

12 March 2021

By Fax (3748 8900) and By Post

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

Attention: Mr. Jason Yu

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/2019/01  
HZMB HKBCF – Phase 2 and Other Works  
Monthly EM&A Report for February 2021**

Reference is made to the Environmental Team's submission of Monthly EM&A Report for February 2021 certified by the ET Leader (ET's ref.: "MCL/ED/0122/2021/C" dated 12 March 2021) and provided to us via e-mail on 12 March 2021.

We are pleased to inform you that we have no further comments on the captioned submission. We write to verify the captioned submission in accordance with Condition 5.4 of the Environmental Permit No. EP-353/2009/K (the EP).

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



Manson Yeung  
Independent Environmental Checker  
HZMB HKBCF

c.c.	HyD	Attn.: Mr. Patrick Ng	(By Fax: 3188 6614)
	HyD	Attn.: Mr. Alan Ip	(By Fax: 3188 6614)
	Fugro	Attn.: Mr. Calvin Leung	(By Fax: 2450 6138)
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FUGRO TECHNICAL SERVICES LIMITED

Fugro Development Centre

5 Lok Yi Street, Tai Lam

Tuen Mun, NT

Hong Kong

Date 12 March 2021

Our Ref. MCL/ED/0122/2021/C

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

BY EMAIL

Attn.: Mr. Manson Yeung, Independent Environmental Checker

Dear Sir,

**EP Condition 5.4 – Monthly EM&A Report for  
Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and  
Other Works (Contract No. HY/2019/01)**

Pursuant to Condition 5.4 of the Environmental Permit (EP-353/2009K) for the captioned project, we hereby submit the certified Monthly EM&A Report for February 2021 for your verification.

Thank you for your attention, should there be any comments or queries, please contact our Mr. Cyrus Lai at 3565-4442 or the undersigned at 3565-4441.

Yours faithfully,  
for and on behalf of  
FUGRO TECHNICAL SERVICES LIMITED

Calvin Leung  
Environmental Team Leader

c.c. AECOM Attn: Mr. Jason Yu, Mr. Gordon Kok  
Ramboll Attn: Mr. Y. H. Hui, Mr. K. C. Chan  
CHEC Attn: Mr. Marko Chan, Mr. Matthew Wu



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# Monthly EM&A Report (February 2021)

0002/20/ED/0307 01 |

**Contact No. HY/2019/01 Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works**

# Document Control




## Document Information

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## Client Information

Client	China Harbour Engineering Co., Ltd. - Contract No. HY/2019/01
Client Address	China Harbour Building, 370-4 King's Road, North Point Hong Kong
Client Contact	Matthew Wu

## Environmental Team

Initials	Name	Role	Signature
MP	Calvin M.P. Leung	Environmental Team Leader	
CY	Cyrus C.Y. Lai	Senior Environmental Consultant	
KH	Toby K.H. Wan	Assistant Environmental Consultant	



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## EXECUTIVE SUMMARY

This Monthly Environmental Monitoring and Audit (EM&A) Report is prepared for Contract No. HY/2019/01 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works" (hereafter referred to as "the Contract") for the Highways Department of Hong Kong Special Administrative Region (HKSAR). Contract No. HY/2019/01 was awarded to China Harbour Engineering Co. Limited and Fugro Technical Services Limited (FTS) was appointed as the Environmental Team (ET) by the Contractor.

Contract No. HY/2019/01 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 the Contract took place on 4 December 2019 and the construction site preparation works commenced in early February 2020.

Fugro Technical Services Limited (FTS) 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 is providing environmental team services for the Contract.

This is the 13th Monthly EM&A Report for the Contract which summaries findings of the EM&A programme during the reporting period from 1 February 2021 to 28 February 2021.

### **Environmental Monitoring and Audit Progress**

The monthly 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, noise and the post-construction dolphin monitoring works for the Contract are covered by Contract No. HY/2019/01 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works". The ET of the Contract or another ET of the HZMB project is required to conduct impact air quality monitoring at AMS6 as part of EM&A programme if the impact air quality monitoring work is no longer covered by Contract No. HY/2011/03 respectively. However, this is subject to ENPO's final decision on which ET should carry out the monitoring work at these stations.

### **Breaches of Action and Limit Levels**

No Action and Limit Level exceedance was recorded for air quality monitoring in the reporting month. Also, no Action and Limit Level exceedance was recorded for construction noise monitoring in the reporting month.

### **Complaint Log**

No complaints were received in the reporting period.

### **Notifications of any Summons and Successful Prosecutions**

No notifications of summons and prosecutions were received in the reporting period.

## **Reporting Change**

There were no reporting changes during the reporting month.

## **Future Key Issues**

The main works will be anticipated in the next reporting period are as follow:

- Excavation at Vehicle Clearance Plaza (VCP) (land-based);
- Road & Drain works at South Public Transport Interchanges (SPTI), North Public Transport Interchanges (NPTI) and Vehicle Clearance Plaza (VCP) (land-based);
- Covered Walkway at South Public Transport Interchanges (SPTI) and North Public Transport Interchanges (NPTI) (land-based);
- Public Toilet at North Public Transport Interchanges (NPTI) (land-based);
- Kiosks Construction at Vehicle Clearance Plaza (VCP) (land-based);
- Landscape Works at G1 and G5 (land-based);
- Conceal Conduits Works at Vehicle Clearance Plaza (VCP) (land-based);
- E&M Works at South Public Transport Interchanges (SPTI) (land-based).

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# 1. INTRODUCTION

## 1.1 Background

- 1.1.1 Fugro Technical Services Limited was commissioned by China Harbour Engineering Co. Limited (also referred to as “the Contractor”) to undertake the Environmental Team (ET) services (including environmental monitoring and audit (EM&A)) for Contract No. HY/2019/01 “Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works”.
- 1.1.2 Contract No. HY/2019/01 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. The general layout of the Project area is shown in **Figure 1**. Commencement of the Contract took place on 4 December 2019 and the construction site preparation works commenced in early February 2020.
- 1.1.3 This is the 13th Monthly EM&A report to document the findings of site inspection activities and EM&A programme carried out by the Contractor of Contract No. HY/2019/01 from 1 February 2021 to 28 February 2021 (reporting period) and is submitted to fulfil Condition 5.4 of the EP.

## 1.2 Project Description

- 1.2.1 The works to be executed under Contract No. HY/2019/01 include the following major items:
- Landscaping and establishment works;
  - Irrigation system and associated drainage pumping system and facilities;
  - Erection and installation in the Passenger Clearance Building;
  - Public transport interchange (PTI) public toilet, satellite refuse collection point (RCP) and observation guard booths;
  - PTI cross boundary shuttle (CBS) / cross boundary coach (CBC) lanes and covered walkway;
  - Vehicle clearance plazas (VCP) vehicle kiosks and associate automatic vehicle clearance supporting system (AVCSS).

## 1.3 Project Organization

1.3.1 The Project Organization structure is shown in **Appendix B**. The key personnel contact names and numbers are summarized in **Table 1.1**.

Table 1.1 Contact Information of Key Personnel

Party	Position	Name	Telephone
Engineer or Engineer's Representative (AECOM Asia Co. Ltd.)	Senior Resident Engineer	Mr. Jason Yu	3748 8903
	Resident Engineer	Mr. Winston Wong	3748 8918
	Resident Engineer	Mr. Gordon Kok	3748 8967
Environmental Project Office / Independent Environmental Checker (Ramboll Hong Kong Limited)	Environmental Project Office Leader	Mr. Y. H. Hui	3465 2888
	Independent Environmental Checker (IEC)	Mr. Manson Yeung	9700 6767
	Environmental Site Supervisor	Mr. K. C. Chan	3465 2882
Contractor (China Harbour Engineering Co. Ltd)	Environmental Manager	Mr. Marko Chan	9427 2879
	Environmental Officer	Mr. Matthew Wu	6076 2675
Environmental Team (Fugro Technical Services Limited)	Environmental Team Leader (ETL)	Mr. Calvin Leung	3565 4441

## 1.4 Construction Programme and Activities

1.4.1 The site layout plan of the Contract is shown in **Figure 1**.

1.4.2 The construction programme of this Contract is shown in **Appendix A**.

## 1.5 Works undertaken during the month

1.5.1 The main construction works carried out in the reporting period were as follow:

- Excavation at VCP (land-based);
- Road & Drain works at SPTI, NPTI and VCP (land-based);
- Covered Walkway at SPTI and NPTI (land-based);
- Public Toilet at NPTI (land-based);
- Kiosks Construction at VCP (land-based);
- Landscape Works at G1 and G5 (land-based);
- Conceal Conduits Works at VCP (land-based);
- E&M Works at SPTI (land-based).



## 1.6 Status of Environmental Licences, Notification and Permits

1.6.1 A summary of the relevant permits, licenses and/or notifications on environmental protection for this Contract is presented in **Table 1.2**.

Table 1.2 Environmental Licenses, Notification and Permits Summary

Permit/ Notification/ License	Reference No	Valid From	Valid Till
Environmental Permit	EP-353/2009/K	11-Apr-16	Not Applicable
Notification pursuant to Air Pollution (Construction Dust) Regulation	451380	28-Nov-19	Not Applicable
Billing Account for Disposal of C&D waste	A/C No. 7036097	18-Dec-19	Not Applicable
Chemical Waste Producer Registration	5296-951-C1186-32	6-Feb-20	Not Applicable
Water Discharge License	WT00035721-2020	28-Apr-20	30-Apr-25
Construction Noise Permit	GW-RS0950-20	17-Dec-20	13-Jun-21

## 2. AIR QUALITY

### 2.1 Monitoring Requirement

2.1.1 In accordance with the Contract Specific EM&A Manual, 1-hour and 24-hour Total Suspended Particulates (TSP) levels should be measured at the designated air quality monitoring stations to indicate the impacts of construction dust on air quality. Impact 1-hour TSP monitoring was conducted for at least three times every 6 days, while impact 24-hour TSP monitoring was carried out for at least once every 6 days.

### 2.2 Monitoring Equipment

2.2.1 24-hour TSP air quality monitoring was performed using High Volume Sampler (HVS) deployed at the designated monitoring stations. The HVS shall meet all the requirements of the EM&A Manual.

