中國港灣工程有限責任公司
香港代表： 振華工程有限公司
CHINA HARBOUR ENGINEERING COMPANY LIMITED
HONG KONG REPRESENTATIVE: ZHEN HUA ENGINEERING CO., LTD.

Date : 21 November 2018
Our Ref. : CHEC300/OUT/2018/11/04.05/044217

By Hand

AECOM Asia Company Limited
8/F Grand Central Plaza
Tower 2, 138 Shatin Rural Committee Road
Shatin, Hong Kong

Attn: Mr. Jason Yu
The Engineer's Representative

Dear Sir,

Contract No. HY/2013/03
Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities
EP Condition 5.4 – Quarterly EM&A Report (December 2017 – February 2018)

Pursuant to the Condition 5.4 of the EP-353/2009/K, we are pleased to submit one soft copy and three copies of the certified Quarterly EM&A Report (Rev.1) for December 2017 to February 2018 for your on-ward submission.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
China Harbour Engineering Co. Ltd.

Paul PUI
Site Agent

PP/MC/mt

Encl.

RAMBOLL

Ref.: HYDHZMBEEM00_0_6976L.18

9 November 2018

By Fax (3468 2076) and By Post

AECOM Asia Co. Ltd.
The PRE's Office
550 Cheung Tung Road, Tung Chung, Lantau
Hong Kong

Attention: Mr. W.S. Ng

Dear Sir,

Re: Agreement No. CE 48/2011 (EP)
Environmental Project Office for the
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities, and Tuen Mun-Chek Lap Kok Link – Investigation

Contract No. HY/2013/03 – HZMB HKBCF – Vehicle Clearance Plazas and Ancillary Buildings and Facilities
Quarterly EM&A Report No.10 for December 2017 to February 2018

Reference is made to the Environmental Team's submission of Quarterly Environmental Monitoring & Audit Report No.10 for December 2017 to February 2018 certified by the ET Leader (ET's ref.: "MCL/ED/0533/2018/C" dated 7 November 2018) and provided to us via e-mail on 7 November 2018.

We are pleased to inform you that we have no adverse comment on the captioned report. We write to verify the captioned submission in accordance with Section 16.4.1 of the Updated EM&A Manual (2011).

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Raymond Dai
Independent Environmental Checker

c.c.	HyD	Mr. Tony Pang	(By Fax: 3188 6614)
	HyD	Mr. Ken Woo	(By Fax: 3188 6614)
	MCL	Mr. Arthur Cheng	(By Fax: 2450 8032)
	CHEC	Mr. Johnason Ko	(By Fax: 2597 3368)

Internal: DY, YH, DF, HW, ENPO Site

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wanchai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.Ramboll.com

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong
Tel : +852 2450 8238
Fax : +852 2450 8032
E-mail : mcl@fugro.com
Website : www.fugro.com

Date 07 November 2018
Our Ref. MCL/ED/0533/2018/C

Ramboll Hong Kong Limited
(formerly Ramboll Environ Hong Kong Limited)
21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai
Hong Kong

BY HAND

Attn.: Mr. Raymond Dai, IEC

Dear Sir,

Quarterly EM&A Report for December 2017 to February 2018
Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities –
Vehicle Clearance Plazas and Ancillary Buildings and Facilities (Contract No. HY/2013/03)

Pursuant to Section 16.4 of the updated EM&A Manual for Hong Kong Boundary Crossing Facilities (Version 1.0) covering the captioned contract, we are pleased to submit the certified Quarterly EM&A Report for December 2017 to February 2018 for your verification.

Should you require further information, please do not hesitate to contact our Mr. Vincent Lu at 3565 4158 or the undersigned at 3565 4115.

Yours faithfully,
for and on behalf of
MATERIALAB CONSULTANTS LIMITED

Arthur Cheng
Environmental Team Leader

AC/vl

Encl.

c.c. AECOM – Mr. P.K. Lee, Mr. W.S. Ng, Mr. Dominic Mow
RAMBOLL ENVIRON – Mr. Ray Yan, Mr. Harris Wong
CHEC – Mr. Marko Chan

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

QUARTERLY ENVIRONMENTAL MONITORING & AUDIT REPORT

December 2017 to February 2018

Client: China Harbour Engineering Co., Ltd.

Project: Contract No. HY/2013/03
Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities -
Vehicle Clearance Plazas and
Ancillary Buildings and Facilities

Report No.: 0165/15/ED/1045

Prepared by: Vincent Lu

Reviewed by: Bong Yu

Certified by:

Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

EXECUTIVE SUMMARY

This Quarterly Environmental Monitoring and Audit (EM&A) Report is prepared for Contract No. HY/2013/03 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities" (includes the construction works of Contract No. HY/2013/06 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Automatic Vehicle Clearance Support System" within Contract No. HY/2013/03 works area) (hereafter referred to as "the Contract") for the Highways Department of Hong Kong Special Administrative Region (HKSAR). The Contract was awarded to China Harbour Engineering Co. Limited (construction works of Contract No. HY/2013/06 was awarded to ATAL Technologies Limited within Contract No. HY/2013/03 works area) (hereafter referred to as "the Contractor") and MateriaLab Consultants Limited (MCL) was appointed as the Environmental Team (ET) by the Contractor.

Contract No. HY/2013/03 (includes the construction works of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) is part of the "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities" (HZMB HKBCF) Project which is a "Designated Project" under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and for which an EIA Report (Register No. AEIAR-145/2009) was prepared and approved. The current Environmental Permit (EP) for HKBCF, namely No. EP-353/2009/K, was issued on 11 April 2016. These documents are available through the EIA Ordinance Register. Commencement of Contract No. HY/2013/03 took place on 10 April 2015 while the construction works and the EM&A programme of Contract No. HY/2013/03 commenced on 29 August 2015 (commencement of Contract No. HY/2013/06 took place on 14 August 2015 while the construction works and the EM&A programme of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area commenced on 13 September 2016).

MateriaLab Consultants Limited (MCL) has been appointed by the Contractor to implement the Environmental Monitoring & Audit (EM&A) programme for the Contract in accordance with the Updated EM&A Manual for HKBCF (Version 1.0) and will be providing environmental team services for the Contract. This is the 10th Quarterly EM&A Report for the Contract which summaries findings of the EM&A works during the reporting period from 01 December 2017 to 28 February 2018 (includes the findings of the EM&A programme of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area during the reporting period from 01 December 2017 to 28 February 2018) (the "reporting period").

Environmental Monitoring and Audit Progress

The EM&A programme was undertaken in accordance with the Updated EM&A Manual for HKBCF (Version 1.0). It should be noted that the air quality and noise monitoring works for the Contract are covered by Contract No. HY/2013/01 "Hong Kong-Zhuhai-Macao Bridge HKBCF – Passenger Clearance Building" and Contract No. HY/2011/03 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road – Section between Scenic Hill and HKBCF". The ET of the Contract or another ET of the HZMB project is required to conduct impact air quality monitoring at AMS2, AMS3B, AMS6 and AMS7B (According to the revised Contract Specific EM&A Manual (Rev. 9), the monitoring results for AMS2 and AMS3B will be reported in the monthly EM&A Reports prepared for Contract Nos. HY/2013/03 start from February 2018. The implementation of environmental monitoring for air quality, noise, water quality and marine ecology (dolphin monitoring) have been conducting by the ET for Contract No. HY/2013/01 of which the air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 February 2018), noise monitoring at NMS2 and NMS3B, water quality monitoring at the locations shown in **Figure 3** and ecological monitoring as shown in **Figure 4** as part of EM&A programme if these monitoring stations are no

longer covered under Contract Nos. HY/2013/01 and HY/2011/03. However, this is subject to ENPO's final decision on which ET should carry out the monitoring work at these stations.

The dates of site inspection for Contract No. HY/2013/03 (includes Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) during the reporting period are listed below:

Environmental Site Inspection:

- 07, 15, 22 and 28 December 2017
- 04, 12, 19 and 25 January 2018
- 01, 09, 15 and 22 February 2018

Breaches of Action and Limit Levels

Summary of Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level at AMS6 is reported in the monthly EM&A report prepared by Contract No. HY/2011/03.

There was one Action and Limit Level exceedance of 24-hr TSP level recorded at station AMS3B by the Environmental Team of Contract No. HY/2013/01 on 23 December 2017. There were two Action and Limit Level exceedances of 24-hr TSP level recorded at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 on 17 January 2018. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03. There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded on other monitoring dates at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded at station AMS7 and AMS7B (the air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 February 2018) by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

There was no Action and Limit Level exceedance for noise recorded at station NMS2 and station NMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

There were Action and Limit Level exceedances of suspended solids recorded on nine days at the monitoring stations shown at **Table 2.2** by the Environmental Team of Contract No. HY/2013/01 during reporting period. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03. There was no Action and Limit Level exceedance recorded on other monitoring dates at the monitoring stations shown at **Table 2.2** by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

Ecological monitoring results at all transects are reported in the EM&A report prepared by Contract No. HY/2013/01.

Complaint Log

There were no complaints received in relation to the environmental impact during the reporting period.

Notifications of Summons and Successful Prosecutions

There were no notifications of summons or prosecutions received during this reporting period.

Reporting Changes

The implementation of environmental monitoring for air quality, noise, water quality and marine ecology (dolphin monitoring) have been conducting by the ET for Contract No. HY/2013/01 of which the water quality monitoring stations (SR3, SR10A and SR10B(N)) have been slightly re-located since 22 December 2017 as shown below:

WQM Station	Description	East	North
SR3	Sensitive receivers (San Tau SSSI)	810525	816456
SR3(N)	Sensitive receivers (San Tau SSSI)	810689	816591
SR10A	Sensitive receivers (Ma Wan FCZ) 1	823741	823495
SR10A(N)	Sensitive receivers (Ma Wan FCZ) 1	823644	823484
SR10B(N)	Sensitive receivers (Ma Wan FCZ) 2	823683	823187
SR10B(N2)	Sensitive receivers (Ma Wan FCZ) 2	823689	823159

According to the revised Contract Specific EM&A Manual (Rev. 9), the monitoring results for AMS2 and AMS3B will be reported in the monthly EM&A Reports prepared for Contract Nos. HY/2013/03 start from February 2018. The locations of AMS2 and AMS3B are shown as below:

Air Monitoring Station	Location
AMS2	Tung Chung Development Pier
AMS3B	Site Boundary of Site Office Area at Work Area WA2

The implementation of environmental monitoring for air quality, noise, water quality and marine ecology (dolphin monitoring) have been conducting by the ET for Contract No. HY/2013/01 of which the air quality monitoring stations (AMS7) have been re-located since 06 February 2018 as shown below:

Air Monitoring Station	Location
AMS7	Hong Kong SkyCity Marriott Hotel
AMS7B	3RS Site Offices

Remarks: AMS7B is the alternative AQM Station.

Figure for Current and Alternative AQM Stations:

1. INTRODUCTION

1.1 Basic Project Information

1.1.1 This Quarterly Environmental Monitoring and Audit (EM&A) Report is prepared for Contract No. HY/2013/03 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities" (includes the construction works of Contract No. HY/2013/06 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Automatic Vehicle Clearance Support System" within Contract No. HY/2013/03 works area) (hereafter referred to as "the Contract") for the Highways Department of Hong Kong Special Administrative Region (HKSAR). The Contract was awarded to China Harbour Engineering Co. Limited (construction works of Contract No. HY/2013/06 was awarded to ATAL Technologies Limited within Contract No. HY/2013/03 works area) (hereafter referred to as "the Contractor") and MateriaLab Consultants Limited (MCL) was appointed as the Environmental Team (ET) by the Contractor.

1.1.2 Contract No. HY/2013/03 (includes the construction works of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) is part of the "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities" (HZMB HKBCF) Project which is a "Designated Project" under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and for which an EIA Report (Register No. AEIAR-145/2009) was prepared and approved. The current Environmental Permit (EP) for HKBCF, namely No. EP-353/2009/K, was issued on 11 April 2016. These documents are available through the EIA Ordinance Register. Commencement of Contract No. HY/2013/03 took place on 10 April 2015 while the construction works and the EM&A programme of Contract No. HY/2013/03 commenced on 29 August 2015 (commencement of Contract No. HY/2013/06 took place on 14 August 2015 while the construction works and the EM&A programme of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area commenced on 13 September 2016). The works areas of the contract are shown in **Appendix A**.

1.1.3 This is the 10th Quarterly EM&A Report summarising the findings of EM&A activities conducted under Contract No. HY/2013/03 from 01 December 2017 to 28 February 2018 (from 01 December 2017 to 28 February 2018 for the construction works of Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) (the "reporting period") and is submitted to fulfil Condition 16.4 of the Updated EM&A Manual for HKBCF.

1.2 Project Organisation

1.2.1 The organisation chart and lines of communication with respect to the on-site environmental management structure together with the contact information of the key personnel are shown in **Appendix B**. The key personnel contact names and numbers are summarized in **Table 1.1** and **Table 1.2**.

Table 1.1 Contact Information of Key Personnel (for Contract No. HY/2013/03)

Party	Position	Contact Person	Telephone No.	Fax No.
Engineer or Engineer's Representative (AECOM Asia Co. Ltd.)	Chief Resident Engineer	Mr. W. S. Ng	3958 7400	3902 8800
Environmental Project Office / Independent Environmental Checker (Ramboll Hong Kong Limited)	Environmental Project Office Leader	Mr. Y. H. Hui	3547 2133	3465 2899
	Independent Environmental Checker (IEC)	Mr. Raymond Dai	3465 2888	3465 2899
	Environmental Site Supervisor	Mr. Ray Yan	5181 8165	3465 2899
Contractor (China Harbour Engineering Co. Ltd)	Site Agent	Mr. Paul Pui	9125 0700	2512 0427
	Environmental Officer	Mr. Marko Chan	9427 2879	2512 0427
Environmental Team (MateriaLab Consultants Limited)	Environmental Team Leader (ETL)	Mr. Arthur Cheng	3565 4115	2450 8032
24-hr Complaint Hotline	--	--	5236 7111	--

Table 1.2 Contact Information of Key Personnel (for Contract No. HY/2013/06 within Contract No. HY/2013/03 works area)

Party	Position	Contact Person	Telephone No.	Fax No.
Engineer or Engineer's Representative (AECOM Asia Co. Ltd.)	Chief Resident Engineer	Mr. W. S. Ng	3958 7400	3902 8800
Environmental Project Office / Independent Environmental Checker (Ramboll Hong Kong Limited)	Environmental Project Office Leader	Mr. Y. H. Hui	3547 2133	3465 2899
	Independent Environmental Checker (IEC)	Mr. Raymond Dai	3465 2888	3465 2899
	Environmental Site Supervisor	Mr. Ray Yan	5181 8165	3465 2899
Contractor (ATAL Technologies Limited)	Site Agent	Mr. Eric Yim	2565 3355	3162 5217
	Environmental Officer	Mr. W. Li	2565 3137	3162 5217
Environmental Team (MateriaLab Consultants Limited)	Environmental Team Leader (ETL)	Mr. Arthur Cheng	3565 4115	2450 8032
24-hr Complaint Hotline	--	--	6509 0375	--

1.3 Construction Programme

1.3.1 The construction programme for Contract No. HY/2013/03 (includes the construction works of HY/2013/06 within Contract No. HY/2013/03 works area) are provided in **Appendix C**.

1.4 Construction Works undertaken during the Reporting Period

1.4.1 A summary of the construction activities undertaken during this reporting period is shown below:

For Contract No. HY/2013/03

December 2017
1. Building at Portion A1, B, G, N, J, STP & Pumping Stations;
2. CUE Construction at Portion B, C & J;
3. Drainage & Sewerage Work, Water Main & Cable Duct at Portion B, H1, H2, J, P, G & A1;
4. Radiation Screen Wall at Portion B, E, P, N, M, C;
5. Sign Gantry Footing at Portion B;
6. Sewerage Pumping Station, High Mast Lighting Foundation & Box Culvert C at Portion G;
7. Bridge Works at A1 to A9;
8. Site Foundation Works at Portion K;
9. Cover Walkway at Portion H1 & H2;
10. Box Culvert B at Portion N;
11. Shuttle kiosk & Subway at Portion E.

January 2018
1. Building at Portion A1, B, G, N, J, STP & Pumping Stations;
2. CUE Construction at Portion B, C & J;
3. Drainage & Sewerage Work, Water Main & Cable Duct at Portion A1, B, H1, H2, J, P & G;
4. Fencing work at All site Area;
5. Sewerage Pumping Station at Portion A1 & G;
6. Slope Works at Portion K;
7. Cover Walkway at Portion B, C, J & K;
8. Box Culvert B at Portion N;
9. Shuttle kiosk & Subway at Portion E;
10. Road Work at All site area;
11. Landscape work at All site area.

February 2018
1. Building at Portion A1, B, G, N, J, STP & Pumping Stations;
2. CUE Construction at Portion B, C & J;
3. Drainage & Sewerage Work, Water Main & Cable Duct at Portion A1, B, H1, H2, J, P & G;
4. Fencing work at All site Area;
5. Sewerage Pumping Station at Portion A1 & G;
6. Slope Works at Portion K;
7. Cover Walkway at Portion B, C, J & K;
8. Box Culvert B at Portion N;
9. Shuttle kiosk & Subway at Portion E;
10. Road Work at All site area;
11. Landscape work at All site area.

For Contract No. HY/2013/06 within Contract No. HY/2013/03 works area

December 2017
1. Conduits & Wiring installation at Building 037, kiosk and CUE works area.

January 2018
1. CUE, Kiosk & Building 037.

February 2018
1. CUE, Kiosk & Building 037.

2. EM&A REQUIREMENTS

2.1 Summary of EM&A Requirements

2.1.1 The EM&A programme was undertaken in accordance with the Updated EM&A Manual for HKBCF (Version 1.0). It should be noted that the air quality and noise monitoring works for the Contract are covered by Contract No. HY/2013/01 "Hong Kong-Zhuhai-Macao-Bridge HKBCF – Passenger Clearance Building" and Contract No. HY/2011/03 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road – Section between Scenic Hill and HKBCF". The ET of the Contract or another ET of the HZMB project is required to conduct impact air quality monitoring at AMS2, AMS3B, AMS6 and AMS7B (According to the revised Contract Specific EM&A Manual (Rev. 9), the monitoring results for AMS2 and AMS3B will be reported in the monthly EM&A Reports prepared for Contract Nos. HY/2013/03 start from February 2018. The implementation of environmental monitoring for air quality, noise, water quality and marine ecology (dolphin monitoring) have been conducting by the ET for Contract No. HY/2013/01 of which the air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 February 2018), and noise monitoring at NMS2 and NMS3B, water quality monitoring at the locations shown in **Figure 3** and ecological monitoring as shown in **Figure 4** as part of EM&A programme if these monitoring stations are no longer covered under Contract Nos. HY/2013/01 and HY/2011/03. However, this is subject to ENPO's final decision on which ET should carry out the monitoring work at these stations.

The ET of the Contract or another ET of the HZMB project is required to conduct impact ecological monitoring at 24 transects as part of EM&A programme if these transects are no longer covered under Contract No. HY/2013/01. The impact ecological monitoring should adopt line-transect vessel survey method. The survey follows pre-set and fixed transect lines in the two areas defined by AFCD as: Northeast Lantau survey area and Northwest Lantau survey area. The co-ordinates for the transect lines and layout map are shown as in **Figure 4**.

2.1.2 A summary of air and noise monitoring locations are presented in **Table 2.1**. The location of air quality and noise monitoring stations are shown as in **Figure 1** and **Figure 2**, respectively.

Table 2.1 Air Quality and Noise Monitoring Locations

Environmental Monitoring	Identification No.	Location Description
Air Quality	AMS2(1) (4)	Tung Chung Development Pier
	AMS3B(1) (4)	Site Boundary of Site Office Area at Work Area WA2
	AMS6(1)	Dragonair/CNAC (Group) Building (A80)
	AMS7(1) (5)	Hong Kong SkyCity Marriott Hotel
	AMS7B(1) (5)	3RS Site Offices
Noise	NMS2(2)	Seaview Crescent
	NMS3B(2) (3)	Site Boundary of Site Office Area at WA2

Remarks:
(1) The ET of this Contract should conduct impact air quality monitoring at the AMS listed in the table as part of EM&A programme according to latest notification from ENPO when the monitoring station(s) is/are no longer covered by another ET of the HZMB project.
(2) The ET of this Contract should conduct impact noise monitoring at the NMS listed in the table as part of EM&A programme according to the latest notification from ENPO when the monitoring station(s) is/are no longer covered by another ET of the HZMB project.
(3) The Action and Limit Levels for schools will be applied for this alternative monitoring location.
(4) According to the revised Contract Specific EM&A Manual (Rev. 9), the monitoring results for AMS2 and AMS3B will be reported in the monthly EM&A Reports prepared for Contract Nos. HY/2013/03 start from Feb 2018.
(5) Air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 Feb 2018

2.1.3 The water monitoring works for the Contract are covered by Contract No. HY/2013/01 "Hong Kong-Zhuhai-Macao-Bridge HKBCF – Passenger Clearance Building". The water quality monitoring station (SR3, SR10A and SR10B(N)) had been slightly re-located since 22 December 2017. A summary of water quality monitoring stations are presented in **Table 2.2**. The location of water quality monitoring stations are shown as in **Figure 3**.

Table 2.2 Water Quality Monitoring Stations

Station	Description	East	North
IS5	Impact Station (Close to HKBCF construction site)	811579	817106
IS(Mf)6	Impact Station (Close to HKBCF construction site)	812101	817873
IS7	Impact Station (Close to HKBCF construction site)	812244	818777
IS8	Impact Station (Close to HKBCF construction site)	814251	818412
IS(Mf)9	Impact Station (Close to HKBCF construction site)	813273	818850
IS10(N)	Impact Station (Close to HKBCF construction site)	812942	820881
IS(Mf)11	Impact Station (Close to HKBCF construction site)	813562	820716
IS(Mf)16	Impact Station (Close to HKBCF construction site)	814328	819497
IS17	Impact Station (Close to HKBCF construction site)	814539	820391
SR3	Sensitive receivers (San Tau SSSI)	810525	816456
SR3(N)	Sensitive receivers (San Tau SSSI)	810689	816591
SR4(N)	Sensitive receivers (Tai Ho)	814705	817859
SR5(N)	Control Station	812569	821475
SR6	Sensitive receivers (Sha Chau and Lung Kwu Chau Marine Park)	805837	821818
SR7	Sensitive receivers (Tai Mo Do)	814293	821431
SR10A	Sensitive receivers (Ma Wan FCZ) 1	823741	823495
SR10A(N) (1)	Sensitive receivers (Ma Wan FCZ) 1	823644	823484
SR10B(N)	Sensitive receivers (Ma Wan FCZ) 2	823683	823187
SR10B(N2) (1)	Sensitive receivers (Ma Wan FCZ) 2	823689	823159
CS(Mf)3(N)	Control Station	808814	822355
CS(Mf)5	Control Station	817990	821129
CS4	Control Station	810025	824004
CS6	Control Station	817028	823992
CSA(2)	Control Station	818103	823064

Note:
(1) Additional monitoring station for Ma Wan FCZ
(2) Additional control monitoring station for Ma Wan FCZ

Remarks:
The ET of the Contract should conduct impact water quality monitoring at the WQMs listed in the table as part of EM&A programme according to latest notification from ENPO if water quality monitoring is no longer covered by another ET of the HZMB project. The ET of the Contract shall communicate and share the monitoring data to the ET(s) of the other contracts if the water quality monitoring station(s) is/are as part of EM&A programme. SR3(N), SR10A(N) and SR10B(N2) are alternative WQM Stations.

2.2 Monitoring Requirements

2.2.1 The monitoring requirements, monitoring equipment, monitoring parameters, frequency and duration, monitoring methodology, monitoring schedule, meteorological information are detailed in the monthly EM&A Reports prepared by Contract No. HY/2013/01.

2.3 Action and Limit Levels

2.3.1 The Action and Limit Levels for 1-hr TSP and 24-hr TSP are provided in **Table 2.3** and **Table 2.4** respectively.

Table 2.3 Action and Limit Levels for 1-hour TSP

Monitoring Station	Action Level (μg/m³)	Limit Level (μg/m³)
AMS2	374	500
AMS3B	368	
AMS6	360	
AMS7	370	
AMS7B	370	

Table 2.4 Action and Limit Levels for 24-hour TSP

Monitoring Station	Action Level (μg/m³)	Limit Level (μg/m³)
AMS2	176	260
AMS3B	167	
AMS6	173	
AMS7	183	
AMS7B	183	

2.3.2 The Action and Limit Levels for construction noise are defined in **Table 2.5**.

Table 2.5 Action and Limit Level for Construction Noise

Monitoring Station	Action Level	Limit Level
For the Time Period 0700-1900 hrs. on Normal Weekdays		
NMS2	When one documented complaint is received	75.0 dB (A) Leq (30 min.)
NMS3B		70.0 dB (A) Leq (30 min.)*

Notes:
If works are to be carried out during restricted hours, the conditions stipulated in the construction noise permit issued by the Noise Control Authority have to be followed.
* Reduce to 70 dB(A) for schools and 65 dB(A) during school examination period.

2.3.3 The Action and Limit Levels for Water Quality are provided in **Table 2.6**.

Table 2.6 Action and Limit Levels for Water Quality

Parameters	Action	Limit
DO in mg/L (Surface, Middle & Bottom)	Surface and Middle 5.0 Bottom 4.7	Surface and Middle = 4.2 (except 5 mg/L for FCZ) Bottom = 3.6
SS in mg/L (depth-averaged) at all monitoring stations and control stations	23.5 and 120% of upstream control station's SS at the same tide of the same day*	34.4 and 130% of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes*
Turbidity in NTU (depth averaged)	27.5 and 120% of upstream control station's turbidity at the same tide of the same day*	47.0 and 130% of upstream control station's turbidity at the same tide of the same day*

* Remarks: Reference is made to EPD approval of adjustment of water quality assessment criteria issued and became effective on 18 February 2013.

Notes:
1. "depth-averaged" is calculated by taking the arithmetic means of reading of all three depths.
2. For DO, non-compliance of the water quality limits occurs when monitoring result is lower than the limits.
3. For turbidity, SS, non-compliance of the water quality limits occurs when monitoring result is higher than the limits.
4. All the figures given in the table are used for reference only and the EPD may amend the figures whenever it is considered as necessary.
5. The 1%-ile of baseline data for dissolved oxygen (surface and middle) and dissolved oxygen (bottom) are 4.2mg/L and 3.6mg/L respectively.

2.3.4 The Action and Limit Levels for Ecological Monitoring are provided in **Table 2.7** and **Table 2.8**.

Table 2.7 Action and Limit Levels for Ecological Monitoring - Approach to Define Action Level (AL) and Limit Level (LL)

	North Lantau Social Cluster	
	NEL	NWL
Action Level	(STG < 70% of baseline) & (ANI < 70% of baseline)	(STG < 70% of baseline) & (ANI < 70% of baseline)
Limit Level	[(STG < 40% of baseline) & (ANI < 40% of baseline)] AND [(STG < 40% of baseline) & (ANI < 40% of baseline)]	

For North Lantau Social Cluster, action level will be trigger if either NEL or NWL fall below the criteria; limit level will be triggered if both NEL and NWL fall below the criteria.

Table 2.8 Derived Value of Action Level (AL) and Limit Level (LL) for Ecological Monitoring

	North Lantau Social Cluster	
	NEL	NWL
Action Level	(STG < 4.2) & (ANI < 15.5)	(STG < 6.9) & (ANI < 31.3)
Limit Level	[(STG < 2.4) & (ANI <8.9)] AND [(STG < 3.9) & (ANI < 17.9)]	

The ET of this Contract should conduct impact ecological monitoring as part of EM&A programme according to latest notification from ENPO when the monitoring transect(s) is/are no longer covered by another ET of the HZMB project.

2.3.5 If exceedance(s) at these transect(s) is/are recorded by the ET of the Contract or referred by the other ET under the HZMB project to the Contract, the ET of the Contract will carry out an investigation and findings will be reported in the quarterly EM&A Report.

2.4 Event and Action Plans

2.4.1 The event and action plans are provided in **Appendix D**.

2.5 Mitigation Measures

2.5.1 Environmental mitigation measures for the contract were recommended in the approved EIA Report. **Appendix E** lists the recommended mitigation measures and the implementation status.

3. ENVIRONMENTAL MONITORING AND AUDIT

3.1 Air Quality Monitoring Results

3.1.1 The monitoring results for AMS6 are reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared for Contract Nos. HY/2011/03. The monitoring results for AMS2, AMS3B, AMS7 and AMS7B are reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared for Contract Nos. HY/2013/01.

3.1.2 Summary of Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level at AMS6 is reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared by Contract No. HY/2011/03.

3.1.3 There was one Action and Limit Level exceedance of 24-hr TSP level recorded at station AMS3B by the Environmental Team of Contract No. HY/2013/01 on 23 December 2017. There were two Action and Limit Level exceedances of 24-hr TSP level recorded at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 on 17 January 2018. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03. There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded on other monitoring dates at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

3.1.4 There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded at station AMS7 and AMS7B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

3.2 Noise Monitoring Results

3.2.1 The monitoring results for NMS2 and NMS3B are reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared for Contract No. HY/2013/01.

3.2.2 No noise exceedances were recorded at stations NMS2 and NMS3B by the ET of Contract No. HY/2013/01 during the reporting period.

3.3 Water Quality Monitoring Results

3.3.1 The monitoring results for the monitoring stations shown in **Table 2.2** were reported in the monthly EM&A Report (for December 2017, January 2018 and February 2018) prepared for Contract No. HY/2013/01. There were Action and Limit Level exceedances recorded at different WQM stations during mid-ebb and mid-flood tide on nine days. The summary of water quality exceedances is shown in **Table 3.1**. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03.

Table 3.1 Action and Limit Levels for Water Quality

Station	Exceedance Level	DO (S&M)		DO (Bottom)		Turbidity		SS	
		Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood
IS5	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
IS(Mf6)	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
IS7	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0

Station	Exceedance Level	DO (S&M)		DO (Bottom)		Turbidity		SS	
		Ebb	Flood	Ebb	Flood	Ebb	Flood	Ebb	Flood
IS8	Action	0	0	0	0	0	0	1 (13 Dec)	2 (06 Dec, 08 Dec)
	Limit	0	0	0	0	0	0	0	0
IS(Mf)9	Action	0	0	0	0	0	0	1 (11 Dec)	1 (06 Dec)
	Limit	0	0	0	0	0	0	0	0
IS10(N)	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
IS(Mf)11	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
IS(Mf)16	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
IS17	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
SR3	Action	0	0	0	0	0	0	0	0
	Limit	0	0	0	0	0	0	0	0
SR4(N)	Action	0	0	0	0	0	0	0	1 (08 Dec)
	Limit	0	0	0	0	0	0	0	0
SR5(N)	Action	0	0	0	0	0	0	0	1 (06 Dec)
	Limit	0	0	0	0	0	0	0	0
SR6	Action	0	0	0	0	0	0	4 (04 Dec, 08 Dec, 22 Dec, 31 Jan)	4 (06 Dec, 20 Dec, 22 Dec, 02 Feb)
	Limit	0	0	0	0	0	0	0	0
SR7	Action	0	0	0	0	0	0	0	2 (04 Dec, 02 Feb)
	Limit	0	0	0	0	0	0	0	0
SR10A	Action	0	0	0	0	0	0	0	1 (08 Dec)
	Limit	0	0	0	0	0	0	0	0
SR10B(N)	Action	0	0	0	0	0	0	0	1 (04 Dec)
	Limit	0	0	0	0	0	0	0	0

Note: S&M: Surface & Middle

3.4 Ecology Monitoring Results

3.4.1 The dolphin survey results for all transects were reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared by Contract No. HY/2013/01. There was no Action and Limit Level exceedance recorded by the Environmental Team of Contract No. HY/2013/01 during the reporting period (December 2017 to February 2018).

3.5 Implementation of Environmental Measures

3.5.1 In response to the site audit findings, the Contractor carried out corrective actions. Details of site audit findings and the corrective actions during the reporting period are presented in **Appendix F**.

3.5.2 A summary of the Implementation Schedule of Environmental Mitigation Measures (EMIS) is presented in **Appendix E**. All necessary mitigation measures at this stage of works were implemented properly.

3.5.3 Implementation status of Regular Marine Travel Route Plan (RMTRP) was checked by ET. In general, the Contractor has complied with the plan. Training of marine travel route for marine

vessels operator was given to relevant staff and relevant records were kept properly. Marine traffic records which indicated the number of trips data for pelican barge, hopper barge, tug boat, floating concrete batching plant and derrick lighter on the implementation of RMTRP from December 2017 to February 2018 were checked by ET. The marine traffic records and geographical plots of all the vessels tracks to demonstrate the conformance of the vessel to the proposed route in December 2017, January 2018 and February 2018 were provided by Contractor to ER, IEC/ENPO for checking within the month of January 2018, February 2018 and March 2018 respectively. The implementation of marine traffic follows the Regular Marine Travel Route Plan with respect to ET's checking on the marine traffic records for the reporting period.

3.5.4 With respect to condition 3.26A of EP-353/2009/K approved by EPD on 11 April 2016, the numbers and operating periods of floating grout production facilities and floating concrete batching plants on-site to review on the compliance to this EP condition were checked. Under Contract No. HY/2013/03, no floating concrete batching plant was operated on-site during the reporting period.

3.5.5 As silt curtain was installed since May 2017, Dolphin Watching Plan (DWP) should be implemented. The status of silt curtain was reviewed by ET and there was no change on the status of silt curtain during the reporting period. Implementation status of DWP was checked by ET. The records of dolphin watching training, regular inspection of the silt curtains and visual inspection of waters surrounded by the silt curtain in December 2017, January 2018 and February 2018 would be provided to ER, ETL, IEC/ENPO for checking within the month of January 2018, February 2018 and March 2018 respectively.

3.5.6 The landscape work of green roof for Contract No. HY/2013/03 was commenced on 07 November 2017. Detail commencement date of each building were shown in **Table 3.2**. The implementation of mitigation measures for landscape and visual resources recommended in the EIA Report were monitoring during the reporting period. Landscape and visual mitigation measures in accordance with the EP, EIA and EM&A Manual were implemented by the Contractor.

Table 3.2 Commencement date of green roof for each building

Building No. of Green Roof	Commencement dates of planting for roof greening
037	07 Nov 2017
043	20 Dec 2017
041	27 Dec 2017
026	22 Jan 2018
039	22 Jan 2018

3.6 Advice on the Solid and Liquid Waste Management Status

3.6.1 The Contractor of Contract No. HY/2013/03 registered as a chemical waste producer for the Contract. Sufficient numbers of receptacles were available for general refuse collection and sorting.

3.6.2 No extracted marine sediment was treated using cement solidification/stabilisation (Cement S/S) techniques under Contract No. HY/2013/03 during this reporting period. No marine sediment extracted from this Contract was disposed to the Marine Fill Committee (MFC) allocated disposal sites directly without treatment during this reporting period. As a practical mean, the disposal operation is managed by one contractor who is also responsible for

applying dumping permit and its subsequent extension applications from EPD. Contract No. HY/2013/03 has been assigned to coordinate and arrange for disposal of extracted marine sediment from all three Contracts (Contract Nos. HY/2013/02, HY/2013/03 and HY/2013/04).

3.6.3 The barge for disposal of marine sediment was morn at the temporary loading and unloading at the east shore of the HKBCF Island, which has been being used by reclamation contractor (Contract No. HY/2010/02) for reclamation activities. In terms of safety consideration and to avoid mixing of sediment between contracts, each dumping date was allocated to one Contract. The quantity of marine sediment disposed on each date was from one Contract.

3.6.4 During dumping, Contractor of Contract No. HY/2013/03 is responsible for transporting the marine sediment from the site area of Contract No. HY/2013/03 to the barge. The estimated quantity of marine sediment in each truck is confirmed by Resident Site Staff of Contract Nos. HY/2013/02, HY/2013/03 and HY/2013/04. The trip tickets for transportation and disposal of marine sediment are collected and checked. Contract No. HY/2013/03 as the dumping permit holder is responsible for reporting to EPD the quantity disposed of as the condition stipulated in the dumping permit. The disposal site allocated to this Project are the Mud Pit CMP Vd of the Confined Marine Sediment Disposal Facility to the East of Sha Chau (ESC).

3.6.5 No marine sediment extracted from bored piling from this Contract was disposed to allocated dumping site during this reporting period. As confirmed by RSS, all marine sediments extracted from HY/2013/02, HY/2013/03 and HY/2013/04 have been completed with the last batch disposal on 30 August 2017. The summary of marine sediment disposed during this reporting period is shown in the following table:

Table 3.3 Summary of Marine Sediment Disposed to Dumping Site

Month/Year	Quantity disposed (in'000m^3)			
	HY/2013/02	HY/2013/03	HY/2013/04	Total
Dec 2017	0.000	0.000	0.000	0.000
Jan 2018	0.000	0.000	0.000	0.000
Feb 2018	0.000	0.000	0.000	0.000
Total	0.000	0.000	0.000	0.000

3.6.6 The summary of waste flow table for Contract No. HY/2013/03 (includes Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) is detailed in **Appendix G**.

3.6.7 Contract No. HY/2013/03 has been assigned to arrange for delivery of surplus filling materials from Contract No. HY/2013/03 to other projects, including Tuen Mun - Chek Lap Kok Link (TM-CLKL) project of HZMB, the Airport Authority Hong Kong's Three Runway (3RS) Project, Wan Chai Development Phase II Project, Contract No. HY/2013/02 of HKBCF and Hong Kong Link Road (HKLR) project of HZMB. The estimated quantity of surplus filling materials is confirmed by Resident Site Staff of Contract No. HY/2013/03. The summary of surplus filling materials delivered to other projects up to the end of February 2018 is shown in **Table 3.4**.

Table 3.4 Summary of Surplus Filling Materials Delivered from Contract No. HY/2013/03 to other projects

Month/Year	Density (in tonnes/m³)	Quantity disposed (in '000m³)					
		To HY/2013/02	To TM-CLKL Project	To 3RS Project	To WDII Project	To HKLR Project	Total
May 2017	2.3	0	12.637	0	0	0	12.637
Jun 2017	2.63925	0	14.769	11.238	0	0	26.007
Jul 2017	1.9	0	4.406	34.875	10.048	0.760	50.089
Aug 2017	1.9	0.480	0	67.942	2.761	7.455	78.638
Sep 2017	1.9	5.544	0	62.770	0	4.648	72.962
Oct 2017	/	3.384	0	45.92809	0	0	49.31209
Nov 2017	/	5.412	0	5.507	0	0	10.919
Dec 2017	/	12.57173	0	0	0	0	12.57173
Jan 2018	/	10.228	0	0	0	0	10.228
Feb 2018	/	0	0	0	0	0	0
Total	/	37.61973	31.812	228.26009	12.809	12.863	323.36382

Remarks:
- The variation in density is due to different compositions of surplus filling materials
- There may be discrepancies in the total quantities with the quantities of inert C&D materials stated in Appendix G, due to rounding errors
- No density was given from October 2017 to February 2018 due to the direct volume figures as provided and confirmed by the RSS

3.6.8 Contractor of Contract No. HY/2013/03's site arrangement for disposal of bentonite slurry to Tseung Kwan O Area 137 Fill Bank was checked by ET and formal consent has been obtained from Tseung Kwan O Area 137 Fill Bank for receiving used bentonite slurry generated from Contract No. HY/2013/03.

3.7 Environmental Licences and Permits

3.7.1 The valid environmental licences and permits for Contract No. HY/2013/03 (includes Contract No. HY/2013/06 within Contract No. HY/2013/03 works area) during the reporting period are summarized in **Appendix H**. The Contractor of Contract No. HY/2013/06 was advised to register as a chemical waste producer when chemical waste is expected to generate for the foreseeable future from the operations (For Registration as Waste Producer Pursuant to Waste Disposal (Chemical Waste) (General) Regulation).

4. SUMMARY OF EXCEEDANCES, COMPLAINTS, NOTIFICATION OF SUMMONS AND SUCCESSFUL PROSECUTION

4.1 Summary of Exceedance of the Environmental Quality Performance Limit

4.1.1 Summary of Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level at AMS6 is reported in the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared by Contract No. HY/2011/03.

4.1.2 There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded at station AMS7 and AMS7B (the air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 February 2018) by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

4.1.3 There was one Action and Limit Level exceedance of 24-hr TSP level recorded at station AMS3B by the Environmental Team of Contract No. HY/2013/01 on 23 December 2017.

Regarding the exceedance on 23 December 2017, the mitigation measures according to Water Spraying Arrangement in November 2017 are implemented to avoid dust emission. The Contractor has provided the guideline to remind the site vehicles travel within speed limit of 8km/hr. For 24-hr TSP exceedance recorded at the station AMS3B, information available on EPD's Air Quality Health Index (AQHI) website shows that the hourly AQHI of Tung Chung station ranged 3 to 8 (Low to Very High) on 23 and 24 December 2017 during monitoring period. The AQHI data is available online at http://www.aqhi.gov.hk/epd/ddata/html/history/2017/201712_ChS.csv. According to the wind data at on-site wind station, no prevailing wind direction was found in the monitoring period. The Vehicle Clearance Plazas and Ancillary Buildings and Facilities site of HKBCF is far away from AMS3B (more than 1km). No potential dust source was observed near the monitoring station at AMS3B during the monitoring period. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused 24-hr TSP exceedance recorded at the station AMS3B on 23 December 2017.

4.1.4 There were two Action and Limit Level exceedances of 24-hr TSP level recorded at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 on 17 January 2018.

Regarding the exceedance on 17 January 2018 at AMS2 and AMS3B, the mitigation measures according to Water Spraying Arrangement in November 2017 are implemented to avoid dust emission. The Contractor has provided the guideline to remind the site vehicles travel within speed limit of 8km/hr. For 24-hr TSP exceedance recorded at the station AMS2 and AMS3B, information available on EPD's Air Quality Health Index (AQHI) website shows that the hourly AQHI of Tung Chung station ranged 3 to 10+ (Low to Very High) on 17 and 18 January 2018 during monitoring period. The AQHI data is available online at http://www.aqhi.gov.hk/epd/ddata/html/history/2018/201801_Eng.csv. According to the wind data at on-site wind station, no prevailing wind direction was found in the monitoring period. The Vehicle Clearance Plazas and Ancillary Buildings and Facilities site of HKBCF is far away from AMS2 and AMS3B (more than 1km). No potential dust source was observed near the monitoring station at AMS2 and AMS3B during the monitoring period. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused 24-hr TSP exceedance recorded at the station AMS2 and AMS3B on 17 January 2018.

4.1.5 There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded on other monitoring dates at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

4.1.6 There was no Action and Limit Level exceedance for noise recorded at station NMS2 and station NMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

4.1.7 There were Action and Limit Level exceedances recorded at different WQM stations during mid-ebb and mid-flood tide on nine days. The investigation reports (including the causes of exceedance, action taken and recommendation for mitigation) for Action or Limit Level Non-compliance were provided in **Appendix I**.

