. ***Bold Italic*** means AL exceedances.
5. ***Bold Italic with underline*** means LL exceedances

Possible reason for Limit Level Non-compliance:

There was one Limit Level exceedances of dolphin monitoring for the quarterly monitoring data (between December 2015 – February 2016). According to the contractor's information, the marine activities undertaken for HKLR03 during the quarter of December 2015 to February 2016 included reclamation, construction of surcharge, removal of surcharge materials, construction of seawall, temporary drainage diversion, ground investigation and maintenance of silt curtain.

There is no evidence showing the current LL non-compliance directly related to the construction works of HKLR03 (where the amounts of working vessels for HKLR03 have been decreasing), although the generally increased amount of vessel traffic in NEL during the impact phase has been partly contributed by HKLR03 works since October 2012. It should also be noted that reclamation work under HKLR03 (adjoining the Airport Island) situates in waters which has rarely been used by dolphins in the past, and the working vessels under HKLR03 have been travelling from source to destination in accordance with the Marine Travel Route to minimize impacts on Chinese White Dolphin (CWD). In addition, the contractor will implement proactive mitigation measures such as avoiding anchoring at Marine Department's designated anchorage site – Sham Shui Kok Anchorage (near Brothers Island) as far as practicable.

According to Monitoring of Chinese White Dolphins in Southwest Lantau Waters – Fourth Quarterly Report (December 2015 to February 2016) which is available on ENPO's website, with their primary ranges centered in North and West Lantau waters, some individuals showed apparent range shifts or extensions to Southwest Lantau waters in 2015-16. For example, three individual dolphins (NL120, WL46 and WL221) indicated obvious shifts in their range use from NWL to West Lantau (WL) and Southwest Lantau (SWL) waters. Moreover, many individuals (e.g. NL212, NL260, WL200, SL55, WL232, WL237 and WL265) have extended their ranges from WL waters to SWL waters. It remains to be seen whether some of these individuals have permanently shifted their ranges away from their primary ranges in North Lantau, or begin to spend more times in SWL waters as part of their ranges.

ENPO updated that the Hong Kong-Zhuhai-Macao Bridge Authority (HZMBA) for the Mainland section of Hong Kong-Zhuhai-Macao Bridge (HZMB) has commenced an interim survey on fisheries resources and CWD in the Mainland waters. ENPO presented the preliminary findings of the HZMBA interim survey on CWD sighting and photo-identification works which provide solid evidence that some CWD that were previously more often sighted in HK waters have expanded their ranges into the Mainland waters, and some with reduced usage in HK waters. These preliminary data were mentioned in Monitoring of Chinese White Dolphins in Southwest Lantau Waters – Fourth Quarterly Report (December 2015 to February 2016) which is available on ENPO's website.

Actions taken/ to be taken:

Inform the IEC, ENPO, ER/SOR and Contractor

The ETL informed IEC, ENPO, SOR and Contractor via email on 4 March 2016.

Repeat statistical data analysis to confirm findings and check monitoring data:

A two-way ANOVA with repeated measures and unequal sample size was conducted to examine whether there were any significant differences in the average encounter rates between the baseline and impact monitoring periods. The two variables that were examined included the two periods (baseline and impact phases) and two locations (NEL and NWL).

For the comparison between the baseline period and the present quarter (13th quarter of the impact phase being assessed), the p-value for the differences in average dolphin encounter rates of STG and ANI were 0.0043 and 0.0275 respectively. If the alpha value is set at 0.05, significant differences were detected between the baseline and present quarters in both the average

dolphin encounter rates of STG and ANI.

For the comparison between the baseline period and the cumulative quarters in impact phase (i.e. first thirteen quarters of the impact phase being assessed), the p-value for the differences in average dolphin encounter rates of STG and ANI were 0.00004 and 0.00001 respectively. Even if the alpha value is set at 0.00005, significant differences were detected in both the average dolphin encounter rates of STG and ANI (i.e. between the two periods and the locations).

Review all available and relevant data, including raw data and statistical analysis results of other parameters covered in the EM&A, to ascertain if differences are as a result of natural variation or previously observed seasonal differences:

The AFCD monitoring data during December 2015 to February 2016 has been reviewed by the dolphin specialist. During the same quarter, no dolphin was sighted from 144.19 km of survey effort on primary lines in NEL, while three groups of eight dolphins were sighted from 121.56 km of survey effort on primary lines in NWL. This review has confirmed that the low occurrence of dolphins reported by the HKLR03 monitoring surveys in winter 2015-16 in NEL and NWL survey area is accurate.

Recommendations/ mitigation measures/ actions if necessary:

Review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary:

All dolphin protective measures are fully and properly implemented in accordance with the EM&A Manual. According to the Marine Travel Route Plan, the travelling speed of vessels must not exceed 5 knots when crossing the edge of the proposed marine park. The Contractor will continue to provide training for skippers to ensure that their working vessels travel from source to destination to minimize impacts on Chinese White Dolphin and avoid anchoring at Marine Department's designated anchorage site - Sham Shui Kok Anchorage (near Brothers Island) as far as practicable. Also, it is recommended to complete the marine works of the Contract as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

A meeting was held on 20 April 2016 with attendance of representative of Highways Department (HyD), ENPO, Resident Site Staff (RSS), Environmental Team (ET) and dolphin specialist for Contract Nos. HY/2010/02, HY/2011/03, HY/2012/07, HY/2012/08. Also, main Contractor for Contract Nos. HY/2012/08 attended the meeting. The discussion/recommendation as recorded in the minutes of the meeting, which might be relevant to HKLR03 Contract are summarized below.

It was concluded that the HZMB works is one of the contributing factors affecting the dolphins. It was also concluded the contribution of impacts due to the HZMB works as a whole (or individual marine contracts) cannot be quantified nor separate from the other stress factors.

The dolphin specialists of the projects confirmed that the CWD sighting around the North of Sha Chau and Lung Kwu Chau Marine Park (SCLKCMP) has significantly decreased, and it was apparently related to the re-routing of high speed ferry (HSF) from Skypier.

It was reminded that the ETs shall keep reviewing the implementation status of the dolphin related mitigation measures and remind the contractor to ensure the relevant measures were fully implemented.

It was recommended that the marine works of HZMB projects should be completed as soon as possible so as to reduce the overall duration of impacts and allow the dolphins population to recover as early as possible.

It was also recommended that the marine works footprint (e.g., reduce the size of peripheral silt curtain) and vessels for the marine works should be reduced as much as possible, and vessels idling / mooring in other part of the North Lantau shall be avoided whenever possible.

It was suggested that the protection measures (e.g., speed limit control) for the proposed Brothers Marine Park (BMP) shall be brought forward as soon as possible before its establishment so as to provide a better habitat for dolphin recovery. It was noted that under the Regular Marine Travel Route Plan, the contractors have committed to reduce the vessel speed in BMP. HyD updated that the draft map of the proposed BMP was gazetted in February 2016. The ETs were reminded to update the BMP boundary in the Regular Marine Travel Route Plan.

There was a discussion on exploring possible further mitigation measures, for example, controlling the underwater noise. It was noted that the EIA reports for the projects suggested several mitigation measures, all of which have been implemented.

Reviewed by : Claudine Lee Title : ET Leader



Date : 21 July 2016

Copied to : Supervising Officer, ENPO, IEC, EPD, Contractor

Summary of Notifications of Summons and Prosecutions

Total No. of Notifications of Summons / Prosecutions Received	No. of Notifications of Summons / Prosecutions Received during Reporting Period	Status of Notifications of Summons / Prosecutions
0	0	N/A