2.2.2 A portable direct reading dust meter was used to carry out the 1-hour TSP monitoring.

2.2.3 The model of the air quality monitoring equipment used is summarized in **Table 2.1**.

Table 2.1 Air Quality Monitoring Equipment

Item	Location	Brand	Model	Equipment	Serial No.
1	AMS2	Tisch	TE-5170 (TSP)	High Volume Sampler	HVS-01
			TE-300-310X	-Mass Flow Controller	3002
			TE-5005X	-Blower Motor Assembly	4607
			TE-5007X	-Mechanical Timer	5596
			TE-5009X	-Continuous Flow Recorder	5752
2	AMS3C	Tisch	TE-5170 (TSP)	High Volume Sampler	HVS-02
			TE-300-310X	-Mass Flow Controller	3000
			TE-5005X	-Blower Motor Assembly	4610
			TE-5007X	-Mechanical Timer	5597
			TE-5009X	-Continuous Flow Recorder	5756
3	AMS7B	Tisch	TE-5170 (TSP)	High Volume Sampler	HVS-03
			TE-300-310X	-Mass Flow Controller	2792
			TE-5005X	-Blower Motor Assembly	3802
			TE-5007X	-Mechanical Timer	5781
			TE-5009X	-Continuous Flow Recorder	5483
4		Tisch	TE-5025A	HVS Sampler Calibrator	438320/2456
5		Sibata	Model LD-5R	Sibata Portable TSP Monitors	620480
6			Model LD-5R		761106
7			Model LD-5R		892185

## 2.3 Monitoring Methodology for HVS

2.3.1 The following guidelines were adopted during the installation of HVS:

- Sufficient support is provided to secure the samplers against gusty wind.
- No two samplers are placed less than 2 meters apart.
- The distance between the sampler and an obstacle, such as buildings, is at least twice the height that the obstacle protrudes above the sampler.
- A minimum of 2 meters of separation from walls, parapets and penthouses is required for rooftop samples.
- A minimum of 2 meters separation from any supporting structure, measured horizontally is required.
- No furnaces or incineration flues are nearby.
- Airflow around the samplers is unrestricted.
- The samplers are more than 20 meters from the drip line.
- Any wire fence and gate, to protect the sampler, should not cause any obstruction during monitoring.
- Permission must be obtained to set up the samplers and to obtain access to the monitoring stations.
- A secured supply of electricity is needed to operate the samplers.

2.3.2 Prior to the commencement of the dust sampling, the flow rate of the high volume sampler shall be properly set. The power supply should be checked to ensure the proper functioning of the sampler. The sampler is recommended to be operated for 5 minutes to establish thermal equilibrium before placing any filter media at the designated air monitoring station.

2.3.3 The filter holding frame should be removed by loosening the four nuts and placing carefully a weighted and conditioned filter at the centre with the stamped number upwards on a supporting screen.

2.3.4 The filter should be aligned on the screen so that the gasket formed an airtight seal on the outer edges of the filter. The filter holding frame should be tightened to the filter holder with swing bolts. The applied pressure should be sufficient to avoid air leakage at the edges.

2.3.5 A programmed timer should be used to control the duration of operation. Information should be recorded on the record sheet, which included the starting time, the weather condition and the filter number.

2.3.6 After sampling process is finished, the filter should be removed and sent to the laboratory for weighting. The elapsed time should also be recorded.

2.3.7 All filters should be equilibrated in a conditioning environment for 24 hours before weighting. The conditioning environment temperature should be between 25°C and 30°C and not vary by more than  $\pm 3^\circ\text{C}$ ; the relative humidity (RH) should be  $< 50\%$  and not vary by more than  $\pm 5\%$ . A convenient working RH is 40%.

## 2.4 Maintenance and Calibration for HVS

- 2.4.1 The high volume motors and their accessories should be properly maintained, including routine motor brushes replacement and electrical wiring checking, to ensure that the equipment and a continuous power supply were in good working condition.
- 2.4.2 Initial calibration of dust monitoring equipment shall be conducted upon installation and thereafter at fortnightly intervals. The transfer standard shall be traceable to the internationally recognized primary standard and be calibrated annually. The calibration certificate for the HVS is provided in **Appendix D**.

## 2.5 Monitoring Methodology for Direct Reading Dust Meter

- 2.5.1 Portable Laser Particle Photometer Monitors should be operated in accordance with the Manufacturer's instruction Manual as below:
- a) Pulling up the air sampling inlet cover
  - b) Changing the Mode 0 to BG
  - c) Pressing Start/Stop switch
  - d) Turning the knob to SENSI.ADJ and press it
  - e) Pressing Start/Stop switch again
  - f) Returning the knob to the position MEASURE slowly
  - g) Pressing the timer set switch to set measuring time
  - h) Removing the cap and start the measurement

## 2.6 Maintenance and Calibration for Direct Reading Dust Meter

2.6.1 ET shall submit sufficient information to the IEC to prove that the instrument is capable of achieving comparable results to the HVS. The instrument should also be calibrated regularly, and the 1-hour sampling shall be determined periodically by the HVS to check the validity and accuracy of the results measured by direct reading method. The calibration certificate for the direct reading dust meter is provided in **Appendix D**.

## 2.7 Monitoring Locations

2.7.1 In accordance with the Contract Specific EM&A Manual, four air quality monitoring locations, namely AMS2, AMS3C, AMS6 and AMS7B were set up at the proposed locations. AMS2, AMS3C and AMS7B are covered by Contract No. HY/2019/01 "Hong Kong-Zhuhai- Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works"

2.7.2 AMS6 is covered by Contract No. HY/2011/03 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road (HZMB HKLR) – 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 AMS6 as part of EM&A programme if this air quality monitoring station is no longer covered by Contract No. HY/2011/03.

2.7.3 Due to the existing air quality monitoring location AMS7B would be hand over back to Airport Authority for their construction works. A new alternative air quality monitoring location is still under processing. Air quality monitoring location AMS7B was temporary suspended, effective from 10 December 2020.

2.7.4 The most updated locations are summarized in **Table 2.2** and the locations of the air monitoring stations shown in **Figure 2**.

Table 2.2 Air Quality Monitoring Location

Monitoring Station	Location
AMS2	Tung Chung Development Pier
AMS3C	Ying Tung Estate Market Rooftop
AMS6	Dragonair / CNAC (Group) Building (HKIA)
AMS7B	Third Runway Site Office

Remarks: The ET of this Contract should conduct impact air quality monitoring at station AMS6 listed in the table as part of EM&A programme according to latest notification from ENPO when the monitoring station is no longer covered by another ET of the HZMB project.

## 2.8 Monitoring Results

- 2.8.1 The schedule of air quality monitoring in reporting month is provided in **Appendix E**.
- 2.8.2 No Action / Limit Level exceedance was recorded for 1-hr and 24-hr TSP at AMS2, AMS3C and AMS7B.
- 2.8.3 The monitoring results for AMS6 are reported in the monthly EM&A Reports prepared for Contract No. HY/2011/03.
- 2.8.4 The weather conditions during the monitoring are provided in **Appendix K**.
- 2.8.5 The monitoring data of 1-hr TSP and 24-hr TSP are summarized in **Table 2.3**. Detailed monitoring data are presented in **Appendix F**.

Table 2.3 Summary of Air Quality Monitoring Results

Monitoring Station	Average ( $\mu\text{g}/\text{m}^3$ )	Range ( $\mu\text{g}/\text{m}^3$ )	Action Level ( $\mu\text{g}/\text{m}^3$ )	Limit Level ( $\mu\text{g}/\text{m}^3$ )
1-hour TSP				
AMS2	60	42-72	374	500
AMS3C	71	50-88	368	
AMS7B			370	
24-hour TSP				
AMS2	37	8-67	176	260
AMS3C	39	21-74	167	
AMS7B			183	

- 2.8.6 The Event and Action Plan for air quality is given in **Appendix H**.
- 2.8.7 The wind data obtained from the on-site wind station during the reporting period is provided in **Appendix G**.

## 3. NOISE

### 3.1 Monitoring Requirement

3.1.1 In accordance with the Contract Specific EM&A Manuals,  $L_{eq}$  (30min) monitoring is conducted for at least once a week during the construction phase between 0700 and 1900 on normal weekdays at the designated monitoring locations.

### 3.2 Monitoring Equipment

3.2.1 The sound level meter used in noise monitoring shall comply with the International Electrotechnical Commission Publication (IEC) 651:1979 (Type 1) and 804:1985 (Type 1) specifications as referred to in the Technical Memorandum issued under the Noise Control Ordinance (NCO).

3.2.2 Sound level calibrator shall be used for the on-site calibration of the meter. This calibrator complies with the IEC Publication 942 (1988) Class 1 and ANSI S1.40 - 1984. Noise measurements were only accepted to be valid if the calibration levels from before and after the measurement agree to within 1.0 dB(A).

3.2.3 Measurements shall be recorded to the nearest 0.1dB(A). Sound level meters are programmed to measure A-weighted equivalent continuous sound pressure level at 30-minute intervals between 0700 and 1900 on normal weekdays at least once a week when construction activities are underway.

3.2.4 The model of the noise monitoring equipment used is summarized in **Table 3.1**.

Table 3.1 Construction Noise Monitoring Equipment

Item	Brand	Model	Equipment	Serial No.
1	Casella	CEL-63X Series	Integrating Sound Level Meter	1488270
2	Casella	CEL-63X Series	Integrating Sound Level Meter	2451048
3	Casella	CEL-120/1	Calibrator	2383886
4	Casella	CEL-120/1	Calibrator	3321858
5	Benetech	GM816	Wind Speed Anemometer	N/A

### 3.3 Monitoring Parameters and Frequency

3.3.1 The parameters and frequencies of impact noise monitoring is summarized in **Table 3.2**.

Table 3.2 Monitoring Parameters and Frequencies of Noise Monitoring

Parameter	Frequency
$L_{eq}$ (30min) $L_{10}$ and $L_{90}$ will be recorded for reference	At each station at 0700-1900 hours on normal weekdays at a frequency of once a week



### 3.4 Monitoring Methodology

3.4.1 Noise measurement should be conducted as the following procedures:

- Free field measurements was made at monitoring location M-N3. A correction of +3 dB(A) shall be made to the free field measurements.
- The battery condition should be checked to ensure good functioning of the meter.
- Parameters such as frequency weighting, the time weighting and the measurement time should set as follow:
  - (i) Frequency weighting: A
  - (ii) Time weighting: Fast
  - (iii) Measurement time: continuous 5 minutes interval
- Prior to and after noise measurement, the meter shall be calibrated using the calibrator for 94.0 dB(A) at 1000 Hz. If the difference in the calibration level before and after measurement is more than 1.0 dB(A), the measurement will be considered invalid and repeat of noise measurement is required after re-calibration or repair of the equipment.
- The wind speed at the monitoring station shall be checked with the portable wind meter. Noise monitoring should be cancelled in the presence of fog, rain, and wind with a steady speed exceeding 5 m/s, or wind with gusts exceeding 10 m/s.
- Noise measurement should be paused during periods of high intrusive noise if possible and observation shall be recorded when intrusive noise is not avoided.
- At the end of the monitoring period, the  $L_{eq}$ ,  $L_{10}$  and  $L_{90}$  should be recorded. In addition, site conditions and noise sources should also be recorded on a standard record sheet.

### 3.5 Maintenance and Calibration

3.5.1 Maintenance and calibration procedures should also be carried out, including:

- The microphone head of the sound level meter and calibrator should be cleaned with a soft cloth at quarterly intervals.
- The sound level meter and calibrator should be calibrated annually by a HOKLAS laboratory or the manufacturer.
- The calibration certificates for noise monitoring equipment are provided in **Appendix D**.

### 3.6 Monitoring Locations

- 3.6.1 In accordance with the Contract Specific EM&A Manual, two noise monitoring locations, namely NMS2 and NMS3C are covered under Contract No. HY/2019/01 "Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works.
- 3.6.2 Due to rejection from Ho Yu College (NMS3) for setting up a noise monitoring station at their school, an alternative location at site boundary of the site office area at Works Area WA2 (NMS3B) is proposed. Impact noise monitoring has been relocated from NMS3B to Ying Tung Estate Market Rooftop (NMS3C) on 20 August 2018 under Contract No. HY/2013/04. The same baseline and Action and Limit levels for noise, as derived from the baseline monitoring data recorded at Ho Yu College, are adopted for this alternative noise monitoring location.
- 3.6.3 The most updated locations are summarized in **Table 3.3** and the locations of the noise monitoring stations shown in **Figure 3**.