Regarding the exceedance on 04 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, SR7 and SR10B(N), the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 04 December 2017.

Regarding the exceedance on 06 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, IS(Mf)9, SR5(N) and SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 06 December 2017.

Regarding the exceedance on 08 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, SR4(N), SR6 and SR10A, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No.

HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 08 December 2017.

Regarding the exceedance on 11 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS(Mf)9, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 11 December 2017.

Regarding the exceedance on 13 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 13 December 2017.

Regarding the exceedance on 20 December 2017, there was marine transportation on the date of exceedance. Regarding marine transportation, the vessels was sized to make sure adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine delivery route of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the marine delivery route, such as IS(Mf)11. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 20 December 2017.

Regarding the exceedance on 22 December 2017, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to

separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 22 December 2017.

Regarding the exceedance on 31 January 2018, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 31 January 2018.

Regarding the exceedance on 02 February 2018, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6 and SR7, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 02 February 2018.

After investigation, it was concluded that the exceedances were not related to Contract No. HY/2013/03 due to the above reasons. There was no Action and Limit Level exceedance recorded on other monitoring dates at the monitoring stations shown as shown at **Table 2.2** by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

Although the exceedances were not relevant to Contract No. HY/2013/03, the Contractor was reminded to continue to fully maintain all water quality mitigation measures and ensure the silt curtain is fully maintained to prevent any water quality impact to seawater.

4.1.8 Ecological monitoring results at all transects are reported in the EM&A report (for the reporting period) prepared by Contract No. HY/2013/01.

4.2 Summary of Complaints, Notification of Summons and Successful Prosecution

4.2.1 There were no complaints received in relation to the environmental impact during the reporting period. The details of cumulative statistics of Environmental Complaints are provided in **Appendix J**.

4.2.2 No notification of summons or prosecutions was received during the reporting period.

4.2.3 Statistics on notifications of summons and successful prosecutions are summarized in **Appendix J**.

5. COMMENTS, RECOMMENDATIONS AND CONCLUSIONS

5.1 Comments

5.1.1 According to the environmental site inspections undertaken during the reporting period, the following recommendations were provided:

For Contract No. HY/2013/03

1. CHEC was reminded to provide drip tray for the chemical, oil drum and generator on site;
2. CHEC was reminded to increase watering for dust suppression at haul roads;
3. CHEC was reminded to remove food waste accumulated on site;
4. CHEC was reminded to provide a new and clear NRMM label for the excavator, generator, and the crane on site;
5. CHEC was reminded to remove the general waste and construction waste accumulated on site;
6. CHEC was reminded to provide proper cover for the unused cement stored on site;
7. CHEC was reminded to remove the stagnant water accumulated on site;
8. CHEC was reminded to move the chemical waste on site to chemical waste store; and
9. CHEC was reminded to improve the emission quality of the generator on site.

For Contract No. HY/2013/06 within Contract No. HY/2013/03 works area

- No recommendation.

5.1.2 A summary of the Implementation Schedule of Environmental Mitigation Measures (EMIS) is presented in **Appendix E**. All necessary mitigation measures at this stage of works were implemented properly.

5.2 Recommendations

5.2.1 With implementation of the recommended environmental mitigation measures, the contract's environmental impacts were considered environmentally acceptable. The weekly environmental site inspections ensured that all the environmental mitigation measures recommended were effectively implemented.

5.2.2 The recommended environmental mitigation measures, as included in the EM&A programme, effectively minimize the potential environmental impacts from the contract. Also, the EM&A programme effectively monitored the environmental impacts from the construction activities and ensure the proper implementation of mitigation measures. No particular recommendation was advised for the improvement of the programme.

5.3 Conclusions

5.3.1 Commencement of Contract No. HY/2013/03 took place on 10 April 2015 and the construction works of Contract No. HY/2013/03 commenced on 29 August 2015 (commencement of Contract No. HY/2013/06 took place on 14 August 2015 and the construction works of Contract No. HY/2013/06 commenced on 13 September 2016 within Contract No. HY/2013/03 works area). This is the 10th Quarterly EM&A Report summarising the findings of EM&A activities conducted under Contract No. HY/2013/03 from 01 December 2017 to 28 February 2018 (includes the findings of EM&A activities conducted under Contract No. HY/2013/06 within Contract No. HY/2013/03 works area from 01 December 2017 to 28 February 2018).

5.3.2 Summary of Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level at AMS6 shall be referred to the monthly EM&A Reports (for December 2017, January 2018 and February 2018) prepared by Contract No. HY/2011/03.

5.3.3 There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded at station AMS7 and AMS7B (the air quality monitoring station (AMS7) have been re-located to the alternative air quality monitoring station (AMS7B) since 06 February 2018) by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

5.3.4 There was one Action and Limit Level exceedance of 24-hr TSP level recorded at station AMS3B by the Environmental Team of Contract No. HY/2013/01 on 23 December 2017. There were two Action and Limit Level exceedances of 24-hr TSP level recorded at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 on 17 January 2018. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03. There was no Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded on other monitoring dates at station AMS2 and AMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

5.3.5 There was no Action and Limit Level exceedance for noise recorded at station NMS2 and station NMS3B by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

5.3.6 There were Action and Limit Level exceedances of suspended solids recorded on nine days by the Environmental Team of Contract No. HY/2013/01 during reporting period. After investigation, it was concluded that all exceedances were not relevant to Contract No. HY/2013/03. There was no Action and Limit Level exceedance recorded on other monitoring dates at the monitoring stations shown as shown at **Table 2.2** by the Environmental Team of Contract No. HY/2013/01 during the reporting period.

5.3.7 Ecological monitoring results at all transects are reported in the EM&A report prepared by Contract No. HY/2013/01.

5.3.8 Environmental site inspection was carried out on 07, 15, 22 and 28 December 2017, 04, 12, 19 and 25 January 2018, 01, 09, 15 and 22 February 2018 (includes Contract No. HY/2013/06 within Contract No. HY/2013/03 works area). Recommendations on remedial actions were given to the Contractors for the deficiencies identified during the site inspections.

5.3.9 There were no complaints received in relation to the environmental impact during the reporting period.

5.3.10 There were no notifications of summons or prosecutions received during the reporting period.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

Air Quality Monitoring Stations

HONG KONG - ZHUHAI - MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- RECLAMATION WORKS
Project No.: -

AIR QUALITY AND NOISE
MONITORING STATIONS
FOR HKBCF

AECOM

ISO A3 297mm x 420mm
Checked
Project Management Details
11/02/2015

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

Noise Monitoring Stations

HONG KONG - ZHUHAI - MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- RECLAMATION WORKS

Project No.: -

AIR QUALITY AND NOISE
MONITORING STATIONS
FOR HKBCF

AECOM

Project Manager
Checked:
ISO A3 297mm x 420mm

Figure 3

Water Quality Monitoring Stations

LEGEND

IS — IMPACT STATIONS

CS — CONTROL / FAR FIELD STATIONS

SR — SENSITIVE RECEIVERS STATIONS

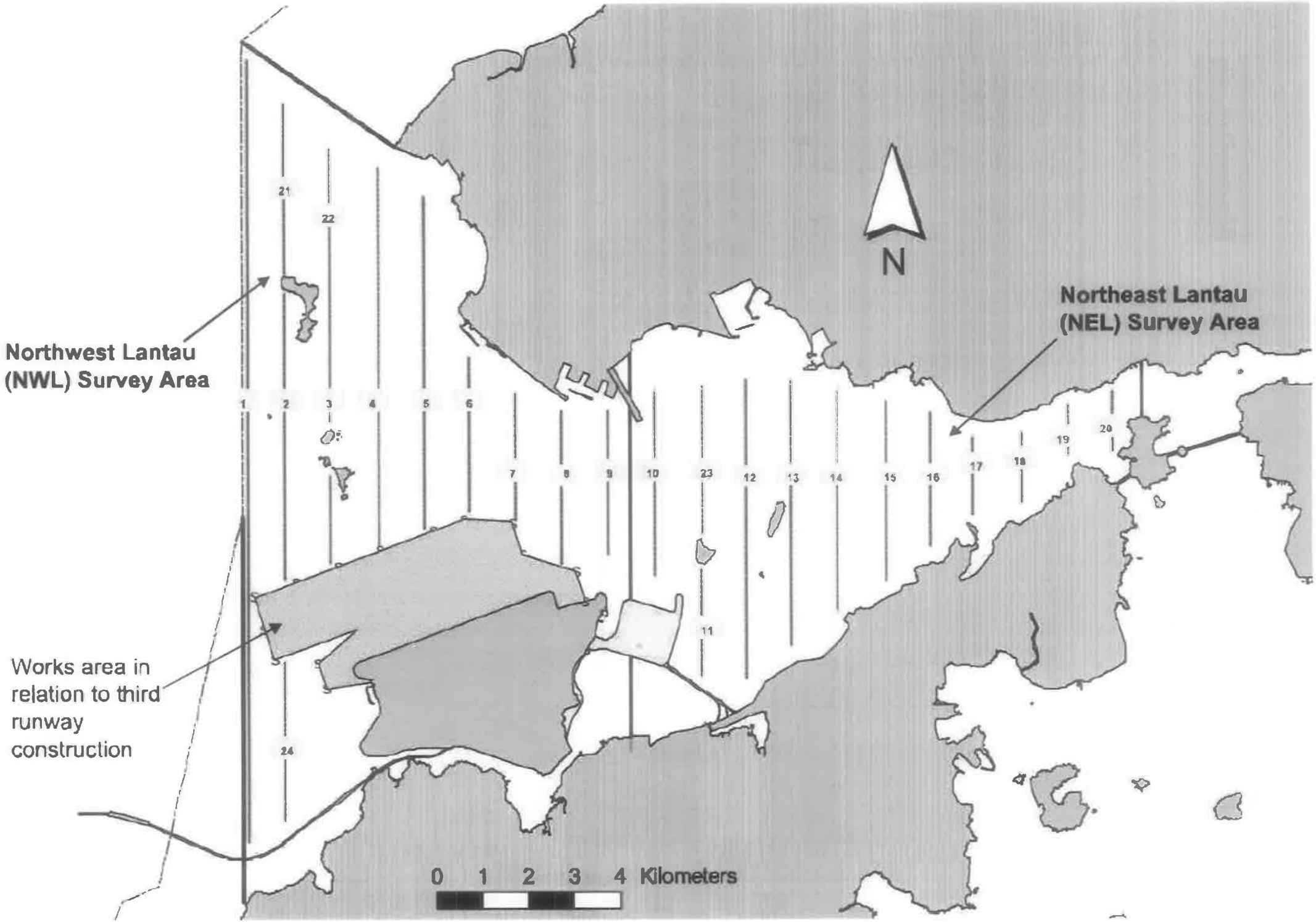
FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(MF)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(MF)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(MF)11	813562	820716
IS(MF)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(MF)3	809989	821117
CS(MF)3(N)	808814	822355
CS(MF)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064
SR3 (N)	810689	816591
SR10A (N)	823644	823484
SR10B (N2)	823689	823159

Figure 4

Ecological Monitoring Transect Line and Layout Map

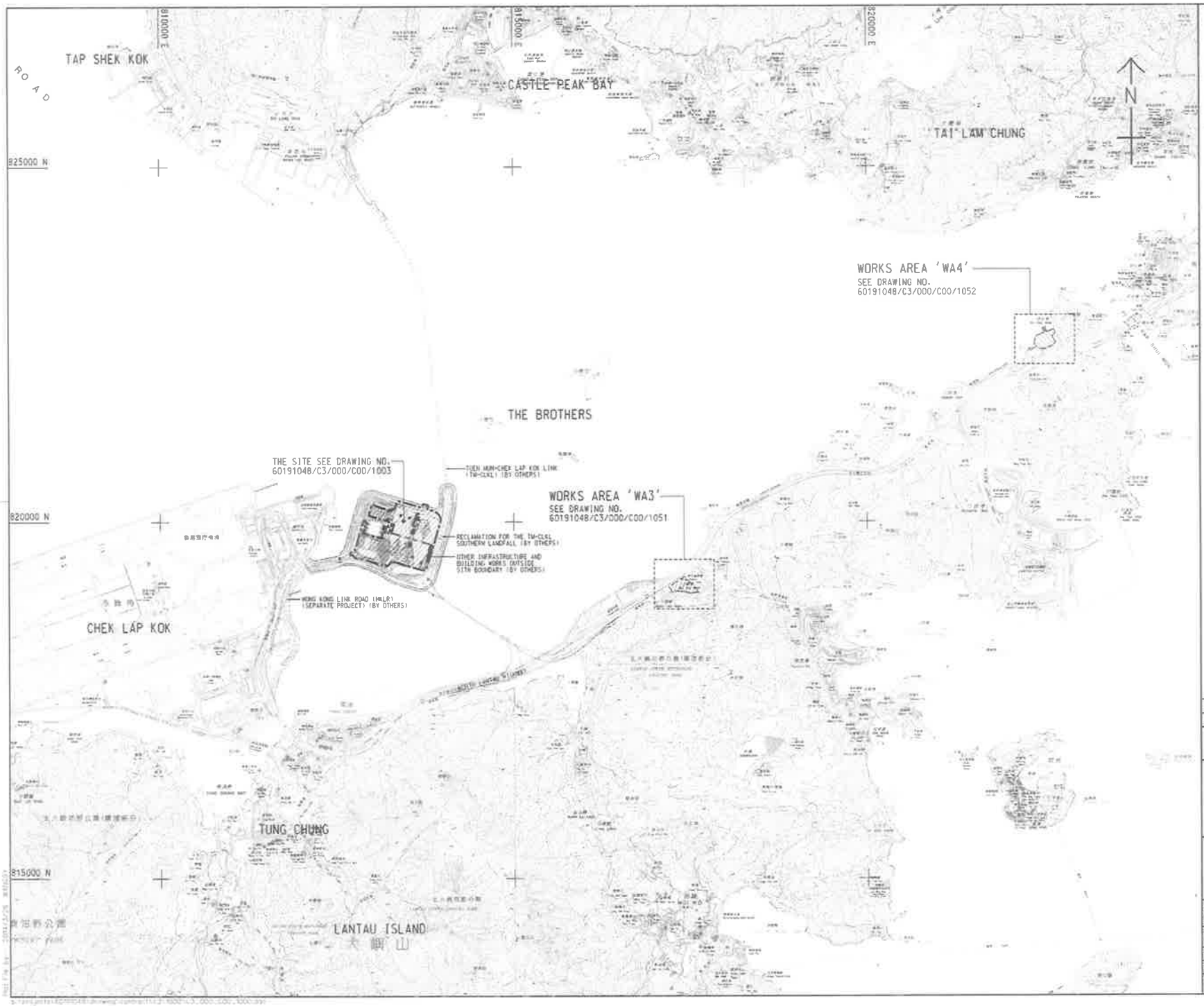

N
Northwest Lantau
(NWL) Survey Area
Northeast Lantau
(NEL) Survey Area
Works area in
relation to third
runway
construction
0 1 2 3 4 Kilometers

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Location of Works Areas



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

SITE BOUNDARY

WORKS AREA

–	TENDER DRAWING	BMCW	SC1	MAR.14
REV.	DESCRIPTION	DESIGNED	CHECKED	DATE

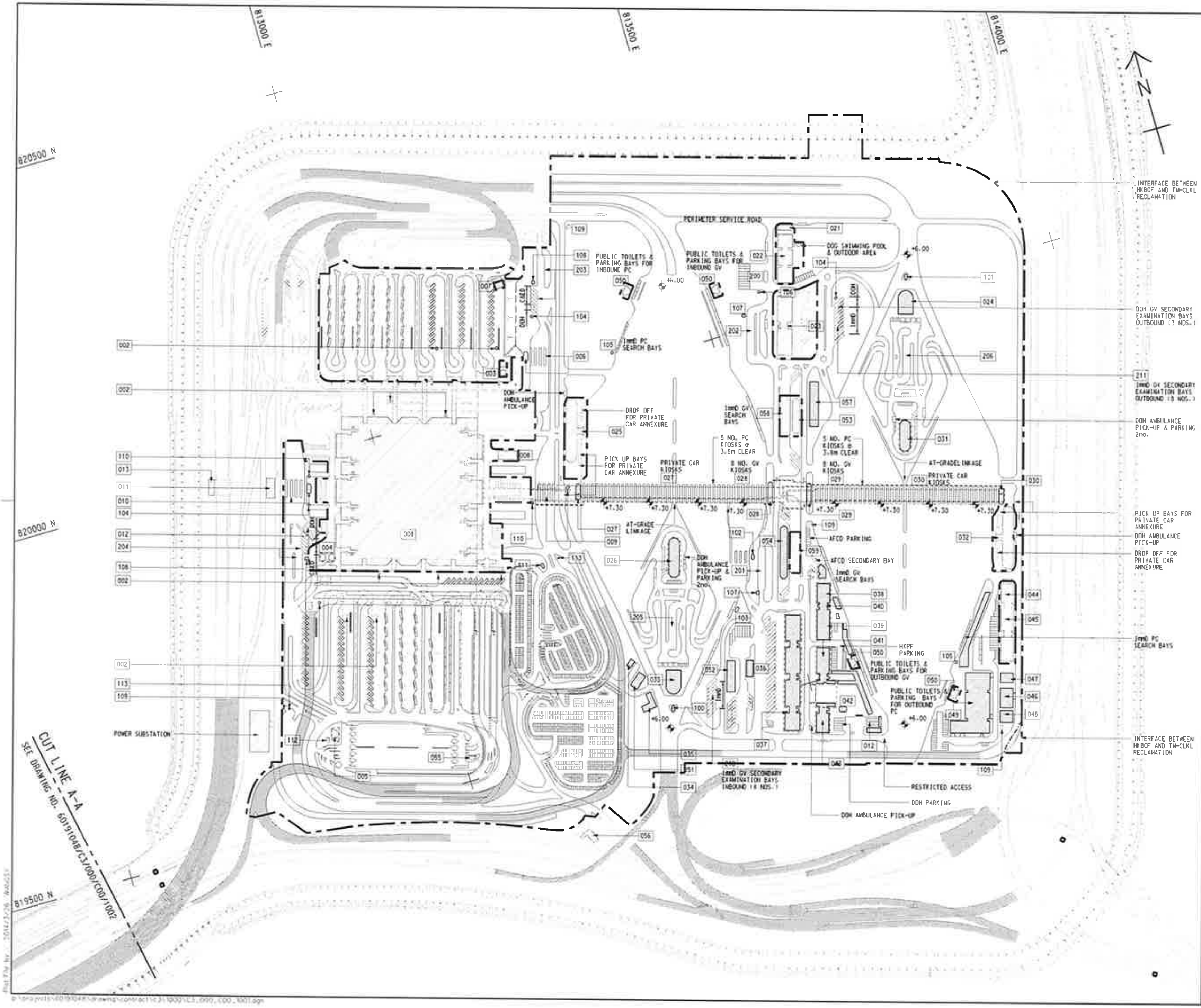
HIGHWAYS DEPARTMENT
路政署
HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

ORG.NO. 60191048/C3/000/C00/1000

DESIGNED BY	CONTRACT NO.	A. DIR. APPROVED
BMCW	HY/2013/03	TKH
DRAWN BY	STATUS	
WSY		
SCALE		
AT 1 : 25000		
STANDARD SHT. TO		
METRES		



NOTE:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NO. 60191048/C3/000/C00/1003.

LEGEND:

- SITE BOUNDARY
- VIADUCT
- BUILDING/FACILITIES

REV	DESCRIPTION		DATE
-	TENDER DRAWING	BHCW SCI	MAR.14

HIGHWAYS DEPARTMENT

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND
ANCILLARY BUILDINGS AND FACILITIES

Figure 1-1
Current Layout Plan

SHEET 1 OF 2

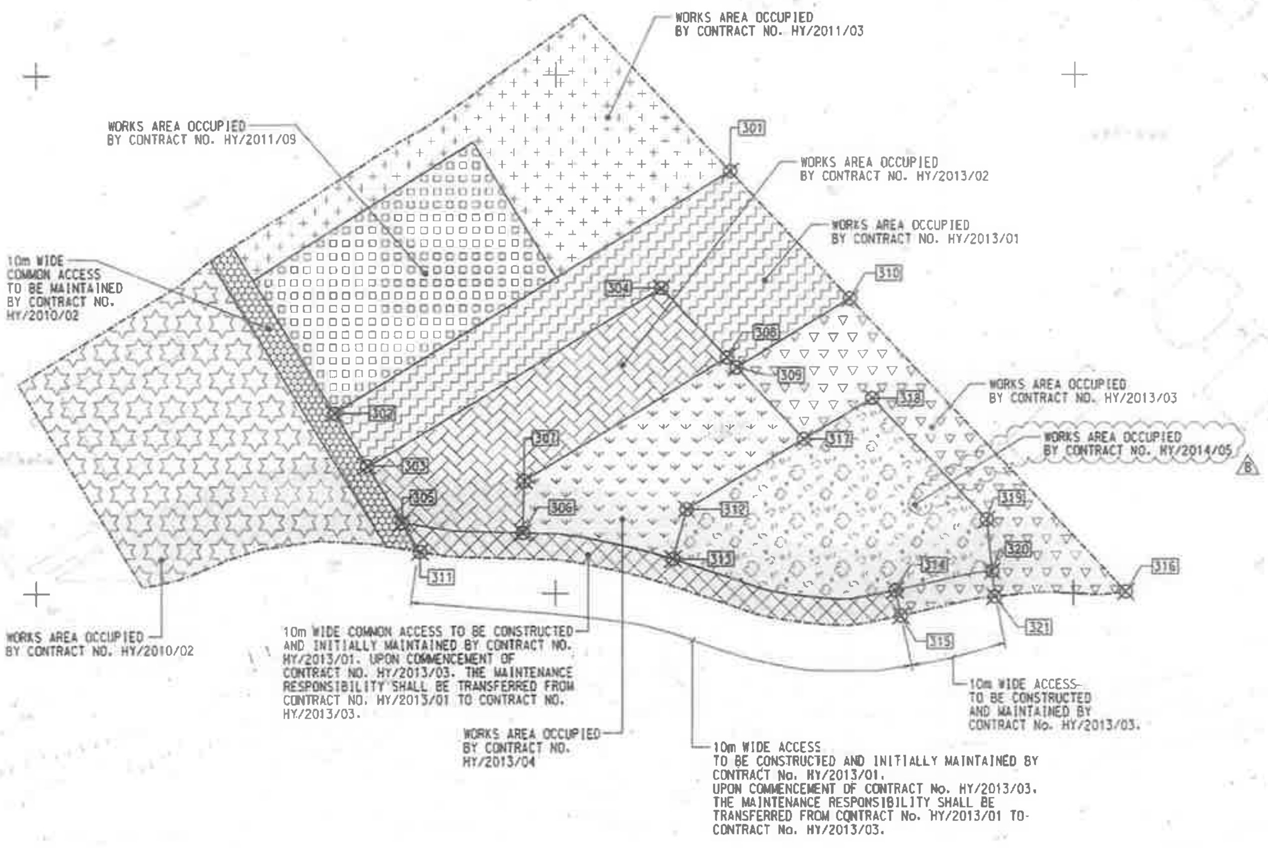
AECOM
Aedas
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI

DRG.NO. 60191048/C3/000/C00/1001

DESIGNED BY	CONTRACT NO.	P. DIR. APPROVED
BHCW	HY/2013/03	TKH
DRAWN BY WSY	STATUS	
SCALE A1 1 : 2500		
DIMENSIONS ARE IN METRES		

SETTING OUT POINT

POINT	EASTING	NORTHING
301	817467.265	819162.683
302	817314.741	819069.829
303	817327.338	819049.295
304	817440.865	819117.811
305	817340.825	819027.314
306	817387.350	819023.403
307	817387.861	819043.396
308	817466.133	819091.047
309	817469.783	819087.181
310	817513.449	819113.764
311	817347.717	819016.062
312	817450.535	819032.307
313	817445.369	819013.157
314	817531.154	819001.065
315	817533.345	818991.306
316	817620.259	819000.620
317	817495.827	819059.596
318	817522.110	819075.388
319	817566.404	819028.472
320	817568.507	819008.526
321	817569.551	818998.621



WORKS AREA WA3

TUNG CHUNG

N

LOCATION PLAN

SCALE 1 : 25000

NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.

LEGEND:

- WORKS AREA BOUNDARY
- PORTION 3.1
- PORTION 3.2
- PORTION 3.3
- PORTION 3.4
- PORTION 3.5
- PORTION 3.6
- PORTION 3.7
- PORTION 3.8
- PORTION 3.9
- PORTION 3.10
- NON-BUILDING AREA 8200m² (WHOLE)

FOR CONSTRUCTION

C	WORKING DRAWING	BWCW	SCI	MAY.15
B	TENDER ADDENDUM NO. 2	BWCW	SCI	MAY.14
A	TENDER ADDENDUM NO. 1	BWCW	SCI	APR.14
-	TENDER DRAWING	BWCW	SCI	MAR.14

HIGHWAYS DEPARTMENT

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

WORKS AREA WA3

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DRG.NO. 60191048/C3/000/C00/1051C

DESIGNED BY BWCW | CONTRACT NO. HY/2013/03 | TKH

DRAWN BY WSY | WORKING DRAWING

SCALE A1 1 : 1000

DIMENSIONS ARE IN METRES

CONTROLLED DOCUMENT 不未經准擅自複印文件

SETTING OUT POINT

POINT	EASTING	NORTHING
401	822488.151	822632.315
402	822540.593	822689.415
403	822515.608	822559.648
404	822610.940	822599.642
405	822629.428	822607.359
406	822526.988	822529.813
407	822618.348	822567.950
408	822542.232	822489.581
409	822584.983	822507.426
410	822606.866	822516.561
411	822560.278	822441.956
412	822602.949	822460.010
413	822621.914	822467.959
414	822624.130	822470.998
415	822651.725	822508.856
416	822644.758	822521.192

822400 E

822600 E

822600 N

822400 N

N

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/01

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/01

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/03

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2011/09

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2011/03

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/05

9m WIDE COMMON ACCESS TO BE CONSTRUCTED AND MAINTAINED BY CONTRACT NO. HY/2013/01

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/04

WORKS AREA OCCUPIED BY CONTRACT NO. HY/2013/06

9m WIDE COMMON ACCESS TO BE CONSTRUCTED AND MAINTAINED BY CONTRACT No. HY/2013/01. UPON COMPLETION OF CONTRACT No. HY/2013/01, THE MAINTENANCE RESPONSIBILITY SHALL BE TRANSFERRED FROM CONTRACT No. HY/2013/01 TO CONTRACT No. HY/2013/05.

9m WIDE COMMON ACCESS TO BE MAINTAINED BY CONTRACT NO.HY/2013/01

NORTH LANTAU HIGHWAY

401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416

WORKS AREA WA4

KAP SHUI MUN

SUNNY BAY

TSO WAN

LOCATION PLAN

SCALE 1 : 25000

NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.

LEGEND:

- WORKS AREA BOUNDARY
- PORTION 4.1
- PORTION 4.2
- PORTION 4.3
- PORTION 4.4
- PORTION 4.5
- PORTION 4.6
- PORTION 4.7
- PORTION 4.8
- PORTION 4.9

CONTROLLED DOCUMENT

FOR CONSTRUCTION

C	WORKING DRAWING	BWCW	SCI	MAY.15
B	TENDER ADDENDUM NO. 2	BWCW	SCI	MAY.14
A	TENDER ADDENDUM NO. 1	BWCW	SCI	APR.14
-	TENDER DRAWING	BWCW	SCI	MAR.14

HIGHWAYS DEPARTMENT

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

WORKS AREA WA4

AECOM Aedas

Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI

DRG.NO. 60191048/C3/000/C00/1052C

DESIGNED BY BWCW	CONTRACT NO. HY/2013/03	CHK. APPROVED TKH
DRAWN BY RSY	SCALE A1 1 : 1000	WORKING DRAWING
UNIT METRES	© COPYRIGHT RESERVED 版權所有	

Plot File by 2014/9/5 WANGSY

P:\PROJECTS\NG\WORKS\DRAWING\CONTRACT\C3\1000\C3_000_C00_1052.dgn

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

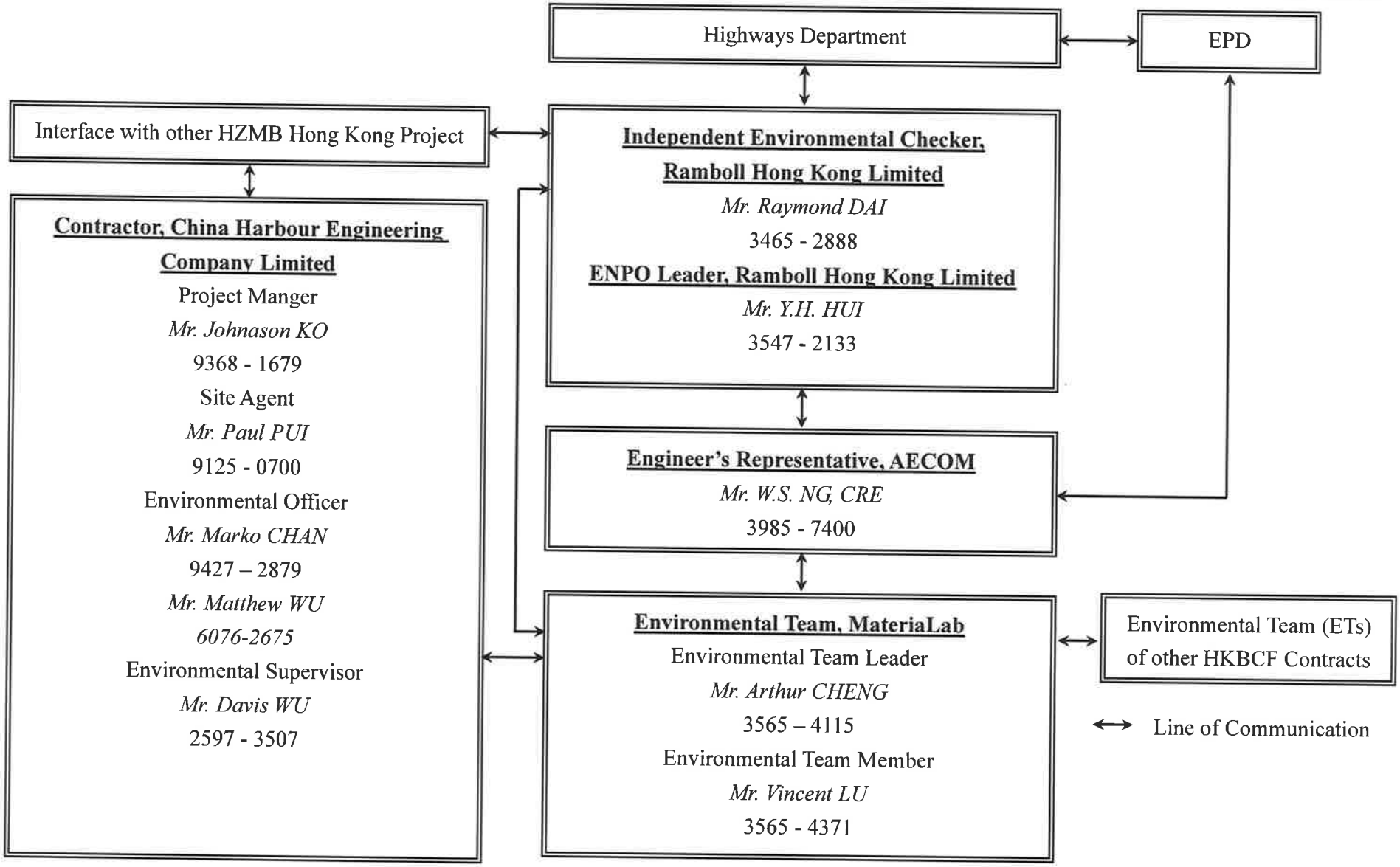
Appendix B

Project Organization for Environmental Works

CHINA HARBOUR ENGINEERING COMPANY LIMITED

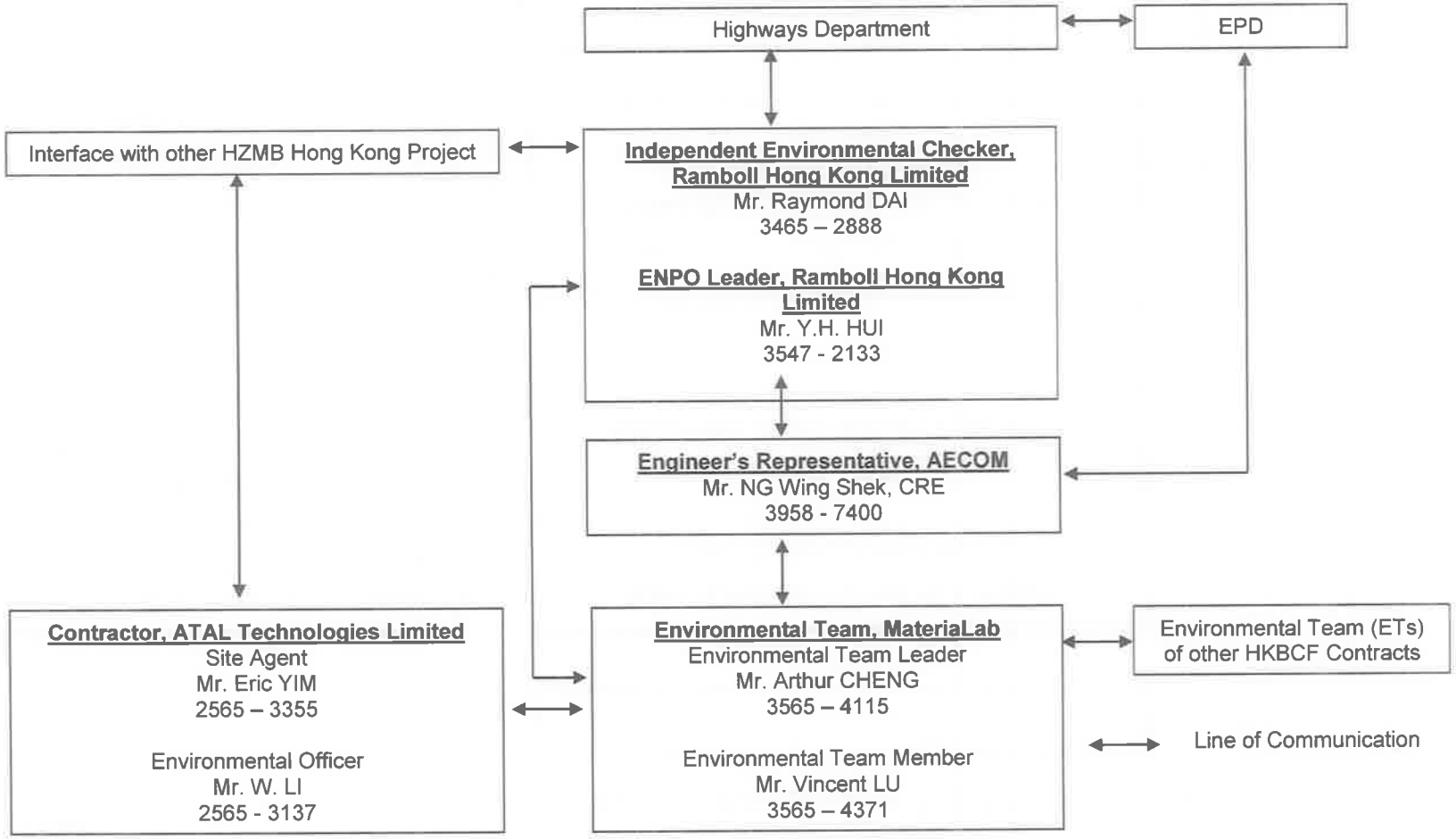
Contract No. HY/2013/03 Hong Kong-Zhuhai-Macao Bridge, Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Projects Organization for Environmental Works



Contract No. HY/2013/06 (within Contract No. HY/2013/03 works area)
Hong Kong-Zhuhai-Macao Bridge, Hong Kong Boundary Crossing Facilities – Automatic Vehicle Clearance Support System

Projects Organization for Environmental Works

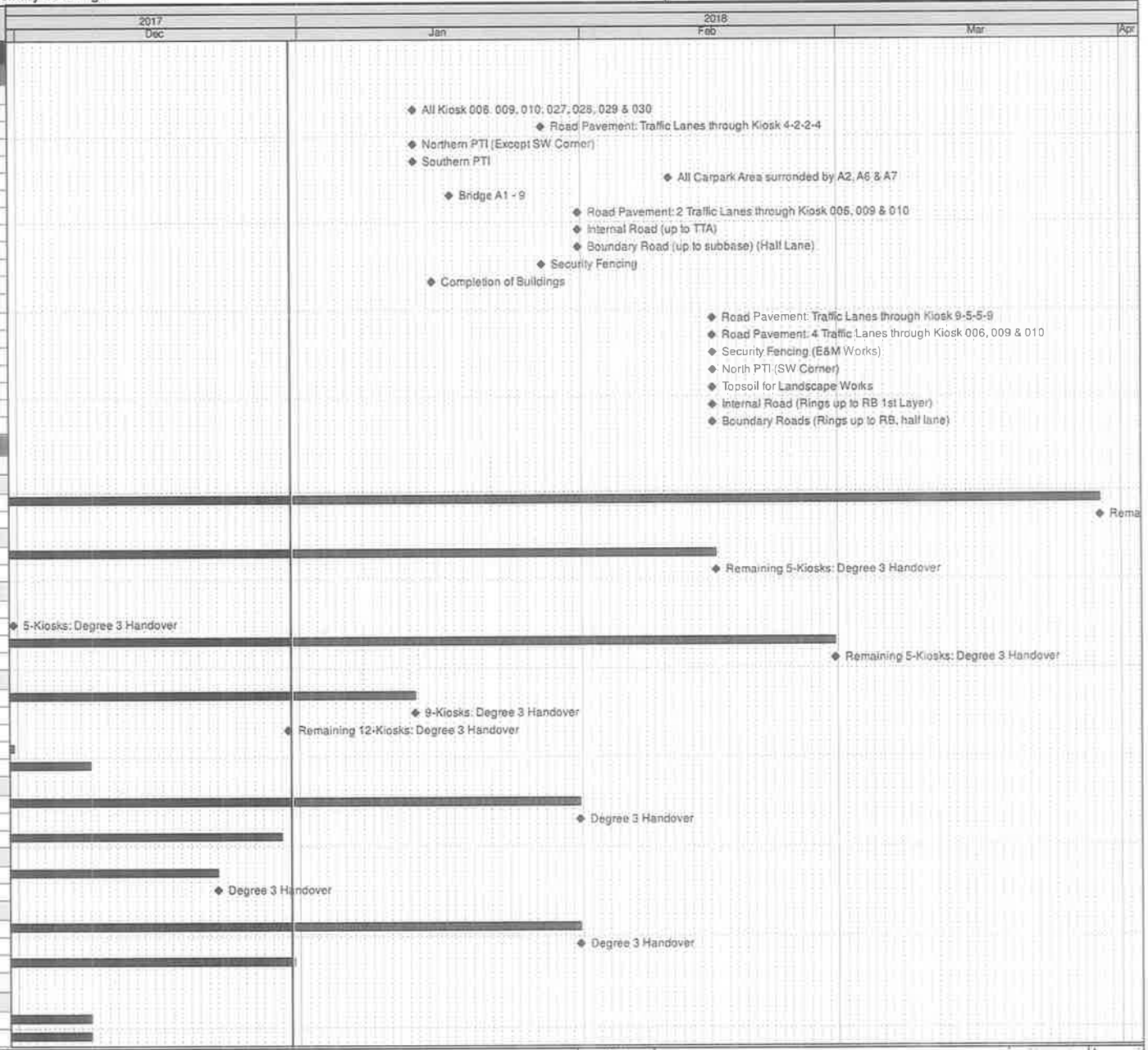


Appendix C

Construction Programme

HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities — 03-Jan-18

Activity ID	Activity Name
	HKBCF - VCP & Ancillary Buildings and Facilities, DWP5 (+ DRM 2
	Stages of the Project Completion
	Stage 1: 31st Dec. 2017
A2010	All Kiosk 006, 009, 010, 027, 028, 029 & 030
A2020	Road Pavement: Traffic Lanes through Kiosk 4-2-2-4
A2030	Northern PTI (Except SW Corner)
A2040	Southern PTI
A2050	All Carpark Area surronded by A2, A6 & A7
A2060	Bridge A1 - 9
A2070	Road Pavement: 2 Traffic Lanes through Kiosk 006, 009 & 010
A2080	Internal Road (up to TTA)
A2090	Boundary Road (up to subbase) (Half Lane)
A2100	Security Fencing
A2200	Completion of Buildings
	Stage 2: 15th Feb. 2018
A2110	Road Pavement: Traffic Lanes through Kiosk 9-5-5-9
A2120	Road Pavement: 4 Traffic Lanes through Kiosk 006, 009 & 010
A2130	Security Fencing (E&M Works)
A2140	North PTI (SW Corner)
A2150	Topsoil for Landscape Works
A2160	Internal Road (Rings up to RB 1st Layer)
A2170	Boundary Roads (Rings up to RB, half lane)
	Completion of Works
	Stage 1: Kiosks of 006, 009, 010, 027, 028, 029 & 030
	Kiosks of 027
K034	Remaining 12-Kiosks: Finishing, Glass Window & Door
K036	Remaining 12-Kiosks: Degree 3 Handover
	Kiosks of 028
K174	Remaining 5-Kiosks: Finishing, Glass Window & Door
K176	Remaining 5-Kiosks: Degree 3 Handover
	Kiosks of 029
K110	5-Kiosks: Finishing, Glass Window & Door
K120	5-Kiosks: Degree 3 Handover
K124	Remaining 5-Kiosks: Finishing, Glass Window & Door
K126	Remaining 5-Kiosks: Degree 3 Handover
	Kiosks of 030
K210	9-Kiosks: Finishing, Glass Window & Door
K220	9-Kiosks: Degree 3 Handover
K226	Remaining 12-Kiosks: Degree 3 Handover
K230	Installation of Steel Y-Junction, remaining
K240	Installation of Cladding, remaining
	Kiosk 006 (All)
K260	Finishing, Glass Window & Door
K270	Degree 3 Handover
K290	Installation of Cladding
	Kiosk 009 (All)
K310	Finishing, Glass Window & Door
K320	Degree 3 Handover
	Kiosk 010 (All)
K360	Finishing, Glass Window & Door
K370	Degree 3 Handover
K390	Installation of Cladding
	Stage 1: Traffic Lanes through Kiosk 4-2-2-4 & 006, 009 & 010
	Inbound West: Through 4 Kiosk of 027
D010	Drainage
D020	Sewerage