Table 3.3 Construction Noise Monitoring Location

Monitoring Station	Location
NMS2	Seaview Crescent
NMS3C	Ying Tung Estate Refuse Collection Point

Remark: The Limit Levels for schools will be applied for this alternative monitoring location at NMS3C.

### 3.7 Monitoring Results

- 3.7.1 The schedule of noise monitoring in reporting month is provided in **Appendix E**.
- 3.7.2 No raining and wind with speed over 5 m/s was observed during noise monitoring according to the onsite observation. The weather conditions during the monitoring month are provided in **Appendix K**.
- 3.7.3 The noise monitoring data are summarized in **Table 3.4**. Detailed monitoring data are presented in **Appendix F**.

Table 3.4 Summary of Construction Noise Monitoring Results

Time Period	Noise Monitoring Stations	$L_{eq}$ (30min) dB(A) (Range)	Action Level	Limit Level dB(A)
0700-1900 hrs on normal weekdays	NMS2	58-64	When one documented complaint is received	75
	NMS3C	65-70		70/65

Remark:

NMS2: Façade Measurement

NMS3C: Free-field measurement (+3 dB(A) correction has been applied), reduction to 65dB(A) during school examination periods will be applied.

- 3.7.4 School calendar of Ho Yu College was checked against noise monitoring days at NMS3C. The examination periods of Ho Yu College were 1 February 2021 to 5 February 2021 and 22 February 2021 to 25 February 2021. Therefore, the limit level for NMS3C was 65 dB (A) on 3 February 2021 and 23 February 2021.
- 3.7.5 No Action / Limit Level exceedance of location NMS2 was recorded for construction noise in the reporting month.
- 3.7.6 The measured noise levels recorded at NMS3C on 3 February 2021 was 67.0 dB (A), which exceeded the limit level 65 dB (A). The noise level were higher than the baseline level of 66.3 dB (A). Therefore, baseline correction was carried out and the corrected noise levels which solely represent the noise level of construction works was 58.7 dB (A) respectively, therefore there was no exceedance after correction. As such the Event and Action Plan was not triggered.
- 3.7.7 During the monitoring month, at NMS3C, road traffic along the Ying Tung Road and non-project related construction activities at the nearby construction site was observed.
- 3.7.8 The Action and Limit Levels for noise impact monitoring have been set and are presented in **Appendix C**.
- 3.7.9 The Event and Action Plan for noise is given in **Appendix H**.

## 4. ECOLOGY MONITORING

### 4.1 Monitoring Requirements

- 4.1.1 All marine-based construction activities for the HKBCF project were completed in January 2019. No marine-based construction activities will be undertaken under this Contract. However, the ET of this Contract or another ET of the HZMB is required to conduct post-construction dolphin monitoring in accordance with Section 10.7 of the updated EM&A Manual.
- 4.1.2 Currently, the role of dolphin monitoring and data collection are still under Contract No. HY/2012/08 "Tuen Mun-Chek Lap Kok Link – Northern Connection Sub-sea Tunnel Section". To avoid redundancy in the monitoring effort, the findings of Contract No. HY/2012/08 were used for this reporting month. The relevant sections of dolphin monitoring report of Contract No. HY/2012/08 for this reporting month is extracted and given in **Appendix O**.
- 4.1.3 The CV of the proposed dolphin specialist for this Contract has been submitted to IEC for review prior to submission to AFCD for approval.
- 4.1.4 According to the Proposal on Post-construction Dolphin Monitoring (PCDM) prepared by Contract No. HY/2013/04 which has been verified and approved by ENPO and EPD respectively as shown in **Appendix P**, the tentative completion date of the PCDM is in February 2021. Therefore, the reporting of Chinese White Dolphins (CWD) monitoring works under this Contract was suspended on 1 March 2021.

### 4.2 Monitoring Locations and Methodology

- 4.2.1 In accordance with the requirements of the updated EM&A manual, the dolphin monitoring programme have adopted the standard line-transect method (Buckland et al. 2001) to survey the pre-set and fixed transect lines defined by AFCD in the Northeast Lantau (NEL) and Northwest Lantau (NWL) survey areas.
- 4.2.2 The coordinates of the transect lines are shown in **Table 1** of **Appendix O**. The map of the transect lines provided by AFCD is presented in **Figure 4**.
- 4.2.3 The details of the line-transect method (Buckland et al. 2001) adopted in the survey and the photo-identification work when CWD are sighted are presented in **Section 2** of **Appendix O**.

### 4.3 Monitoring Results

#### 4.3.1 Vessel-based Line-Transect Survey

- 4.3.1.1 Two sets of vessel-based line transect surveys were conducted in NWL and NEL survey areas on 2, 8, 18 and 23 February 2021. The survey routes are presented in **Figures 2 to 5** of **Appendix O**.

- 4.3.1.2 During the 2 and 18 February 2021 surveys, several boats and barges involved in construction works near the southern end of Transect Line No. 8 were observed. Due to safety considerations, the survey vessel did not traverse these areas. Therefore, only a partial survey of Transect Line No. 8 was conducted as shown in **Figures 2 & 4 of Appendix O**.
- 4.3.1.3 A total of 261.83 km of survey effort was collected, with 100% of the total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility) (**Annex I of Appendix O**).
- 4.3.1.4 A total of 97.70 km and 164.13 km of survey effort were collected from NEL and NWL survey areas, respectively while the total survey effort conducted on primary and secondary lines were 194.39 km and 67.44 km, respectively (**Annex I of Appendix O**).
- 4.3.1.5 During the reporting period, a total of five groups of 13 CWD were sighted in NWL and no CWD sighted in NEL. Four of the five dolphin sightings were made on the primary lines during on-effort search, and none of them was not associated with any operating fishing vessel (**Annex II of Appendix O**).
- 4.3.1.6 Two larger groups of CWDs were sighted at the southwestern end of NWL survey or just to the north of the HKLR alignment, while the other three dolphin sightings (all being singletons) were scattered to the north east of Lung Kwu Chau as well as at the northwestern corner of the 3RS work site. Notably, the five dolphin groups were all sighted very far away from the TMCLKL alignment and the HKBCF work site (**Figure 6 of Appendix O**).
- 4.3.1.7 Encounter rates of Chinese White Dolphin deduced from the survey effort and on-effort dolphin sighting data made under favourable conditions (Beaufort 3 or below) in February 2021 are presented in **Table 4.1 & Table 4.2**.

Table 4.1 Dolphin encounter rates deduced from the two sets of TMCLKL surveys (two surveys in each set) during the reporting month in Northeast (NEL) and Northwest Lantau (NWL)

		Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	Encounter rate (ANI) (no. of dolphin from all on-effort sightings per 100 km of survey effort)
		Primary Lines Only	Primary Lines Only
NEL	Set 1: February 2 <sup>nd</sup> / 8 <sup>th</sup>	0.0	0.0
	Set 2: February 18 <sup>th</sup> / 23 <sup>rd</sup>	0.0	0.0
NWL	Set 1: February 2 <sup>nd</sup> / 8 <sup>th</sup>	4.9	17.8
	Set 2: February 18 <sup>th</sup> / 23 <sup>rd</sup>	1.6	1.6

Table 4.2 Overall dolphin encounter rates (sightings per 100 km of survey effort) from all four TMCLKL surveys conducted in the reporting month on primary lines only as well as both primary lines and secondary lines in NEL and NWL

	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)		Encounter rate (ANI) (no. of dolphin from all on-effort sightings per 100 km of survey effort)	
	Primary Lines Only	Both Primary and Secondary Line	Primary Lines Only	Both Primary and Secondary Line
NEL	0.0	0.0	0.0	0.0
NWL	4.1	2.4	10.5	7.3

#### 4.3.2 Photo-identification Work

4.3.2.1 Nine known CWD were sighted nine times in total (**Annexes III and IV of Appendix O**). All of them were re-sighted only once during this month of monitoring surveys.

4.3.2.2 Notably, two mothers (i.e. WL98 and WL145) were both sighted with their young calves in this monitoring month.

## 5. SITE INSPECTION AND AUDIT

### 5.1 Site Inspection

- 5.1.1 Site audits were carried out by ET on weekly basis to monitor the implementation of proper environmental management practices and mitigation measures in the Project site.
- 5.1.2 In the reporting month, four site inspections were carried out on 3, 10, 17 and 24 February 2021.
- 5.1.3 To monitor and audit the implementation of landscape and visual mitigation measures, two Bi-weekly landscape and visual site audits were carried out on 1 and 16 February 2021 by a Registered Landscape Architect.
- 5.1.4 No outstanding issues were reported during the reporting month. Details of observations recorded during the site inspections are summarized in **Appendix M**.

### 5.2 Advice on the Solid and Liquid Waste Management Status

- 5.2.1 The Contractor registered as a chemical waste producer for the Contract. Sufficient numbers of receptacles were available for general refuse collection and sorting.
- 5.2.2 The monthly summary of waste flow table is detailed in **Appendix I**.
- 5.2.3 If off-site disposal is required, the excavated marine mud from the land-based works shall be disposed of at the designated disposal sites within Hong Kong as allocated by the Marine Fill Committee or other locations as agreed by the Director. The Contractor shall ensure no spilling and overflowing of materials during loading / unloading / transportation is allowed.
- 5.2.4 The Contractor was reminded that chemical waste containers should be properly treated and stored temporarily in designated chemical waste storage area on site in accordance with the Code of Practice on the Packing, Labelling and Storage of Chemical Waste.



## 6. ENVIRONMENTAL COMPLAINT AND NON-COMPLIANCE

### 6.1 Environmental Exceedance

- 6.1.1 No Action and Limit Level exceedance of 1-hr TSP level and 24-hr TSP level recorded at station AMS2, AMS3C and AMS7B in the reporting period.
- 6.1.2 Summary of Action and Limit Level exceedance of 1-hour TSP level and 24-hour TSP level at AMS6 shall be referred to the monthly EM&A report prepared by Contract No. HY/2011/03.

### 6.2 Complaints, Notification of Summons and Prosecution

- 6.2.1 No environmental complaint, notification of summons and successful prosecution were received in the reporting month.
- 6.2.2 Cumulative complaint log, summaries of complaints, notification of summons and successful prosecutions are presented in **Appendix L**.

## 7. IMPLEMENTATION STATUS OF ENVIRONMENTAL MITIGATION MEASURE

### 7.1 Implementation Status

The Contractor had implemented environmental mitigation measures and requirements as stated in the EIA Reports, the EP and EM&A Manuals. The implementation status of the environmental mitigation measures during the reporting period is summarized in **Appendix J**.

## 8. FUTURE KEY ISSUES

### 8.1 Construction Programme for the Next Month

- Excavation at VCP (land-based);
- Road & Drain works at SPTI, NPTI and VCP (land-based);
- Covered Walkway at SPTI and NPTI (land-based);
- Public Toilet at NPTI (land-based);
- Kiosks Construction at VCP (land-based);
- Landscape Works at G1 and G5 (land-based);
- Conceal Conduits Works at VCP (land-based);
- E&M Works at SPTI (land-based).