Actual Work ◆ Milestone
Remaining Work
Critical

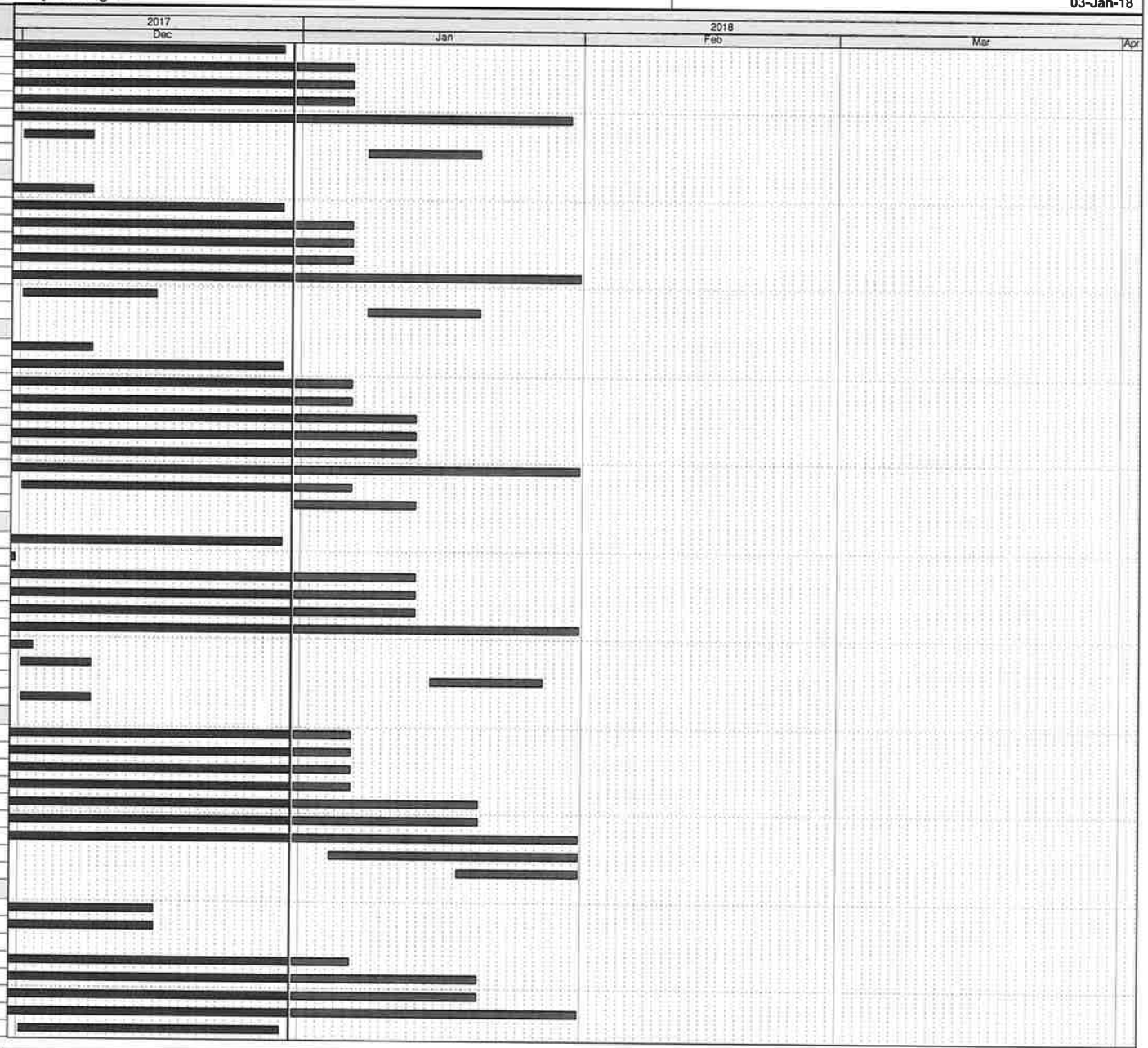
3MRP, AS OF 31 DECEMBER 2017
VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES
Page 1 of 8

Date	Revision	Checked	Approved
31-Oct-17	3MRP, updated as of 31 Oct. 2017	ZJ	
30-Nov-17	3MRP, updated as of 30 Nov. 2017	ZJ	
31-Dec-17	3MRP, updated as of 31 dec. 2017	ZJ	

HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

03-Jan-18

Activity ID	Activity Name
D040	UU Ducts Laying
R010	Subbase & Bitumen Pavement
R020	Kerb/Edges
R025	U-channel
R030	Street lighting
R040	concrete Pavement
R050	Road Marking
Inbound East: Through 2 Kiosk of 028	
D050	Drainage
D060	UU Ducts Laying
R060	Subbase & Bitumen Pavement
R070	Kerb/Edges
R075	U-channel
R080	Street lighting
R100	Concrete Pavement
R110	Road Marking
Outbound West: Through 2 Kiosk of 029	
D110	Drainage
D120	Sewerage
D130	Watermains & Flush Watering
D140	UU Ducts Laying
R210	Subbase & Bitumen Pavement
R220	Kerb/Edges
R225	U-channel
R230	Street lighting
R240	Concrete Pavement
R250	Road Marking
Outbopund East: Through 4 Kiosk of 030	
D150	Drainage
D170	UU Ducts Laying
R310	Subbase & Bitumen Pavement
R320	Kerb/Edges
R325	U-channel
R330	Street lighting
R335	High Mast Lighting
R340	Concrete Pavement
R350	Road Marking
R360	Security Fencing
Through 2+2 Kiosks of 006, 009	
D210	Drainage
D220	Sewerage
D230	Watermains & Flush Watering
D240	UU Ducts Laying
R420	Kerb/Edges
R425	U-channel
R430	Street lighting
R445	Concrete Pavement
R450	Road Marking
Through 2 Kiosks of 010, include Portion D	
D250	Drainage
D260	Sewerage
D270	Watermains & Flush Watering
D280	UU Ducts Laying
R1430	Kerb/Edges
R1435	U-channel
R1440	Street lighting
R1450	Bitumen Pavement



Actual Work
Remaining Work
Critical
Milestone

3MRP, AS OF 31 DECEMBER 2017
VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

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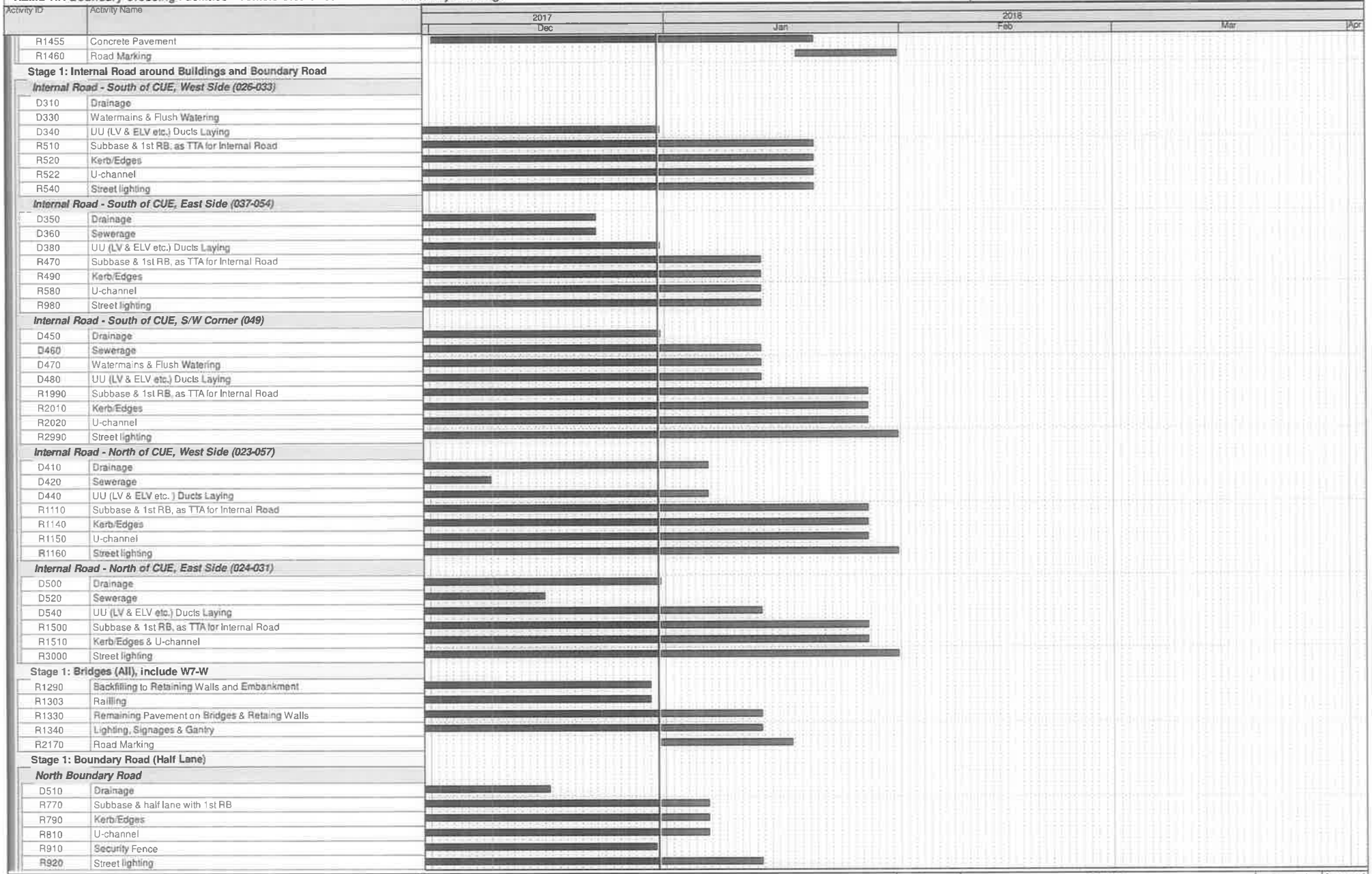
HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities — 03-Jan-18



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HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

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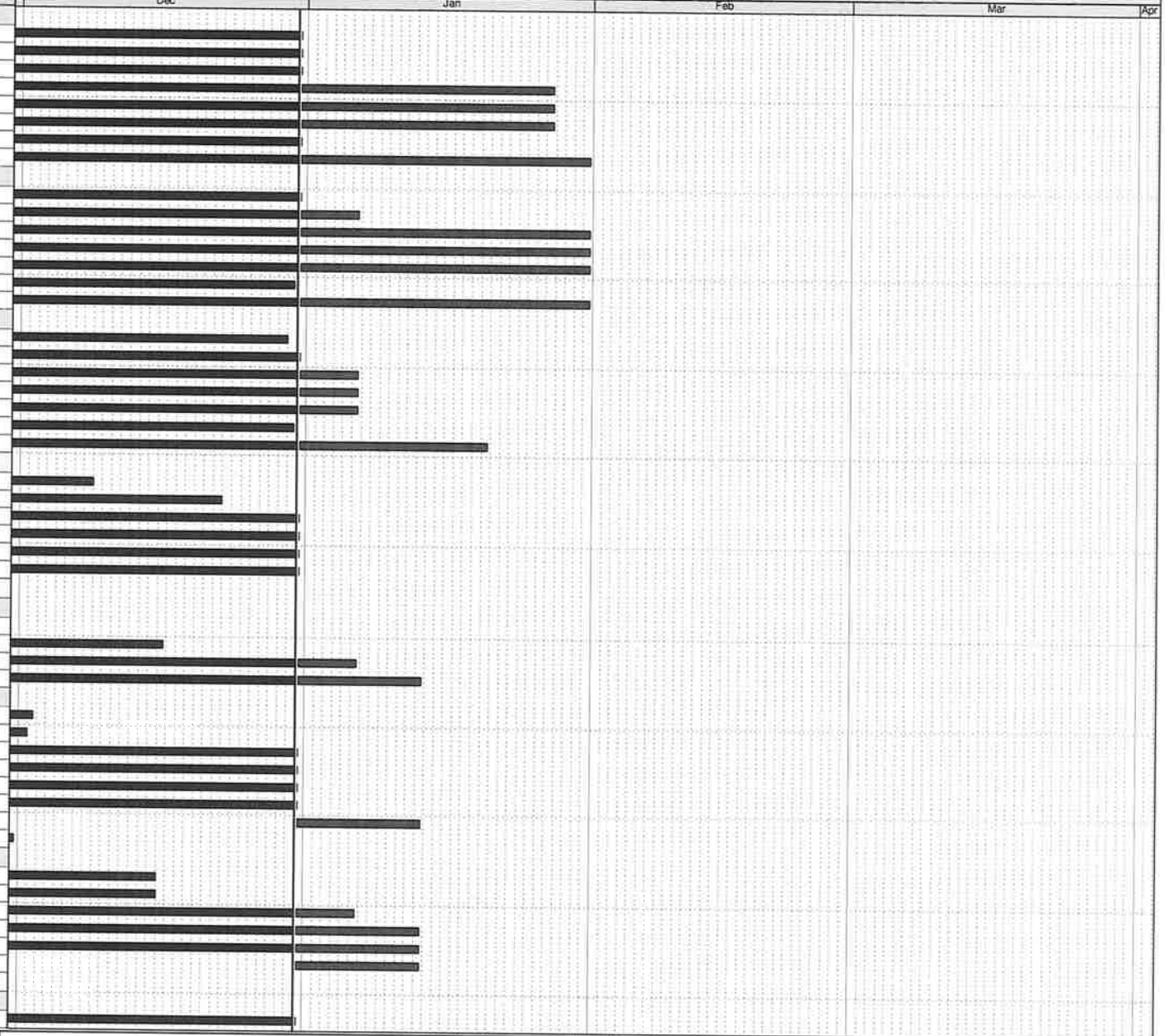
Activity ID	Activity Name
	East Boundary Road
D620	Drainage
D630	Sewerage
D650	UU (LV & ELV etc.) Ducts Laying
R2090	Subbase & half lane with 1st RB
R2100	Kerb/Edges
R2110	U-channel
R2890	Security Fence
R3010	Street lighting
	West Boundary Road
D710	Drainage
D720	UU (LV & ELV etc.) Ducts Laying
R2120	Subbase & half lane with 1st RB
R2130	Kerb/Edges
R2140	U-channel
R2930	Security Fence
R3020	Street lighting
	South Boundary Road, include W7-W
D660	Drainage
D670	UU (LV & ELV etc.) Ducts Laying
R2900	Subbase & half lane with 1st RB
R2910	Kerb/Edges
R2920	U-channel
R2940	Security Fence
R3030	Street lighting
	Stage 1: North of CUE, North Coast Road
D730	Drainage
D760	UU (LV & ELV etc.) Ducts Laying
R2030	Subbase & 1st RB, as TTA for Internal Road
R2040	Kerb/Edges & U-channel
R2950	Security Fence
R3040	Street lighting
	Stage 1: Public Transport Interchange
	South Public Transport Interchange
D770	Drainage
R1260	Subbase & Pavement
R1350	Canopy for Covered Walkway
R3050	Street lighting
	Around Horse Track
D11560	Drainage
D11570	Sewerage
R1550	Subbase & Pavement
R1570	Kerb/Edges
R1600	U-channel
R2150	Street Lighting
R2160	Road Marking
R3130	Security Fence
	North Public Transport Interchange (Except SW Corner)
D810	Drainage
D820	UU (LV & ELV etc.) Ducts Laying
R1310	Subbase & Pavement
R1360	Canopy for Covered Walkway
R3060	Street lighting
R3090	Road Marking
	Stage 1: Carpark & Taxi Queuing
	Carparks
D830	Drainage



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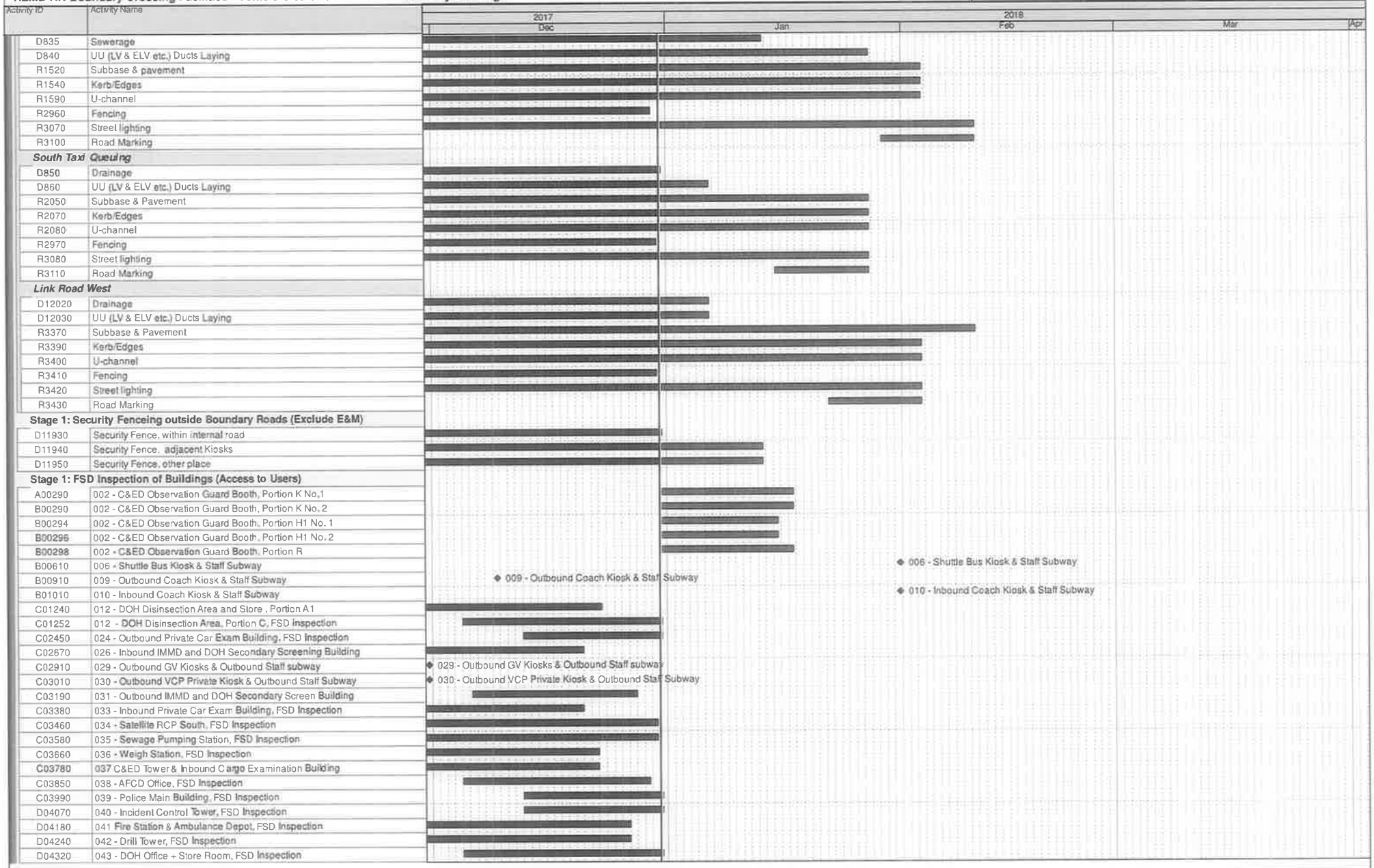

Activity ID	Activity Name
D835	Sewerage
D840	UU (LV & ELV etc.) Ducts Laying
R1520	Subbase & pavement
R1540	Kerb/Edges
R1590	U-channel
R2960	Fencing
R3070	Street lighting
R3100	Road Marking
South Taxi Queuing	
D850	Drainage
D860	UU (LV & ELV etc.) Ducts Laying
R2050	Subbase & Pavement
R2070	Kerb/Edges
R2080	U-channel
R2970	Fencing
R3080	Street lighting
R3110	Road Marking
Link Road West	
D12020	Drainage
D12030	UU (LV & ELV etc.) Ducts Laying
R3370	Subbase & Pavement
R3390	Kerb/Edges
R3400	U-channel
R3410	Fencing
R3420	Street lighting
R3430	Road Marking
Stage 1: Security Fenceing outside Boundary Roads (Exclude E&M)	
D11930	Security Fence, within internal road
D11940	Security Fence, adjacent Kiosks
D11950	Security Fence, other place
Stage 1: FSD Inspection of Buildings (Access to Users)	
A00290	002 - C&ED Observation Guard Booth, Portion K No.1
B00290	002 - C&ED Observation Guard Booth, Portion K No. 2
B00294	002 - C&ED Observation Guard Booth, Portion H1 No. 1
B00295	002 - C&ED Observation Guard Booth, Portion H1 No. 2
B00298	002 - C&ED Observation Guard Booth, Portion R
B00610	006 - Shuttle Bus Kiosk & Staff Subway
B00910	009 - Outbound Coach Kiosk & Staff Subway
B01010	010 - Inbound Coach Kiosk & Staff Subway
C01240	012 - DOH Disinsection Area and Store , Portion A1
C01252	012 - DOH Disinsection Area, Portion C, FSD Inspection
C02450	024 - Outbound Private Car Exam Building, FSD Inspection
C02670	026 - Inbound IMMD and DOH Secondary Screening Building
C02910	029 - Outbound GV Kiosks & Outbound Staff subway
C03010	030 - Outbound VCP Private Kiosk & Outbound Staff Subway
C03190	031 - Outbound IMMD and DOH Secondary Screen Building
C03380	033 - Inbound Private Car Exam Building, FSD Inspection
C03460	034 - Satellite RCP South, FSD Inspection
C03580	035 - Sewage Pumping Station, FSD Inspection
C03660	036 - Weigh Station, FSD Inspection
C03780	037 C&ED Tower & Inbound Cargo Examination Building
C03850	038 - AFCD Office, FSD Inspection
C03990	039 - Police Main Building, FSD Inspection
D04070	040 - Incident Control Tower, FSD Inspection
D04180	041 Fire Station & Ambulance Depot, FSD Inspection
D04240	042 - Drill Tower, FSD Inspection
D04320	043 - DOH Office + Store Room, FSD Inspection

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HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

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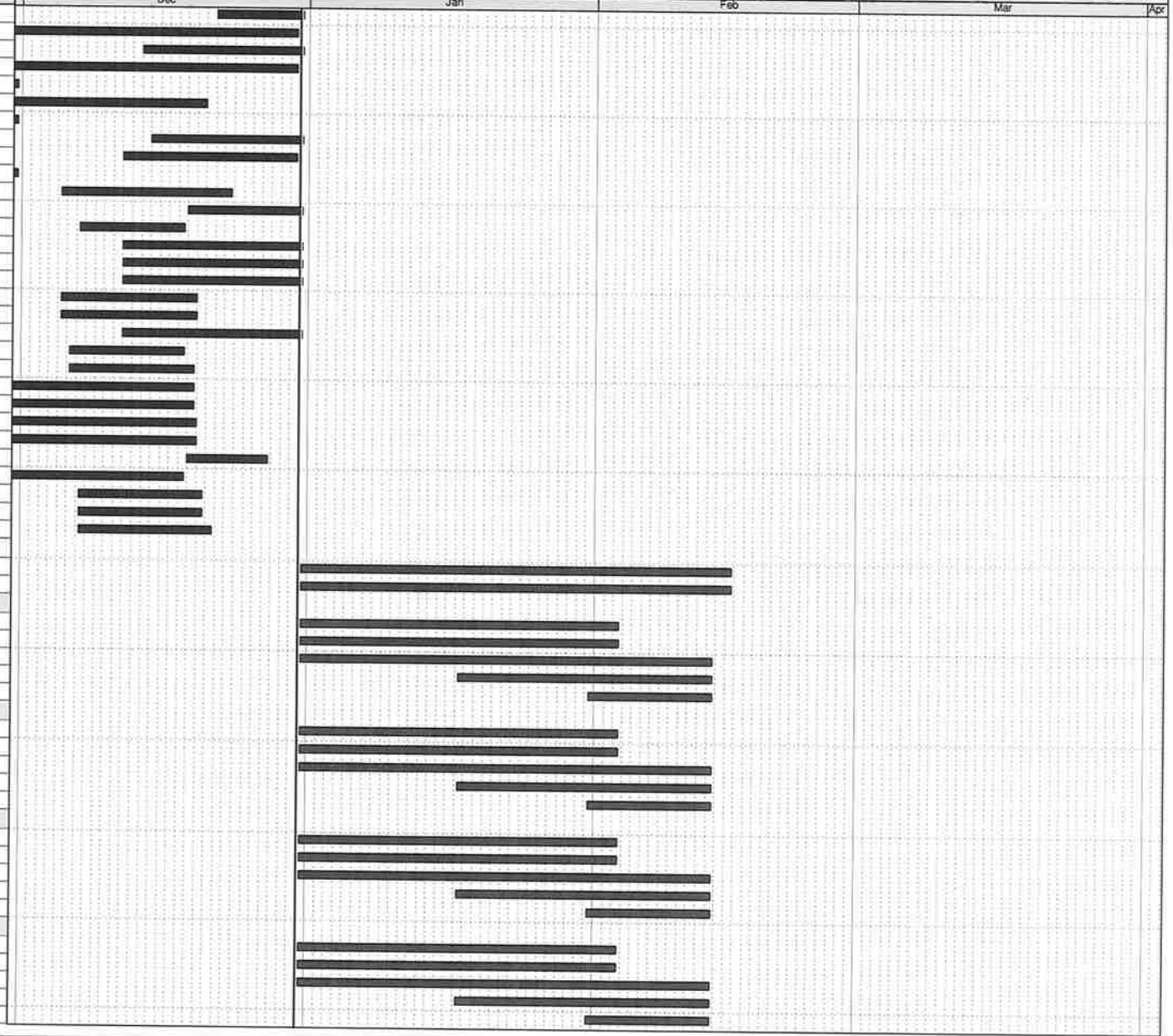
Activity ID	Activity Name
D04670	046 - Refuse Collection Point, FSD Inspection
D04750	047 - Fresh Water Pumping Station, FSD Inspection
D04850	048 - Reclaimed Water Pumping Station, FSD Inspection
D04972	049 - Sewerage Treatment Plant, FSD Inspection
D05170	051 - Transformers (Zone 5), FSD Inspection
D05470	054 - Inbound Fixed X-ray, FSD Inspection
D05770	057 - Transformers (Zone 2), FSD Inspection
D06070	060 - Single Storey Support Buildingm FSD Inspection
D06160	061 - Telecom Building, FSD Inspection
D10060	100 - Inbound Traffic Control Kiosk, FSD Inspection
D10150	101 - Outbound Traffic Control Kiosk, FSD Inspection
D10250	102 - HKPF UVSS Monior Room, FSD inspection
D10350	103 - Police Inspection Post, Portion B, FSD inspection
D10400	104 - DOH Secondary Screening Station, Portion C
D10425	104 - DOH Screening Station, Portion M, FSD Inspection
D10435	104 - DOH Screening Station, Portion N, FSD Inspection
D10560	105 - IMMD Guard Booth, Portion A1, FS Inspection by FSD
D10565	105 - IMMD Guard Booth, Portion P, FSD Inspection
D10680	106 - C&ED Detention Area Guard Booth, FSD Inspection
D10784	107 - C&ED Mobile Operation Office, Portion B, FSD inspection
D10786	107 - C&ED Mobile X-ray Operation Office, Portion N
D10840	108 - C&ED Mobile X-ray Machine Operation Office, Portion C
D10890	108 - C&ED Mobile X-Ray Operation Office, portion M
D11040	110 - IMMD Guard Booth, Portion C-East, FS inspection
E11080	110 - IMMD Guard Booth, Portion C-West, FSD inspection
E11170	111 - Field Kiosk for Carpark Operator, FSD inspection
E11270	112 - Field Kiosk for Taxi Queuing Area, FSD Inspection
F11320	113 - Field Kiosk for Access Control, Portion C, FSD inspection
F11324	113 - Field Kiosk for Access Control, Portion B, FSD inspection
F11360	114 - Field Kiosk for Access Control, Portion D, FS inspection
Stage 2: Traffic Lanes through Kiosk 9-5-5-9 & 006, 009 & 010	
D550	Remaining Drainage
R1120	Remaining Subbase
Inbound West: Through 5 Kiosk of 027	
R1620	U-channel
R1630	Kerb/Edges
R1640	Street lighting
R1650	Bitumen Pavement
R1660	Road Marking
Inbound East: Through 3 Kiosk of 028	
R2180	U-channel
R2190	Kerb/Edges
R2200	Street lighting
R2210	Bitumen Pavement
R2220	Road Marking
Outbound West: Through 3 Kiosk of 029	
R2230	U-channel
R2240	Kerb/Edges
R2250	Street lighting
R2260	Bitumen Pavement
R2270	Road Marking
Outbound East: Through 5 Kiosk of 030	
R2280	U-channel
R2290	Kerb/Edges
R2300	Street lighting
R2310	Bitumen Pavement
R2320	Road Marking



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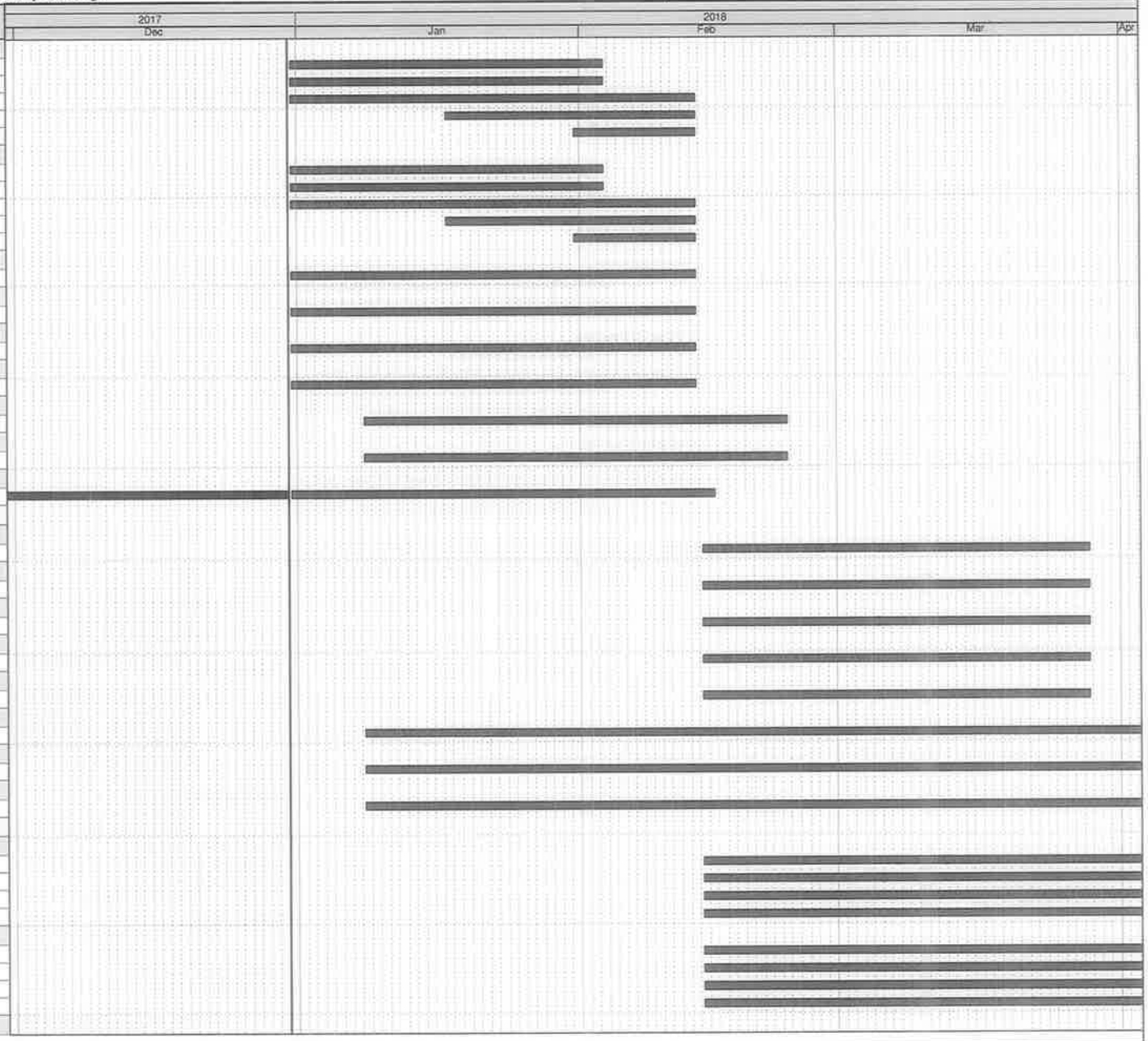
Activity ID	Activity Name
	Through 2+2 Kiosks of 006, 009
R1820	U-channel
R1830	Kerb/Edges
R1840	Street lighting
R1850	Bitumen Pavement
R1860	Road Marking
	Through 2 Kiosks of 010
R1870	U-channel
R1880	Kerb/Edges
R1890	Street lighting
R1900	Bitumen Pavement
R1910	Road Marking
	Internal Road - South of CUE, West Side (026-033)
R2330	1st Layer RB
	Internal Road - South of CUE, East Side (037-054)
R2420	1st Layer RB
	Internal Road - North of CUE, West Side (023-057)
R2430	1st Layer RB
	Internal Road - North of CUE, East Side (024-031)
R2440	1st Layer RB
	Remaining North PTI (SW Corner)
R3140	Remaining North PTI (SW Corner)
	South Boundary Road
R3150	South Boundary Road, up to WC
	Landscape Works
R2620	Laying of Top Soil
	Stage 3
	Internal Road - South of CUE, West Side (026-033)
R2450	Completion of Pavement with Street lighting & Road Marking
	Internal Road - South of CUE, East Side (037-054)
R2460	Completion of Pavement with Street lighting & Road Marking
	Internal Road - North of CUE, West Side (023-057)
R2470	Completion of Pavement with Street lighting & Road Marking
	Internal Road - North of CUE, East Side (024-031)
R2480	Completion of Pavement with Street lighting & Road Marking
	Internal Road - North of CUE, North Coast Road
R2490	Completion of Pavement with Street lighting & Road Marking
	North Boundary Road
R2600	Pavement with street lighting up to 1st Layer RB
	East Boundary Road
R2530	Pavement with street lighting up to 1st Layer RB
	West Boundary Road
R2610	Pavement with street lighting up to 1st Layer RB
	Stage 6: Roadworks through Remaining Kiosks (027, 028, 029 & 030)
	Inbound West: Through 12 Kiosk of 027
R2660	Kerb/Edges
R2665	U-channel
R2670	Street lighting
R2680	Bitumen Pavement
	Inbound East: Through 5 Kiosk of 028
R2710	Kerb/Edges
R2715	U-channel
R2720	Street lighting
R2730	Bitumen Pavement
	Outbound West: Through 5 Kiosk of 029



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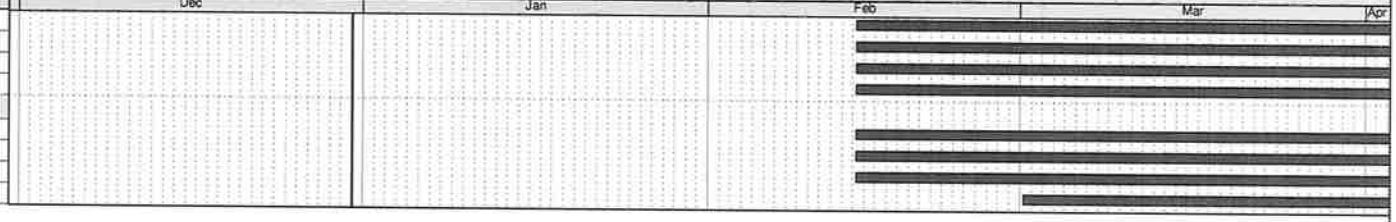
Activity ID	Activity Name
R2750	U-channel
R2760	Kerb/Edges
R2770	Street lighting
R2780	Bitumen Pavement
Outbound East: Through 12 Kiosk of 030	
R2800	U-channel
R2810	Kerb/Edges
R2820	Street lighting
R2830	Bitumen Pavement



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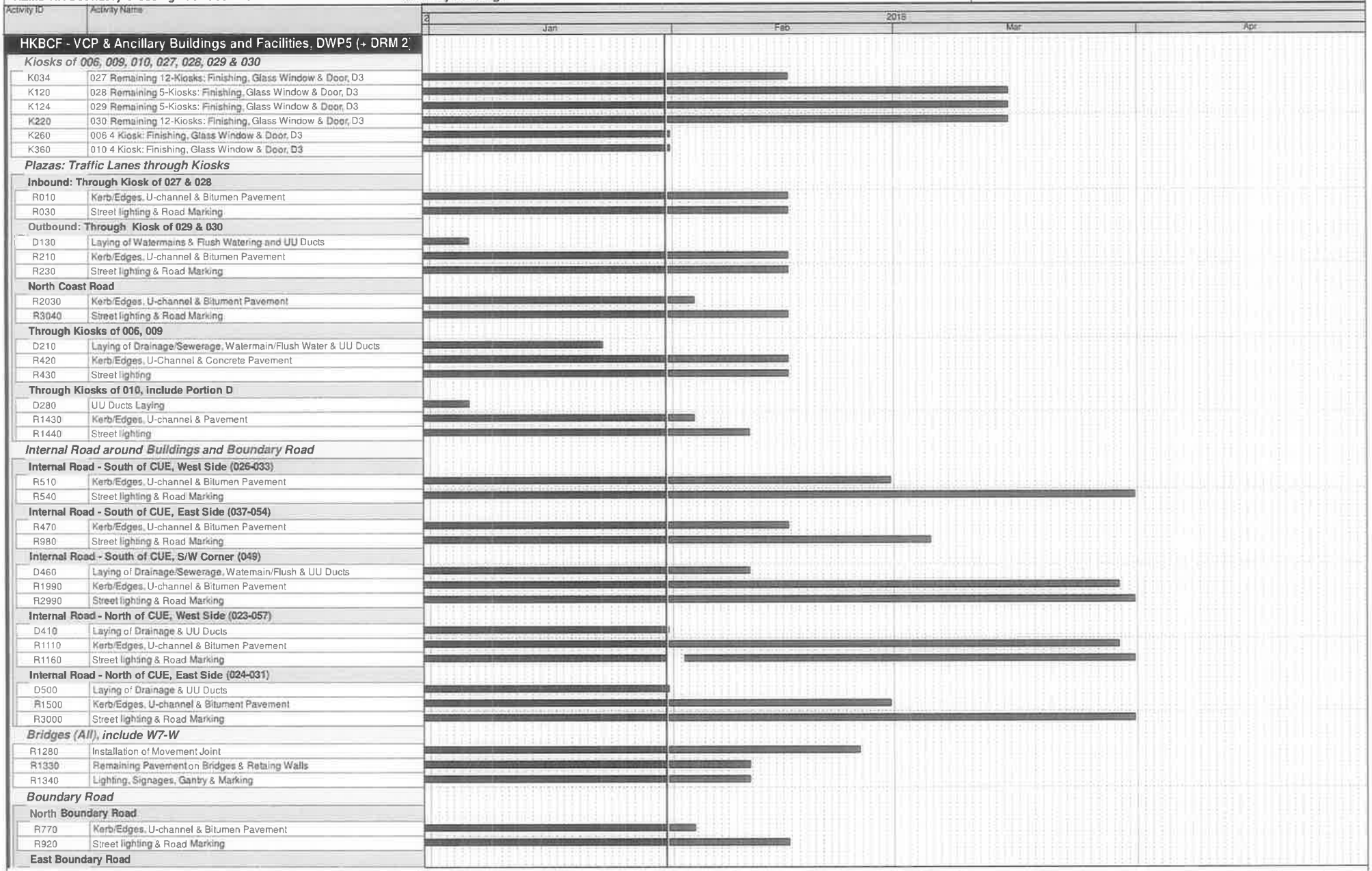

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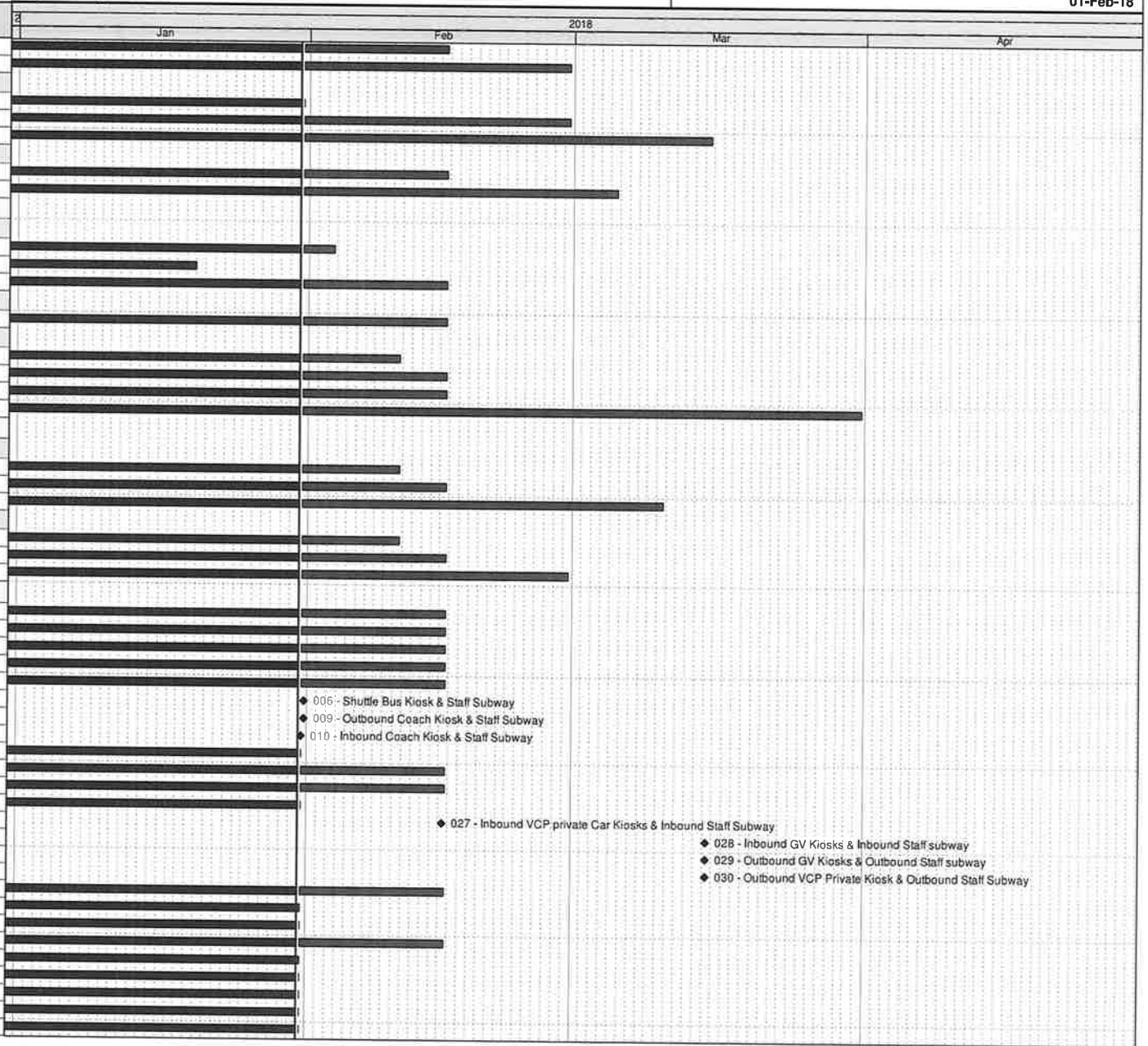
01-Feb-18