### 8.2 Key Issues for the Coming Month

8.2.1 Potential environmental impacts arising from the above construction activities are mainly associated with construction dust, construction noise, waste management and landscape and visual impact issues.

### 8.3 Monitoring Schedules for the Next Month

8.3.1 The tentative schedule for environmental monitoring in the coming month is provided in **Appendix E**.

## 9. CONCLUSION AND RECOMMENDATION

### 9.1 Conclusions

- 9.1.1 1-hour TSP and 24-hour TSP impact monitoring at AMS2, AMS3C and AMS7B were carried out in the reporting month, no Action / Limit Level exceedance was recorded during the period.
- 9.1.2 Summary of Action and Limit Level exceedance of 1-hour TSP level and 24-hour TSP level at AMS6 shall be referred to the monthly EM&A report prepared by Contract No. HY/2011/03.
- 9.1.3 Construction noise monitoring were carried out in the reporting month, no Action / Limit Level exceedance was recorded during the period.
- 9.1.4 Based on previous dolphin surveys conducted for the HZMB project, monthly variation in dolphin occurrence within the survey areas was observed. Hence, it is more suitable to assess whether post-construction activities of the HKBCF have adverse impacts on dolphin occurrence every quarter where monthly comparison of distribution, group size, and encounter rates will be conducted.
- 9.1.5 Four environmental site inspections were carried out in the reporting month. Recommendations on mitigation measures for air quality impact and water quality impact were given to the Contractor for remediating the deficiencies identified during the site inspections.
- 9.1.6 Two Bi-weekly Landscape and Visual Site audits were carried out by a Registered Landscape Architect in the reporting month.
- 9.1.7 Referring to the Contractor's information, no environmental complaint, notification of summons and successful prosecution was received in the reporting month.

### 9.2 Comment and Recommendations

- 9.2.1 The recommended environmental mitigation measures, as proposed in the EIA reports and EM&A Manuals shall be effectively implemented to minimize the potential environmental impacts from the Project. The EM&A programme would effectively monitor the environmental impacts generated from the construction activities and ensure the proper implementation of mitigation measures.
- 9.2.2 According to the environmental site inspections performed in the reporting month, the following recommendations were provided:

#### Air Quality Impact

- Contractor was reminded that water spray should be provided to prevent dusty arising.

#### Construction Noise Impact

- No specific observation was identified in the reporting month.

Water Quality Impact

- Contractor was reminded that stagnant water should be removed.

Chemical and Waste Management

- No specific observation was identified in the reporting month.

Landscape and Visual Impact

- No specific observation was identified in the reporting month.

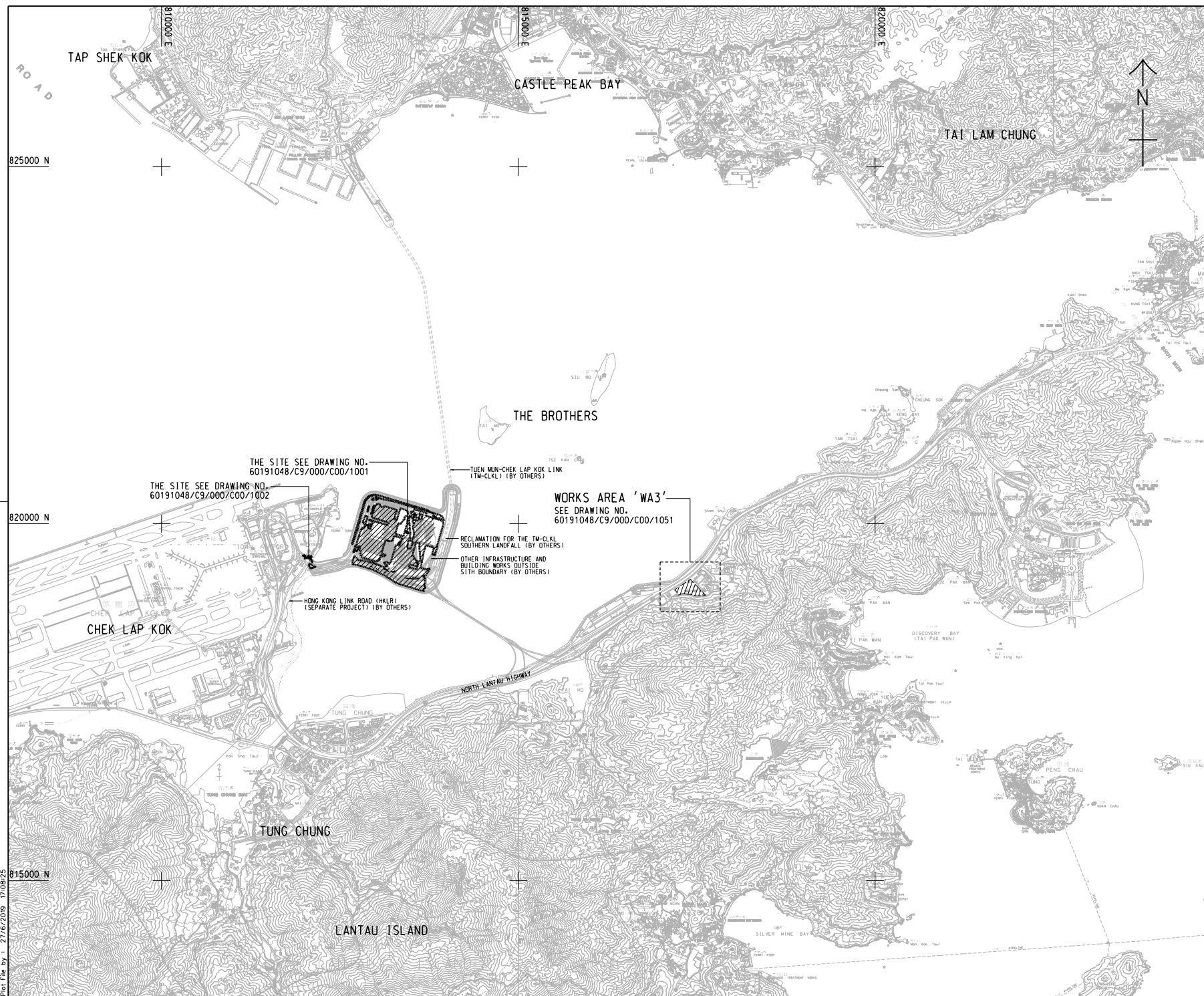
Permit/ Licenses

- No specific observation was identified in the reporting month.

# Figure 1

---

The Site Layout Plan of the Contract



- NOTES:**
- COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
  - DIMENSIONS ARE IN MILLIMETER AND CHAINAGE ARE IN METRES UNLESS OTHERWISE SHOWN.

**LEGEND:**

- SITE BOUNDARY
- WORKS AREA

THE SITE SEE DRAWING NO. 60191048/C9/000/C00/1001

THE SITE SEE DRAWING NO. 60191048/C9/000/C00/1002

WORKS AREA 'WA3'  
SEE DRAWING NO. 60191048/C9/000/C00/1051

TUEN MUN-CHEK LAP KOK LINK (TM-CKLK) (BY OTHERS)

RECLAMATION FOR THE TM-CKLK SOUTHERN LANDFALL (BY OTHERS)

OTHER INFRASTRUCTURE AND BUILDING WORKS OUTSIDE SITE BOUNDARY (BY OTHERS)

HONG KONG LINK ROAD (HKLR) (SEPARATE PROJECT) (BY OTHERS)

REV. NO.	DESCRIPTION	BY	DATE
-	TENDER DRAWING	TTHK	JUL 19

**香港高速公路局**  
**HIGHWAYS DEPARTMENT**  
 主要工程管理處 (傳真與函)  
 Major Works Project Management Office (Special Duties)

**HONG KONG-ZHUHAI-MACAO BRIDGE**  
**HONG KONG BOUNDARY CROSSING FACILITIES**  
 - PHASE 2 AND OTHER WORKS

**SITE LOCATION PLAN**

**AECOM** +  
 Rogers Stirk Harbour + Partners  
**Aedas** +  
 BURO HAPPOLD ATKINS ADI +

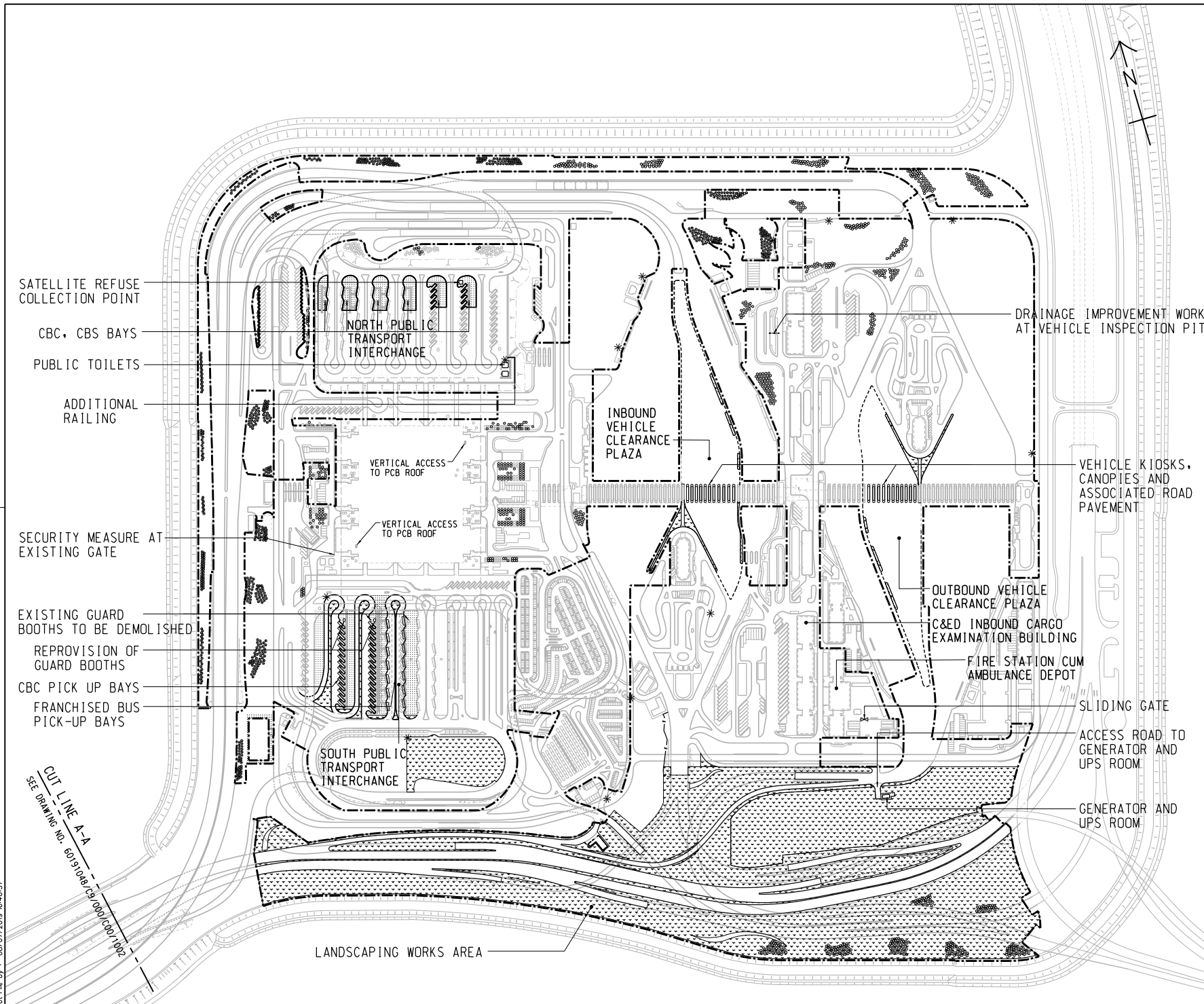
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DRAWN BY 繪圖	JC	STATUS 狀態			
SCALE 比例	A1 1 : 25000				
UNIT OF MEASURE 量度單位	METRES				

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**REMARKS:**

- IN SPT1:
  - DEMOLISH 2 NOS. EXISTING GUARD BOOTHS AND RE-PROVISION TO REVISED LOCATIONS AS SHOWN
  - CONSTRUCT COVERED WALKWAYS FOR THE NEW FB AND CBC PICK UP BAYS
  - MODIFY EXISTING DUCTING AND POLES FOR ELV SYSTEM, ROAD LIGHTING AND PILLAR BOXES, AND THE ASSOCIATED CABLING WORKS
  - RELOCATE AND REINSTATE 3 NOS. OF EXISTING BUS OPERATOR OFFICES AND FOOD TRUCK
  - REPLACEMENT OF DRAWPIT COVERS
- IN NPT1:
  - CONSTRUCT COVERED WALKWAYS FOR THE NEW CBC, CBS PICK UP BAYS AND PUBLIC TOILETS
  - PROVIDE AUTOMATIC IRRIGATION SYSTEM AT SLOPES
  - MODIFY EXISTING COVERED WALKWAY AND PROVISION OF LIGHTING
  - REPLACEMENT OF DRAWPIT COVERS
- LANDSCAPING WORKS AREA:
  - CONSTRUCT IRRIGATION SYSTEM WITH 13 NOS. OF NEW WATER POINT AND THE AUTOMATIC IRRIGATION SYSTEM AND PROVIDE MAINTENANCE WORKS
  - LANDSCAPE SOFTWORK, ESTABLISHMENT AND MAINTENANCE WORKS
  - CONSTRUCT RIVER WASHED STONE SWATHE AND MAINTENANCE WORKS
  - PROTECT EXISTING PLANTING AND HARD STRUCTURES
- PASSENGER CLEARANCE BUILDING
  - VERTICAL ACCESS
  - IMPROVEMENT WORKS FOR WATER FEATURE
  - MINOR REMAINING WORKS
  - PROVISION OF NEW CENTRAL AVSS EQUIPMENT WITH SUFFICIENT CAPACITY, PROCESSING POWER AND STORAGE TO ACCOMMODATE BOTH THE EXISTING AND NEW AVSS
- VEHICLE KIOSKS AT INBOUND & OUTBOUND VCP
  - PROVISION OF AVSS AT NEW KIOSKS TO SERVE 24 NOS. VEHICULAR LANES
  - REPLACEMENT OF BARRIER GATE WITH SKIRTING AT 72 NOS. EXISTING KIOSK
- C&E INBOUND CARGO EXAMINATION BUILDING
  - PROVISION OF NEW CENTRAL AVSS EQUIPMENT WITH SUFFICIENT CAPACITY, PROCESSING POWER AND STORAGE TO ACCOMMODATE BOTH THE EXISTING AND NEW AVSS

**ABBREVIATION:**

- SPT1 - SOUTH PUBLIC TRANSPORT INTERCHANGE
- NPT1 - NORTH PUBLIC TRANSPORT INTERCHANGE
- VCP - VEHICLE CLEARANCE PLAZA
- PCB - PASSENGER CLEARANCE BUILDING
- FB - FRANCHISED BUS
- CBC - CROSS BOUNDARY COACH
- CBS - CROSS BOUNDARY SHUTTLE
- ELV - EXTRA LOW VOLTAGE
- AVSS - AUTOMATIC VEHICLE CLEARANCE SUPPORT SYSTEM

**NOTE:**

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C9/000/C00/1002

**LEGEND:**

- SITE BOUNDARY
- [Pattern] AMENITY AREA
- [Pattern] FOOTPATH
- [Pattern] COVERED WALKWAY
- - - SECURITY FENCE
- TREE PLANTING
- \* IRRIGATION POINT

NO.	DESCRIPTION	DATE
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香港公路局 (Highways Department)
   
 主要工程管理局 (Major Works Project Management Office (Special Duties))
   
 HONG KONG-ZHUIHAI-MACAO BRIDGE
   
 HONG KONG BOUNDARY CROSSING FACILITIES
   
 PHASE 2 AND OTHER WORKS

**GENERAL ARRANGEMENT**

SHEET 1 OF 2

Rogers Stirk Harbour + Partners
   
 BURO HAPPOLD ATKINS ADI

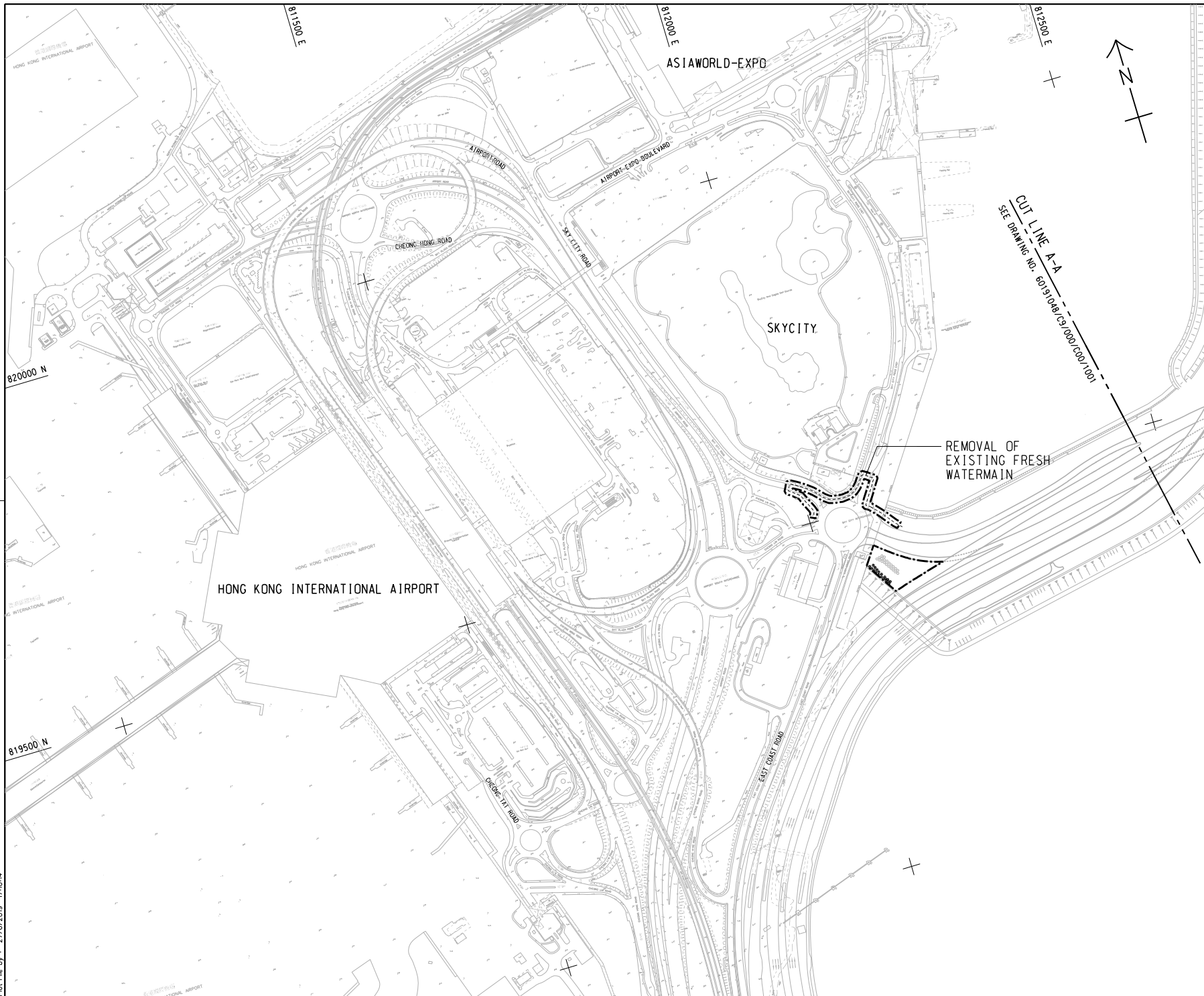
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**NOTE:**  
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REV. NO.	DESCRIPTION	DATE
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香港公路局  
 HIGHWAYS DEPARTMENT  
 主要工程管理處 (傳真專組)  
 Major Works Project Management Office (Special Duties)