Activity ID	Activity Name
R2090	Kerb/Edges, U-channel & Bitumen Pavement
R3010	Fencing, Street lighting & Road Marking
West Boundary Road	
D710	Laying of Drainage & UU Ducts
R2120	Kerb/Edges, U-channel & Bitumen Pavement
R3020	Street lighting
South Boundary Road	
R2900	Kerb, U-channel & Bitumen Pavement
R3030	Street lighting & Road Marking
Public Transport Interchange	
South Public Transport Interchange	
R1320	Kerb, U-channel & Bitumen Pavement
R1350	Canopy for Covered Walkway
R3050	Lighting & Signs
Around Horse Track	
R1550	Wear Course Pavement, Lighting & Road Marking
North Public Transport Interchange	
R1310	Pavement except SW Corner & Signs
R1360	Canopy for Covered Walkway
R1370	Lighting & Signs
R3060	Works at SW Corner
Carpark & Taxi Queuing	
Carparks	
D830	Laying of Drainage/Sewerage, UU Ducts
R1520	Kerbs/Edges & Pavement
R3070	Lighting & Signs
South Taxi Queuing	
D850	Laying of Drainage & UU Ducts
R2050	Kerb/Edges & Pavement
R3080	Lighting & Signs
T&C of Buildings (Degree 3 & Access to Users)	
A00290	002 - C&ED Observation Guard Booth, Portion K No.1
B00290	002 - C&ED Observation Guard Booth, Portion K No. 2
B00294	002 - C&ED Observation Guard Booth, Portion H1 No. 1
B00296	002 - C&ED Observation Guard Booth, Portion H1 No. 2
B00298	002 - C&ED Observation Guard Booth, Portion R
B00610	006 - Shuttle Bus Kiosk & Staff Subway
B00910	009 - Outbound Coach Kiosk & Staff Subway
B01010	010 - Inbound Coach Kiosk & Staff Subway
C01240	012 - DOH Disinsection Area and Store , Portion A1
C01252	012 - DOH Disinsection Area, Portion C
C02450	024 - Outbound Private Car Exam Building
C02670	026 - Inbound IMMD and DOH Secondary Screening Building
C02710	027 - Inbound VCP private Car Kiosks & Inbound Staff Subway
C02810	028 - Inbound GV Kiosks & Inbound Staff subway
C02910	029 - Outbound GV Kiosks & Outbound Staff subway
C03010	030 - Outbound VCP Private Kiosk & Outbound Staff Subway
C03190	031 - Outbound IMMD and DOH Secondary Screen Building
C03380	033 - Inbound Private Car Exam Building
C03460	034 - Satellite RCP South
C03580	035 - Sewage Pumping Station
C03660	036 - Weigh Station
C03780	037 C&ED Tower & Inbound Cargo Examination Building
C03850	038 - AFCD Office
C03990	039 - Police Main Building
D04070	040 - Incident Control Tower



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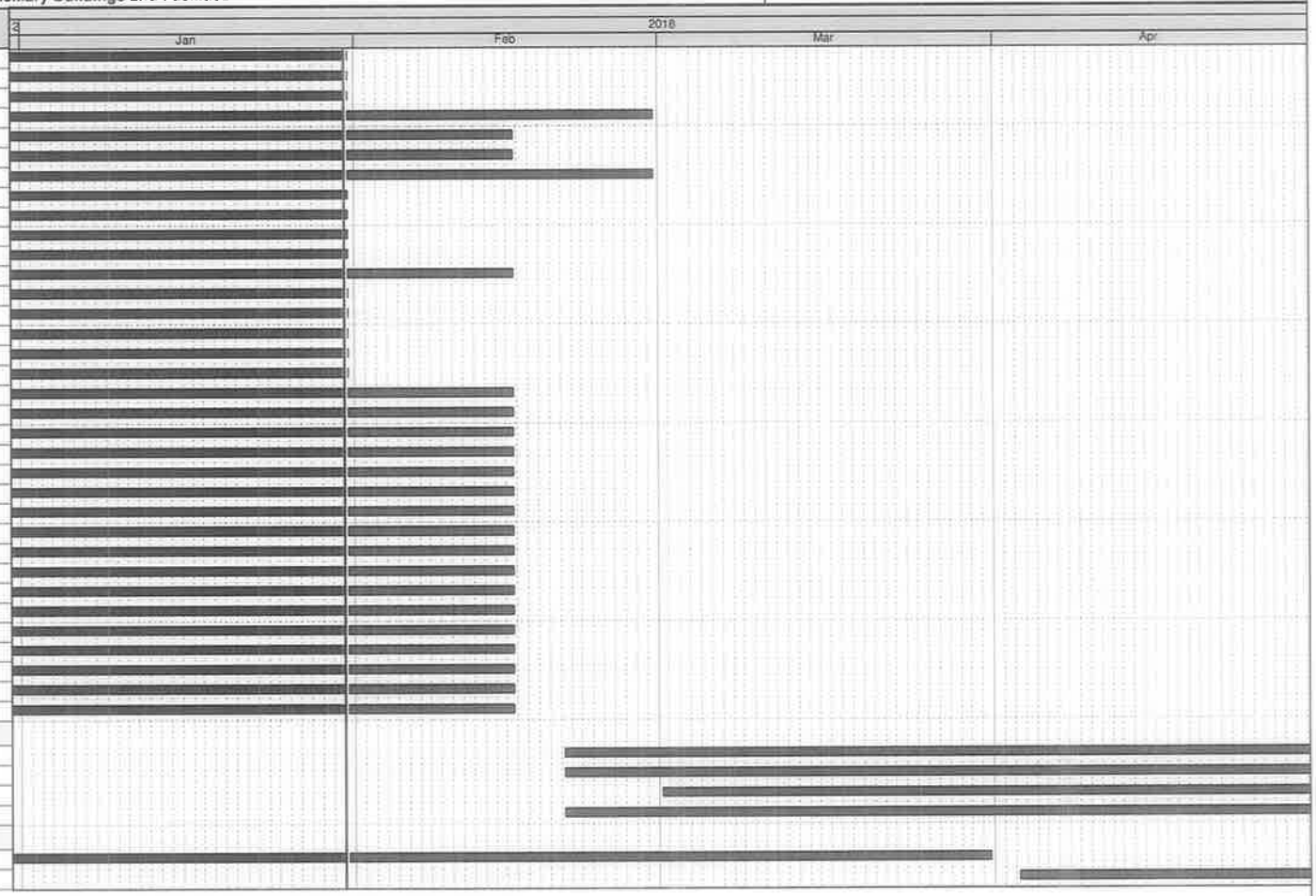
Activity ID	Activity Name
D04180	041 Fire Station & Ambulance Depot
D04240	042 - Drill Tower
D04320	043 - DOH Office + Store Room
D04670	046 - Refuse Collection Point
D04750	047 - Fresh Water Pumping Station
D04850	048 - Reclaimed Water Pumping Station
D04972	049 - Sewerage Treatment Plant
D05170	051 - Transformers (Zone 5)
D05240	052 - Tranforms (Zone 4)
D05470	054 - Inbound Fixed X-ray
D05770	057 - Transformers (Zone 2)
D06070	060 - Single Storey Support Buildingm
D06160	061 - Telecom Building
D10060	100 - Inbound Traffic Control Kiosk
D10150	101 - Outbound Traffic Control Kiosk
D10250	102 - HKPF UVSS Monior Room
D10350	103 - Police Inspection Post, Portion B
D10400	104 - DOH Secondary Screening Station, Portion C
D10425	104 - DOH Screening Station, Portion M
D10435	104 - DOH Screening Station, Portion N
D10560	105 - IMMD Guard Booth, Portion A1
D10565	105 - IMMD Guard Booth, Portion P
D10680	106 - C&ED Detention Area Guard Booth
D10784	107 - C&ED Mobile Operation Office, Portion B
D10786	107 - C&ED Mobile X-ray Operation Office, Portion N
D10840	108 - C&ED Mobile X-ray Machine Operation Office, Portion C
D10890	108 - C&ED Mobile X-Ray Operation Office, portion M
D11040	110 - IMMD Guard Booth, Portion C-East
E11080	110 - IMMD Guard Booth, Portion C-West
E11170	111 - Field Kiosk for Carpark Operator
E11270	112 - Field Kiosk for Taxi Queuing Area
F11320	113 - Field Kiosk for Access Control, Portion C
F11324	113 - Field Kiosk for Access Control, Portion B
F11360	114 - Field Kiosk for Access Control, Portion D
T&C of Works	
D550	T&C for E&M Works (Lighting/Signs), Water Mains/Flush & UU Cable
D560	T&C of ELV systems in Location 1,7A/B/C, 1.8 and in C2, C3 & C4 site
D570	T&C of Building 035, 048 & 049
R1120	T&C for exeternal works (Drainage/Sewerage & Road Furnish)
Landscape Works	
R2620	Laying of Top Soil
R2860	Completion of Landscape Works



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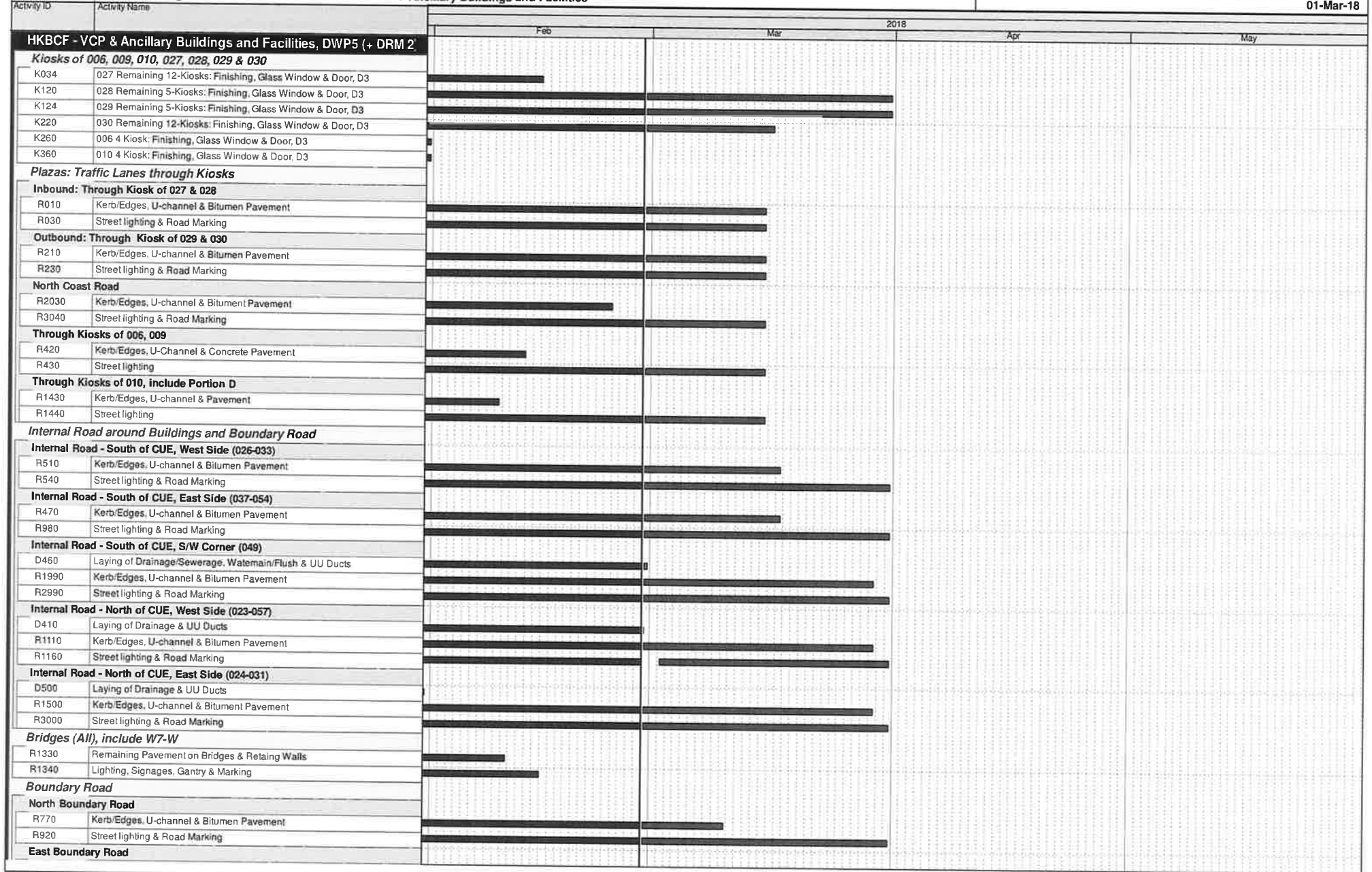
HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities | **01-Mar-18**



Activity ID	Activity Name
	HKBCF - VCP & Ancillary Buildings and Facilities, DWP5 (+ DRM 2
	Kiosks of 006, 009, 010, 027, 028, 029 & 030
K034	027 Remaining 12-Kiosks: Finishing, Glass Window & Door, D3
K120	028 Remaining 5-Kiosks: Finishing, Glass Window & Door, D3
K124	029 Remaining 5-Kiosks: Finishing, Glass Window & Door, D3
K220	030 Remaining 12-Kiosks: Finishing, Glass Window & Door, D3
K260	006 4 Kiosk: Finishing, Glass Window & Door, D3
K360	010 4 Kiosk: Finishing, Glass Window & Door, D3
	Plazas: Traffic Lanes through Kiosks
	Inbound: Through Kiosk of 027 & 028
R010	Kerb/Edges, U-channel & Bitumen Pavement
R030	Street lighting & Road Marking
	Outbound: Through Kiosk of 029 & 030
R210	Kerb/Edges, U-channel & Bitumen Pavement
R230	Street lighting & Road Marking
	North Coast Road
R2030	Kerb/Edges, U-channel & Bitument Pavement
R3040	Street lighting & Road Marking
	Through Kiosks of 006, 009
R420	Kerb/Edges, U-Channel & Concrete Pavement
R430	Street lighting
	Through Kiosks of 010, include Portion D
R1430	Kerb/Edges, U-channel & Pavement
R1440	Street lighting
	Internal Road around Buildings and Boundary Road
	Internal Road - South of CUE, West Side (026-033)
R510	Kerb/Edges, U-channel & Bitumen Pavement
R540	Street lighting & Road Marking
	Internal Road - South of CUE, East Side (037-054)
R470	Kerb/Edges, U-channel & Bitumen Pavement
R980	Street lighting & Road Marking
	Internal Road - South of CUE, S/W Corner (049)
D460	Laying of Drainage/Sewerage, Watemain/Flush & UU Ducts
R1990	Kerb/Edges, U-channel & Bitumen Pavement
R2990	Street lighting & Road Marking
	Internal Road - North of CUE, West Side (023-057)
D410	Laying of Drainage & UU Ducts
R1110	Kerb/Edges, U-channel & Bitumen Pavement
R1160	Street lighting & Road Marking
	Internal Road - North of CUE, East Side (024-031)
D500	Laying of Drainage & UU Ducts
R1500	Kerb/Edges, U-channel & Bitument Pavement
R3000	Street lighting & Road Marking
	Bridges (All), include W7-W
R1330	Remaining Pavement on Bridges & Retaing Walls
R1340	Lighting, Signages, Gantry & Marking
	Boundary Road
	North Boundary Road
R770	Kerb/Edges, U-channel & Bitumen Pavement
R920	Street lighting & Road Marking
	East Boundary Road

Actual Work ◆ Milestone
Remaining Work
Critical

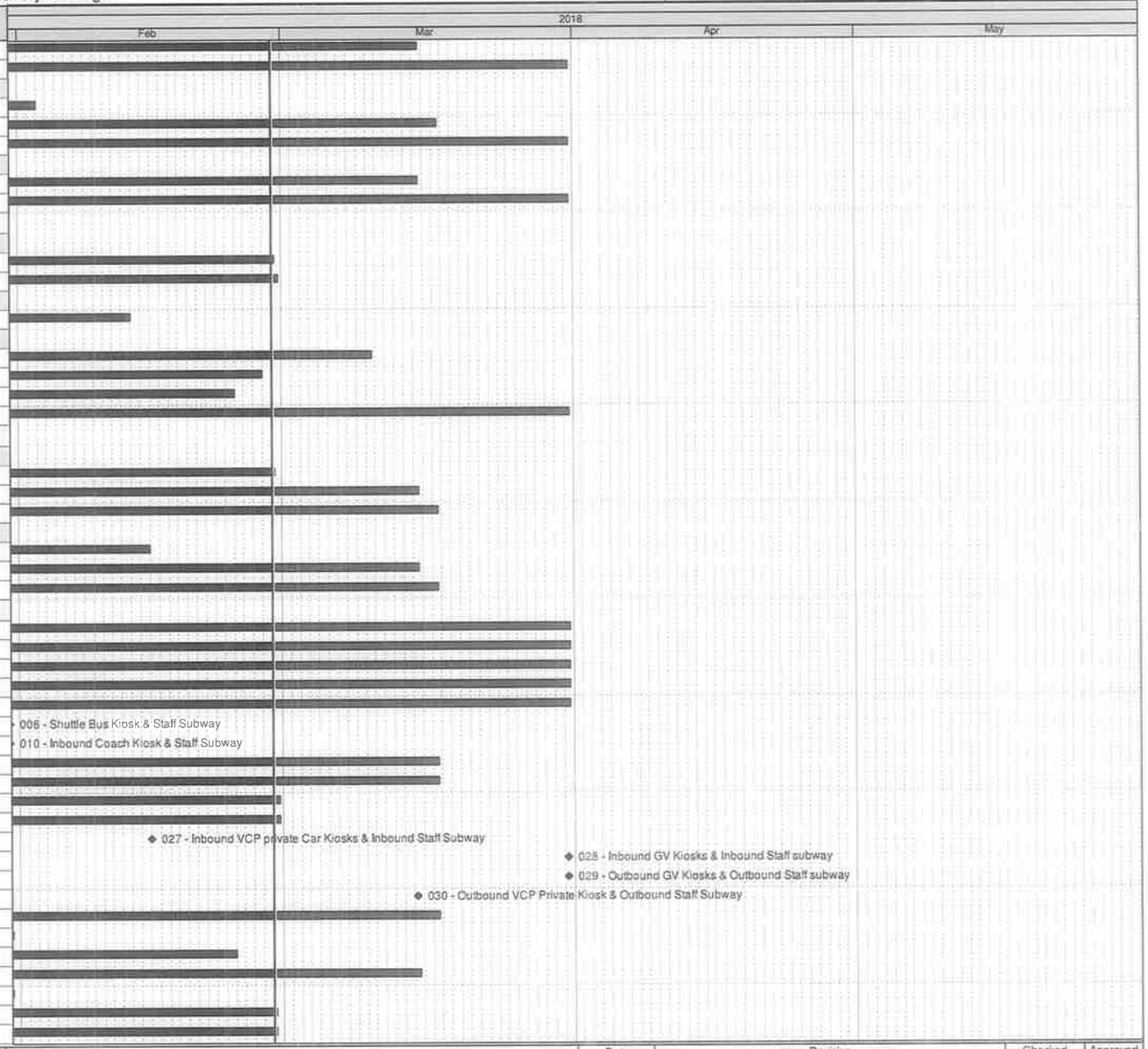
3MRP, AS OF 28 FEBRUARY 2018
VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

Date	Revision	Checked	Approved
31-Jan-18	3MRP, updated as of 31 Jan. 2018	ZJ	
28-Feb-18	3MRP, updated as of 28 Feb. 2018	ZJ	

HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

01-Mar-18

Activity ID	Activity Name
R2090	Kerb/Edges, U-channel & Bitumen Pavement
R3010	Fencing, Street lighting & Road Marking
West Boundary Road	
D710	Laying of Drainage & UU Ducts
R2120	Kerb/Edges, U-channel & Bitumen Pavement
R3020	Street lighting
South Boundary Road	
R2900	Kerb, U-channel & Bitumen Pavement
R3030	Street lighting & Road Marking
Public Transport Interchange	
South Public Transport Interchange	
R1320	Kerb, U-channel & Bitumen Pavement
R3050	Lighting & Signs
Around Horse Track	
R1550	Wear Course Pavement, Lighting & Road Marking
North Public Transport Interchange	
R1310	Pavement except SW Corner & Signs
R1360	Canopy for Covered Walkway
R1370	Lighting & Signs
R3060	Works at SW Corner
Carpark & Taxi Queuing	
Carparks	
D830	Laying of Drainage/Sewerage, UU Ducts
R1520	Kerbs/Edges & Pavement
R3070	Lighting & Signs
South Taxi Queuing	
D850	Laying of Drainage & UU Ducts
R2050	Kerb/Edges & Pavement
R3080	Lighting & Signs
T&C of Buildings (Degree 3 & Access to Users)	
A00290	002 - C&ED Observation Guard Booth, Portion K No.1
B00290	002 - C&ED Observation Guard Booth, Portion K No. 2
B00294	002 - C&ED Observation Guard Booth, Portion H1 No. 1
B00296	002 - C&ED Observation Guard Booth, Portion H1 No. 2
B00298	002 - C&ED Observation Guard Booth, Portion R
B00610	006 - Shuttle Bus Kiosk & Staff Subway
B01010	010 - Inbound Coach Kiosk & Staff Subway
C01240	012 - DOH Disinsection Area and Store , Portion A1
C01252	012 - DOH Disinsection Area, Portion C
C02450	024 - Outbound Private Car Exam Building
C02670	026 - Inbound IMMD and DOH Secondary Screening Building
C02710	027 - Inbound VCP private Car Kiosks & Inbound Staff Subway
C02810	028 - Inbound GV Kiosks & Inbound Staff subway
C02910	029 - Outbound GV Kiosks & Outbound Staff subway
C03010	030 - Outbound VCP Private Kiosk & Outbound Staff Subway
C03190	031 - Outbound IMMD and DOH Secondary Screen Building
C03380	033 - Inbound Private Car Exam Building
C03460	034 - Satellite RCP South
C03580	035 - Sewage Pumping Station
C03660	036 - Weigh Station
C03780	037 C&ED Tower & Inbound Cargo Examination Building
C03850	038 - AFCD Office



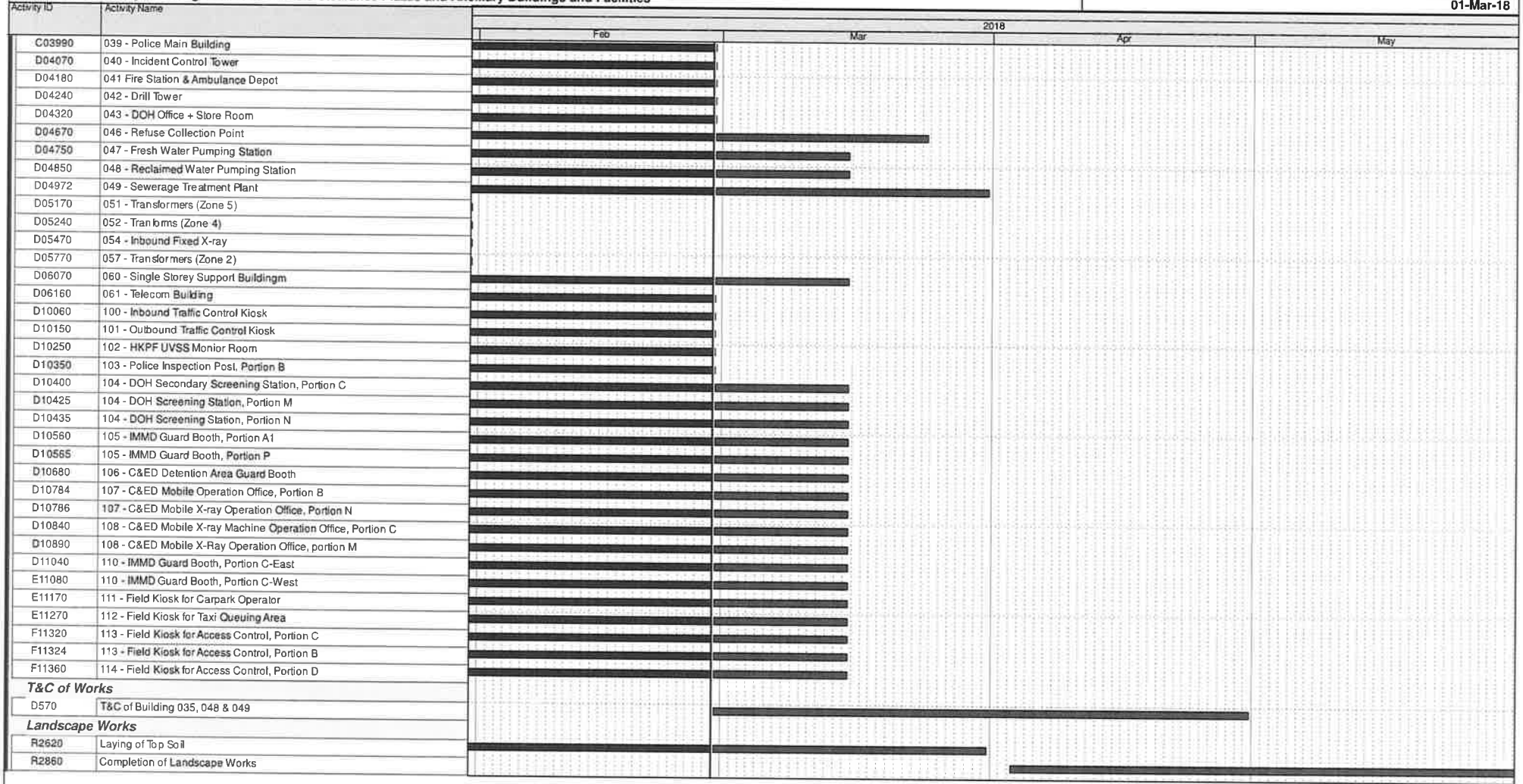
Actual Work ◆ Milestone
Remaining Work
Critical

3MRP, AS OF 28 FEBRUARY 2018
VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

Date	Revision	Checked	Approved
31-Jan-18	3MRP, updated as of 31 Jan. 2018	ZJ	
28-Feb-18	3MRP, updated as of 28 Feb. 2018	ZJ	

HZMB HK Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

01-Mar-18



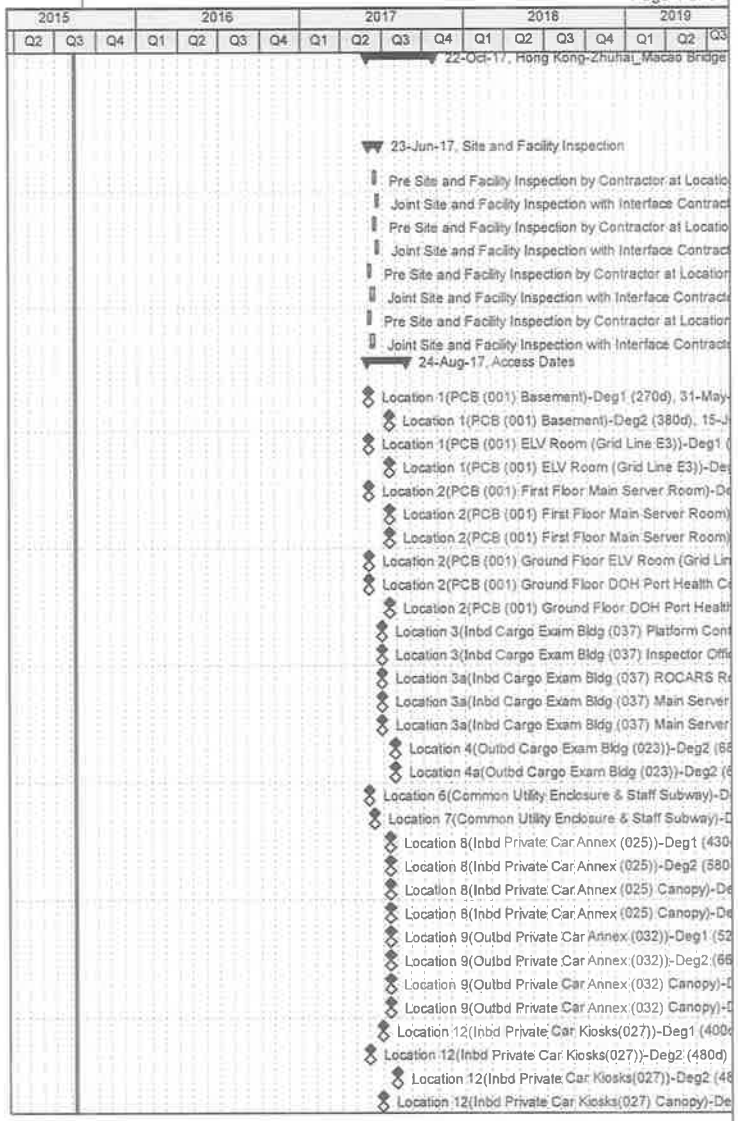
Activity ID	Activity Name
C03990	039 - Police Main Building
D04070	040 - Incident Control Tower
D04180	041 Fire Station & Ambulance Depot
D04240	042 - Drill Tower
D04320	043 - DOH Office + Store Room
D04670	046 - Refuse Collection Point
D04750	047 - Fresh Water Pumping Station
D04850	048 - Reclaimed Water Pumping Station
D04972	049 - Sewerage Treatment Plant
D05170	051 - Transformers (Zone 5)
D05240	052 - Tranforms (Zone 4)
D05470	054 - Inbound Fixed X-ray
D05770	057 - Transformers (Zone 2)
D06070	060 - Single Storey Support Buildingm
D06160	061 - Telecom Building
D10060	100 - Inbound Traffic Control Kiosk
D10150	101 - Outbound Traffic Control Kiosk
D10250	102 - HKPF UVSS Monior Room
D10350	103 - Police Inspection Post, Portion B
D10400	104 - DOH Secondary Screening Station, Portion C
D10425	104 - DOH Screening Station, Portion M
D10435	104 - DOH Screening Station, Portion N
D10560	105 - IMMD Guard Booth, Portion A1
D10565	105 - IMMD Guard Booth, Portion P
D10680	106 - C&ED Detention Area Guard Booth
D10784	107 - C&ED Mobile Operation Office, Portion B
D10786	107 - C&ED Mobile X-ray Operation Office, Portion N
D10840	108 - C&ED Mobile X-ray Machine Operation Office, Portion C
D10890	108 - C&ED Mobile X-Ray Operation Office, portion M
D11040	110 - IMMD Guard Booth, Portion C-East
E11080	110 - IMMD Guard Booth, Portion C-West
E11170	111 - Field Kiosk for Carpark Operator
E11270	112 - Field Kiosk for Taxi Queuing Area
F11320	113 - Field Kiosk for Access Control, Portion C
F11324	113 - Field Kiosk for Access Control, Portion B
F11360	114 - Field Kiosk for Access Control, Portion D
T&C of Works	
D570	T&C of Building 035, 048 & 049
Landscape Works	
R2620	Laying of Top Soil
R2860	Completion of Landscape Works

Actual Work ◆ ◆ Milestone
Remaining Work
Critical

3MRP, AS OF 28 FEBRUARY 2018
VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

Date	Revision	Checked	Approved
31-Jan-18	3MRP, updated as of 31 Jan. 2018	ZJ	
28-Feb-18	3MRP, updated as of 28 Feb. 2018	ZJ	

Activity ID	Activity Name
Hong Kong-Zhuhai_Macao Bridge Hong Kong Boundary Crossing F	
Key Dates	
Interface Activities	
Site and Facility Inspection	
JS1200	Pre Site and Facility Inspection by Contractor at Location 4 - Deg2
JS1210	Joint Site and Facility Inspection with Interface Contractor at Location 4 - Deg2
JS1620	Pre Site and Facility Inspection by Contractor at Location 14 - Deg2
JS1630	Joint Site and Facility Inspection with Interface Contractor at Location 14 - Deg2
JS1760	Pre Site and Facility Inspection by Contractor at Location 18 - Deg1
JS1770	Joint Site and Facility Inspection with Interface Contractor at Location 18 - Deg1
JS1780	Pre Site and Facility Inspection by Contractor at Location 18 - Deg2
JS1790	Joint Site and Facility Inspection with Interface Contractor at Location 18 - Deg2
Access Dates	
AD1000	Location 1(PCB (001) Basement)-Deg1 (270d)
AD1010	Location 1(PCB (001) Basement)-Deg2 (380d)
AD1020	Location 1(PCB (001) ELV Room (Grid Line E3))-Deg1 (270d)
AD1030	Location 1(PCB (001) ELV Room (Grid Line E3))-Deg2 (380d)
AD1040	Location 2(PCB (001) First Floor Main Server Room)-Deg1 (330d)
AD1050	Location 2(PCB (001) First Floor Main Server Room)-Deg2 (380d)
AD1060	Location 2(PCB (001) First Floor Main Server Room) - For Server Installation - Deg2 (3
AD1070	Location 2(PCB (001) Ground Floor ELV Room (Grid Line E3)) - Deg1 (330d)
AD1080	Location 2(PCB (001) Ground Floor DOH Port Health Control Room (Grid Line BD5)) -
AD1090	Location 2(PCB (001) Ground Floor DOH Port Health Control Room (Grid Line BD5)) -
AD1130	Location 3(Inbd Cargo Exam Bldg (037) Platform Control Room)-Deg2 (500d)
AD1150	Location 3(Inbd Cargo Exam Bldg (037) Inspector Offices 128,129,130,131,128,129,14
AD1170	Location 3a(Inbd Cargo Exam Bldg (037) ROCARS Room)-Deg2 (480d)
AD1190	Location 3a(Inbd Cargo Exam Bldg (037) Main Server Room)-Deg2 (480d)
AD1200	Location 3a(Inbd Cargo Exam Bldg (037) Main Server Room) - For Server installation -
AD1220	Location 4(Outbd Cargo Exam Bldg (023))-Deg2 (680d)
AD1240	Location 4a(Outbd Cargo Exam Bldg (023))-Deg2 (630d)
AD1270	Location 6(Common Utility Enclosure & Staff Subway)-Deg1 (400d)
AD1290	Location 7(Common Utility Enclosure & Staff Subway)-Deg1 (270d)
AD1300	Location 8(Inbd Private Car Annex (025))-Deg1 (430d)
AD1310	Location 8(Inbd Private Car Annex (025))-Deg2 (580d)
AD1320	Location 8(Inbd Private Car Annex (025) Canopy)-Deg1 (430d)
AD1330	Location 8(Inbd Private Car Annex (025) Canopy)-Deg2 (580d)
AD1340	Location 9(Outbd Private Car Annex (032))-Deg1 (520d)
AD1350	Location 9(Outbd Private Car Annex (032))-Deg2 (660d)
AD1360	Location 9(Outbd Private Car Annex (032) Canopy)-Deg1 (520d)
AD1370	Location 9(Outbd Private Car Annex (032) Canopy)-Deg2 (660d)
AD1501	Location 12(Inbd Private Car Kiosks(027))-Deg1 (400d) Phase 2
AD1510	Location 12(Inbd Private Car Kiosks(027))-Deg2 (480d) Phase 1
AD1511	Location 12(Inbd Private Car Kiosks(027))-Deg2 (480d) Phase 2
AD1521	Location 12(Inbd Private Car Kiosks(027) Canopy)-Deg1 (400d) Phase 2



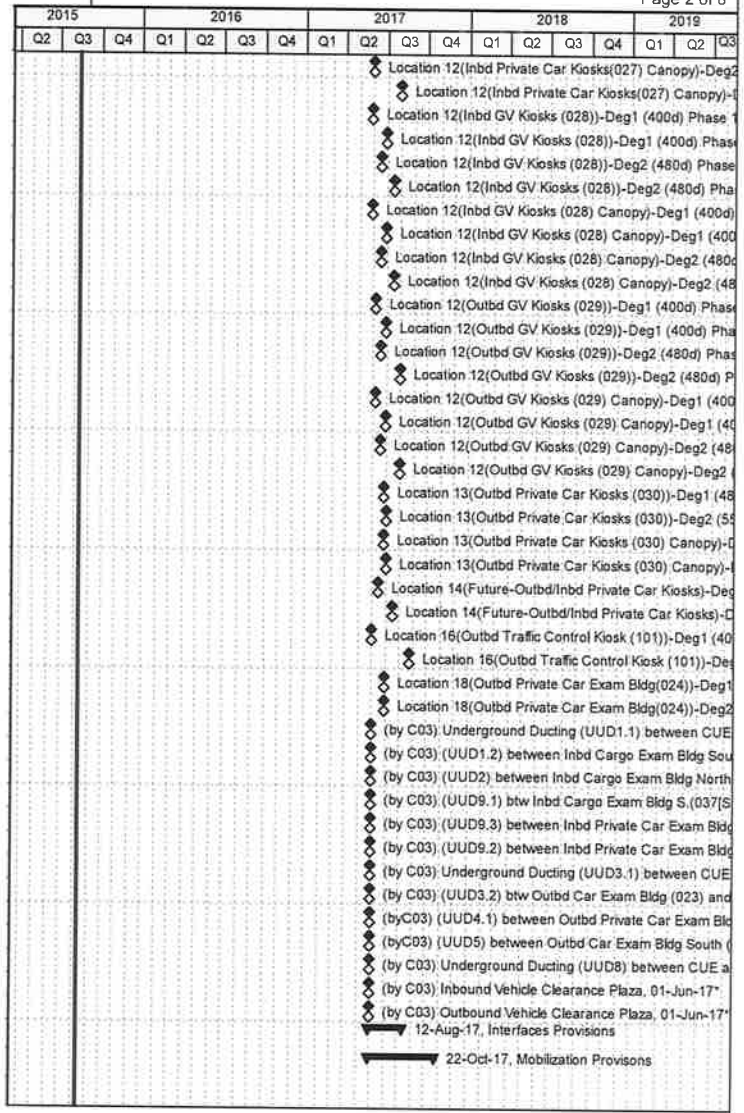
Programme No.: HZMB-DWP
Data Date: 14-Aug-15

Actual Level of Effort
Primary Baseline
Actual Work
Remaining Work
Critical Remaining Work
Baseline Milestone
Milestone
summary

Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing
Facilities - Automatic Vehicle
Clearance Support System (AVCSS)

Date	Revision	Checked	Approved
14-Nov-16	Rev.: 0	WC	LC
10-Mar-17	Rev.: 1.0a	WC	LC
5-May-17	Rev.: 1.0b	WC	LC

Activity ID	Activity Name
AD1530	Location 12(Inbd Private Car Kiosks(027) Canopy)-Deg2 (480d) Phase 1
AD1531	Location 12(Inbd Private Car Kiosks(027) Canopy)-Deg2 (480d) Phase 2
AD1540	Location 12(Inbd GV Kiosks (028))-Deg1 (400d) Phase 1
AD1541	Location 12(Inbd GV Kiosks (028))-Deg1 (400d) Phase 2
AD1550	Location 12(Inbd GV Kiosks (028))-Deg2 (480d) Phase 1
AD1551	Location 12(Inbd GV Kiosks (028))-Deg2 (480d) Phase 2
AD1560	Location 12(Inbd GV Kiosks (028) Canopy)-Deg1 (400d) Phase 1
AD1561	Location 12(Inbd GV Kiosks (028) Canopy)-Deg1 (400d) Phase 2
AD1570	Location 12(Inbd GV Kiosks (028) Canopy)-Deg2 (480d) Phase 1
AD1571	Location 12(Inbd GV Kiosks (028) Canopy)-Deg2 (480d) Phase 2
AD1580	Location 12(Outbd GV Kiosks (029))-Deg1 (400d) Phase 1
AD1581	Location 12(Outbd GV Kiosks (029))-Deg1 (400d) Phase 2
AD1590	Location 12(Outbd GV Kiosks (029))-Deg2 (480d) Phase 1
AD1591	Location 12(Outbd GV Kiosks (029))-Deg2 (480d) Phase 2
AD1600	Location 12(Outbd GV Kiosks (029) Canopy)-Deg1 (400d) Phase 1
AD1601	Location 12(Outbd GV Kiosks (029) Canopy)-Deg1 (400d) Phase 2
AD1610	Location 12(Outbd GV Kiosks (029) Canopy)-Deg2 (480d) Phase 1
AD1611	Location 12(Outbd GV Kiosks (029) Canopy)-Deg2 (480d) Phase 2
AD1620	Location 13(Outbd Private Car Kiosks (030))-Deg1 (480d) Phase 1
AD1630	Location 13(Outbd Private Car Kiosks (030))-Deg2 (550d) Phase 1
AD1640	Location 13(Outbd Private Car Kiosks (030) Canopy)-Deg1 (480d) Phase 1
AD1650	Location 13(Outbd Private Car Kiosks (030) Canopy)-Deg2 (550d) Phase 1
AD1660	Location 14(Future-Outbd/Inbd Private Car Kiosks)-Deg1 (610d)
AD1670	Location 14(Future-Outbd/Inbd Private Car Kiosks)-Deg2 (680d)
AD1700	Location 16(Outbd Traffic Control Kiosk (101))-Deg1 (400d)
AD1710	Location 16(Outbd Traffic Control Kiosk (101))-Deg2 (480d)
AD1740	Location 18(Outbd Private Car Exam Bldg(024))-Deg1 (-)
AD1750	Location 18(Outbd Private Car Exam Bldg(024))-Deg2 (670d)
AD1780	(by C03) Underground Ducting (UUD1.1) between CUE and Inbd Cargo Exam Bldg (0
AD1790	(by C03) (UUD1.2) between Inbd Cargo Exam Bldg South (037[S]) and DOH Cargo C
AD1800	(by C03) (UUD2) between Inbd Cargo Exam Bldg North (037[N]) and Inbd Vehicle Cle
AD1810	(by C03) (UUD9.1) btw Inbd Cargo Exam Bldg S.(037[S]) & Inbd PC Exam Bldg(033)
AD1820	(by C03) (UUD9.3) between Inbd Private Car Exam Bldg (033) and Inbd Vehicle Clear
AD1830	(by C03) (UUD9.2) between Inbd Private Car Exam Bldg (033) and Inbd Vehicle Clear
AD1840	(by C03) Underground Ducting (UUD3.1) between CUE to Outbd Cargo Exam Bldg (0
AD1850	(by C03) (UUD3.2) btw Outbd Car Exam Bldg (023) and Outbd PC Exam Bldg (024) a
AD1860	(byC03) (UUD4.1) between Outbd Private Car Exam Bldg (024) and Outbd Vehicle Cle
AD1870	(byC03) (UUD5) between Outbd Car Exam Bldg South (023[S]) and Outbd Vehicle Cle
AD1880	(by C03) Underground Ducting (UUD8) between CUE and Outbd PCA (032)
AD1910	(by C03) Inbound Vehicle Clearance Plaza
AD1920	(by C03) Outbound Vehicle Clearance Plaza
	Interfaces Provisions
	Mobilization Provisons
	WA4 Site Erection & Servicing