HONG KONG-ZHUHAI-MACAO BRIDGE  
 HONG KONG BOUNDARY CROSSING FACILITIES  
 - PHASE 2 AND OTHER WORKS

**GENERAL ARRANGEMENT**  
 SHEET 2 OF 2

AECOM  
 Rogers Strik Harbour + Partners  
 BURO HAPPOLD ATKINS ADI

DRG. NO. 60191048/C9/000/C00/1002  
 圖紙編號

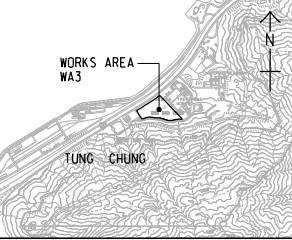
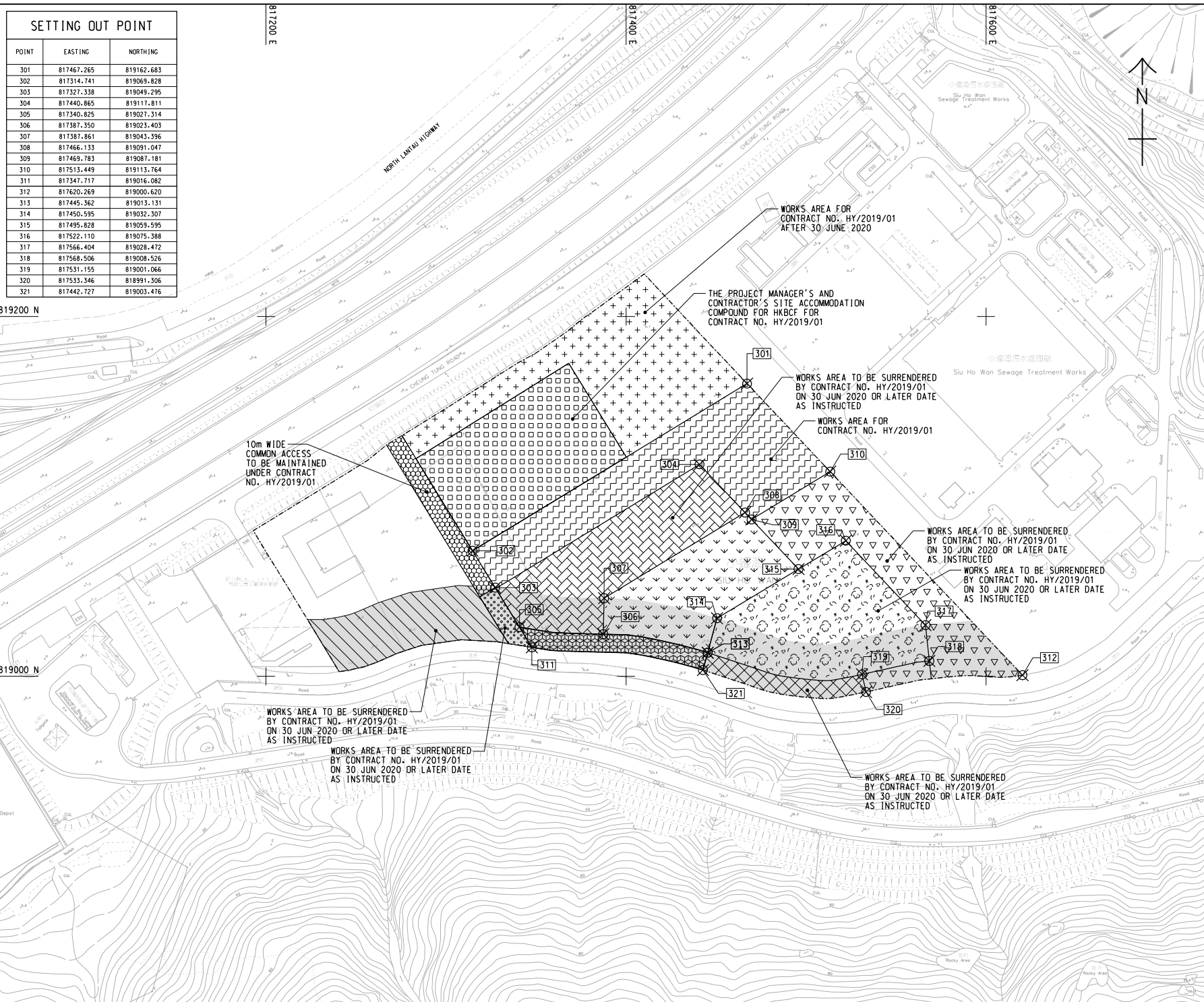
DESIGNED BY 設計	CONTRACT NO. 合約編號	P. Dir. APPROVED 審核人
TTHK	HY/2019/01	SCI

SCALE  
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 DIMENSIONING UNIT IN METRES  
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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
	PORTION 3.11
	PORTION 3.12
	NON-BUILDING AREA 8200m <sup>2</sup> (WHOLE)

NO.	DESCRIPTION	DATE
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香港公路局  
 HIGHWAYS DEPARTMENT  
 主要工程管理處 (專業與策劃)  
 Major Works Project Management Office (Special Duties)

HONG KONG-ZHUHAI-MACAO BRIDGE  
 HONG KONG BOUNDARY CROSSING FACILITIES  
 - PHASE 2 AND OTHER WORKS

WORKS AREA WA3

Rogers Stirk Harbour + Partners  

 BURO HAPPOLD ATKINS ADI

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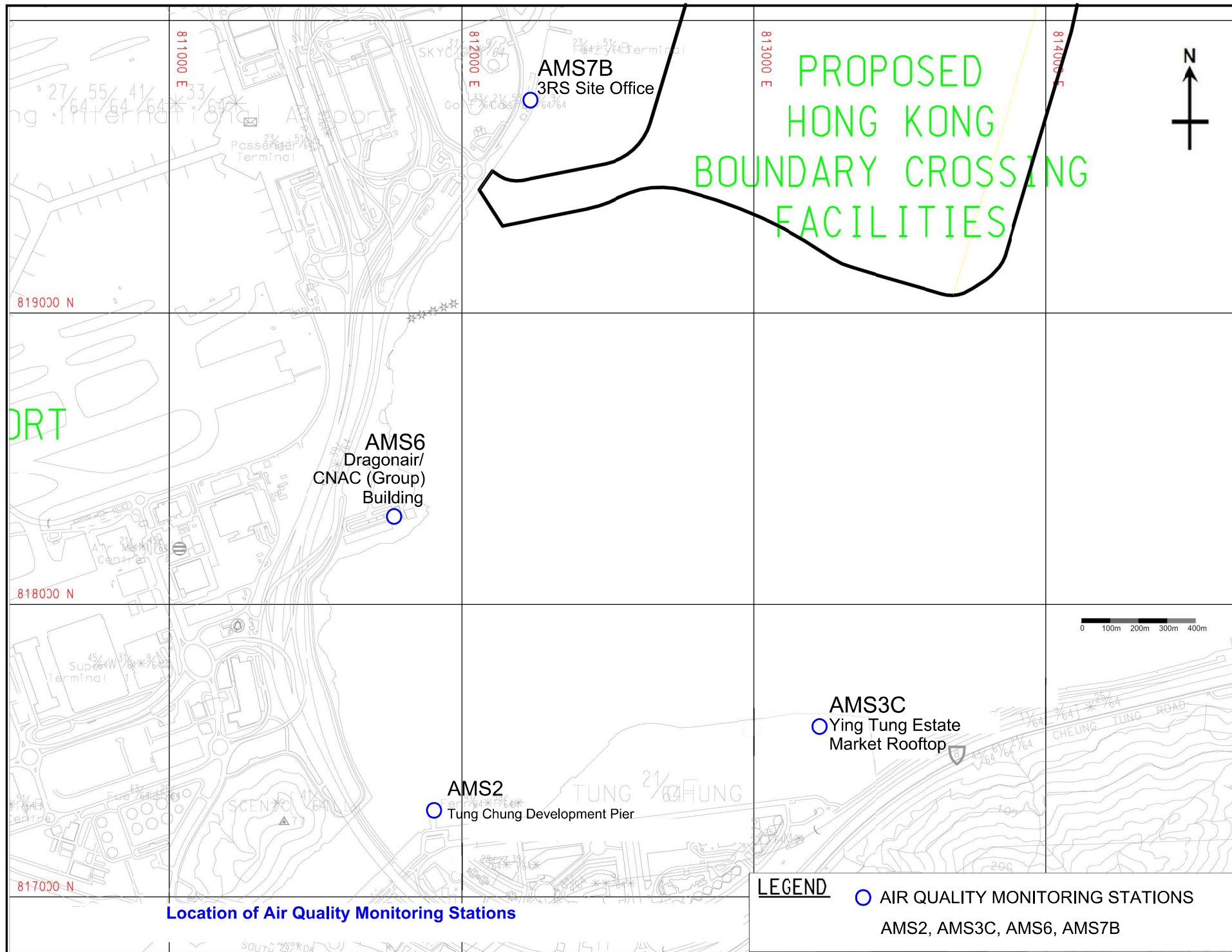
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## Figure 2

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The Location of the Air Quality Monitoring Station



**Location of Air Quality Monitoring Stations**

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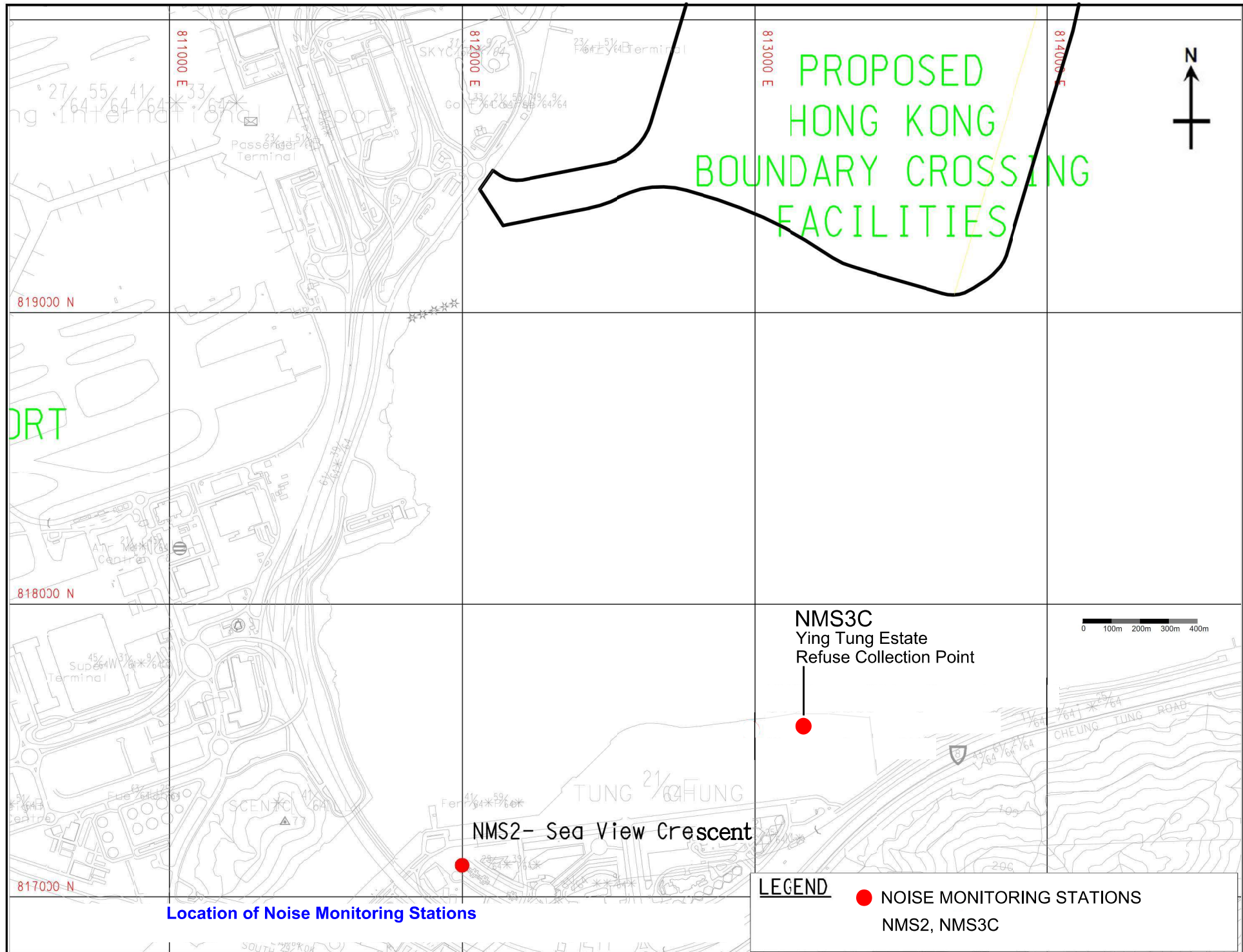
- AIR QUALITY MONITORING STATIONS
- AMS2, AMS3C, AMS6, AMS7B

## Figure 3

---

The Location of the Noise Monitoring Station





PROPOSED  
HONG KONG  
BOUNDARY CROSSING  
FACILITIES

PORT

NMS3C  
Ying Tung Estate  
Refuse Collection Point

NMS2- Sea View Crescent

**LEGEND**  
● NOISE MONITORING STATIONS  
NMS2, NMS3C

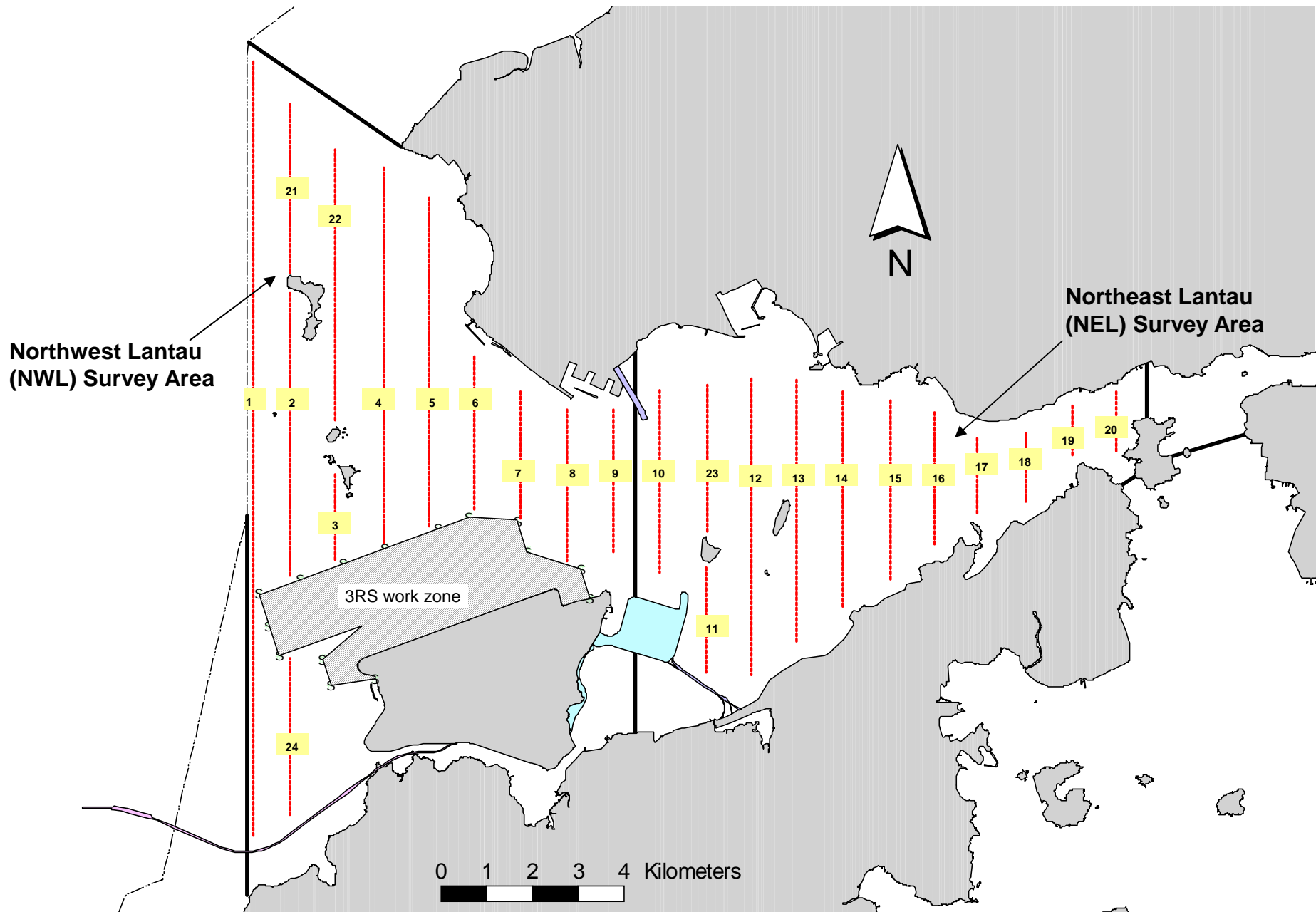
Location of Noise Monitoring Stations

## Figure 4

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Post-Construction Dolphin Monitoring Line Transect  
Layout Map





Transect Line Layout in Northwest and Northeast Lantau Survey Areas

# Appendix A

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Construction Programme

HKZMB HK Boundary Crossing Facilities - Phase 2 and Other Works

04-Mar-21

Activity Name	Start	Finish	% Completion	2020												2021												2022										
				Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May					
<b>Revised Works Programme for HKZMB Phase 2 and Other Works (HY/2019/01)</b>	20-Nov-19 A	31-Mar-23	37.59%																																			
<b>CONTRACT DATES</b>	20-Nov-19 A	31-Mar-23	49.92%																																			
<b>SUBMISSIONS</b>	04-Dec-19 A	03-Nov-21	0%																																			
<b>CONTRACTOR'S DESIGN</b>	04-Dec-19 A	31-May-21	81.85%																																			
<b>BUILDING INFORMATION MODELING</b>	02-Jan-20 A	30-Nov-21	62.45%																																			
<b>REFINEMENT WORKS AT HKP (4A)</b>	04-Dec-19 A	30-Nov-21	60.64%																																			
Installation of Vehicle Barrier Gate at Existing Vehicle Kiosks (4A.B)	03-Feb-20 A	30-Nov-21	56.92%																																			
Provision of Security Measures at Existing Gate at South-west of PCB (4A.C) (KD2)	04-Dec-19 A	19-Jun-20 A	100%																																			
Replacement of Recess Type Cover for Manhole/Drawpit/Catchpit (4A.E) (KD1)	04-Dec-19 A	21-Jun-20 A	100%																																			
Installation of New Security Fence (4A.D)(KD3)	10-Dec-19 A	21-Jun-20 A	100%																																			
Construction of Additional Drains at Vehicle Inspection Pit Near Building No. 023 (4A.K)	03-Jun-20 A	03-Aug-20 A	100%																																			
Installation of Sliding Gate at Building No. 041 (4A.J)	04-Dec-19 A	28-Aug-21	70.16%																																			
Painting for Volleyball Court	30-Apr-21	30-Jun-21	0%																																			
<b>SECTION 1: WORKS OF VERTICAL ACCESS TO THE ROOF OF PCB WITHIN PORTION A (4)</b>	04-Dec-19 A	08-Feb-21 A	100%																																			
<b>SECTION 1A: IMPROVEMENT WORKS FOR THE EXISTING WATER FEATURES AT PCB WITHIN PORTION A (4.D-W)</b>	04-Dec-19 A	20-Jun-20 A	100%																																			
<b>SECTION 1B: INSTALLATION OF WATERPROOF MEMBRANE FOR THE EXISTING WATER FEATURES (Omission PMI 10)</b>	04-Dec-19 A	31-Jan-20 A	100%																																			
<b>SECTION 1C: INSTALLATION OF WATER SKIMMERS, SOLAR REFLECTIVE FILMS AND GLAZED DOORS</b>	31-Jan-20 A	20-Jun-20 A	100%																																			
<b>SECTION 1D: INSTALLATION OF MINOR REMAINING WORKS AT PCB WITHIN PORTION A (4B)</b>	04-Dec-19 A	30-Jun-20 A	100%																																			
<b>SECTION 2: IRRIGATION SYSTEM AT SLOPES OF NPTI WITHIN PORTION B (3)</b>	04-Dec-19 A	31-Dec-21	58.04%																																			
Design and Design Acceptance	04-Dec-19 A	31-May-21	66.67%																																			
EMSD Comments on Automatic Irrigation System at SIMAR Slope of NPTI - NEC No. 120	18-Nov-20 A	03-Aug-21	49.51%																																			
Irrigation System at Slopes of NPTI within Portion B	04-Aug-21	31-Dec-21	0%																																			
<b>SECTION 2A: BUILDING NO. 062 - GENERATOR AND UPS ROOM WITHIN PORTION C (4A.L)</b>	04-Dec-19 A	16-Dec-20 A	100%																																			
<b>SECTION 3: NPTI - PUBLIC TOILET, COVERED WALKWAY &amp; PAVEMENT (6)</b>	04-Dec-19 A	30-Jul-21	73.74%																																			
Erection of Hoarding	04-Dec-19 A	30-May-20 A	100%																																			
Additional and Modification to Existing Covered Walkway, Area 1 - 6 (6.E)	04-Dec-19 A	03-Jul-21	77.41%																																			
Additional & Modification of Covered Walkway adjacent to Building 003, Area 7 (6.C)	04-Dec-19 A	14-Jul-21	75.89%																																			
Public Toilet Type 1, Building 003 (6.B)	20-May-20 A	29-Jul-21	73.87%																																			
Additional Railing adjacent to Building 003 (6.D)	09-Jun-21	30-Jun-21	0%																																			
Drainage, Pavement, Kerbing, Lighting, Marking and Signs (6.F)	03-Sep-20 A	30-Jul-21	50%																																			
Completion of Section 3	30-Jul-21	30-Jul-21	0%																																			
<b>SECTION 4: REMOVAL OF WATERMAIN AT THE SKYCITY INTERCHANGE WITHIN PORTION C AND D</b>	04-Dec-19 A	22-Nov-21	61.35%																																			
<b>SECTION 5: REMAINING WORKS</b>	04-Dec-19 A	01-Dec-22	39.68%																																			
Erection of Hoarding	13-Feb-20 A	31-Mar-20 A	100%																																			
External Works at Plaza	23-Mar-20 A	03-Dec-21	52.31%																																			
Design, Design Acceptance & Procurement for Kiosks	03-Apr-20 A	16-Dec-20 A	100%																																			
<b>Inbound: 11 No. of Private Car Kiosks between 027/028</b>	23-Mar-20 A	01-Dec-22	34.05%																																			
Builder Works (5.A)	23-Mar-20 A	01-Mar-22	47.61%																																			
E&M Works	03-Oct-20 A	01-Dec-22	29.97%																																			
<b>Outbound: 11 No. of Private Car Kiosks between 029/030</b>	03-Apr-20 A	29-Nov-22	34.14%																																			
Builder's Works (5.A)	03-Apr-20 A	26-Feb-22	47.78%																																			
E&M Works	03-Oct-20 A	29-Nov-22	27.72%																																			
Drainage & Pavement Works at Kiosks (Inbound & Outbound)	16-May-20 A	30-Jun-21	61.2%																																			
Observation Guard Booths, Building 002	04-Dec-19 A	13-Jul-21	76%																																			
Observation Guard Booths, Building 002-2 (Deleted by PMI-13)	18-Feb-20 A	18-Feb-20 A	100%																																			
<b>SPTI Stage 1A &amp; 1D</b>	29-Feb-20 A	12-Nov-20 A	100%																																			
<b>SPTI Stage 2</b>	13-Nov-20 A	18-Nov-20 A	100%																																			
<b>SPTI Stage 2A</b>	02-Oct-20 A	16-Feb-21 A	100%																																			
<b>SPTI Stage 3</b>	23-Feb-21 A	25-Jun-21	0%																																			
<b>SPTI Stage 3A</b>	26-Jun-21	02-Nov-21	0%																																			
<b>SPTI Stage 3B</b>	03-Nov-21	05-Mar-22	0%																																			
<b>SPTI Stage 3C</b>	07-Mar-22	31-Mar-22	0%																																			
<b>Pump House for Landscape (2)</b>	04-Dec-19 A	15-Nov-21	61.98%																																			
<b>Landscape Works (2)</b>	04-Dec-19 A	30-Nov-21	60.64%																																			
<b>Irrigation System (Southern Portion)</b>	04-Dec-19 A	30-Nov-21	60.64%																																			
Design and Design Acceptance	04-Dec-19 A	29-Apr-21	88.31%																																			
Irrigation System at Southern Portion	02-Jan-21 A	30-Nov-21	17.34%																																			
<b>Irrigation System (Water Point)</b>	04-Dec-19 A	30-Nov-21	60.64%																																			
Completion of Section 5	31-Mar-22	31-Mar-22	0%																																			
<b>SECTION 6: ESTABLISHMENT WORKS</b>	01-Apr-22	31-Mar-23	0%																																			