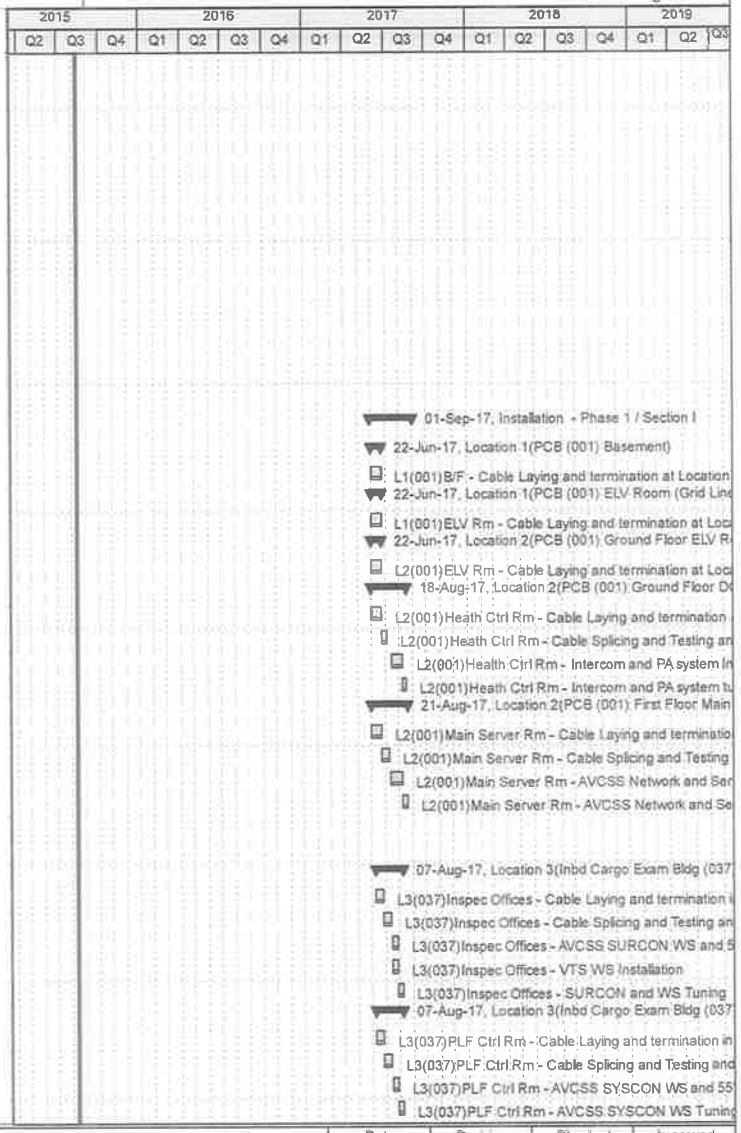
Programme No.: HZMB-DWP
Data Date: 14-Aug-15

Actual Level of Effort
Primary Baseline
Actual Work
Remaining Work
Critical Remaining Work
Baseline Milestone
Milestone
summary

Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities - Automatic Vehicle Clearance Support System (AVCSS)

Date	Revision	Checked	Approved
14-Nov-16	Rev.: 0	WC	LC
10-Mar-17	Rev.: 1.0a	WC	LC
5-May-17	Rev.: 1.0b	WC	LC

Activity ID	Activity Name
	Detailed Design Specification
	Contruction Design and Management
	Supply/Manufacture Mock-up items
	Supply/Manufacture prototypes
	Software Design, Coding and Testing
	Coding
	Software System Inetgration
	Prototype & Software Simulation Tests
	Procurement - Phase 1 / Section I
	Supply/Manufacture products for FAT
	Factory Acceptance Test (FAT)
	Supply/Manufacture Equipment
	Delivery and Bench Acceptance Test for Phase 1/ Section I
	Installation - Phase 1 / Section I
	Location 1(PCB (001) Basement)
EM1920	L1(001)B/F - Cable Laying and termination at Location 1 and Location 2
	Location 1(PCB (001) ELV Room (Grid Line E3))
EM1940	L1(001)ELV Rm - Cable Laying and termination at Location 1 and Location 2
	Location 2(PCB (001) Ground Floor ELV Room (Grid Line E3))
EM1960	L2(001)ELV Rm - Cable Laying and termination at Location 1 and Location 2
	Location 2(PCB (001) Ground Floor DOH Port Health Control Room (Grid Line BD5))
EM1080	L2(001)Heath Ctrl Rm - Cable Laying and termination at Location 1 and Location 2
EM1100	L2(001)Heath Ctrl Rm - Cable Splicing and Testing and Labeling
EM1120	L2(001)Health Ctrl Rm - Intercom and PA system Installation
EM1140	L2(001)Heath Ctrl Rm - Intercom and PA system tuning
	Location 2(PCB (001) First Floor Main Server Room)
EM1000	L2(001)Main Server Rm - Cable Laying and termination at Location 1 and Location 2
EM1020	L2(001)Main Server Rm - Cable Splicing and Testing and Labeling
EM1040	L2(001)Main Server Rm - AVCSS Network and Server Installation
EM1060	L2(001)Main Server Rm - AVCSS Network and Server Tuning
	Location 3(Inbd Cargo Exam Bldg (037) MDF Room)
	Location 3(Inbd Cargo Exam Bldg (037) ELV Room)
	Location 3(Inbd Cargo Exam Bldg (037) Inspector Offices 128,129,130,131,128,129,14
EM2020	L3(037)Inspec Offices - Cable Laying and termination in Location 3 and Location 3a
EM2040	L3(037)Inspec Offices - Cable Splicing and Testing and Labeling
EM2060	L3(037)Inspec Offices - AVCSS SURCON WS and 55" LCD Installation
EM2080	L3(037)Inspec Offices - VTS WS Installation
EM2100	L3(037)Inspec Offices - SURCON and WS Tuning
	Location 3(Inbd Cargo Exam Bldg (037) Platform Control Room)
EM1160	L3(037)PLF Ctrl Rm - Cable Laying and termination in Location 3 and Location 3a
EM1180	L3(037)PLF Ctrl Rm - Cable Splicing and Testing and Labeling
EM1200	L3(037)PLF Ctrl Rm - AVCSS SYSCON WS and 55" TV Wall Installation
EM1220	L3(037)PLF Ctrl Rm - AVCSS SYSCON WS Tuning



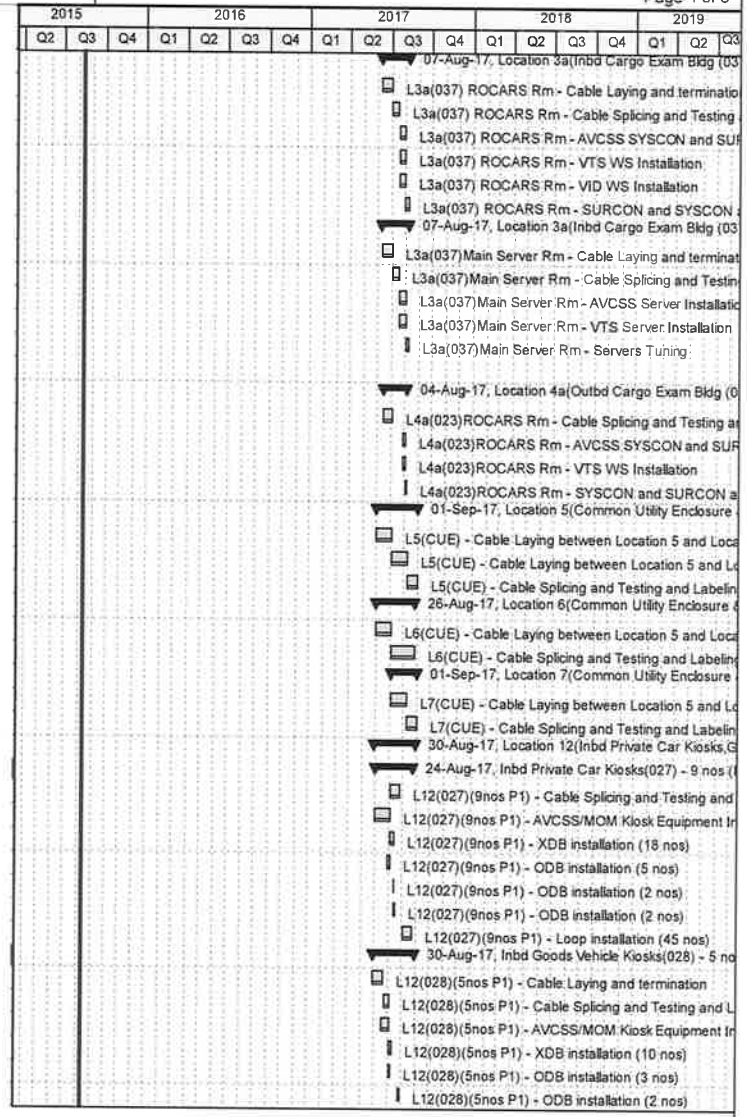
Programme No.: HZMB-DWP
Data Date: 14-Aug-15

Actual Level of Effort
Primary Baseline
Actual Work
Remaining Work
Critical Remaining Work
Baseline Milestone
Milestone
summary

Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing
Facilities - Automatic Vehicle
Clearance Support System (AVCSS)

Date	Revision	Checked	Approved
14-Nov-16	Rev.: 0	WC	LC
10-Mar-17	Rev.: 1.0a	WC	LC
5-May-17	Rev.: 1.0b	WC	LC

Activity ID	Activity Name
	Location 3a(Inbd Cargo Exam Bldg (037) ROCARS Room)
EM1240	L3a(037) ROCARS Rm - Cable Laying and termination in Location 3 and Location 3a
EM1260	L3a(037) ROCARS Rm - Cable Splicing and Testing and Labeling
EM1280	L3a(037) ROCARS Rm - AVCSS SYSCON and SURCON and Intercom Installation
EM1300	L3a(037) ROCARS Rm - VTS WS Installation
EM1320	L3a(037) ROCARS Rm - VID WS Installation
EM1340	L3a(037) ROCARS Rm - SURCON and SYSCON and WS Tuning
	Location 3a(Inbd Cargo Exam Bldg (037) Main Server Room)
EM2120	L3a(037)Main Server Rm - Cable Laying and termination in Location 3 and Location 3a
EM2140	L3a(037)Main Server Rm - Cable Splicing and Testing and Labeling
EM2160	L3a(037)Main Server Rm - AVCSS Server Installation
EM2180	L3a(037)Main Server Rm - VTS Server Installation
EM2200	L3a(037)Main Server Rm - Servers Tuning
	Location 4(Outbd Cargo Exam Bldg (023) MDF Room)
	Location 4a(Outbd Cargo Exam Bldg (023) ROCARS Room)
EM2240	L4a(023)ROCARS Rm - Cable Splicing and Testing and Labeling
EM2260	L4a(023)ROCARS Rm - AVCSS SYSCON and SURCON and Intercom Installation
EM2280	L4a(023)ROCARS Rm - VTS WS Installation
EM2300	L4a(023)ROCARS Rm - SYSCON and SURCON and WS Tuning
	Location 5(Common Utility Enclosure & Staff Subway)
EM2341	L5(CUE) - Cable Laying between Location 5 and Location 6
EM2361	L5(CUE) - Cable Laying between Location 5 and Location 7
EM2380	L5(CUE) - Cable Splicing and Testing and Labeling
	Location 6(Common Utility Enclosure & Staff Subway)
EM2400	L6(CUE) - Cable Laying between Location 5 and Location 6
EM2420	L6(CUE) - Cable Splicing and Testing and Labeling
	Location 7(Common Utility Enclosure & Staff Subway)
EM2440	L7(CUE) - Cable Laying between Location 5 and Location 7
EM2460	L7(CUE) - Cable Splicing and Testing and Labeling
	Location 12(Inbd Private Car Kiosks,GV Kiosks (027,028,029))
	Inbd Private Car Kiosks(027) - 9 nos (Phase 1)
EM1500	L12(027)(9nos P1) - Cable Splicing and Testing and Labeling
EM1520	L12(027)(9nos P1) - AVCSS/MOM Kiosk Equipment Installation (9 nos)
EM1541	L12(027)(9nos P1) - XDB installation (18 nos)
EM1542	L12(027)(9nos P1) - ODB installation (5 nos)
EM1543	L12(027)(9nos P1) - ODB installation (2 nos)
EM1544	L12(027)(9nos P1) - ODB installation (2 nos)
EM1560	L12(027)(9nos P1) - Loop installation (45 nos)
	Inbd Goods Vehicle Kiosks(028) - 5 nos (Phase 1)
EM1620	L12(028)(5nos P1) - Cable Laying and termination
EM1640	L12(028)(5nos P1) - Cable Splicing and Testing and Labeling
EM1660	L12(028)(5nos P1) - AVCSS/MOM Kiosk Equipment Installation (5 nos)
EM1681	L12(028)(5nos P1) - XDB installation (10 nos)
EM1682	L12(028)(5nos P1) - ODB installation (3 nos)
EM1683	L12(028)(5nos P1) - ODB installation (2 nos)



Programme No.: HZMB-DWP
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Actual Level of Effort
Primary Baseline
Actual Work
Remaining Work
Critical Remaining Work
Baseline Milestone
Milestone
summary

Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing
Facilities - Automatic Vehicle
Clearance Support System (AVCSS)

Date	Revision	Checked	Approved
14-Nov-16	Rev.: 0	WC	LC
10-Mar-17	Rev.: 1.0a	WC	LC
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Activity ID	Activity Name
EM1700	L12(028)(5nos P1) - AIOP Installation (5 nos)
EM1720	L12(028)(5nos P1) - Loop installation (25 nos)
	Outbd Goods Vehicle Kiosks(029) - 5 nos (Phase 1)
EM1740	L12(029)(5nos P1) - Cable Containment in Kiosks
EM1760	L12(029)(5nos P1) - Cable Laying and termination
EM1780	L12(029)(5nos P1) - Cable Splicing and Testing and Labeling
EM1800	L12(029)(5nos P1) - AVCSS/MOM Kiosk Equipment Installation (5 nos)
EM1821	L12(029)(5nos P1) - XDB installation (5 nos)
EM1822	L12(029)(5nos P1) - ODB installation (4 nos)
EM1823	L12(029)(5nos P1) - ODB installation (1 nos)
EM1840	L12(029)(5nos P1) - AIOP Installation (5 nos)
	Location 13(Outbd Private Car Kiosks (030)) - 9 nos (Phase 1)
EM2520	L13(030)(9nos P1) - Cable Containment in Kiosks
EM2540	L13(030)(9nos P1) - Cable Laying and termination
EM2560	L13(030)(9nos P1) - Cable Splicing and Testing and Labeling
EM2580	L13(030)(9nos P1) - AVCSS/MOM Kiosk Equipment Installation (9 nos)
EM2601	L13(030)(9nos P1) - XDB installation (9 nos)
EM2602	L13(030)(9nos P1) - ODB installation (7 nos)
	Location 14(Future-Outbd/Inbd Private Car Kiosks) - 6+6 nos
EM1440	L14 - Cable Laying and termination at ELV Room in CUE
	Location 15(Inbd Traffic Control Kiosk (100))
	Location 16(Outbd Traffic Control Kiosk (101))
EM2760	L16(101) - Cable Laying and termination
EM2780	L16(101) - Cable Splicing and Testing and Labeling
EM2800	L16(101) - AVCSS SYSCON and SURCON Installation
EM2820	L16(101) - VTS WS and 55" LCD Installation
	Location 17(Inbd Private Car Exam Bldg(033) Operational Office)
	Location 18 (Outbd Private Car Exam Bldg(024) Operational Office)
EM2940	L18(024) - Cable Laying and termination
EM2960	L18(024) - Cable Splicing and Testing and Labeling
EM2980	L18(024) - AVCSS SURCON and 55" LCD Installation
EM3000	L18(024) - SURCON Tuning
	Location 19 (DOH Cargo Clearance Bldg(043))
EM1360	L19(043) - Cable Laying and termination
EM1380	L19(043) - Cable Splicing and Testing and Labeling
EM1400	L19(043) - PA and Intercom Installation
EM1420	L19(043) - PA and Intercom Tuning
	Inbd Vehicle Clearance Plaza - 8 nos VID, 7 nos VTS, 4 nos TLS
EM3020	Inbound VID cabling from pillar box to VID field equipment
EM3040	Inbound VTS cabling from pillar box to VTS field equipment
EM3060	Inbound TLS cabling from pillar box to TLS field equipment
EM3080	Inbound VID field equipment installation (8 VID)
EM3100	Inbound VTS field equipment installation (4 RFID + 3 Cameras)
EM3120	Inbound TLS field equipment installation (4 TLS)
EM3140	Inbound VID and VTS and TLS field equipment tuning

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◆ Milestone

Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities - Automatic Vehicle Clearance Support System (AVCSS)

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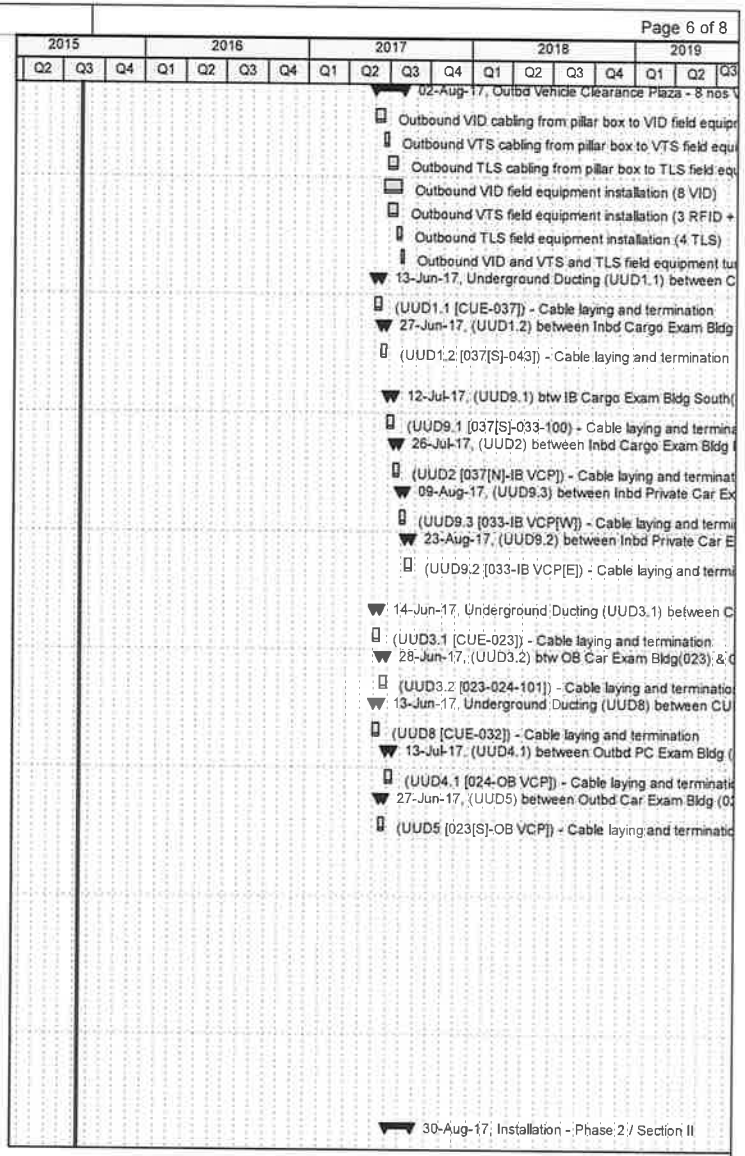
Activity ID	Activity Name
	Outbd Vehicle Clearance Plaza - 8 nos VID, 6 nos VTS, 4 nos TLS
EM3160	Outbound VID cabling from pillar box to VID field equipment
EM3180	Outbound VTS cabling from pillar box to VTS field equipment
EM3200	Outbound TLS cabling from pillar box to TLS field equipment
EM3220	Outbound VID field equipment installation (8 VID)
EM3240	Outbound VTS field equipment installation (3 RFID + 3 Cameras)
EM3260	Outbound TLS field equipment installation (4 TLS)
EM3280	Outbound VID and VTS and TLS field equipment tuning
	Underground Ducting (UUD1.1) between CUE and Inbd Cargo Exam Bldg (037)
UD1000	(UUD1.1 [CUE-037]) - Cable laying and termination
	(UUD1.2) between Inbd Cargo Exam Bldg South (037[S]) and DOH Cargo Clearance Bl
UD1060	(UUD1.2 [037[S]-043]) - Cable laying and termination
	Underground Ducting (UUD6) between CUE and Shuttle Bus Kiosk (006) and Inbd Priv
	(UUD9.1) btw IB Cargo Exam Bldg South(037[S]) & IB PC Exam Bldg(033) & IB Traffic
UD1040	(UUD9.1 [037[S]-033-100) - Cable laying and termination
	(UUD2) between Inbd Cargo Exam Bldg North (037[N]) to Inbd VCP
UD1010	(UUD2 [037[N]-IB VCP]) - Cable laying and termination
	(UUD9.3) between Inbd Private Car Exam Bldg (033) and Inbd Vehicle Clearance Plaza
UD1070	(UUD9.3 [033-IB VCP[W]) - Cable laying and termination
	(UUD9.2) between Inbd Private Car Exam Bldg (033) and Inbd Vehicle Clearance Plaza
UD1020	(UUD9.2 [033-IB VCP[E]) - Cable laying and termination
	Underground Ducting (UUD7) between PCB(001) and Inbd Coach Kiosks(010)
	Underground Ducting (UUD3.1) between CUE and Outbd Cargo Exam Bldg (023)
UD1030	(UUD3.1 [CUE-023]) - Cable laying and termination
	(UUD3.2) btw OB Car Exam Bldg(023) & OB PC Exam Bldg(024) & OB Traffic Control I
UD1050	(UUD3.2 [023-024-101]) - Cable laying and termination
	Underground Ducting (UUD8) between CUE and Outbd PCA (032)
UD1100	(UUD8 [CUE-032]) - Cable laying and termination
	(UUD4.1) between Outbd PC Exam Bldg (024) and Outbd Vehicle Clearance Plaza
UD1080	(UUD4.1 [024-OB VCP]) - Cable laying and termination
	(UUD5) between Outbd Car Exam Bldg (023[S]) and Outbd Vehicle Clearance Plaza
UD1090	(UUD5 [023[S]-OB VCP]) - Cable laying and termination
	Initial On-Site Test and Commissioning / Pre-SAT (Phase 1 / Section I)
	Site Acceptance Test (Phase 1 / Section I)
	Security Risk Assessment and Audit
	Operability Period Test (Phase 1 / Section I)
	Completion (Phase 1 /Section I)
	Training and Document (Phase 1 /Section I)
	Operation (Phase 1 /Section I)
	Engineering Support for Phase 1 / Section I
	Procurement - Phase 2 / Section II
	Delivery and Bench Acceptance Test for Phase 2/Section II
	Installation - Phase 2 / Section II



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Hong Kong-Zhuhai-Macao Bridge
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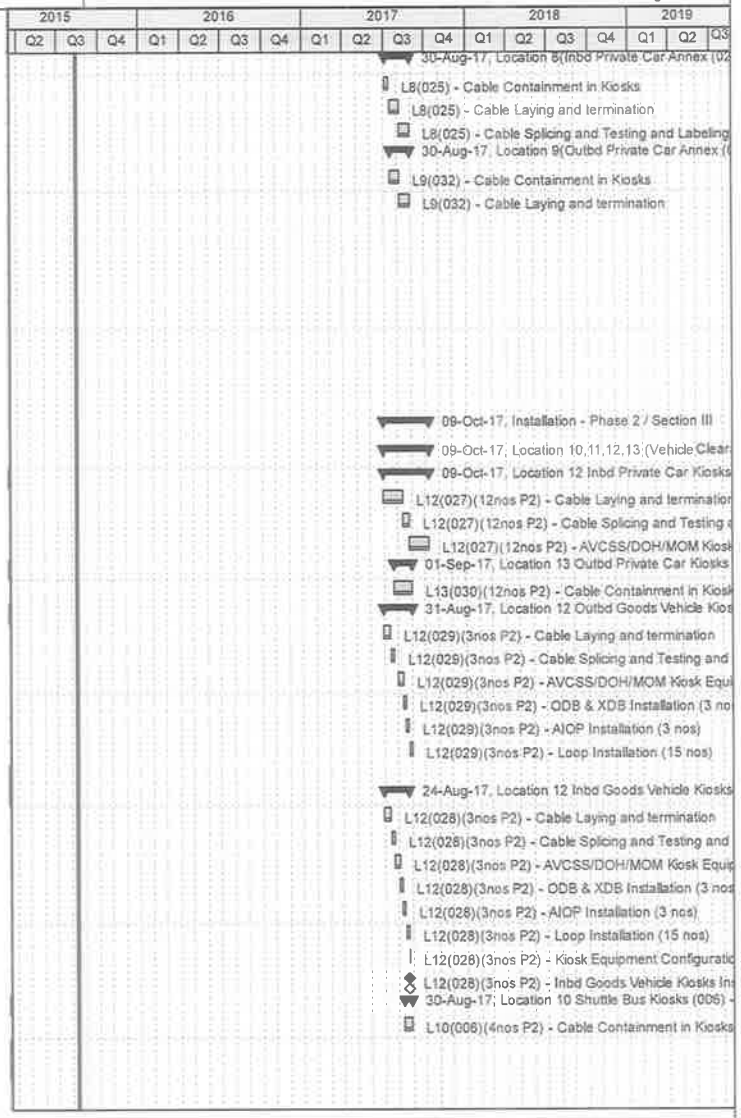
Activity ID	Activity Name
	Location 8(Inbd Private Car Annex (025)) (Phase 2)
EM3370	L8(025) - Cable Containment in Kiosks
EM3380	L8(025) - Cable Laying and termination
EM3400	L8(025) - Cable Splicing and Testing and Labeling
	Location 9(Outbd Private Car Annex (032)) (Phase 2)
EM3500	L9(032) - Cable Containment in Kiosks
EM3520	L9(032) - Cable Laying and termination
	Initial On-Site Test and Commissioning / Pre-SAT (Phase 2 / Section II)
	Site Acceptance Test (Phase 2 / Section II)
	Operability Period Test (Phase 2 / Section II)
	Completion (Phase 2 / Section II)
	Engineering Support for Phase 2 / Section II
	Procurement for Phase2 / Section III
	Delivery and Bench Acceptance Test for Phase2 / Section III
	Installation - Phase 2 / Section III
	Location 10,11,12,13 (Vehicle Clearance Kiosks)
	Location 12 Inbd Private Car Kiosks (027) - 12 nos (Phase 2)
EM4440	L12(027)(12nos P2) - Cable Laying and termination
EM4460	L12(027)(12nos P2) - Cable Splicing and Testing and Labeling
EM4480	L12(027)(12nos P2) - AVCSS/DOH/MOM Kiosk Equipment Installation (12 nos)
	Location 13 Outbd Private Car Kiosks (030) - 12 nos (Phase 2)
EM4560	L13(030)(12nos P2) - Cable Containment in Kiosks
	Location 12 Outbd Goods Vehicle Kiosks (029) - 3 nos (Phase 2)
EM4880	L12(029)(3nos P2) - Cable Laying and termination
EM4900	L12(029)(3nos P2) - Cable Splicing and Testing and Labeling
EM4920	L12(029)(3nos P2) - AVCSS/DOH/MOM Kiosk Equipment Installation (3 nos)
EM4940	L12(029)(3nos P2) - ODB & XDB Installation (3 nos)
EM4960	L12(029)(3nos P2) - AIOP Installation (3 nos)
EM4980	L12(029)(3nos P2) - Loop Installation (15 nos)
	Location 11 Outbd Coach Kiosks (009) - 4 nos (Phase 2)
	Location 12 Inbd Goods Vehicle Kiosks (028) - 3 nos (Phase 2)
EM4720	L12(028)(3nos P2) - Cable Laying and termination
EM4740	L12(028)(3nos P2) - Cable Splicing and Testing and Labeling
EM4760	L12(028)(3nos P2) - AVCSS/DOH/MOM Kiosk Equipment Installation (3 nos)
EM4780	L12(028)(3nos P2) - ODB & XDB Installation (3 nos)
EM4800	L12(028)(3nos P2) - AIOP Installation (3 nos)
EM4820	L12(028)(3nos P2) - Loop Installation (15 nos)
EM4840	L12(028)(3nos P2) - Kiosk Equipment Configuration (3 nos)
EM5120	L12(028)(3nos P2) - Inbd Goods Vehicle Kiosks Installation Complete
	Location 10 Shuttle Bus Kiosks (006) - 4 nos (Phase 2)
EM4000	L10(006)(4nos P2) - Cable Containment in Kiosks
	Location 11 Inbd Coach Kiosks (010) - 2 nos (Phase 2)-1
	Location 11 Inbd Coach Kiosks (010) - 2 nos (Phase 2)-2
	Initial On-Site Test and Commissioning / Pre-SAT (Phase 2 / Section III)



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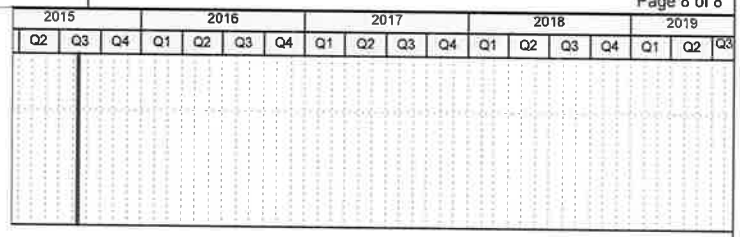
5-May-17	Rev.: 1.0b	WC	LC

Activity ID	Activity Name
	Site Acceptance Test (Phase 2 / Section III)
	Operability Period Test (Phase 2 / Section III)
	Completion (Phase 2 / Section III)
	Operation (Phase 2 / Section III)
	Defect Liability Period (DLP)
	Document Submission (Phase 2 / Section III)



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Hong Kong Boundary Crossing Facilities - Automatic Vehicle Clearance Support System (AVCSS)

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5-May-17	Rev.: 1.0b	WC	LC

Appendix D

Event / Action Plan

Appendix D –

Event / Action Plan for Air Quality and Noise Monitoring and Water Quality Monitoring and Ecological Monitoring

Event / Action Plan for Air Quality

Event	Action			
	ET	IEC	ER	Contractor
Action Level				
1. Exceedance for one sample	1. Identify source, investigate the causes of exceedance and propose remedial measures; 2. Inform IEC and ER; 3. Repeat measurement to confirm finding; 4. Increase monitoring frequency to daily.	1. Check monitoring data submitted by ET; 2. Check Contractor's working method.	1. Notify Contractor.	1. Rectify any unacceptable practice; 2. Amend working methods if appropriate.

Event	Action			
	ET	IEC	ER	Contractor
2. Exceedance for two or more consecutive samples	1. Identify source; 2. Inform IEC and ER; 3. Advise the ER on the effectiveness of the proposed remedial measures; 4. Repeat measurements to confirm findings; 5. Increase monitoring frequency to daily; 6. Discuss with IEC and Contractor on remedial actions required; 7. If exceedance continues, arrange meeting with IEC and ER; 8. If exceedance stops, cease additional monitoring.	1. Check monitoring data submitted by ET; 2. Check Contractor's working method; 3. Discuss with ET and Contractor on possible remedial measures; 4. Advise the ER on the effectiveness of the proposed remedial measures; 5. Supervise Implementation of remedial measures.	1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Ensure remedial measures properly implemented.	1. Submit proposals for remedial to ER within 3 working days of notification; 2. Implement the agreed proposals; 3. Amend proposal if appropriate.

Event	Action			
	ET	IEC	ER	Contractor
Limit Level				
1. Exceedance for one sample	1. Identify source, investigate the causes of exceedance a nd propose remedial measures; 2. Inform ER, Contractor and EPD; 3. Repeat measurement to confirm finding; 4. Increase monitoring frequency to daily; 5. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results.	1. Check monitoring data submitted by ET; 2. Check Contractor's working method; 3. Discuss with ET and Contractor on possible remedial measures; 4. Advise the ER on the effectiveness of the proposed remedial measures; 5. Supervise implementatio n of remedial measures.	1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Ensure remedial measures properly implemented.	1. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Amend proposal if appropriate.

Event	Action			
	ET	IEC	ER	Contractor
2. Exceedance for two or more consecutive samples	1. Notify IEC, ER, Contractor and EPD; 2. Identify source; 3. Repeat measurement to confirm findings; 4. Increase monitoring frequency to daily; 5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented; 6. Arrange meeting with IEC and ER to discuss the remedial actions to be taken; 7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results; 8. If exceedance stops, cease additional monitoring.	1. Discuss amongst ER, ET, and Contractor on the potential remedial actions; 2. Review Contractor's remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly; 3. Supervise the implementation of remedial measures.	1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. In consultation with the IEC, agree with the Contractor on the remedial measures to be implemented; 4. Ensure remedial measures properly implemented; 5. If exceedance continues, consider what portion of the work is responsible and instruct the Contractor to stop that portion of work until the exceedance is abated.	1. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Resubmit proposals if problem still not under control; 5. Stop the relevant portion of works as determined by the ER until the exceedances abated.

Event / Action Plan for Construction Noise Monitoring

Event	Action			
	ET	IEC	ER	Contractor
Action Level	1. Notify IEC and Contractor; 2. Identify source, investigate the causes of exceedance and propose remedial measures; 3. Report the results of investigation to the IEC,ER and Contractor; 4. Discuss with th e Contractor and formulate remedial measures; 5. Increase monitoring frequency to check mitigation effectiveness.	1. Review the analysed results submitted by the ET; 2. Review the proposed remedial measures by the Contractor and advise the ER accordingly; 3. Supervise the implementation of remedial measures.	1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Require Contractor to propose remedial measures for the analysed noise problem; 4. Ensure remedial measures are properly implemented.	1. Submit noise mitigation proposals to IEC; 2. Implement noise mitigation proposals.

Event	Action			
	ET	IEC	ER	Contractor
Limit Level	1. Inform IEC, ER, EPD and Contractor; 2. Identify source; 3. Repeat measurements to confirm findings; 4. Increase monitoring frequency; 5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented; 6. Inform IEC, ER and EPD the causes and actions taken for the exceedances; 7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results; 8. If exceedance stops, cease additional monitoring.	1. Discuss amongst ER, ET, and Contractor on the potential remedial actions; 2. Review Contractors remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly; 3. Supervise the implementation of remedial measures.	1. Confirm receipt of notification of failure in writing; 2. Notify Contractor; 3. Require Contractor to propose remedial measures for the analysed noise problem; 4. Ensure remedial measures properly implemented; 5. If exceedance continues, consider what portion of the work is responsible and instruct the Contractor to stop that portion of work until the exceedance is abated.	1. Take immediate action to avoid further exceedance; 2. Submit proposals for remedial actions to IEC within 3 working days of notification; 3. Implement the agreed proposals; 4. Resubmit proposals if problem still not under control; 5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.

Event / Action Plan for Water Quality

Event	ET Leader	IEC	ER	Contractor
Action level being exceeded by one sampling day	1. Repeat in situ measurement on next day of exceedance to confirm findings 2. Identify source(s) of impact 3. Inform IEC, contractor and ER 4. Check monitoring data, all plant, equipment and Contractor's working methods	1. Confirm receipt of notification of noncompliance in writing 2. Notify Contractor	1. Confirm receipt of notification of noncompliance in writing 2. Notify Contractor	1. Inform the ER and confirm notification of the noncompliance in writing 2. Rectify unacceptable practice 3. Amend working methods if appropriate
Action level being exceeded by two or more consecutive sampling days	1. Repeat in situ measurement to confirm findings 2. Identify source(s) of impact 3. Inform IEC, Contractor and ER 4. Check monitoring data, all plant, equipment and Contractor's working methods 5. Discuss mitigation measures with IEC, ER and Contractor 6. Ensure mitigation measures are implemented 7. Increase the monitoring frequency to daily until no exceedance of Action level 8. Repeat measurement on next day of exceedance to confirm findings	1. Check monitoring data submitted by ET and Contractor's working method 2. Discuss with ET and Contractor on possible remedial actions 3. Review the proposed mitigation measures submitted by Contractor and advise the ER accordingly 4. Assess the effectiveness of the implemented mitigation measures	1. Confirm receipt of notification of noncompliance in writing 2. Discuss with IEC on the proposed mitigation measures 3. Make agreement on mitigation measures to be implemented 4. Ensure mitigation measures are properly implemented 5. Assess the effectiveness of the implemented mitigation measures	1. Inform the Engineer and confirm notification of the noncompliance in writing 2. Rectify unacceptable practice 3. Check all plant and equipment and consider changes of working methods 4. Discuss with ET and IEC on possible remedial actions and propose mitigation measures to IEC and ER within 3 working days of notification 5. Implement the agreed mitigation measures 6. Amend working methods if appropriate

Event	ET Leader	IEC	ER	Contractor
Limit level being exceeded by one sampling day	1. Repeat in-situ measurement to confirm findings 2. Identify source(s) of impact 3. Inform IEC, Contractor, ER and EPD 4. Check monitoring data, all plant, equipment and Contractor's working methods 5. Discuss mitigation measures with IEC, ER and Contractor 6. Ensure mitigation measures are implemented 7. Increase the monitoring frequency to daily until no exceedance of Limit level	1. Check monitoring data submitted by ET and Contractor's working method 2. Discuss with ET and Contractor on possible remedial actions 3. Review the proposed mitigation measures submitted by Contractor and advise the ER accordingly 4. Assess the effectiveness of the implemented mitigation measures	1. Confirm receipt of notification of failure in writing 2. Discuss with IEC, ET and Contractor on the proposed mitigation measures 3. Request Contractor to critically review the working methods 4. Ensure mitigation measures are properly implemented 5. Assess the effectiveness of the implemented mitigation measures	1. Inform the ER and confirm notification of the noncompliance in writing 2. Rectify unacceptable practice 3. Check all plant and equipment and consider changes of working methods 4. Submit proposal of mitigation measures to ER within 3 working days of notification and discuss with ET, IEC and ER 5. Implement the agreed mitigation measures 6. Amend working methods if appropriate
Limit level being exceeded by two or more consecutive sampling days	1. Repeat in-situ measurement to confirm findings 2. Identify source(s) of impact 3. Inform IEC, contractor, ER and EPD 4. Check monitoring data, all plant, equipment and Contractor's working methods 5. Discuss mitigation measures with IEC, ER and Contractor 6. Ensure mitigation measures are implemented 7. Increase the monitoring frequency to daily until no exceedance of Limit level for two consecutive days	1. Check monitoring data submitted by ET and Contractor's working method 2. Discuss with ET and Contractor on possible remedial actions 3. Review the Contractor's mitigation measures whenever necessary to assure their effectiveness and advise the ER accordingly	1. Confirm receipt of notification of failure in writing 2. Discuss with IEC, ET and Contractor on the proposed mitigation measures 3. Request Contractor to critically review the working methods 4. Make agreement on the mitigation measures to be implemented 5. Ensure mitigation measures are properly implemented 6. Assess the effectiveness of the implemented mitigation measures 7. Consider and instruct, if necessary, the Contractor to slow down or to stop all or part of the construction activities until no exceedance of Limit level	1. Inform the ER and confirm notification of the noncompliance in writing 2. Take immediate action to avoid further exceedance 3. Rectify unacceptable practice 4. Check all plant and equipment and consider changes of working methods 5. Submit proposal of mitigation measures to ER within 3 working days of notification and discuss with ET, IEC and ER 6. Implement the agreed mitigation measures 7. Resubmit proposals of mitigation measures if problem still not under control 8. As directed by the engineer, to slow down or to stop all or part of the construction activities until no exceedance of Limit level

Event / Action Plan for Ecological Monitoring

Event	ET Leader	IEC	ER	Contractor
Action Level	1. Repeat statistical data analysis to confirm findings; 2. 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; 3. Identify source(s) of impact; 4. Inform the IEC, ER/SOR and Contractor; 5. Check monitoring data. 6. Review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary.	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring results and finding with the ET and the Contractor.	1. Discuss monitoring with the IEC and any other measures proposed by the ET; 2. If ER/SOR is satisfied with the proposal of any other measures, ER/SOR to signify the agreement in writing on the measures to be implemented.	1. Inform the ER/SOR and confirm notification of the non-compliance in writing; 2. Discuss with the ET and the IEC and propose measures to the IEC and the ER/SOR; 3. Implement the agreed measures.

Event	ET Leader	IEC	ER	Contractor
Limit Level	1. Repeat statistical data analysis to confirm findings; 2. 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; 3. Identify source(s) of impact; 4. Inform the IEC, ER/SOR and Contractor of findings; 5. Check monitoring data; 6. Repeat review to ensure all the dolphin protective measures are fully and properly implemented and advise on additional measures if necessary. 7. If ET proves that the source of impact is caused by any of the construction activity by the works contract, ET to arrange a meeting to discuss with IEC, ER/SOR and Contractor the necessity of additional dolphin monitoring and/or any other potential mitigation measures (e.g., consider to modify the perimeter silt curtain or consider to control/temporarily stop relevant construction activity etc.) and submit to IEC a proposal of additional dolphin monitoring and/or mitigation measures where necessary.	1. Check monitoring data submitted by ET and Contractor; 2. Discuss monitoring results and findings with the ET and the Contractor; 3. Attend the meeting to discuss with ET, ER/SOR and Contractor the necessity of additional dolphin monitoring and any other potential mitigation measures. 4. Review proposals for additional monitoring and any other mitigation measures submitted by ET and Contractor and advise ER/SOR of the results and findings accordingly. 5. Supervise / Audit the implementation of additional monitoring and/or any other mitigation measures and advise ER/SOR the results and findings accordingly.	1. Attend the meeting to discuss with ET, IEC and Contractor the necessity of additional dolphin monitoring and any other potential mitigation measures. 2. If ER/SOR is satisfied with the proposals for additional dolphin monitoring and/or any other mitigation measures submitted by ET and Contractor and verified by IEC, ER/SOR to signify the agreement in writing on such proposals and any other mitigation measures. 3. Supervise the implementation of additional monitoring and/or any other mitigation measures.	1. Inform the ER/SOR and confirm notification of the non-compliance in writing; 2. Attend the meeting to discuss with ET, IEC and ER/SOR the necessity of additional dolphin monitoring and any other potential mitigation measures. 3. Jointly submit with ET to IEC a proposal of additional dolphin monitoring and/or any other mitigation measures when necessary. 4. Implement the agreed additional dolphin monitoring and/or any other mitigation measures.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix E

Implementation Schedule for Environmental Mitigation Measures (EMIS)

Appendix E – Implementation Schedule of Environmental Mitigation Measures (EMIS)

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
Air Quality				
S5.5.6.1	A1	1) The contractor shall follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation	All construction sites	V
S5.5.6.2	A2	2) Proper watering of exposed spoil should be undertaken throughout the construction phase: • Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading; • Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads; • A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones. • The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle; • Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;	All construction sites	V
S5.5.6.2	A2	• When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period; • The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials, • Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously; • Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet; • Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding; • Any skip hoist for material transport should be totally enclosed by impervious sheeting; • Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top	All construction sites	V
S5.5.6.2	A2	• Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high	All construction sites	N/A

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		level alarm which is interlocked with the material filling line and no overfilling is allowed; • Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and • Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site r part of the construction site where the exposed earth lies		
S5.5.6.3	A3	3) The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.	All construction sites	V
S5.5.6.4	A4	4) Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.	All construction sites	V
S5.5.6.4	A5	5) Implement regular dust monitoring under EM&A programme during the construction stage.	Selected Representative dust monitoring station	V (Conducted by Contract No. HY/2013/01 and HY/2011/03)
S5.5.7.1	A6	The following mitigation measures should be adopted to prevent fugitive dust emissions for concrete batching plant; • Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system; • All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP; • Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system; • The materials which may generate airborne dusty emissions should be wetted by water spray system; • All receiving hoppers should be enclosed on three sides up to 3m above unloading point; • All conveyor transfer points should be totally enclosed; • All access and route roads within the premises should be paved and wetted; and • Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body	Selected Representative dust monitoring station	N/A
S5.5.2.7	A7	The following mitigation measures should be adopted to prevent fugitive dust emissions at barging point: • All road surface within the barging facilities will be paved; • Dust enclosures will be provided for the loading ramp; • Vehicles will be required to pass through designated wheels wash facilities; and • Continuous water spray at the loading points	All construction sites	V
Construction Nose (Air borne)				
S6.4.10	N1	1) Use of good site practices to limit noise emissions by considering the following: • only well-maintained plant should be operated on-site and plant should be serviced regularly during	All construction sites	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		the construction programme; • machines and plant (such as trucks, cranes) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; • plant known to emit noise strongly in one direction, where possible, be orientated so that the noise is directed away from nearby NSRs; • silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works; • mobile plant should be sited as far away from NSRs as possible and practicable; • material stockpiles, mobile container site officer and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities.		
S6.4.11	N2	2) Install temporary hoarding located on the site boundaries between noisy construction activities and NSRs. The conditions of the hoardings shall be properly maintained throughout the construction period.	All construction sites	V
S6.4.12	N3	3) Install movable noise barriers (typically density@14kg/m acoustic mat or full enclosure close to noisy plants including compressor, generators, saw.	For plant items listed in Appendix 6D of the EIA report at all construction sites	N/A
S6.4.13	N4	4) Select "Quiet plants" which comply with the BS 5228 Part 1 or TM standards.	For plant items listed in Appendix 6D of the EIA report at all construction site	V
S6.4.14	N5	5) Sequencing operation of construction plants where practicable	All construction sites where practicable	V
S5.1	N6	6) Implement a noise monitoring under EM&A programme.	Selected representative noise monitoring station	V (Conducted by Contract No. HY/2013/01)
Sediment				
S7.3	S1	1) The requirements as recommended in ETWB TC 34/2002 Management of Dredged/Excavated Sediment shall be included in the Particular Specification as appropriate.	All construction sites	V
Waste Management (Construction Waste)				
S8.3.8	WM1	Construction and Demolition Material The following mitigation measures should be implemented in handling the waste: • Maintain temporary stockpiles and reuse excavated fill material for backfilling and reinstatement; • Carry out on-site sorting; • Make provisions in the Contract documents to allow and promote the use of recycled aggregates where appropriate; • Implement a trip-ticket system for each works contract to ensure that the disposal of C&D materials are properly documented and verified; and • Implement an enhanced Waste Management Plan similar to E7WBTC (Works) No. 19/2005 - "Environmental Management on Construction Sites" to encourage on-site sorting of C&D	All construction sites	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		materials and to minimize their generation during the course of construction. • In addition, disposal of the C&D materials onto any sensitive locations such as agricultural lands, etc. should be avoided. The Contractor shall propose the final disposal sites to the Project Proponent and get its approval before implementation		
S8.3.9-S8.3.11	WM2	C&D Waste • Standard formwork or pre-fabrication should be used as far as practicable in order to minimise the arising of C&D materials. The use of more durable formwork or plastic facing for the construction works should be considered. Use of wooden hoardings should not be used, as in other projects. Metal hoarding should be used to enhance the possibility of recycling. The purchasing of construction materials will be carefully planned in order to avoid over ordering and wastage. • The Contractor should recycle as much of the C&D materials as possible on-site. Public fill and C&D waste should be segregated and stored in different containers or skips to enhance reuse or recycling of materials and their proper disposal. Where practicable, concrete and masonry can be crushed and used as fill. Steel reinforcement bar can be used by scrap steel mills. Different areas of the sites should be considered for such segregation and storage.	All construction sites	V
S8.2.12-S8.3.15	WM3	Chemical Waste • Chemical waste that is produced, as defined by Schedule 1 of the Waste Disposal (Chemical Waste) (General) Regulation, should be handled in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. • Containers used for the storage of chemical wastes should be suitable for the substance they are holding, resistant to corrosion, maintained in a good condition, and securely closed; have a capacity of less than 450 liters unless the specification has been approved by the EPD; and display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the regulation. • The storage area for chemical wastes should be clearly labeled and used solely for the storage of chemical waste; enclosed on at least 3 sides; have an impermeable floor and bunding of sufficient capacity to accommodate 110% of the volume of the largest container or 20 % of the total volume of waste stored in that area, whichever is the greatest; have adequate ventilation; covered to prevent rainfall entering; and arranged so that incompatible materials are adequately separated. • Disposal of chemical waste should be via a licensed waste collector; be to a facility licensed to receive chemical waste, such as the Chemical Waste Treatment Centre which also offers chemical waste collection service and can supply the necessary storage containers; or be to a reuser of the waste, under approval from the EPD.	All construction sites	V
S8.3.16	WM4	Sewage • Adequate numbers of portable toilets should be provided for the workers. The portable toilets should be maintained in a state which will not deter the workers from utilizing these portable	All construction sites	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		toilets. Night soil should be collected by licensed collectors regularly.		
S8.3.17	WM5	General Refuse • General refuse generated on-site should be stored in enclosed bins or compaction units separately from construction and chemical wastes. • A reputable waste collector should be employed by the Contractor to remove general refuse from the site, separately from construction and chemical wastes, on a daily basis to minimize odour, pest and litter impacts. Burning of refuse on construction sites is prohibited by law. • Aluminium cans are often recovered from the waste stream by individual collectors if they are segregated and made easily accessible. Separate labelled bins for their deposit should be provided if feasible. • Office wastes can be reduced through the recycling of paper if volumes are large enough to warrant collection. Participation in a local collection scheme should be considered by the Contractor. • Training should be provided to workers about the concepts of site cleanliness and appropriate waste management procedure, including reduction, reuse and recycling of wastes.	All construction sites	V
Water Quality (Construction Phase)				
S9.11.1.1-S9.11.1.2	W1	• Mitigation during the marine works to reduce impacts to within acceptable levels have been recommended and will comprise a series of measures that restrict the method and sequencing of dredging/backfilling, as well as protection measures. Details of the measures are provided below and summarised in the Environmental Mitigation Implementation Schedule in EM&A Manual • Construction of seawalls to be advanced by at least 100-200m before the main reclamation dredging and filling can commence. It should be noted that the protection by advanced seawall is a dynamic process depending on the progress of the construction activities and the stage when such protection could be realised is illustrated in Figure 9.2 and detailed in Appendix 9D6 of the EIA Report. The part of the works where such measures can be undertaken for the majority of the time includes the following locations: - TMCLKL northern reclamation; - TMCLKL southern reclamation (after formation of the nips); - Reclamation dredging and filling for Portion B of HKBCF; - Reclamation filling for Portion C of HKBCF;- Reclamation filling for Portion D of HKBCF; Reclamation filling for FSD berth of HKBCF; and - Reclamation dredging and filling for Portion 1 of HKLR; • Export for dredged spoils from NWWCZ avoiding exerting high demand on the disposal facilities in the NWWCZ and, hence, minimise potential cumulative impacts; • For the marine viaducts of HKLR, the bored piling will be undertaken within a metal casing; • A maximum of 30% public fill shall be used for all backfilling below -2.5mPD for the southern reclamation of TMCLKL, HKBCF and HKLR projects; • where public fill is proposed for filling below -2.5mPD, the fine content in the public fill will be	Marine-based works area	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		controlled to 25%; • silt curtains (cage type) will be applied round all grab dredgers during the HKBCF, HKLR and TMCLKL southern reclamation works; • single layer silt curtains will be applied around all works; • when constructing Portion D of the HKBCF, one side of the seawall crossing the channel should be constructed first and prior to the other works. This would reduce the maximum flow speed across the channel and enhance the effectiveness of other mitigation measures such as silt curtain system; • during the first two months of dredging work for HKBCF and HKLR, the silt-removal efficiency of the silt-curtains shall be verified by examining the results of water quality monitoring points. The water quality monitoring points to be selected for the above shall be those close to the locations of the initial period of dredging work. Details in this regard shall be determined by the ENPO to be established, taking account of the Contractor's proposed actual locations of his initial period of dredging work. • a sheet piled wall shall be constructed north of the HKBCF island ,in order to allow the use of silt curtains during Phase 2 works; and • silt curtain shall be fully maintained throughout the works. In addition, dredging operations should be undertaken in such a manner as to minimise resuspension of sediments. Standard good dredging practice measures should, therefore, be implemented including the following requirements which should be written into the dredging contract. • trailer suction hopper dredgers shall not allow mud to overflow; • use of Lean Material Overboard (LMOB) systems shall be prohibited; • mechanical grabs shall be designed and maintained to avoid spillage and should seal tightly while being lifted; • barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material; • any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes; • loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation; • excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved; • adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; • all vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; and • the works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site.		
S9.11.1.3	W2	Land Works General construction activities on land should also be governed by standard good working practice.	Land-based works area	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		Specific measures to be written into the works contracts should include: • wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters; • sewage effluent and discharges from on-site kitchen facilities shall be directed to Government sewer in accordance with the requirements of the WPCO or collected for disposal offsite. The use of soakaways shall be avoided; • storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks; • silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm; • temporary access roads should be surfaced with crushed stone or gravel; • rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities; • measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system; • open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms; • manholes (including any newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers; • discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;		
S9.11.1.7	W2	• all vehicles and plant should be cleaned before they leave the construction site to ensure that no earth, mud or debris is deposited by them on roads. A wheel washing bay should be provided at every site exit; • wheel wash overflow shall be directed to silt removal facilities before being discharged to the storm drain; • the section of construction road between the wheel washing bay and the public road should be surfaced with crushed stone or coarse gravel; • wastewater generated from concreting, plastering, Internal decoration, cleaning work and other similar activities, shall be screened to remove large objects; • vehicle and plant servicing areas, vehicle wash bays and lubrication facilities shall be located under roofed areas. The drainage in these covered areas shall be connected to foul sewers via a petrol interceptor in accordance with the requirements of the WPCO or collected for off site disposal; • the contractors shall prepare an oil / chemical cleanup plan and ensure that leakages or spillages are contained and cleaned up	Land-based works area	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		immediately; • waste oil should be collected and stored for recycling or disposal, in accordance with the Waste Disposal Ordinance; • all fuel tanks and chemical storage areas should be provided with locks and be sited on sealed areas. The storage areas should be surrounded by bunds with a capacity equal to 110% of the storage capacity of the largest tank; and • surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.		
S9.14	W3	Implement a water quality monitoring programme	Selected representative WQM stations	V (Conducted by Contract No. HY/2013/01)
Ecology (Construction Phase)				
S10.7	E4	• Watering to reduce dust generation; prevention of siltation of freshwater habitats; Site runoff should be desilted, to reduce the potential for suspended sediments, organics and other contaminants to enter streams and standing freshwater	Land-based works areas	V
S10.7	E5	• Good site practices, including strictly following the permitted works hours, using quieter machines where practicable, and avoiding excessive lightings during night time	Land-based works areas	V
S10.7	E6	• Dolphin Exclusion Zone • Dolphin watching plan	Marine works	V
S10.7	E7	• Decouple compressors and other equipment on working vessels • Proposal on design and implementation of acoustic decoupling measures applied during dredging and reclamation works • Avoidance of percussive piling	Marine works	V
S10.7	E8	• Control vessel speed • Skipper training • Predefined and regular routes for working vessels; avoid Brother Islands.	Marine Traffic	V
S10.10	E9	Vessel based dolphin monitoring	Northeast and Northwest Lantau	V (Conducted by Contract No. HY/2013/01)
Fisheries				
S11.7	F4	• Maritime Oil Spill Response Plan (MOSRP); • Contingency plan.	HKBCF	V
Landscape & Visual (Detailed Design Phase)				
S14.3.3.1	LV1	General design measures include: • Roadside planting and planting along the edge of the HKBCF Island is proposed; • Transplanting of mature trees in good health and amenity value where appropriate and reinstatement of areas disturbed during construction by compensatory hydro-seeding and planting; • Protection measures for the trees to be retained during construction activities; • Optimizing the sizes and spacing of the bridge columns; • Fine-tuning the location of the bridge columns to avoid visually-sensitive locations; • Providing planting area around peripheral of HKBCF for tree planting screening effect; • Providing salt-tolerant native trees along the planter strip at affected seawall and newly reclaimed coastline; • For HKBCF, providing aesthetic architectural design on the related buildings (e.g. similar materials for PCB building facade to Airport	HKBCF	V

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		buildings, roof planting and subtle materials for other facilities buildings and so on), and the related infrastructure (e.g. parapet planting and transparent cover for elevated footbridges) to provide harmonious atmosphere of the HKBCF; and - Fine-tuning the sizes of the structural members to minimize the bulkiness of buildings and adjustment of building arrangement to minimise disturbance to surrounding vegetation in the HKBCF.		
Landscape & Visual (Construction Phase)				
S14.3.3.3	LV2	Mitigate both Landscape and Visual Impacts G1. Grass-hydroseed bare soil surface and stock pile areas. G2. Add planting strip and automatic irrigation system if appropriate at some portions of bridge footbridge to screen bridge and traffic. G3. Not applicable as this is for HKLR. G4. For HKBCF, providing aesthetic architectural design on the related buildings (e.g. similar materials for PCB building facade to Airport buildings, roof planting and subtle materials for other facilities buildings and so on), and the related infrastructure (e.g. parapet planting and transparent cover for elevated footbridges) to provide harmonious atmosphere of the HKBCF G5. Vegetation reinstatement and upgrading to disturbed areas G6. Maximizing new tree shrub and other vegetation planting to compensate tree felled and vegetation removed G7. Providing planting area around peripheral of HKBCF for tree planting screening effect; G8. Plant salt-tolerant native and shrubs etc along the planter strip at affected seawall. G9. Reserve of loose natural granite rocks for re-use, Provide new coastline to adopt "natural-look" by means of using armour rocks in the form of natural rock materials and planting strip area accommodating screen buffer to enhance "natural-look" of the new coastline.	Building 026, 037, 039, 041, 043 and all area at ground level	V
S14.3.3.3	LV3	Mitigate Visual Impacts V1. Minimize time for construction activities during construction period. V2. Not applicable for HKBCF.	Building 026, 037, 039, 041, 043 and all area at ground level	V
EM&A				
S15.2.2	EM1	An Independent Environmental Checker needs to be employed as per the EM&A Manual	All construction sites	V
S15.5 – S15.6	EM2	1) An Environmental Team needs to be employed as per the EM&A Manual. 2) Prepare a systematic Environmental Management Plan to ensure effective implementation of the mitigation measures. 3) An environmental impact monitoring needs to be implementing by the Environmental Team to ensure all the requirements given in the EM&A Manual are fully complied with.	All construction sites	V

Legend: V = implemented; x = not implemented; N/A = not applicable

Appendix F

Site Audit Findings and Corrective Actions

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix F – Site Audit Findings and Corrective Actions

Site inspections were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. During the reporting period, 12 site inspections were carried out on 07, 15, 22 and 28 December 2017, 04, 12, 19 and 25 January 2018, 01, 09, 15 and 22 February 2018 (includes Contract No. HY/2013/06 within Contract No. HY/2013/03 works area).

Particular observations during the site inspections are described below.

For Contract No. HY/2013/03

30 November 2017

1. The Contractor was reminded to provide drip tray for the oil drum beside Building 049. Subsequently, drip tray was provided. The observation was closed on 07 December 2017.

07 December 2017

1. The Contractor was reminded to increase watering for dust suppression at haul roads. Subsequently, watering was increased. The observation was closed on 15 December 2017.

15 December 2017

1. The Contractor was reminded to remove food waste accumulated at Portion K. Subsequently, food waste was removed. The observation was closed on 22 December 2017.

2. The Contractor was reminded to provide the NRMM label for the excavator in Portion K. Subsequently, NRMM label was provided. The observation was closed on 22 December 2017.

22 December 2017

1. The Contractor was reminded to remove general waste accumulated at Building 029. Subsequently, general waste was removed. The observation was closed on 28 December 2017.

2. The Contractor was reminded to provide proper cover for the unused cement stored in Building 029. Subsequently, cover was provided. The observation was closed on 28 December 2017.

28 December 2017

1. The Contractor was reminded to provide the NRMM label for the crane in Portion H. The observation was closed on 04 January 2018.

2. The Contractor was reminded to provide drip tray for generator in Portion H. The observation was closed on 04 January 2018.

3. The Contractor was reminded to remove general waste accumulated at Building 041. The observation was closed on 04 January 2018.

04 January 2018

1. The Contractor was reminded to remove the stagnant water accumulated near Building 040. The observation was closed on 12 January 2018.

2. The Contractor was reminded to remove the general waste accumulated near Building 040. The observation was closed on 12 January 2018.

12 January 2018

1. The Contractor was reminded to remove the construction waste accumulated near Building 010. The observation was closed on 19 January 2018.

19 January 2018

1. The Contractor was reminded to provide a new NRMM label for the excavator near Building 037. The observation was closed on 25 January 2018.

2. The Contractor was reminded to remove the general waste accumulated in Portion K. The observation was closed on 25 January 2018.

25 January 2018

1. The Contractor was reminded to remove the stagnant water accumulated near Building 049. The observation was closed on 01 February 2018.

01 February 2018

1. The Contractor was reminded to provide drip tray for the chemical in Portion G. The observation was closed on 09 February 2018.

2. The Contractor was reminded to remove the stagnant water accumulated near Building 040. The observation was closed on 09 February 2018.

09 February 2018

1. The Contractor was reminded to remove the general and construction waste accumulated in Building 049. The observation was closed on 15 February 2018.

2. The Contractor was reminded to provide a clear NRMM label for the generator near Building 049. The observation was closed on 15 February 2018.

3. The Contractor was reminded to move the chemical waste near Building 049 to chemical waste store. The observation was closed on 15 February 2018.

15 February 2018

1. The Contractor was reminded to improve the emission quality of the generator in Portion K. The observation was closed on 22 February 2018.

22 February 2018

1. The Contractor was reminded to remove the stagnant water accumulated in Building 049. Follow-up actions for outstanding observation will be checked in the upcoming site inspections and reported in the coming reporting period.

2. The Contractor was reminded to remove the construction waste accumulated in Building 049. Follow-up actions for outstanding observation will be checked in the upcoming site inspections and reported in the coming reporting period.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

For Contract No. HY/2013/06 within Contract No. HY/2013/03 works area

07 December 2017

1. Nil findings.

15 December 2017

1. Nil findings.

22 December 2017

1. Nil findings.

28 December 2017

1. Nil findings.

04 January 2018

1. Nil findings.

12 January 2018

1. Nil findings.

19 January 2018

1. Nil findings.

25 January 2018

1. Nil findings.

01 February 2018

1. Nil findings.

09 February 2018

1. Nil findings.

15 February 2018

1. Nil findings.

22 February 2018

1. Nil findings.

The Contractor has rectified most of the observations as identified during environmental site inspections during the reporting period. Follow-up actions for outstanding observations will be inspected during the next site inspections.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix G

Waste Flow Table

Monthly Summary of Waste Flow Table for 2017 (year)

Name of Person completing the Record: Marko Chan

Month	Actual Quantities of Inert C&D Materials Generated Monthly					Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated	Broken Concrete *(see Note 1)*	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Metals	Paper/ cardboard packaging	Plastics *(see Note 2)*	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000m^3)
Jan	0.000	0	0	0	0.000	0	0	0	0	0.580
Feb	0.000	0	0	0	0.000	0	0	0	0	0.585
Mar	0.000	0	0	0	0.000	0	0	0	0	0.999
Apr	0.043	0	0	0	0.043	0	0	0	0	1.073
May	12.682	0	0	12.637	0.045	0	0	0	0	1.321
Jun	27.129	0	0	26.007	1.122	0	0	0	0	2.023
Jul	54.710	0	0	54.224	0.486	0	0	0	0	1.448
Aug	67.927	0	0	64.331	3.596	0	0	0	0	1.656
Sept	83.814	0	0	80.345	3.469	0	0	0	0	1.950
Oct	50.339	0	0	49.312	1.027	0	0	0	0	1.750
Nov	12.476	0	0	10.919	1.557	0	0	0	0	1.750
Dec	20.83973	0	0	12.57173	8.268	0	0	0	0	1.589
Total	320.760	0.000	0.000	301.147	19.613	0.000	0.000	0.000	0.000	16.724

Notes:

(1) Broken concrete for recycling into aggregates.

(2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging material.

Contract No. HY/2013/03
Hong Kong-Zhuhai-Macao Bridge
Hong Kong Boundary Crossing Facilities
- Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Monthly Summary of Waste Flow Table for 2018 (year)

Name of Person completing the Record: Marko Chan

Month	Actual Quantities of Inert C&D Materials Generated Monthly					Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated	Broken Concrete *(see Note 1)*	Reused in the Contract	Reused in other Projects	Disposed as Public Fill	Metals	Paper/ cardboard packaging	Plastics *(see Note 2)*	Chemical Waste	Others, e.g. general refuse
	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000m^3)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000m^3)
Jan	18.910	0	0	10.228	8.682	0	0	0	0	1.584
Feb	2.092	0	0	0	2.092	0	0	0	0	2.062
Mar										
Apr										
May										
Jun										
Jul										
Aug										
Sept										
Oct										
Nov										
Dec										
Total	21.002	0.000	0.000	10.228	10.774	0.000	0.000	0.000	0.000	3.646

Notes:

(1) Broken concrete for recycling into aggregates.

(2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging material.

Ver: 1st
Date: Jan 2017

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ATAL Technologies Ltd.
Contract: HY/2013/06 HKBCF- Automatic Vehicle Clearance Support System
Location: Artifical Island of HKBCF (C3 Area)

Monthly Summary Waste Flow Table for 2017

Month	Inert C&D Waste disposal / 堕性廢物 (in tonnes) (see Note 1)						Non-inert C&D Waste disposal 非堕性廢物 (in tonnes)		Waste to be recycled and returned / 可再循環利用或回收的廢物								Total Quantity Generated 總生產量	
	Reused in the Work Package (e.g. backfilling) 再用於工程 (如回填)		Reused in other Projects 再用於其他工程		Inert Waste (e.g. soil, broken concrete, rubble, fill material etc.) 堕性廢物 (如泥, 石矢頭, 石, 填料等)		Others (e.g. general refuse, broken formwork etc) 其他 (如垃圾, 廢板枋等)		Metals 金屬		Plastic 塑膠		Paper/cardboard packaging 廢紙/包裝紙類		Chemical Waste 化學廢物			
	(b)		(c)		(d)		(e)		(in tonnes)		(in tonnes)		(in tonnes)		(in litre)		(a)= (b+c+d+e)	
	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量
January	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002	0.000	0.000	0.000	0.000
February	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002	0.000	0.000	0.000	0.000
March	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002	0.005	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002
April	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.005	0.005	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.005
May	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020	0.020	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020
June	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020	0.020	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020
July	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020	0.020	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.020
August	0.000	0.000	0.000	0.000	0.000	0.000	0.030	0.030	0.030	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.030	0.030
September	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050	0.030	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050
October	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050	0.030	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050
November	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050	0.030	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050
December	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.050**	**0.050**	**0.300**	**0.030**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.050**	**0.050**
Total	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.297**	**0.297**	**0.490**	**0.220**	**0.000**	**0.000**	**0.004**	**0.004**	**0.000**	**0.000**	**0.297**	**0.297**

Notes: (1) The quantities of C&D Materials, in tonne, was calculated by multiply the estimated volume, in m3, with the density of the soil, which is 1.5 gcm^{-3}.

ATAL

Ver: 1st
Date: Jan 2017

ATAL Technologies Ltd.
Contract: HY/2013/06 HKBCF- Automatic Vehicle Clearence Support System
Location: Artifical Island of HKBCF (C3 Area)

Monthly Summary Waste Flow Table for 2018

Month	Inert C&D Waste disposal / 堕性廢物 (in tonnes) (see Note 1)						Non-inert C&D Waste disposal 非堕性廢物 (in tonnes)		Waste to be recycled and returned / 可再循環利用或回收的廢物								Total Quantity Generated 總生產量	
	Reused in the Work Package (e.g. backfilling) 再用於工程 (如回填)		Reused in other Projects 再用於其他工程		Inert Waste (e.g. soil, broken concrete, rubble, fill material etc.) 堕性廢物 (如泥, 石矢頭, 石, 填料等)		Others (e.g. general refuse, broken formwork etc) 其他 (如垃圾, 廢板枋等)		Metals 金屬		Plastic 塑膠		Paper/cardboard packaging 廢紙/包裝紙類		Chemical Waste 化學廢物			
	(b)		(c)		(d)		(e)		(in tonnes)		(in tonnes)		(in tonnes)		(in litre)		(a)= (b+c+d+e)	
	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量	Est. Qty. 估計數量	Act. Qty. 實際數量
January	0.000	0.000	0.000	0.000	0.000	0.000	0.100	0.100	0.030	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.100	0.100
February	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.050**	**0.050**	**0.010**	**0.010**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.050**	**0.050**
March																		
April																		
May																		
June																		
July																		
August																		
September																		
October																		
November																		
December																		
Total	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.150**	**0.150**	**0.040**	**0.040**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.150**	**0.150**

Notes: (1) The quantitles of C&D Materials, in tonne, was calculated by multiply the estimated volume, in m3, with the density of the soil, which is 1.5 gcm^{-3}.

Appendix H

Environmental Licenses and Permits

Environmental Permit / Licences Summary for Contract No. HY/2013/03

(update: 06/03/2018)

Item	Permit/Licence Registration	Permit No.	Work Area	Application Date	Issue Date	Valid Date		Status	Remark
						From	To		
1	Environmental Permit Pursuant to Environmental Impact Assessment Ordinance	EP-353/2009/H	HKBCF	16-Jan-15	19 Jan 15	19 Jan 15	Nil	Superseded	
2	Notification Pursuant to Section 3(1) of The Air Pollution Control (Construction Dust) Regulation	Ref No. 387703	Main Site Area	15-Apr-15	15-Apr-15	15-Apr-15	Nil	Valid	
3	Notification Pursuant to Section 3(1) of The Air Pollution Control (Construction Dust) Regulation	Ref No. 387735	Works Area WA3	15-Apr-15	15-Apr-15	15-Apr-15	Nil	Valid	
4	Billing A/C for Construction Waste Disposal Pursuant to Section 6 & 9 of the Waste Disposal (Charges for Disposal of Construction waste) Regulation	A/C No. 7022228	Main Site Area, WA3 & 4	15-Apr-15	06-May-15	06-May-15	Nil	Valid	
5	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0477-15	Works Area WA3	20-Apr-15	04-May-15	18-May-15	17-Nov-15	Expired	
6	Registration as Waste Producer Pursuant to Waste Disposal (Chemical Waste) (General) Regulation	5213-951-C1186-28	Main Site Area	28-Apr-15	01-Jun-15	01-Jun-15	Nil	Valid	
7	Registration as Waste Producer Pursuant to Waste Disposal (Chemical Waste) (General) Regulation	5213-974-C3597-03	Works Area WA4	28-Apr-15	01-Jun-15	01-Jun-15	Nil	Valid	
8	Water Discharge License Pursuant to Water Pollution Control Ordinance (Cap 358)	WT00022180-2015	Works Area WA3	29-Apr-15	04-Aug-15	03-Aug-15	31-Aug-20	Valid	
9	Water Discharge License Pursuant to Water Pollution Control Ordinance (Cap 358)	WT00022391-2015	Main Site Area	06-May-15	04-Sep-15	04-Sep-15	30-Sep-20	Superseded	
10	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0566-15	Box Culvert D	08-May-15	22-May-15	08-Jun-15	07-Nov-15	Expired	
11	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0674-15	CUE	05-Jun-15	19-Jun-15	19-Jun-15	18-Aug-15	Expired	
12	Environmental Permit Pursuant to Environmental Impact Assessment Ordinance	EP-353/2009/I	HKBCF	30-Jun-15	17-Jul-15	17-Jul-15	Nil	Superseded	
13	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0020-15	Drill Tower	06-Jul-15	20-Jul-15	01-Aug-15	30-Nov-15	Expired	
14	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0999-15	CUE	28-Aug-15	11-Sep-15	14-Sep-15	10-Dec-15	Superseded	
15	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS1065-15	Portion A1	15-Sept-15	29-Sep-15	30-Sep-15	31-Dec-15	Superseded	

16	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS1203-15	CUE	20-Oct-15	03-Nov-15	02-Nov-15	31-Jan-16	Superseded	
17	Permit issued Under the Dumping at Sea Ordinance	EP/MD/16-121	South of Brothers (CMP2)	26-Oct-15	17-Dec-15	18-Dec-15	17-Jan-16	Expired	
18	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS1315-15	Portion G	12-Nov-15	26-Nov-15	28-Nov-15	28-Feb-16	Expired	
19	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0029-15	Drill Tower	27-Nov-15	11-Dec-15	14-Dec-15	13-Apr-16	Expired	
20	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS1388-15	Main Site Area	27-Nov-15	16-Dec-15	21-Dec-15	18-Mar-16	Superseded	
21	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0035-16	Main Site Area	31-Dec-15	14-Jan-16	18-Jan-16	17-Mar-16	Superseded	
22	Permit issued Under the Dumping at Sea Ordinance	EP/MD/16-161	South of Brothers (CMP2)	31-Dec-15	15-Jan-16	20-Jan-16	19-Feb-16	Expired	
23	Permit issued Under the Dumping at Sea Ordinance	EP/MD/16-177	South of Brothers (CMP2)	26-Jan-16	11-Feb-16	20-Feb-16	19-Mar-16	Expired	
24	Environmental Permit Pursuant to Environmental Impact Assessment Ordinance	EP-353/2009/J	HKBCF	18-Feb-16	25-Feb-16	25-Feb-16	Nil	Superseded	
25	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0009-16	Portion G	02-Mar-16	16-Mar-16	21-Mar-16	20-Jul-16	Expired	
26	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0244-16	Main Site Area	03-Mar-16	17-Mar-16	18-Mar-16	18-Jun-16	Expired	
27	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0249-16	Main Site Area	03-Mar-16	17-Mar-16	19-Mar-16	18-Jun-16	Superseded	
28	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0269-16	Floating Concrete Batching Plant	03-Mar-16	17-Mar-16	19-Mar-16	18-Jun-16	Superseded	
29	Permit issued Under the Dumping at Sea Ordinance	EP/MD/16-202	East of Sha Chau (CMP Vd)	09-Mar-16	18-Mar-16	24-Mar-16	23-Apr-16	Expired	
30	Environmental Permit Pursuant to Environmental Impact Assessment Ordinance	EP-353/2009/K	HKBCF	24-Mar-16	11-Apr-16	11-Apr-16	Nil	Valid	
31	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0348-16	Main Site Area	29-Mar-16	12-Apr-16	15-Apr-16	14-Jul-16	Superseded	
32	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-007	East of Sha Chau (CMP Vd)	08-Apr-16	19-Apr-16	24-Apr-16	23-May-16	Expired	
33	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-029	East of Sha Chau (CMP Vd)	09-May-16	19-May-16	24-May-16	23-Jun-16	Expired	

34	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-040	East of Sha Chau (CMP Vd)	31-May-16	13-Jun-16	14-Jun-16	13-Jul-16	Expired	
35	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0607-16	Main Site Area	02-Jun-16	16-Jun-16	19-Jun-16	18-Sep-16	Superseded	
36	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0629-16	Floating Concrete Batching Plant	02-Jun-16	16-Jun-16	19-Jun-16	18-Dec-16	Superseded	
37	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0639-16	Main Site Area	02-Jun-16	16-Jun-16	15-Jul-16	14-Oct-16	Superseded	
38	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-062	East of Sha Chau (CMP Vd)	30-Jun-16	12-Jul-16	14-Jul-16	13-Aug-16	Expired	
39	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0020-16	Portion A, G & H	13-Jul-16	27-Jul-16	28-Jul-16	24-Jan-17	Superseded	
40	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-075	East of Sha Chau (CMP Vd)	27-Jul-16	05-Aug-16	14-Aug-16	31-Aug-16	Expired	
41	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-088	East of Sha Chau (CMP Vd)	16-Aug-16	26-Aug-16	01-Sep-16	30-Sep-16	Expired	
42	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0933-16	Main Site Area	18-Aug-16	01-Sep-16	05-Sep-16	31-Dec-16	Expired	
43	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0960-16	Main Site Area	06-Sep-16	15-Sep-16	19-Sep-16	18-Dec-16	Expired	
44	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-105	East of Sha Chau (CMP Vd)	15-Sep-16	27-Sep-16	01-Oct-16	31-Oct-16	Expired	
45	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0028-16	Portion A, G, H & N	15-Sep-16	29-Sep-16	03-Oct-16	02-Apr-17	Expired	
46	Water Discharge License Pursuant to Water Pollution Control Ordinance (Cap 358)	WT00025384-2016	Main Site Area	09-Mar-16	10-Nov-16	10-Nov-16	30-Sep-20	Valid	
47	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-132	East of Sha Chau (CMP Vd)	03-Nov-16	30-Nov-16	05-Dec-16	04-Jan-17	Expired	
48	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-140	East of Sha Chau (CMP Va) or South of Brothers (CMP2)	14-Nov-16	30-Nov-16	30-Nov-16	29-Dec-16	Expired	
49	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-146	East of Sha Chau (CMP Va) or South of Brothers (CMP2	28-Nov-16	16-Dec-16	16-Dec-16	29-Dec-16	Expired	
50	Construction Noise Permit	GW-RS1267-16	Main Site Area	02-Dec-16	16-Dec-16	19-Dec-16	18-Mar-17	Expired	

	Pursuant to Section 8(6) of the Noise Control Ordinance								
51	Specified Process Licence for Tar and Bitumen Works Pursuant to Section 14 of the Air Pollution Control Ordinance	L-15-039(1)	Temporary Asphalt Mixing Facility	05-Dec-16	16-Mar-17	16-Mar-17	15-Mar-19	Valid	
52	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS1329-16	Main Site Area	09-Dec-16	23-Dec-16	01-Jan-17	30-Apr-17	Superseded	
53	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-161	East of Sha Chau (CMP Vd)	15-Dec-16	04-Jan-17	05-Jan-17	04-Feb-17	Expired	
54	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-170	East of Sha Chau (CMP Vd)	12-Jan-17	24-Jan-17	05-Feb-17	04-Mar-17	Expired	
55	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0205-17	Main Site Area	01-Mar-17	15-Mar-17	19-Mar-17	18-Jun-17	Expired	
56	Permit issued Under the Dumping at Sea Ordinance	EP/MD/17-190	East of Sha Chau (CMP Vd)	01-Mar-17	17-Mar-17	20-Mar-17	19-Apr-17	Expired	
57	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	PP-RS0008-17	Box Culvert B	06-Apr-17	20-Apr-17	21-Apr-17	19-Jul-17	Expired	
58	Permit issued Under the Dumping at Sea Ordinance	EP/MD/18-005	East of Sha Chau (CMP Vd)	10-Apr-17	24-Apr-17	25-Apr-17	24-May-17	Expired	
59	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0382-17	Main Site Area	10-Apr-17	25-Apr-17	27-Apr-17	24-Jul-17	Expired	
60	Permit issued Under the Dumping at Sea Ordinance	EP/MD/18-018	East of Sha Chau (CMP Vd)	19-May-17	01-Jun-17	02-Jun-17	01-Jul-17	Expired	
61	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0516-17	Main Site Area	31-May-17	14-Jun-17	19-Jun-17	18-Sep-17	Expired	
62	Permit issued Under the Dumping at Sea Ordinance	EP/MD/18-037	East of Sha Chau (CMP Vd)	19-Jun-17	06-Jul-17	07-Jul-17	06-Aug-17	Expired	
63	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0632-17	Main Site Area	07-Jul-17	21-Jul-17	25-Jul-17	24-Nov-17	Superseded	
64	Permit issued Under the Dumping at Sea Ordinance	EP/MD/18-052	East of Sha Chau (CMP Vd)	25-Jul-17	07-Aug-17	09-Aug-17	31-Aug-17	Expired	
65	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0771-17	Main Site Area	28-Aug-17	11-Sep-17	19-Sep-17	18-Jan-18	Expired	
66	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0778-17	Main Site Area	28-Aug-17	11-Sep-17	14-Sep-17	13-Mar-18	Superseded	
67	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0834-17	Main Site Area	12-Sep-17	26-Sep-17	28-Sep-17	27-Mar-18	Superseded	
68	Construction Noise Permit Pursuant to Section 8(6) of the Noise Control Ordinance	GW-RS0901-17	Main Site Area	25-Sep-17	11-Oct-17	13-Oct-17	12-Apr-18	Valid	

ATAL Technologies Limited

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Environmental License/ Permits /Notification Register

LCAL H2642

Contract: HY/2013/06 – Hong Kong Zhuhai and Macao Bridge - HKBCF – Automatic Vehicle Clearance Support System

Item No.	Permit/License or Registration Application			Permit/License/ Notification/ Registration Description	Permit/License/ Registration Number	Issue/Start Date	Expiry Date	Issuing Office	Remark
					Date: 28 Feb 2018				
	Work Area	Date	Reference						
1	HZMB-HK Boundary Crossing Facilities	31 July 2015	WFG14980	Disposal of Construction Waste Billing Account	7023015	20 August 2015	--	EPD	
2	HZMB-HK Boundary Crossing Facilities	14 Nov 2017	EP831/N09/RS1037-17	Construction Noise Permit	GW-RS1037-17	1 Dec 2017	30 May 2018	EPD	

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix I

Investigation Reports on Action Level or Limit Level Non-compliance

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0032

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 10/01/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0032

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171204 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 8 December 2017:

Monitoring Date: 4 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 17.9 for mid-ebb /13.6 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 19.4 for mid-ebb/14.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	SR6	Depth Average	**26.0**	19.3
	SR7		12.1	**24.1**
	SR10B(N)		13.4	**24.0**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171204 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, SR7 and SR10B(N), the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 4 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 30 November 2017, 7, 15 and 22 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 7 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
- open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

MATERIALAB CONSULTANTS LIMITED

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Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
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Kwai Fong, Hong Kong.
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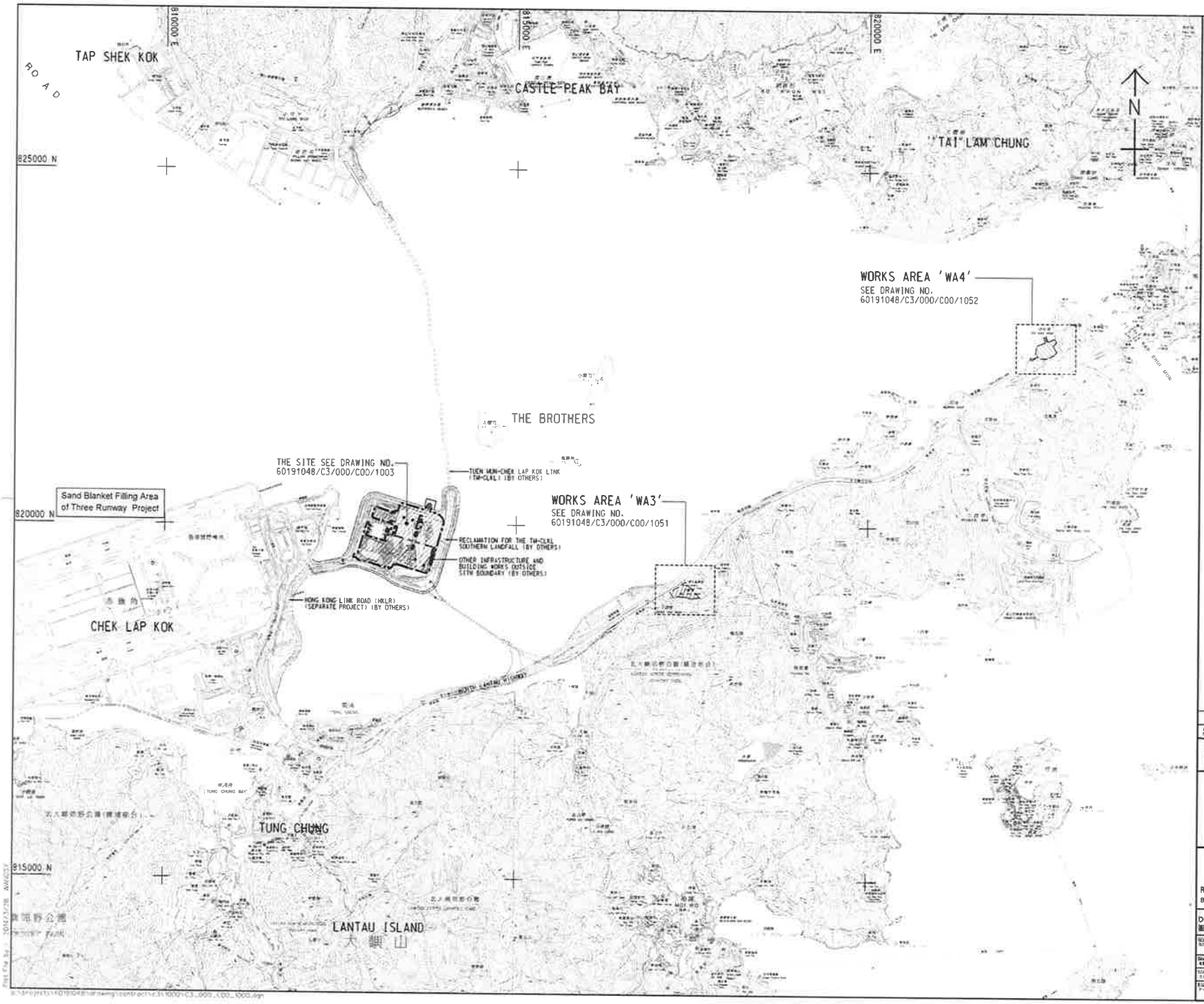
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

REV.	DESCRIPTION	BY	CHK	DATE
-	TENDER DRAWING	BMCW	SCI	MAR.14

HIGHWAYS DEPARTMENT
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
– VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

DRG.NO. 60191048/C3/000/C00/1000

DESIGNED BY	BMCW	CONTRACT NO.	HY/2013/03
DRAWN BY	WSY	CHECKED	TKM
SCALE	A1 1 : 25000	STATUS	
DIMENSIONS ARE IN	METRES		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix A

Notification of Limit Level Exceedance (20171204 SS NOE)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171204_SS_NOE**
Date of Notification: 08 Dec 2017

Works Inspected: Data collected from water sampling works on 4 December 2017 and the results were issued on 8 December 2017

Monitoring Location: Water Quality Monitoring Station

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	SR6	Depth Average	23.6 and 120% (i.e. 17.9 for mid-ebb/13.6 for mid-flood) of upstream control station's SS at the same tide of the same day	~~34.4 and 130%~~ (i.e. 19.4 for mid-ebb/14.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater Intakes	**26.0**	19.3
SS	SR7	Depth Average			12.1	**24.1**
SS	SR10B(N)	Depth Average			13.4	**24.0**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(M)3(N) and CS4
Upstream control stations of mid-flood tide: CS(M)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	11:41:00	08:18:00
IS(M)6	11:48:00	08:01:00
IS7	11:55:00	07:54:00
IS8	12:09:00	07:40:00
IS(M)9	12:01:00	07:47:00
IS10(N)	12:25:00	07:23:00
IS(M)11	12:38:00	07:15:00
IS(M)18	12:31:00	07:18:00
IS17	12:38:00	07:09:00
SR3	11:37:00	08:25:00
SR4(N)	12:15:00	07:34:00
SR5(N)	12:20:00	07:30:00
SR6	11:37:00	08:10:00
SR7	12:45:00	07:06:00
SR10A	13:28:00	06:13:00
SR10B(N)	13:22:00	06:25:00

Prepared by : Ruby Law Title : ET Representative
Date : 08-Dec-17

Reviewed by : Keith Chau Title : ET Leader
Date : 08-Dec-17

Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
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Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

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Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0033

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 15/01/2018
Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0033

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171206 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 14 December 2017:

Monitoring Date: 6 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 21.1 for mid-ebb /15 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 22.8 for mid-ebb/16.3 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	IS8	Depth Average	19.3	**31.8**
	IS(Mf)9		7.1	**24.0**
	SR5(N)		11.9	**25.6**
	SR6		14.2	**27.5**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171206 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, IS(Mf)9, SR5(N) and SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 6 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 30 November 2017, 7, 15 and 22 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 7 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
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- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
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- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

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Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

IS — IMPACT STATIONS

CS — CONTROL / FAR FIELD STATIONS

SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
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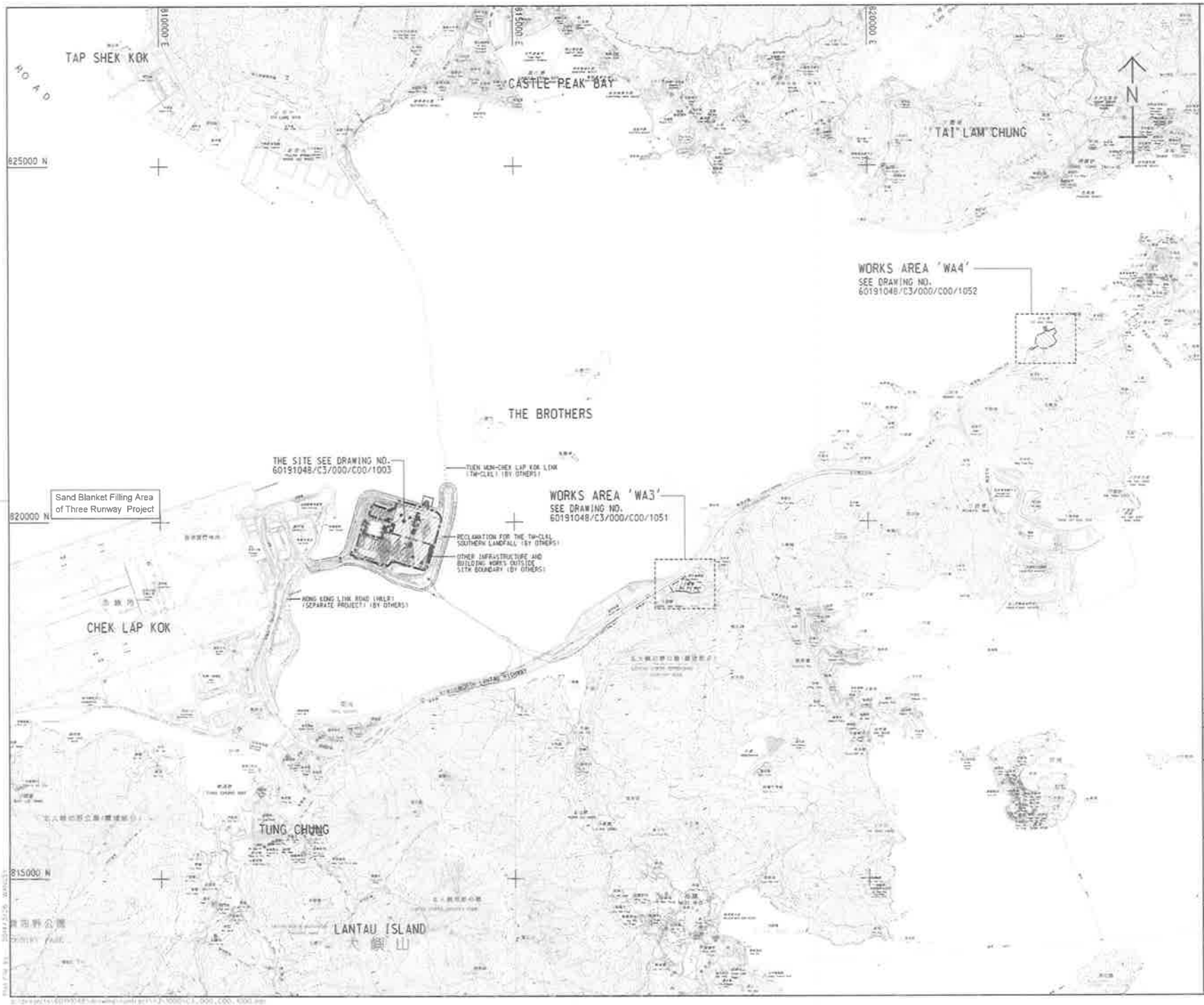
Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BMCW	SCT	MAR.14

HIGHWAYS DEPARTMENT

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

ORG.NO. 60191048/C3/000/C00/1000

DESIGNED BY 設計 BMCW	CONTRACT NO. 合約編號 HY/2013/03	P. Sht. APPROVED 核准 TKH
DRAWN BY 繪圖 NSY	STATUS 狀況	
SCALE 比例 A1 1 : 25000		
ORIGINAL SIZE IN 原圖大小 METRES	© COPYRIGHT RESERVED 版權所有	

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix A

Notification of Limit Level Exceedance (20171206 SS NOE)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171206_SS_NOE**
Date of Notification: 14 Dec 2017

Works Inspected: Data collected from water sampling works on 6 Decemer 2017 and the results were issued on 14 December 2017

Monitoring Location: Water Quality Monitoring Station
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	Depth Average	23.5 and 120% (i.e. 21.1 for mid-ebb/15 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 22.8 for mid-ebb/16.3 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater Intakes	19.3	**31.8**
SS	IS(Mf)9	Depth Average			7.1	**24.0**
SS	SR5(N)	Depth Average			11.9	**25.6**
SS	SR6	Depth Average			14.2	**27.5**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: **CS(Mf)5**, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	13:24:00	**10:10:00**
IS(Mf)6	13:31:00	10:04:00
IS7	13:38:00	09:57:00
IS8	13:55:00	09:41:00
IS(Mf)9	13:45:00	09:50:00
IS10(N)	14:01:00	09:14:00
IS(Mf)11	14:05:00	09:08:00
IS(Mf)16	14:21:00	09:18:00
IS17	14:33:00	09:11:00
SR3	13:17:00	10:17:00
SR4(N)	14:04:00	09:36:00
SR5(N)	13:54:00	09:23:00
SR6	13:17:00	10:03:00
SR7	14:13:00	09:03:00
SR10A	15:30:00	08:17:00
SR10B(N)	15:24:00	08:26:00

Prepared by : Evan Wong Title : ET Representative
Date : 14-Dec-17
Reviewed by : Keith Chau Title : ET Leader
Date : 14-Dec-17
Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

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1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

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Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0034

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 10/01/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0034

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171208 SS NOE v1) was forwarded by the ET of Contract No. HY/2013/01 on 15 December 2017:

Monitoring Date: 8 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 21 for mid-ebb /15.1 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 22.8 for mid-ebb/16.4 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	IS8	Depth Average	19.3	**33.3**
	SR4(N)		18.4	**26.3**
	SR6		**26.8**	22.7
	SR10A		11.0	**26.9**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171208 SS NOE v1) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, SR4(N), SR6 and SR10A, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 8 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 7 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
- open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1 – LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805637	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(Mf)3	809389	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

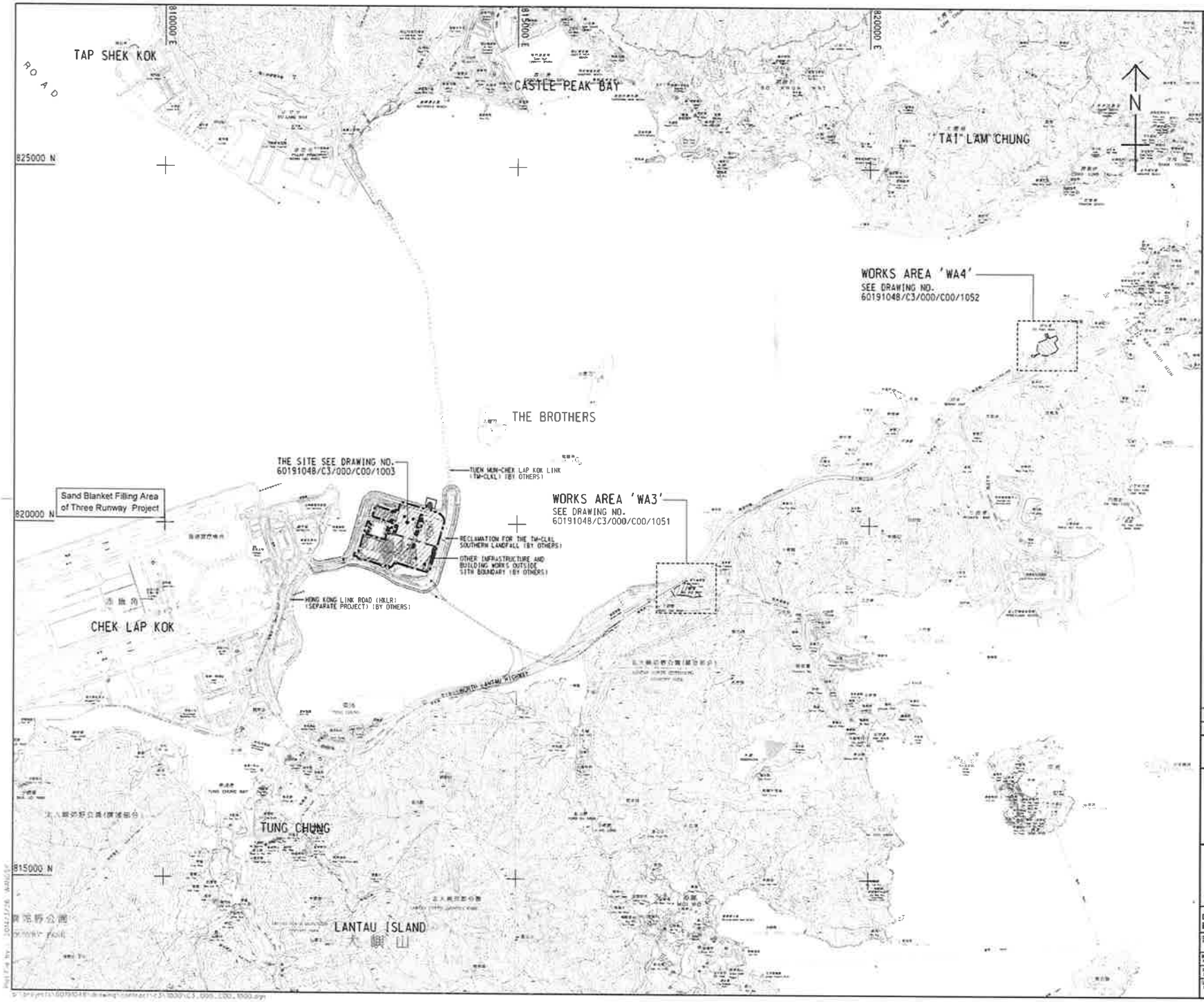
MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCW	SCI	MAR.14
REV.	DESCRIPTION	ORIG.	CHK'D	DATE

HIGHWAYS DEPARTMENT
路政署
港珠澳大橋香港工程管理處
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
– VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

DRG.NO. 圖紙編號 60191048/C3/000/C00/1000

DES'D CHK'D 設計	BWCW	CONTRACT NO. 合約編號	HY/2013/03
P. DIV. APPROVED 首席	TKH		
DRAWN BY 繪圖	WSY	SIGNATURE 簽署	
SCALE 比例	A1 1 : 25000		
DIMENSIONS ARE IN 尺寸以	METRES		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20171208 SS NOE v1)

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong - Zhuhai - Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171208_SS_NOE_v1**
Date of Notification: 15 Dec 2017

Works Inspected: Data collected from water sampling works on 8 Decemer 2017 and the results were issued on 15 December 2017

Monitoring Location: Water Quality Monitoring Station
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	Depth Average	23.5 and 120% (i.e. 21 for mid-ebb/15.1 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 22.8 for mid-ebb/16.4 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater Intakes	19.3	**33.3**
SS	SR4(N)	Depth Average			18.4	**26.3**
SS	SR6	Depth Average			**26.8**	22.7
SS	SR10A	Depth Average			11.0	**26.9**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	15:08:00	11:40:00
IS(Mf)6	15:15:00	11:34:00
IS7	15:21:00	11:26:00
IS8	15:38:00	11:08:00
IS(Mf)9	15:29:00	11:18:00
IS10(N)	15:47:00	11:48:00
IS(Mf)11	15:53:00	11:42:00
IS(Mf)16	16:02:00	10:45:00
IS17	16:09:00	10:38:00
SR3	15:02:00	11:49:00
SR4(N)	15:46:00	11:03:00
SR5(N)	15:41:00	11:54:00
SR6	15:02:00	12:33:00
SR7	16:00:00	11:35:00
SR10A	17:02:00	09:45:00
SR10B(N)	16:57:00	09:52:00

Prepared by : Ruby Law Title : ET Representative
Date : 15-Dec-17
Reviewed by : Keith Chau Title : ET Leader
Date : 15-Dec-17
Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
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MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0035

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 15/01/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0035

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171211 SS NOE v1) was forwarded by the ET of Contract No. HY/2013/01 on 19 December 2017:

Monitoring Date: 11 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 11.3 for mid-ebb /10 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 12.3 for mid-ebb/10.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	IS(Mf)9	Depth Average	**28.5**	11.8

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171211 SS NOE v1) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS(Mf)9, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 11 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 15 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
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- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Figure 1

The Location of WQM Stations

LEGEND

IS — IMPACT STATIONS

CS — CONTROL / FAR FIELD STATIONS

SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

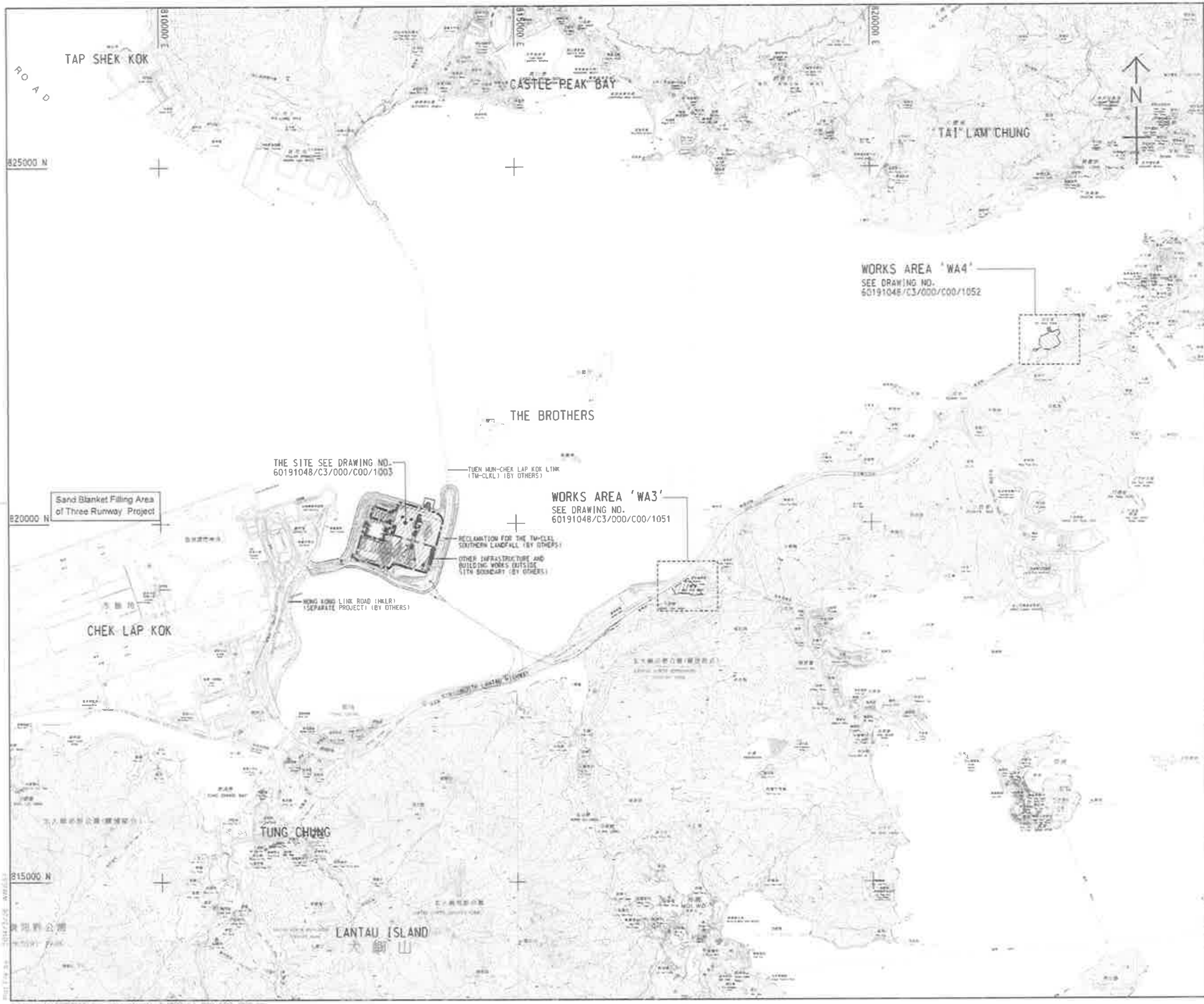
MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCW	SCI	MAR.14

HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Aedas
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI

DRG.NO. 圖紙編號 60191048/C3/000/C00/1000

DESIGNED BY	BWCW	CONTRACT NO.	HY/2013/03
DRAWN BY	WSY	P. DIR. APPROVED	TKH
SCALE	A1 1 : 25000	STATUS	
DIMENSIONS ARE IN	METRES		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix A

Notification of Limit Level Exceedance (20171211 SS NOE v1)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171211_SS_NOE_v1**
Date of Notification: 19 Dec 2017

Works inspected: Data collected from water sampling works on 11 Decemer 2017 and the results were issued on 15 December 2017

Monitoring Location: Water Quality Monitoring Station
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	IS(Mf)9	Depth Average	23.5 and 120% (i.e. 11.3 for mid-ebb/10 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 12.3 for mid-ebb/10.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	**28.5**	11.8

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	07:45:00	13:08:00
IS(Mf)8	07:40:00	13:14:00
IS7	07:33:00	13:21:00
IS8	07:18:00	13:37:00
IS(Mf)9	07:25:00	13:29:00
IS10(N)	06:36:00	13:50:00
IS(Mf)11	06:29:00	13:57:00
IS(Mf)16	06:55:00	13:59:00
IS17	06:49:00	14:06:00
SR3	07:53:00	13:00:00
SR4(N)	07:12:00	13:43:00
SR5(N)	06:42:00	13:43:00
SR6	07:25:00	12:59:00
SR7	06:22:00	14:04:00
SR10A	05:30:00	15:02:00
SR10B(N)	05:42:00	14:47:00

Prepared by : Ruby Law Title : ET Representative
Date : 19-Dec-17
Reviewed by : Keith Chau Title : ET Leader
Date : 19-Dec-17
Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
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MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
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INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0036

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 15/01/2018
Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
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NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0036

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171213 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 20 December 2017:

Monitoring Date: 13 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 8.2 for mid-ebb /10.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 8.9 for mid-ebb/11.6 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	IS8	Depth Average	**25.0**	21.4

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171213 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station IS8, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 13 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 15 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
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MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
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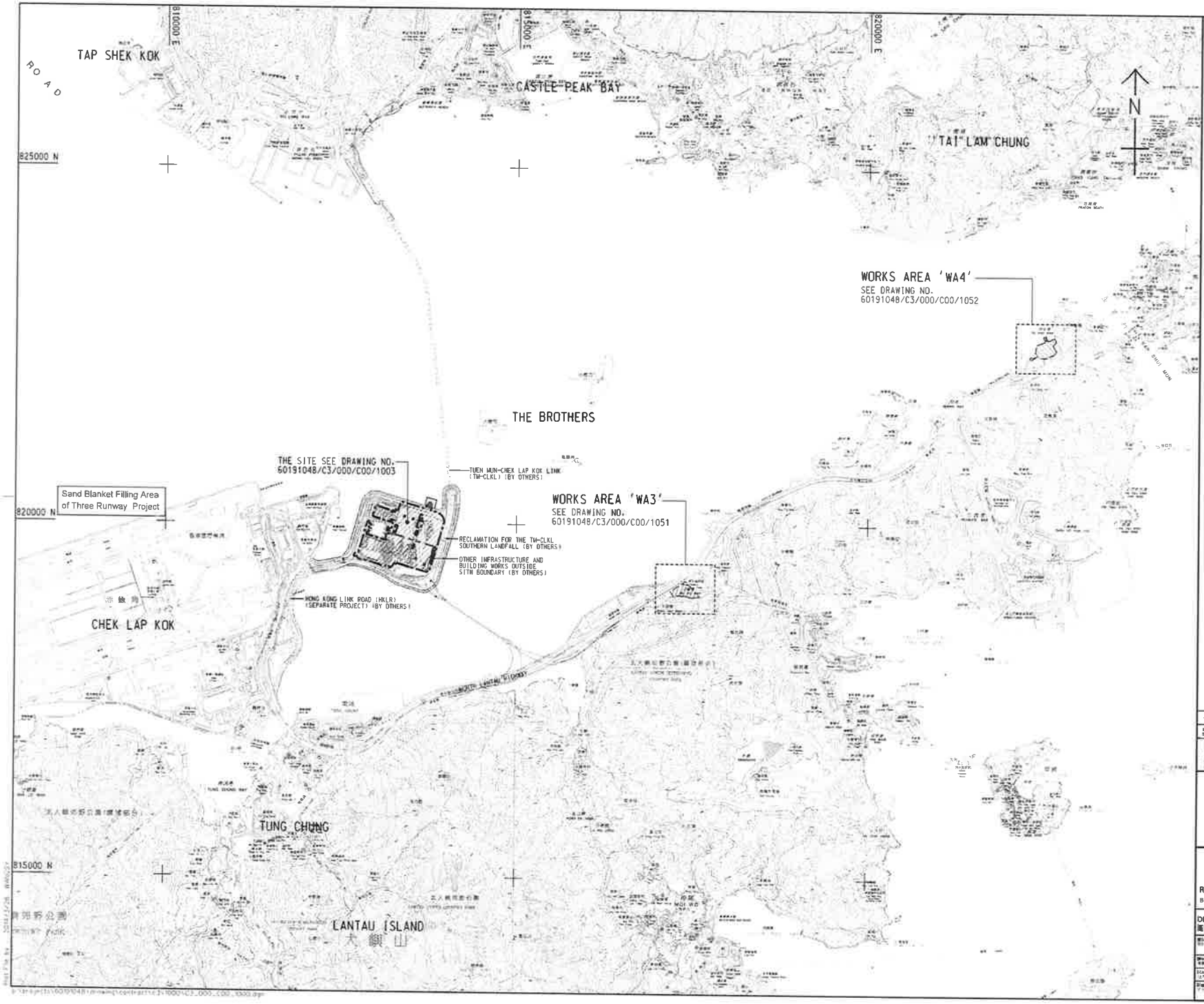
IS(MF)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(MF)11	813562	820716
IS(MF)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817659
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(MF)3	809989	821117
CS(MF)3(N)	808814	822355
CS(MF)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCH	SCT	MAR.14
REV.	DESCRIPTION	BY	CHKD	DATE

HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZA AND
ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

ORG.NO. 60191048/C3/000/C00/1000

DESIGNED BY	BWCH	CONTRACT NO.	HY/2013/03
DRAWN BY	WSY	CHKD	TKH
SCALE	A1 1 : 25000		
DIMENSIONS ARE IN	METRES		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20171213 SS NOE)

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171213_SS_NOE**
Date of Notification: 20 Dec 2017

Works Inspected: Data collected from water sampling works on 13 Decemer 2017 and the results were issued on 20 December 2017

Monitoring Location: Water Quality Monitoring Station

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	Depth Average	23.5 and 120% (i.e. 8.2 for mid-ebb/10.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 8.9 for mid-ebb/11.6 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	**25.0**	21.4

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	10:04:00	14:18:00
IS(Mf)8	09:59:00	14:26:00
IS7	09:52:00	14:33:00
IS8	09:33:00	14:46:00
IS(Mf)9	09:44:00	14:40:00
IS10(N)	09:04:00	15:02:00
IS(Mf)11	08:57:00	15:10:00
IS(Mf)16	09:10:00	15:13:00
IS17	09:05:00	15:18:00
SR3	10:11:00	14:13:00
SR4(N)	09:29:00	14:55:00
SR5(N)	09:11:00	14:58:00
SR6	09:53:00	14:13:00
SR7	08:50:00	15:19:00
SR10A	08:01:00	16:17:00
SR10B(N)	08:12:00	16:12:00

Prepared by : Ruby Law Title : ET Representative
Date : 20-Dec-17

Reviewed by : Keith Chau Title : ET Leader
Date : 20-Dec-17

Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
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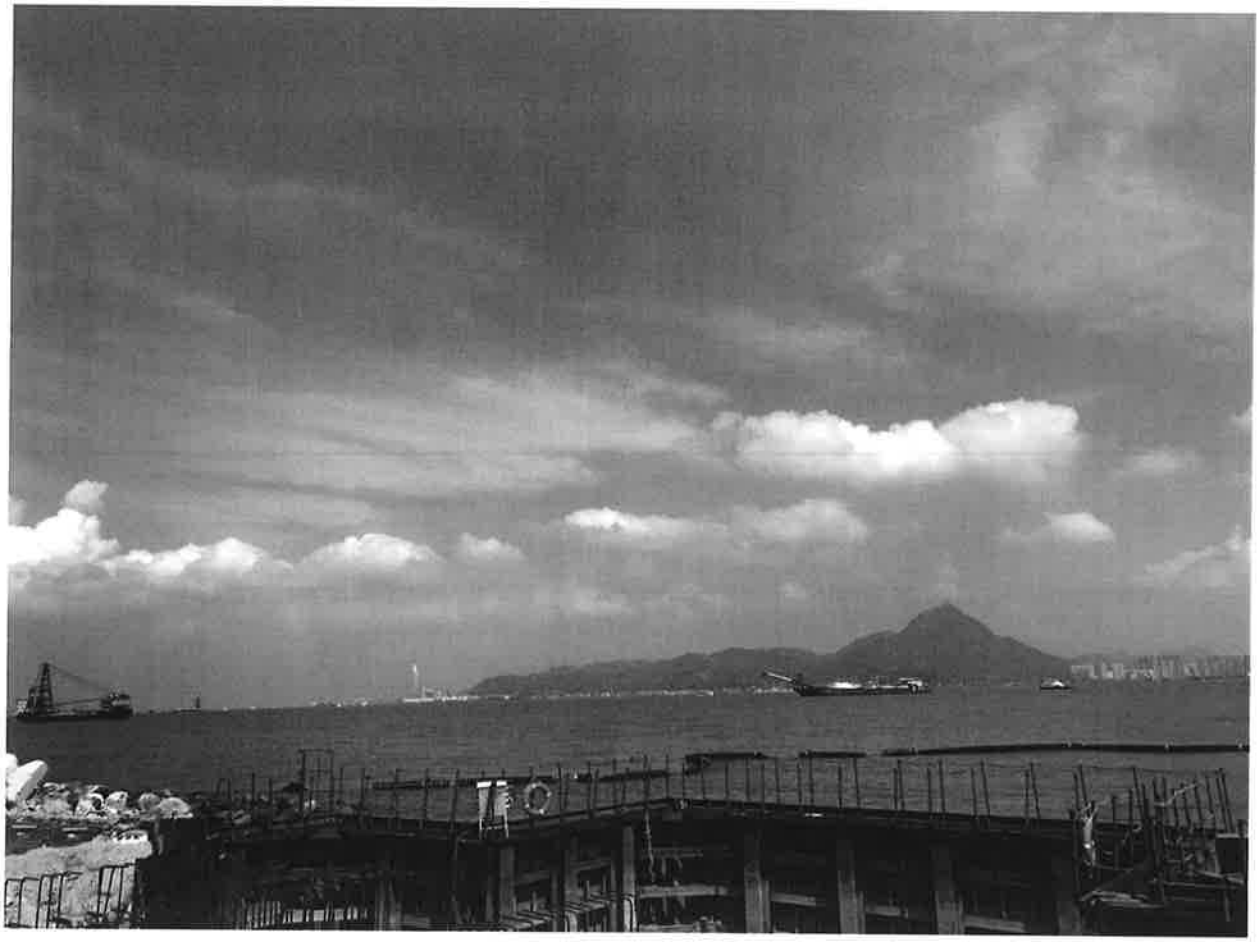

MATERIALAB CONSULTANTS LIMITED
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Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0037

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 15/01/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0037

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171220 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 3 January 2018:

Monitoring Date: 20 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 11.4 for mid-ebb /14.5 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 12.3 for mid-ebb/15.7 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	SR6	Depth Average	12.6	**28.9**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171220 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was marine transportation on the date of exceedance. Regarding marine transportation, the vessels was sized to make sure adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine delivery route of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the marine delivery route, such as IS(Mf)11. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 20 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;

5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 22 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
- open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3	810525	816456
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A	823741	823495
SR10B(N)	823683	820881
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
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Kwai Fong, Hong Kong.
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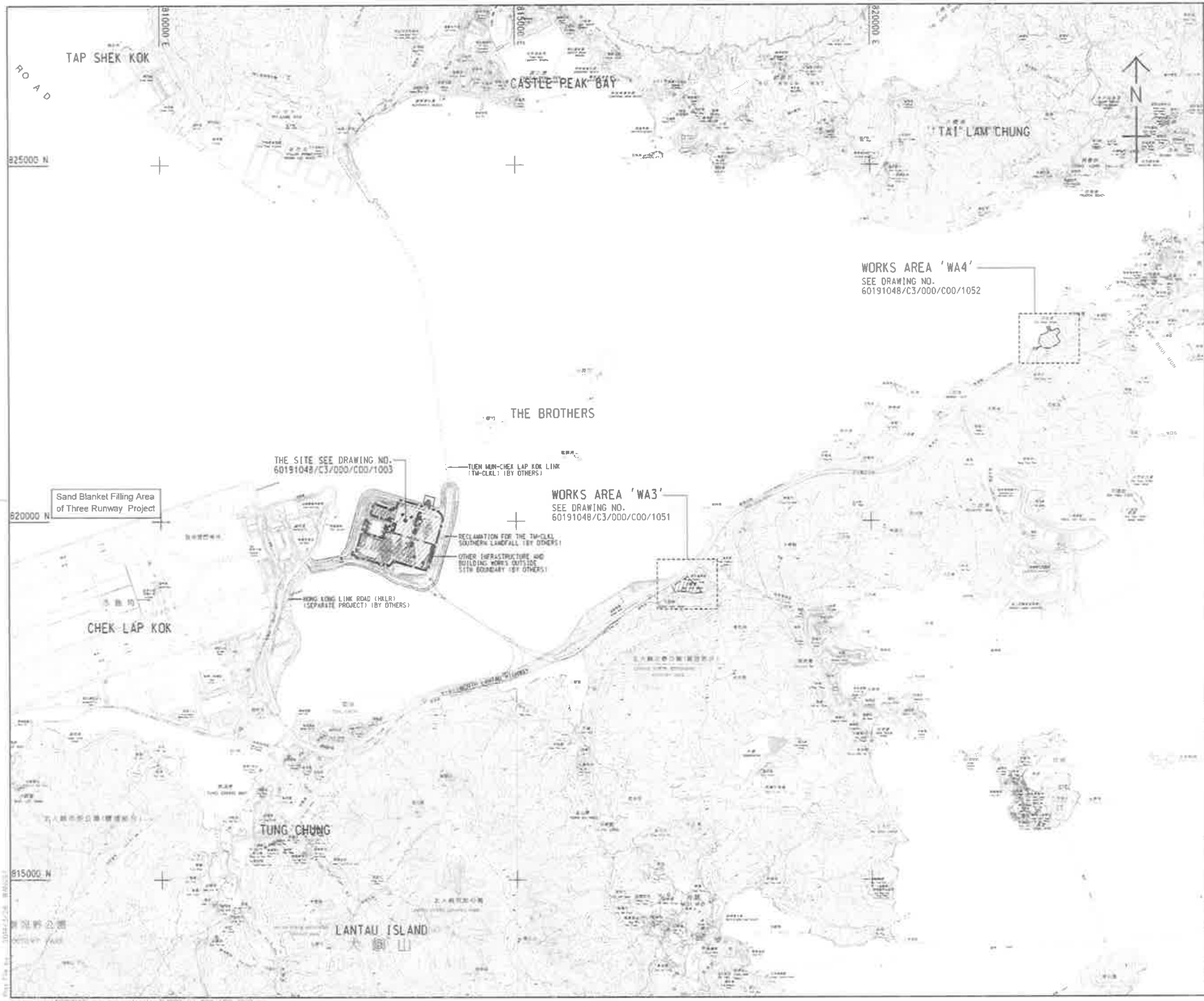
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCW	SCI	MAR.14

路政署
HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND
ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Aedas
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI

DRG.NO. 圖紙編號 60191048/C3/000/C00/1000

DESIGNED BY: BWCW	CONTRACT NO.: HY/2013/03	P. DIR. APPROVED: TKH
DRAWN BY: WSY	STATUS	
SCALE: A1 1 : 25000		
DIMENSIONS ARE IN: METRES		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20171220 SS NOE)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171220_6S_NOE**
Date of Notification: 03 Jan 2018

Works Inspected: Data collected from water sampling works on 20 Decemer 2017 and the results were issued on 3 January 2018

Monitoring Location: Water Quality Monitoring Station
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	SR6	Depth Average	23.6 and 120% (i.e. 11.4 for mid-ebb/14.5 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 12.3 for mid-ebb/15.7 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	12.6	**28.9**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	12:49:00	09:25:00
IS(Mf)6	12:55:00	09:19:00
IS7	13:02:00	09:12:00
IS8	13:17:00	08:55:00
IS(Mf)9	13:09:00	09:03:00
IS10(N)	13:31:00	09:38:00
IS(Mf)11	13:38:00	09:33:00
IS(Mf)16	13:40:00	08:30:00
IS17	13:49:00	08:23:00
SR3	12:41:00	09:32:00
SR4(N)	13:24:00	08:50:00
SR5(N)	13:25:00	09:44:00
SR6	12:44:00	10:24:00
SR7	13:44:00	09:26:00
SR10A	14:43:00	07:26:00
SR10B(N)	14:37:00	07:34:00

Prepared by : Ruby Law Title : ET Representative
Date : 03-Jan-18
Reviewed by : Keith Chau Title : ET Leader
Date : 03-Jan-18
Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Cresceni,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
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INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0038

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 15/01/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0038

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171222 SS NOE v1) was forwarded by the ET of Contract No. HY/2013/01 on 4 January 2018:

Monitoring Date: 22 December 2017

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 17.3 for mid-ebb /12.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 18.7 for mid-ebb/13.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	SR6	Depth Average	**26.0**	**28.3**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171222 SS NOE v1) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide and mid-flood tide on 22 December 2017.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 22 December 2017 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
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- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
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Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3 (N)	810689	816591
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A (N)	823644	823484
SR10B (N2)	823689	823159
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
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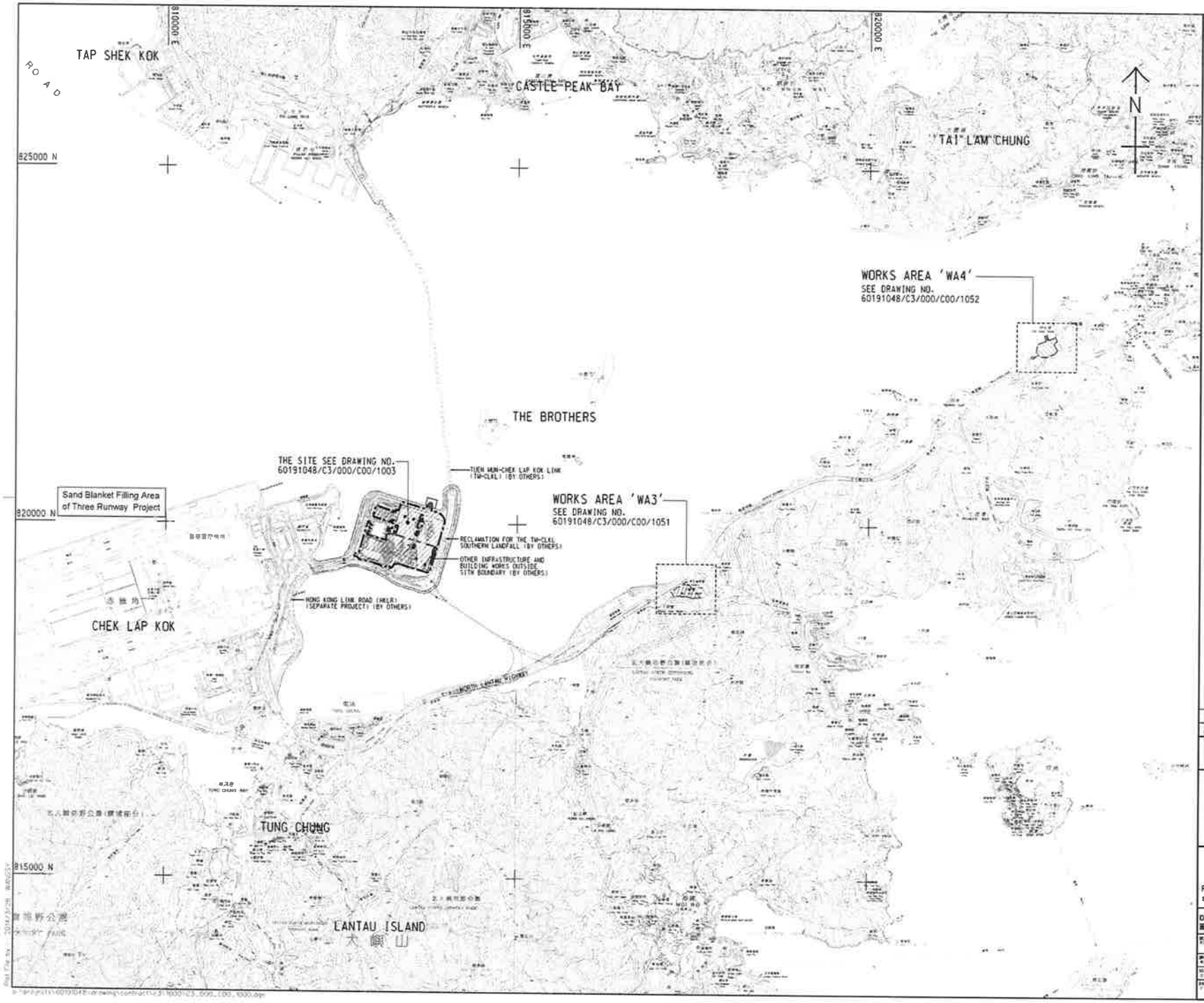
Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCN	SCI MAR.14

HIGHWAYS DEPARTMENT
港珠澳大橋香港工程管理處
Hong Kong-Zhuhai-Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS AOI
Aedas

ORIG.NO. 60191048/C3/000/C00/1000

DESIGNED BY BWCN	CONTRACT NO. HK/2013/03	CHECKED BY TKM	
DRAWN BY NSY	DATE		
SCALE A1 1 : 25000			
DIMENSIONS ARE IN METRES	© COPYRIGHT RESERVED 版權所有		

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20171222 SS NOE v1)

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20171222_SS_NOE_v1**
Date of Notification: 04 Jan 2018

Works Inspected: Data collected from water sampling works on 22 Decemer 2017 and the results were issued on 4 January 2018

Monitoring Location: Water Quality Monitoring Station

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	SR6	Depth Average	23.5 and 120% (i.e. 17.3 for mid-ebb/12.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 18.7 for mid-ebb/13.8 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater Intakes	**26.0**	**28.3**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	13:57:00	10:31:00
IS(Mf)6	14:04:00	10:25:00
IS7	14:12:00	10:18:00
IS8	14:28:00	10:01:00
IS(Mf)9	14:19:00	10:08:00
IS10(N)	14:35:00	11:01:00
IS(Mf)11	14:40:00	10:54:00
IS(Mf)16	14:47:00	09:38:00
IS17	14:55:00	09:33:00
SR3(N)	13:52:00	10:37:00
SR4(N)	14:32:00	09:57:00
SR5(N)	14:29:00	11:08:00
SR6	13:52:00	11:51:00
SR7	14:47:00	10:49:00
SR10A(N)	15:49:00	08:36:00
SR10B(N2)	15:45:00	08:47:00

Prepared by : Ruby Law Title : ET Representative
Date : 04-Jan-18

Reviewed by : Keith Chau Title : ET Leader
Date : 04-Jan-18

Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0040

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 12/03/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0040

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20171223 Air 24h) was forwarded by the ET of Contract No. HY/2013/01 on 5 January 2018:

Monitoring Date: 23 December 2017

The Action and Limit Levels of 24-hr TSP at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (μg/m^3)	Limit Level (μg/m^3)
24-hr TSP	167	260

Measured Level:

Parameter	Station	Measured level (μg/m^3)
24-hr TSP	AMS3B – Site Boundary of Site Office Area at Works Area WA2	***182***

Bold Italic means AL exceedance.
Bold Italic with underline means LL exceedances.

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20171223 Air 24h) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, the mitigation measures according to Water Spraying Arrangement in November 2017 (**Appendix B**) are implemented to avoid dust emission. The Contractor has provided the guideline to remind the site vehicles travel within speed limit of 8km/hr.

For 24-hr TSP exceedance recorded at the station AMS3B, information available on EPD's Air Quality Health Index (AQHI) website shows that the hourly AQHI of Tung Chung station ranged 3 to 8 (Low to Very High) on 23 and 24 December 2017 during monitoring period. The AQHI data is available online at http://www.aqhi.gov.hk/epd/ddata/html/history/2017/201712_ChS.csv. According to the wind data at on-site wind station, no prevailing wind direction was found in the monitoring period. The Vehicle Clearance Plazas and Ancillary Buildings and Facilities site of HKBCF is far away from AMS3B (more than 1km). No potential dust source was observed near the monitoring station at AMS3B during the monitoring period.

It was unlikely that the works undertaken by Contract No. HY/2013/03 caused 24-hr TSP exceedance recorded at the station AMS3B on 23 December 2017.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Permit and the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Air Quality:

  The Permit Holder shall undertake watering at least 8 times per day on all exposed soil within the Project site and associated work areas throughout the construction phase.

  A2-

  1. Proper watering of exposed spoil should be undertaken throughout the construction phase:
     - Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
     - Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
     - A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones.
     - The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
     - Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where

vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;

2. When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
3. The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials,
4. Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously;
5. Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet;
6. Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
7. Any skip hoist for material transport should be totally enclosed by impervious sheeting;
8. Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top;
9. Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;
10. Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and
11. Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site r part of the construction site where the exposed earth lies

A3-

1. The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.

A4-

1. Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.

A6-

1. Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system;
2. All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP;
3. Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system;
4. The materials which may generate airborne dusty emissions should be wetted by water spray system;
5. All receiving hoppers should be enclosed on three sides up to 3m above unloading point;
6. All conveyor transfer points should be totally enclosed;
7. All access and route roads within the premises should be paved and wetted; and
8. Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body

A7-

1. All road surface within the barging facilities will be paved;
2. Dust enclosures will be provided for the loading ramp;
3. Vehicles will be required to pass through designated wheels wash facilities; and
4. Continuous water spray at the loading points

4. Follow up Status (Exceedance)

During weekly site audit on 7, 15, 22 and 28 December 2017, ET confirmed the Contractor had provided workable and effective air quality mitigation measures.

Photos showing the mitigation measures were taken during the site audit at 22 December 2017 are shown in **Appendix D**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all air quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

- Air Quality:

  The Permit Holder shall undertake watering at least 8 times per day on all exposed soil within the Project site and associated work areas throughout the construction phase.

  A2-

1. Proper watering of exposed spoil should be undertaken throughout the construction phase:
   - Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
   - Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
   - A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones.
   - The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
   - Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;
2. When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
3. The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials,
4. Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously;
5. Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet;
6. Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
7. Any skip hoist for material transport should be totally enclosed by impervious sheeting;
8. Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top;
9. Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;

10. Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and
11. Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site r part of the construction site where the exposed earth lies

A3-

1. The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.

A4-

1. Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.

A6-

1. Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system;
2. All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP;
3. Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system;
4. The materials which may generate airborne dusty emissions should be wetted by water spray system;
5. All receiving hoppers should be enclosed on three sides up to 3m above unloading point;
6. All conveyor transfer points should be totally enclosed;
7. All access and route roads within the premises should be paved and wetted; and
8. Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body

A7-

1. All road surface within the barging facilities will be paved;
2. Dust enclosures will be provided for the loading ramp;
3. Vehicles will be required to pass through designated wheels wash facilities; and
4. Continuous water spray at the loading points

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix A

Notification of Limit Level Exceedance (20171223 Air 24h)

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notification of Environmental Quality Limit Exceedance Notification No.: 20171223_Air_24hr

Date of Notification: 5 January 2018

Date of Environmental Quality Limit Exceedance: 23 December 2017 and the results were issued on 4 January 2018

Monitoring Location: AMS3B – Site Boundary of Site Office Area at Works Area WA2

Monitoring Date: 23 December 2017 **Start Time:** 08:00

Parameter: 24-hour TSP monitoring

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

PARAMETER	STATION	AL ($\mu g/m^3$)	LL ($\mu g/m^3$)	MEASURED LEVEL, $\mu g/m^3$
24-hr TSP	AMS3B – Site Boundary of Site Office Area at Works Area WA2	167	260	***182***

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

Prepared by: Ruby Law Title: ET Representative

Date: 5 January 2018

Reviewed by: Keith Chau Title: ET Leader

Date : 5 January 2018

Copied to

IEC/ENPO, Contractor and Engineer Representative

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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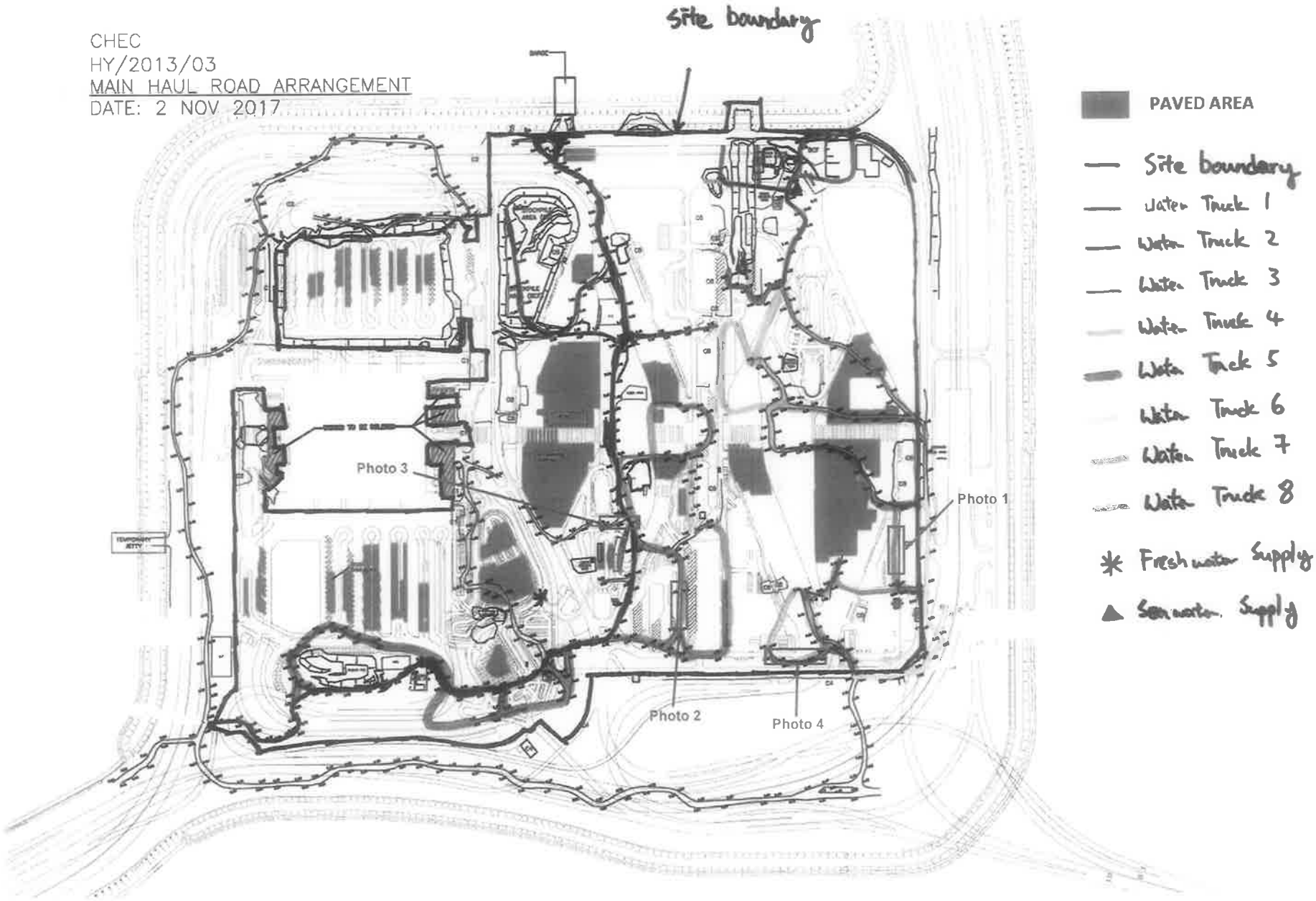
Appendix B

Water Spraying Arrangement

CHEC
HY/2013/03
MAIN HAUL ROAD ARRANGEMENT
DATE: 2 NOV 2017



MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

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Appendix C

Photos showing the mitigation measures

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Photo 1

Photo 2

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Photo 3

Photo 4

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0041

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 12/03/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MaterialLab

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0041

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20180117 Air 24h) was forwarded by the ET of Contract No. HY/2013/01 on 29 January 2018:

Monitoring Date: 17 January 2018

The Action and Limit Levels of 24-hr TSP at determined from baseline monitoring data are listed below:

Monitoring Parameter	Station	Action Level ($\mu g/m^3$)	Limit Level ($\mu g/m^3$)
24-hr TSP	AMS2 – Tung Chung Pier	176	260
	AMS3B – Site Boundary of Site Office Area at Works Area WA2	167	260

Measured Level:

Parameter	Station	Measured level ($\mu g/m^3$)
24-hr TSP	AMS2 – Tung Chung Pier	***184***
	AMS3B – Site Boundary of Site Office Area at Works Area WA2	***183***

Bold Italic means AL exceedance.
Bold Italic with underline means LL exceedances.

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20180117 Air 24h) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, the mitigation measures according to Water Spraying Arrangement in November 2017 (**Appendix B**) are implemented to avoid dust emission. The Contractor has provided the guideline to remind the site vehicles travel within speed limit of 8km/hr.

For 24-hr TSP exceedance recorded at the station AMS2 and AMS3B, information available on EPD's Air Quality Health Index (AQHI) website shows that the hourly AQHI of Tung Chung station ranged 3 to 10+ (Low to Very High) on 17 and 18 January 2018 during monitoring period. The AQHI data is available online at http://www.aqhi.gov.hk/epd/ddata/html/history/2018/201801_Eng.csv. According to the wind data at on-site wind station, no prevailing wind direction was found in the monitoring period. The Vehicle Clearance Plazas and Ancillary Buildings and Facilities site of HKBCF is far away from AMS2 and AMS3B (more than 1km). No potential dust source was observed near the monitoring station at AMS2 and AMS3B during the monitoring period.

It was unlikely that the works undertaken by Contract No. HY/2013/03 caused 24-hr TSP exceedance recorded at the station AMS2 and AMS3B on 17 January 2018.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Permit and the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Air Quality:

  The Permit Holder shall undertake watering at least 8 times per day on all exposed soil within the Project site and associated work areas throughout the construction phase.

  A2-

  1. Proper watering of exposed spoil should be undertaken throughout the construction phase:
     - Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
     - Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
     - A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones.
     - The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
     - Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where

vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;

2. When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
3. The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials,
4. Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously;
5. Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet;
6. Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
7. Any skip hoist for material transport should be totally enclosed by impervious sheeting;
8. Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top;
9. Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;
10. Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and
11. Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site r part of the construction site where the exposed earth lies

A3-

1. The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.

A4-

1. Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.

A6-

1. Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system;
2. All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP;
3. Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system;
4. The materials which may generate airborne dusty emissions should be wetted by water spray system;
5. All receiving hoppers should be enclosed on three sides up to 3m above unloading point;
6. All conveyor transfer points should be totally enclosed;
7. All access and route roads within the premises should be paved and wetted; and
8. Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body

A7-

1. All road surface within the barging facilities will be paved;
2. Dust enclosures will be provided for the loading ramp;
3. Vehicles will be required to pass through designated wheels wash facilities; and
4. Continuous water spray at the loading points

4. Follow up Status (Exceedance)

During weekly site audit on 4, 12, 19 and 25 January 2018, ET confirmed the Contractor had provided workable and effective air quality mitigation measures.

Photos showing the mitigation measures were taken during the site audit at 19 January 2018 are shown in **Appendix D**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all air quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

- Air Quality:

  The Permit Holder shall undertake watering at least 8 times per day on all exposed soil within the Project site and associated work areas throughout the construction phase.

  A2-

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

1. Proper watering of exposed spoil should be undertaken throughout the construction phase:
   - Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
   - Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
   - A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones.
   - The load of dusty materials on a vehicle leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
   - Where practicable, vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;
2. When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the site boundary with provision for public crossing. Good site practice shall also be adopted by the Contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
3. The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials,
4. Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation takes place should be sprayed with water or a dust suppression chemical continuously;
5. Any area that involves demolition activities should be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the activities so as to maintain the entire surface wet;
6. Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground floor level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
7. Any skip hoist for material transport should be totally enclosed by impervious sheeting;
8. Every stock of more than 20 bags of cement or dry pulverised fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top;
9. Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;

10. Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system; and
11. Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shotcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site r part of the construction site where the exposed earth lies

A3-

1. The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.

A4-

1. Engineer to incorporate the controlled measures into the Particular Specification (PS) for the civil work. The PS should also draw the contractor's attention to the relevant latest Practice Notes issued by EPD.

A6-

1. Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system;
2. All dust-laden air or waste gas generated by the process operations should be properly extracted and vented to fabric filtering system to meet the emission limits for TSP;
3. Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system;
4. The materials which may generate airborne dusty emissions should be wetted by water spray system;
5. All receiving hoppers should be enclosed on three sides up to 3m above unloading point;
6. All conveyor transfer points should be totally enclosed;
7. All access and route roads within the premises should be paved and wetted; and
8. Vehicle cleaning facilities should be provided and used by all concrete trucks before leaving the premises to wash off any dust on the wheels and/or body

A7-

1. All road surface within the barging facilities will be paved;
2. Dust enclosures will be provided for the loading ramp;
3. Vehicles will be required to pass through designated wheels wash facilities; and
4. Continuous water spray at the loading points

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20180117 Air 24h)

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notification of Environmental Quality Limit Exceedance Notification No.: 20180117_Air_24hr

Date of Notification: 29 January 2018

Date of Environmental Quality Limit Exceedance: 17 January 2018 and the results were issued on 29 January 2018

Monitoring Location: AMS2 – Tung Chung Pier

Monitoring Date: 17 January 2018 **Start Time:** 08:00

Parameter: 24-hour TSP monitoring

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

PARAMETER	STATION	AL (μg/m³)	LL (μg/m³)	MEASURED LEVEL, μg/m³
24-hr TSP	AMS2 – Tung Chung Pier	176	260	***184***

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

Prepared by: Ruby Law Title: ET Representative
Date: 29 January 2018

Reviewed by: Keith Chau Title: ET Leader
Date : 29 January 2018

Copied to :
IEC/ENPO, Contractor and Engineer Representative

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notification of Environmental Quality Limit Exceedance Notification No.: 20180117_Air_24hr

Date of Notification: 29 January 2018

Date of Environmental Quality Limit Exceedance: 17 January 2018 and the results was issued on 29 January 2018

Monitoring Location: AMS3B – Site Boundary of Site Office Area at Works Area WA2

Monitoring Date: 17 January 2018 **Start Time:** 08:00

Parameter: 24-hour TSP monitoring

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

PARAMETER	STATION	AL ($\mu g/m^3$)	LL ($\mu g/m^3$)	MEASURED LEVEL, $\mu g/m^3$
24-hr TSP	AMS3B – Site Boundary of Site Office Area at Works Area WA2	167	260	***183***

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

Prepared by: Ruby Law Title: ET Representative

Date: 29 January 2018

Reviewed by: Keith Chau Title: ET Leader

Date : 29 January 2018

Copied to :

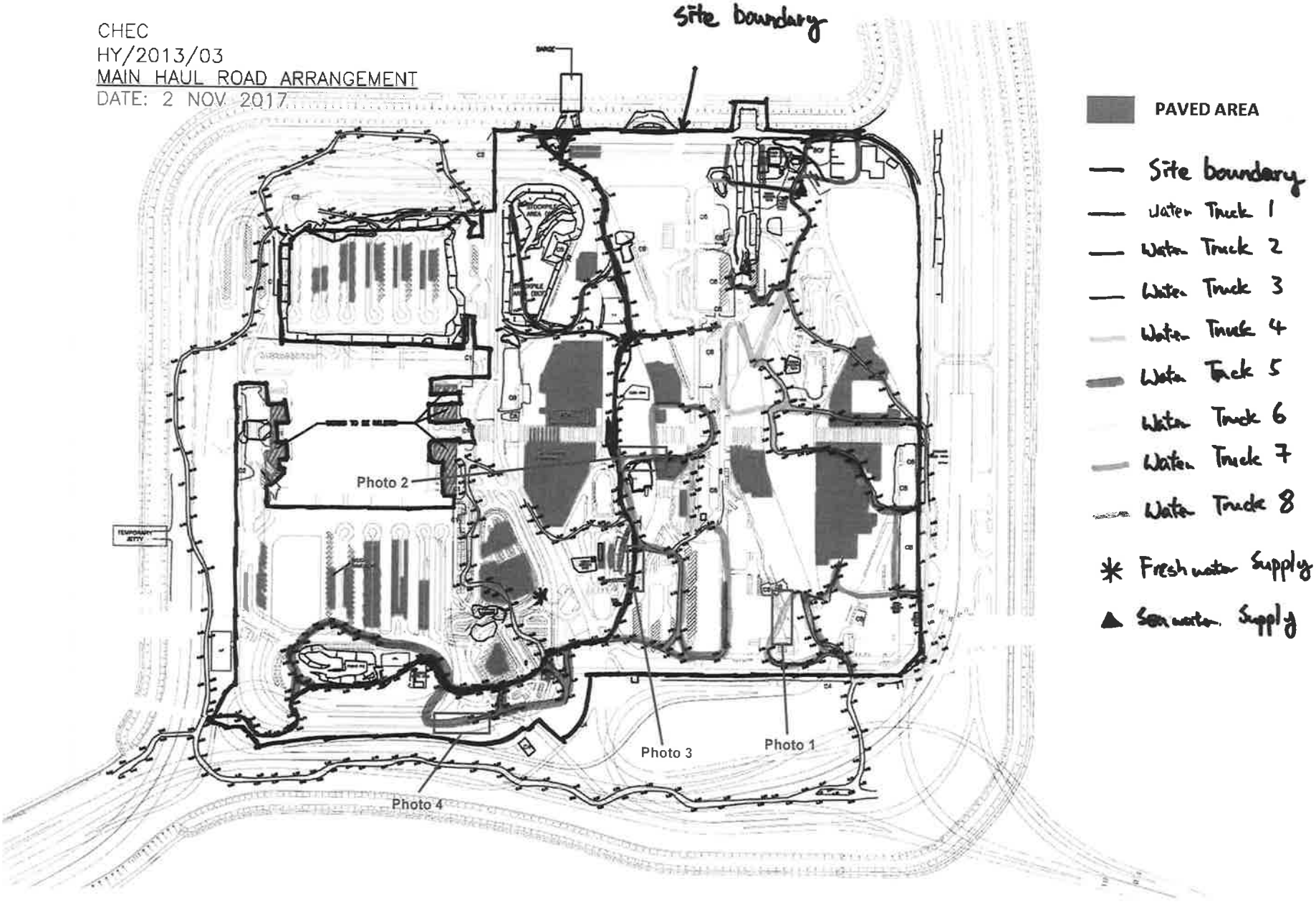
IEC/ENPO, Contractor and Engineer Representative

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix B

Water Spraying Arrangement

CHEC
HY/2013/03
MAIN HAUL ROAD ARRANGEMENT
DATE: 2 NOV 2017



MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix C

Photos showing the mitigation measures

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Photo 1

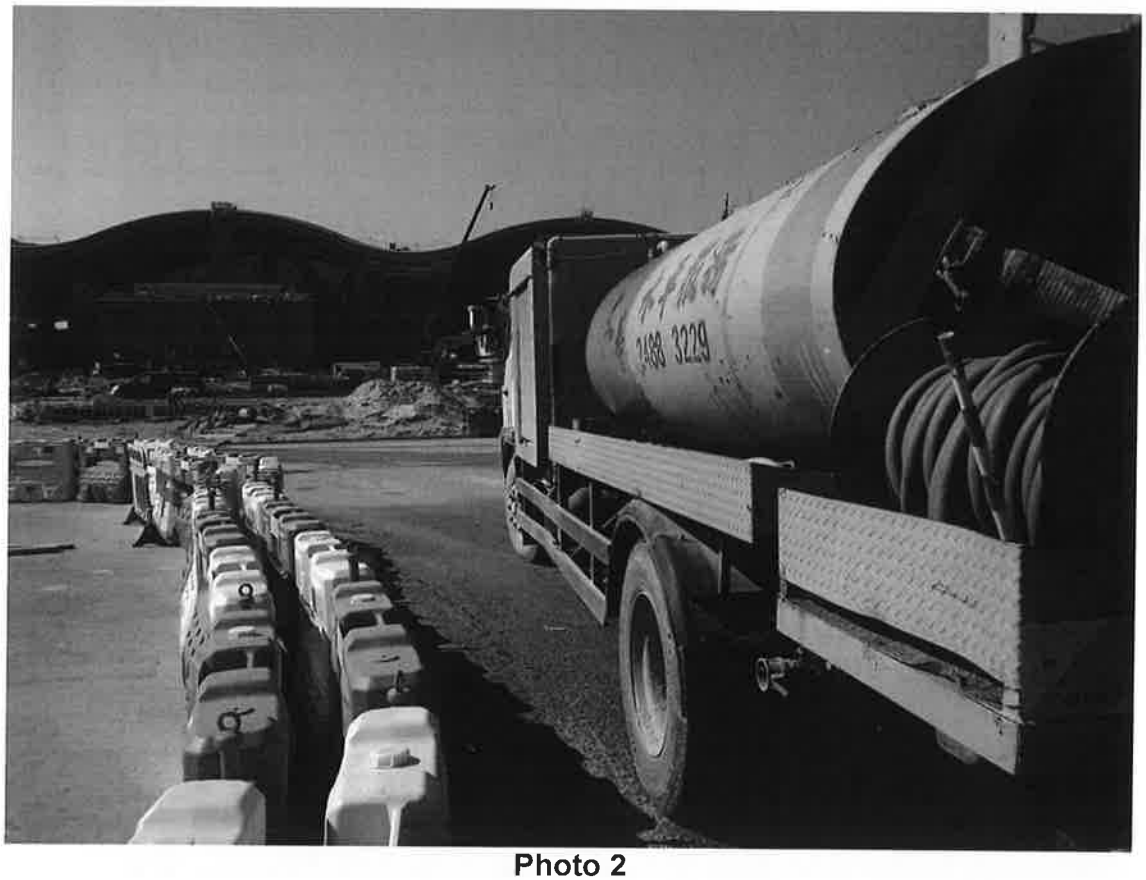


Photo 2

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Photo 3

Photo 4

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0039

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 12/03/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0039

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20180131 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 7 February 2018:

Monitoring Date: 31 January 2018

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 18.2 for mid-ebb /14.4 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 19.7 for mid-ebb/15.6 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	SR6	Depth Average	**26.2**	21.5

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20180131 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-ebb tide on 31 January 2018.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 12, 19, 25 January 2018 and 1 February 2018, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 1 February 2018 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
- open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

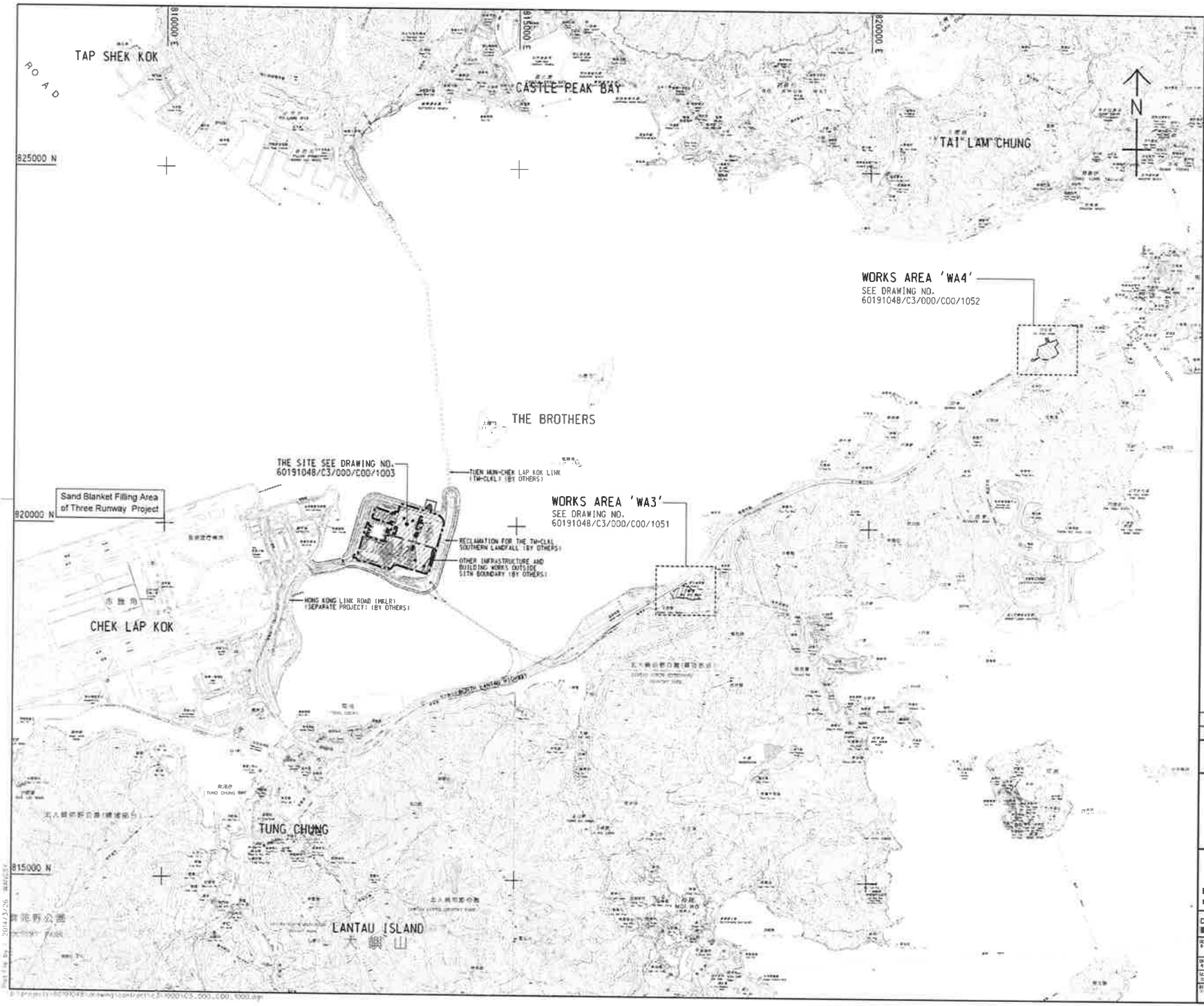
SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3 (N)	810689	816591
SR4(N)	814705	817659
SR5	811469	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A (N)	823644	823484
SR10B (N2)	823689	823159
CS(Mf)3	809989	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert
- Silt Curtain

-	TENDER DRAWING	BWCH	SCT MAR.14

HIGHWAYS DEPARTMENT
港珠澳大橋香港口岸管理處
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
- VEHICLE CLEARANCE PLAZAS AND
ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI
Aedas

DRG.NO. 圖紙編號 60191048/C3/000/C00/1000

DESIGNED BY 設計	BWCH	CONTRACT NO. 合約編號	HY/2013/03
P. Dir. APPROVED 核准	TKH		
DRAWN BY 繪圖	WSY	CHECKED 核對	
SCALE 比例	A1 1 : 2500		
DIMENSIONS ARE IN 尺寸單位	METRES		

D:\Projects\60191048\drawing\contract\C3\000\C3_000_C00_1000.dgn
2014/3/25

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20180131 SS NOE)

MATERIALAB CONSULTANTS LIMITED

Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20180131_SS_NOE**
Date of Notification: 07 Feb 2018

Works Inspected: Data collected from water sampling works on 31 January 2018 and the results were issued on 7 February 2018

Monitoring Location: Water Quality Monitoring Station
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	SR6	Depth Average	23.5 and 120% (i.e. 18.2 for mid-ebb/14.4 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 19.7 for mid-ebb/15.6 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	**26.2**	21.5

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	11:31:00	08:09:00
IS(Mf)6	11:39:00	08:02:00
IS7	11:48:00	07:55:00
IS8	12:06:00	07:36:00
IS(Mf)9	11:58:00	07:45:00
IS10(N)	12:09:00	08:16:00
IS(Mf)11	12:13:00	08:09:00
IS(Mf)16	12:32:00	07:09:00
IS17	12:40:00	06:58:00
SR3(N)	11:20:00	08:15:00
SR4(N)	12:13:00	07:29:00
SR5(N)	12:03:00	08:22:00
SR6	11:19:00	08:57:00
SR7	12:20:00	08:02:00
SR10A(N)	13:38:00	05:58:00
SR10B(N2)	13:31:00	06:10:00

Prepared by : Ruby Law Title : ET Representative
Date : 07-Feb-18

Reviewed by : Keith Chau Title : ET Leader
Date : 07-Feb-18

Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.

Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

INVESTIGATION REPORT ON

ACTION AND LIMIT LEVEL NON-COMPLIANCE

FOR

CONTRACT NO. HY/2013/03

Hong Kong Zhuhai Macao Bridge
Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Report No. Ref.: 0165-15-IR0042

Prepared by: Mr. Vincent Lu

Reviewed by: Mr. Bong Yu

Certified by: _____ Date: 14/03/2018

Mr. Arthur Cheng
Environmental Team Leader

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
Tel : (852)-24508238
Fax : (852)-24508032
Email : mcl@fugro.com

NON-COMPLIANCE INVESTIGATION REPORT No.: 0165-15-IR0042

1. Project Details

Contract No.: HY/2013/03

Contract Title: Hong Kong Zhuhai Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plazas and Ancillary Buildings and Facilities

Project Proponent: Highways Department

Main Contractor: China Harbour Engineering Co. Ltd.

2. Details of Non-compliance

Notification of Action/Limit Level Exceedance (20180202 SS NOE) was forwarded by the ET of Contract No. HY/2013/01 on 9 February 2018:

Monitoring Date: 2 February 2018

The Action and Limit Levels of Suspended Solid (SS) at determined from baseline monitoring data are listed below:

Monitoring Parameter	Action Level (mg/L)	Limit Level (mg/L)
SS	23.5 and 120% (i.e. 14.2 for mid-ebb /20.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 15.4 for mid-ebb/22.5 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes

Measured Level:

Parameter	Station	Depth	Measured at mid-ebb tide (mg/L)	Measured at mid-flood tide (mg/L)
SS	SR6	Depth Average	14.5	**24.3**
	SR7	Depth Average	16.7	**24.2**

Bold means AL exceedance.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

Monitoring was undertaken by the ET of Contract No. HY/2013/01 of HKBCF. The Notification of Action/Limit Level Exceedance (20180202 SS NOE) provided by the ET of Contract No. HY/2013/01 of HKBCF is shown in **Appendix A**.

3. Investigation of Non-compliance

Summary of Investigation

As confirmed with Mr. Marko Chan, Environmental Officer, and operation team of Contract No. HY/2013/03, there was no marine transportation on the date of exceedance. Regarding marine-based works in Box Culvert B, the work undertaken at the date of exceedance was preparation work of precast installation which had a cofferdam to separate seawater and works area. Silt curtain was also maintained to enclose the work area of the outlet of the box culvert fully. All sea water flows into the work area of box culvert B will be treated by desilting facilities before discharge in accordance with the discharge license approved by EPD for Contract No. HY/2013/03. For SS exceedance recorded at the WQM station SR6 and SR7, the concerned WQM stations where the exceedances were recorded were not close to the marine works area of Contract No. HY/2013/03, while there was no notification of exceedance received at the WQM stations closer to the works areas, such as IS(Mf)11. It was unlikely that the works undertaken by Contract No. HY/2013/03 caused SS exceedance recorded at the concerned WQM station during mid-flood tide on 2 February 2018.

The location of the WQM station where exceedances were recorded and all relevant WQM stations are shown in **Figure 1** and the location of marine-based construction works are shown in **Figure 2**.

Investigation Results

The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the contract. Nevertheless, the Contractor had been reminded to comply with the requirements stipulated in the Environmental Mitigation Implementation Schedule (EMIS) of the EM&A Manual, in particular:

- Water Quality:

  W1-

  1. Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;
  2. Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
  3. Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
  4. Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
  5. Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
  6. All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.

  W2-

1. wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
2. storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
3. silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
4. rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
5. measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
6. open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
7. discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
8. surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

4. Follow up Status (Exceedance)

During weekly site audit on 19, 25 January 2018, 1 and 9 February 2018, ET confirmed the Contractor had provided workable and effective water quality mitigation measures. ET will take relevant photo records of the marine-based works for Contract No. HY/2013/03 via the on-going site inspections to support the necessary review of the effectiveness of site mitigation measures specific to the exceedance investigation.

Photos showing the site situation of marine works in Box Culvert B which was taken during the site audit at 1 February 2018 are shown in **Appendix B**.

5. Recommendation to the Contractor

The Contractor was reminded to continue to fully maintain all water quality mitigation measures.

6. Follow up Status (Overall)

The captioned exceedance was not related to the Contract and therefore, no additional follow-up action is needed. However, ET proposed recommendations to Contractor in particular to the following aspects when there are marine construction activities.

Water Quality:

- Barges and hopper dredgers shall have tight fitting seals to their bottom openings to prevent leakage of material;

- Any pipe leakages shall be repaired quickly. Plant should not be operated with leaking pipes;
- Loading of barges and hoppers shall be controlled to prevent splashing of dredged material to the surrounding water. Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation;
- Excess material shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessel is moved;
- Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; and
- All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash.
- wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;
- storm drainage shall be directed to storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- silt removal facilities, channels and manholes shall be maintained and any deposited silt and grit shall be removed regularly, including specifically at the onset of and after each rainstorm;
- rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;
- measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;
- open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;
- discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.

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Email : mcl@fugro.com

Figure 1

The Location of WQM Stations

LEGEND

- IS — IMPACT STATIONS
- CS — CONTROL / FAR FIELD STATIONS
- SR — SENSITIVE RECEIVERS STATIONS

FIGURE 4.1– LOCATION OF WATER QUALITY MONITORING STATIONS

SETTING OUT SCHEDULE

MONITORING STATIONS	CO-ORDINATES	
	EASTING	NORTHING
IS5	811579	817106
IS(Mf)6	812101	817873
IS7	812244	818777
IS8	814251	818412
IS(Mf)9	813273	818850
IS10	812577	820670
IS10(N)	812942	820455
IS(Mf)11	813562	820716
IS(Mf)16	814328	819497
IS17	814539	820391
SR3 (N)	810689	816591
SR4(N)	814705	817859
SR5	811489	820455
SR5(N)	812569	821475
SR6	805837	821818
SR7	814293	821431
SR10A (N)	823644	823484
SR10B (N2)	823689	823159
CS(Mf)3	809969	821117
CS(Mf)3(N)	808814	822355
CS(Mf)5	817990	821129
CS4	810025	824004
CS6	817028	823992
CSA	818103	823064

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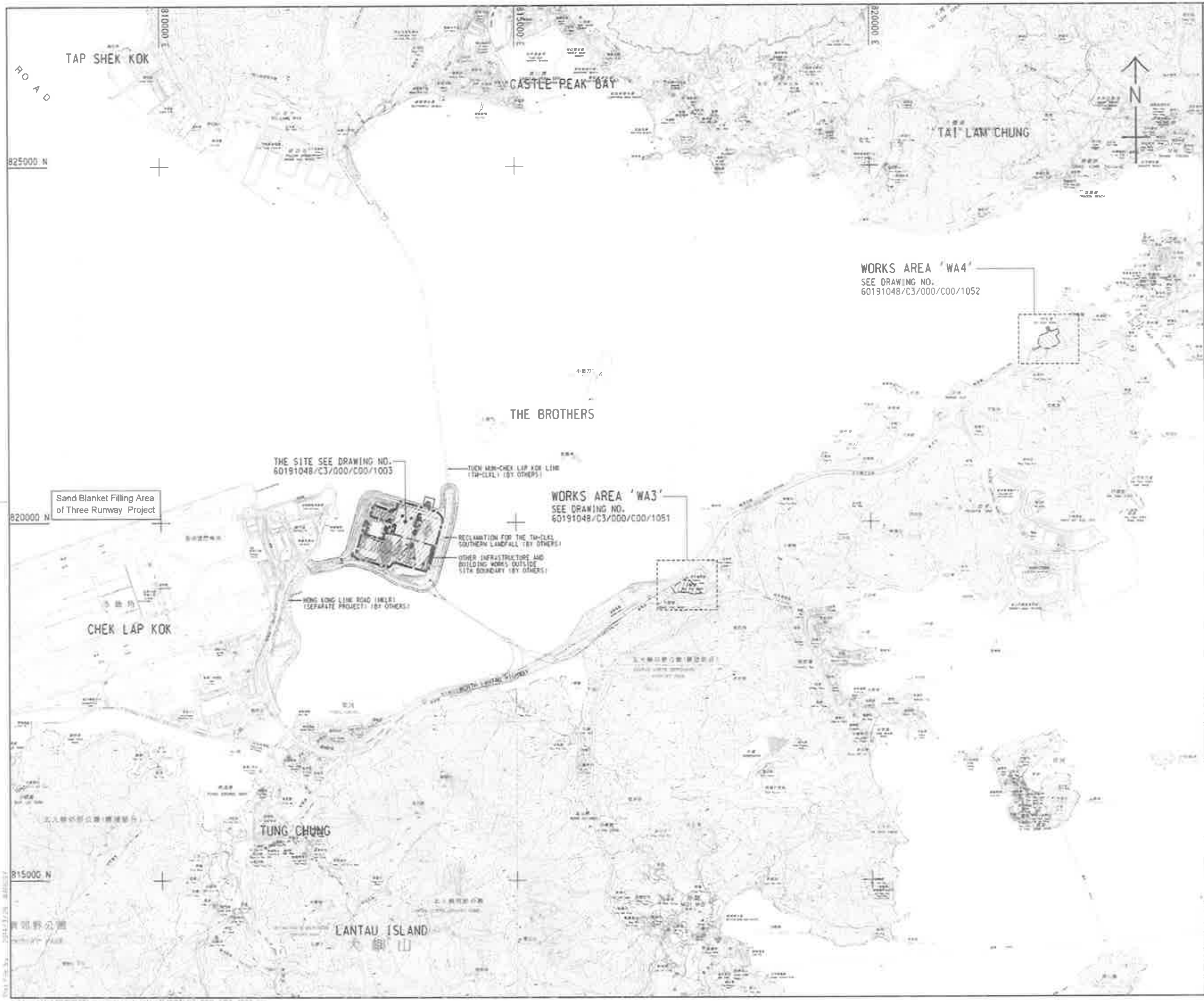
Figure 2

The Locations of Marine Transportation and Marine-based Construction Works



NOTES:

1. COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
2. DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C3/000/C00/1051 TO 1053.

LEGEND:

- SITE BOUNDARY
- WORKS AREA
- Location of Box Culvert B
- Silt Curtain

-	TENDER DRAWING	BWCW	SCI	MAR.14

HIGHWAYS DEPARTMENT

港珠澳大橋香港工程管理處

Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

HONG KONG-ZHUHAI-MACAO BRIDGE
HONG KONG BOUNDARY CROSSING FACILITIES
– VEHICLE CLEARANCE PLAZAS AND
ANCILLARY BUILDINGS AND FACILITIES

SITE LOCATION PLAN

AECOM
Aedas
Rogers Stirk Harbour + Partners
BURO HAPPOLD ATKINS ADI

DRG.NO. 60191048/C3/000/C00/1000

DESIGNED BY	CONTRACT NO.	P. ENG. APPROVED
BWCW	HY/2013/03	TKH
DRAWN BY WSY	STATUS	
SCALE A1 1 : 25000		
DIMENSIONS ARE IN METRES		

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Email : mcl@fugro.com

Appendix A

Notification of Limit Level Exceedance (20180202 SS NOE)

MATERIALAB CONSULTANTS LIMITED
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Profit Industrial Building,
1-15 Kwai Fung Crescent,
Kwai Fong, Hong Kong.
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Fax : (852)-24508032
Email : mcl@fugro.com

Contract No. HY/2013/01 -
Hong Kong- Zhuhai- Macao Bridge
Hong Kong Boundary Crossing Facilities – Passenger Clearance Building
Notifications of Environmental Quality Limits Exceedances **Notification No.: 20180202_SS_NOE**
Date of Notification: 09 Feb 2018

Works Inspected: Data collected from water sampling works on 2 February 2018 and the results were issued on 9 February 2018

Monitoring Location: Water Quality Monitoring Station
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	SR6	Depth Average	23.5 and 120% (i.e. 14.2 for mid-ebb/20.7 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 15.4 for mid-ebb/22.5 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	14.5	**24.3**
SS	SR7	Depth Average			16.7	**24.2**

Remarks:
Bold means AL exceedances.
Bold with underline means LL exceedances.
Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4
Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA

	Mid-Ebb	Mid-Flood
IS5	12:56:00	09:29:00
IS(Mf)6	13:02:00	09:23:00
IS7	13:10:00	09:15:00
IS8	13:25:00	08:58:00
IS(Mf)9	13:17:00	09:06:00
IS10(N)	13:37:00	09:57:00
IS(Mf)11	13:44:00	09:51:00
IS(Mf)16	13:50:00	08:32:00
IS17	14:00:00	08:24:00
SR3(N)	12:47:00	09:37:00
SR4(N)	13:31:00	08:52:00
SR5(N)	13:33:00	10:03:00
SR6	12:50:00	10:43:00
SR7	13:52:00	09:42:00
SR10A(N)	14:57:00	07:20:00
SR10B(N2)	14:51:00	07:33:00

Prepared by : Ruby Law Title : ET Representative
Date : 09-Feb-18
Reviewed by : Keith Chau Title : ET Leader
Date : 09-Feb-18
Copied to : Contractor, Engineer Representative and IEC/ENPO

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
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MaterialLab

Appendix B

Photo showing the site situation of marine works in Box Culvert B

MATERIALAB CONSULTANTS LIMITED

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Appendix J

Statistics on Environmental Complaints, Notification of Summons and Successful Prosecutions

MATERIALAB CONSULTANTS LIMITED
Room 723 & 725, 7/F, Block B,
Profit Industrial Building,
1-15 Kwai Fung Crescent, Kwai Fong,
Hong Kong.
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Appendix J –

Statistics on Environmental Complaints, Notifications of Summons and Successful Prosecutions

For Contract No. HY/2013/03

	Cumulative Statistics		
Reporting Period	Complaints	Notifications of Summons	Successful Prosecutions
This reporting period	0	0	0
From commencement date of construction to end of reporting period	14	0	0

For Contract No. HY/2013/06 within Contract No. HY/2013/03 works area

	Cumulative Statistics		
Reporting Period	Complaints	Notifications of Summons	Successful Prosecutions
This reporting period	0	0	0
From commencement date of construction to end of reporting period	0	0	0