◆ Milestone  
 Summary

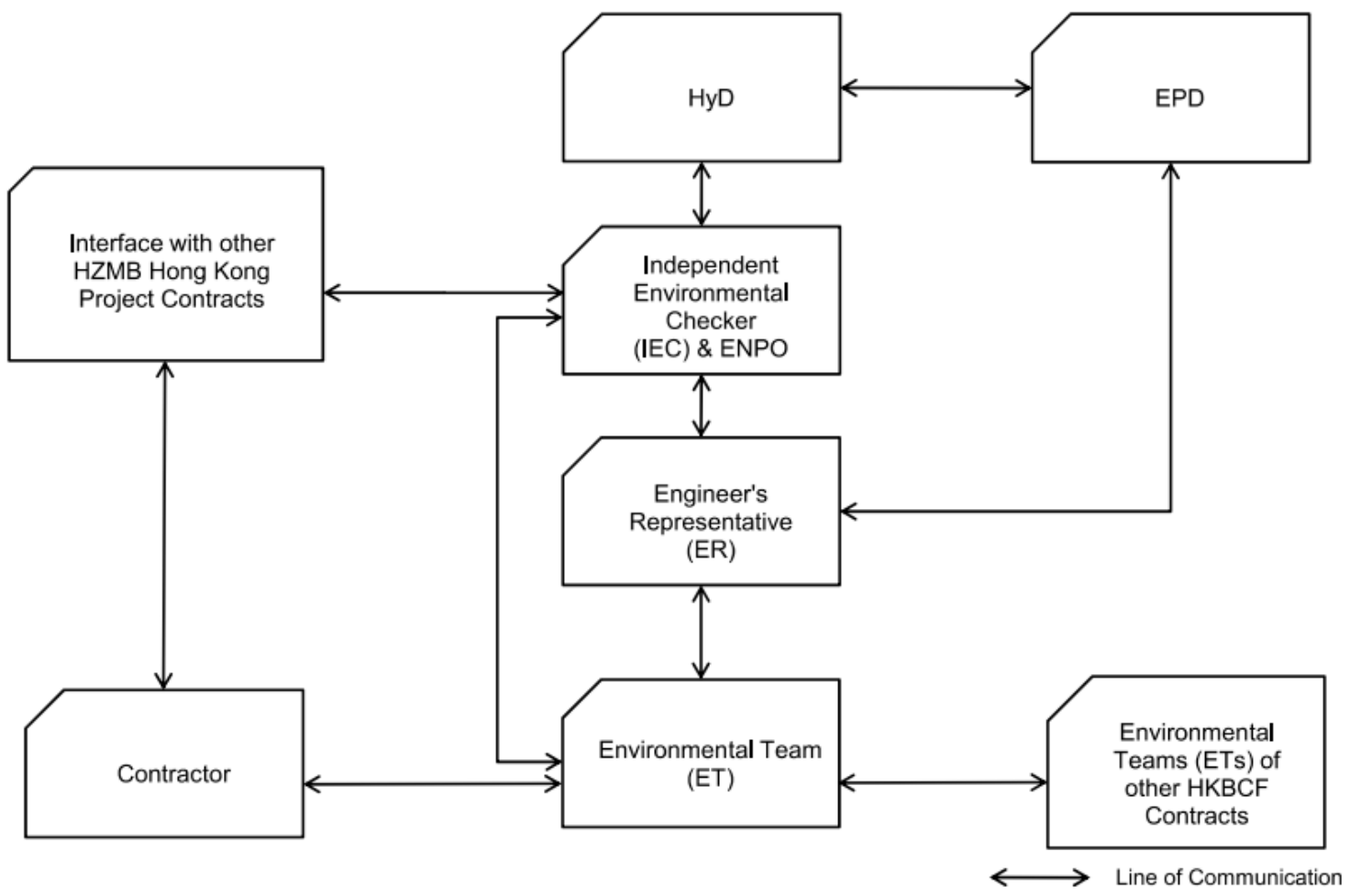
**EXECUTIVE SUMMARY PROGRAMME FOR PHASE 2 AND OTHER WORKS**  
**HKZMB - HONG KONG BOUNDARY CROSSING FACILITIES**

Date	Revision	Checked	Approved
04-Mar-21	Works Programme for Phase 2	ZJ	

# Appendix B

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Project Organization Chart



# Appendix C

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Action and Limit Levels

## Action / Limit Levels for Air Quality

Parameters	Action Level	Limit Level
24-hour TSP Level in $\mu\text{g}/\text{m}^3$	<sup>1</sup> For baseline level $\leq 200 \mu\text{g}/\text{m}^3$ , Action level = $(\text{baseline level} * 1.3 + \text{Limit level})/2$ ; For baseline level $> 200 \mu\text{g}/\text{m}^3$ Action level = Limit level	260 $\mu\text{g}/\text{m}^3$
1-hour TSP Level in $\mu\text{g}/\text{m}^3$	<sup>2</sup> For baseline level $\leq 384 \mu\text{g}/\text{m}^3$ , Action level = $(\text{baseline level} * 1.3 + \text{Limit level})/2$ ; For baseline level $> 384 \mu\text{g}/\text{m}^3$ , Action level = Limit level	500 $\mu\text{g}/\text{m}^3$

### Notes:

#### 1. The Action Level for 24-hour TSP Level:

a)  $\text{AMS } 2 = (71.1 * 1.3 + 260) / 2 = 176 \mu\text{g}/\text{m}^3$ ; b)  $\text{AMS } 3\text{C} = (56.9 * 1.3 + 260) / 2 = 167 \mu\text{g}/\text{m}^3$ ;  
 c)  $\text{AMS } 6 = (66.4 * 1.3 + 260) / 2 = 173 \mu\text{g}/\text{m}^3$ ; d)  $\text{AMS } 7\text{B} = (82.3 * 1.3 + 260) / 2 = 183 \mu\text{g}/\text{m}^3$ ;

#### 2. The Action Level for 1-hour TSP Level:

a)  $\text{AMS } 2 = (191.5 * 1.3 + 500) / 2 = 374 \mu\text{g}/\text{m}^3$ ; b)  $\text{AMS } 3\text{C} = (18.2 * 1.3 + 500) / 2 = 368 \mu\text{g}/\text{m}^3$ ;  
 c)  $\text{AMS } 6 = (169.2 * 1.3 + 500) / 2 = 360 \mu\text{g}/\text{m}^3$ ; d)  $\text{AMS } 7\text{B} = (184.2 * 1.3 + 500) / 2 = 370 \mu\text{g}/\text{m}^3$ ;

## Action and Limit Levels for Construction Noise

Time Period	Action Level	Limit Level
0700 - 1900 hours on normal weekdays	When one documented complaint is received	75 dB(A) *

Note : 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 periods.

# Appendix D

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Calibration Certificate of Monitoring Equipment



# Certificate of Calibration

Calibration Certification Information			
Cal. Date: September 11, 2020	Rootsmer S/N: 438320	Ta: 297	°K
Operator: Jim Tisch		Pa: 755.4	mm Hg
Calibration Model #: TE-5025A	Calibrator S/N: <b>2154</b>		

Run	Vol. Init (m3)	Vol. Final (m3)	ΔVol. (m3)	ΔTime (min)	ΔP (mm Hg)	ΔH (in H2O)
1	1	2	1	1.4510	3.3	2.00
2	3	4	1	1.0340	6.4	4.00
3	5	6	1	0.9260	8.0	5.00
4	7	8	1	0.8780	8.9	5.50
5	9	10	1	0.7250	13.0	8.00

Data Tabulation					
Vstd (m3)	Qstd (x-axis)	$\sqrt{\Delta H \left( \frac{Pa}{Pstd} \right) \left( \frac{Tstd}{Ta} \right)}$ (y-axis)	Va	Qa (x-axis)	$\sqrt{\Delta H \left( \frac{Ta}{Pa} \right)}$ (y-axis)
0.9929	0.6843	1.4123	0.9956	0.6862	0.8868
0.9888	0.9563	1.9973	0.9915	0.9589	1.2541
0.9867	1.0656	2.2330	0.9894	1.0685	1.4021
0.9855	1.1225	2.3420	0.9882	1.1255	1.4705
0.9801	1.3519	2.8246	0.9828	1.3556	1.7735
<b>QSTD</b>	<b>m=</b>	<b>2.11508</b>	<b>QA</b>	<b>m=</b>	<b>1.32442</b>
	<b>b=</b>	<b>-0.02962</b>		<b>b=</b>	<b>-0.01860</b>
	<b>r=</b>	<b>0.99993</b>		<b>r=</b>	<b>0.99993</b>

Calculations	
<b>Vstd=</b> $\Delta Vol \left( \frac{Pa - \Delta P}{Pstd} \right) \left( \frac{Tstd}{Ta} \right)$	<b>Va=</b> $\Delta Vol \left( \frac{Pa - \Delta P}{Pa} \right)$
<b>Qstd=</b> $Vstd / \Delta Time$	<b>Qa=</b> $Va / \Delta Time$
<b>For subsequent flow rate calculations:</b>	
<b>Qstd=</b> $1/m \left( \left( \sqrt{\Delta H \left( \frac{Pa}{Pstd} \right) \left( \frac{Tstd}{Ta} \right)} \right) - b \right)$	<b>Qa=</b> $1/m \left( \left( \sqrt{\Delta H \left( \frac{Ta}{Pa} \right)} \right) - b \right)$

Standard Conditions	
Tstd:	298.15 °K
Pstd:	760 mm Hg
<b>Key</b>	
ΔH: calibrator manometer reading (in H2O)	
ΔP: rootsmer manometer reading (mm Hg)	
Ta: actual absolute temperature (°K)	
Pa: actual barometric pressure (mm Hg)	
b: intercept	
m: slope	

RECALIBRATION
US EPA recommends annual recalibration per 1998 40 Code of Federal Regulations Part 50 to 51, Appendix B to Part 50, Reference Method for the Determination of Suspended Particulate Matter in the Atmosphere, 9.2.17, page 30

**TSP SAMPLER CALIBRATION CALCULATION SPREADSHEET**

Project : Contract No. HY/2019/01 - Hong Kong-Zhuhai-Macao Bridge				Date of Calibration: 23-Jan-21	
Location : AMS2				Next Calibration Date: 22-Apr-21	
Brand:	Tisch		Technician: Ting Chan		
Model:	TE-5170	S/N:	HVS-01		

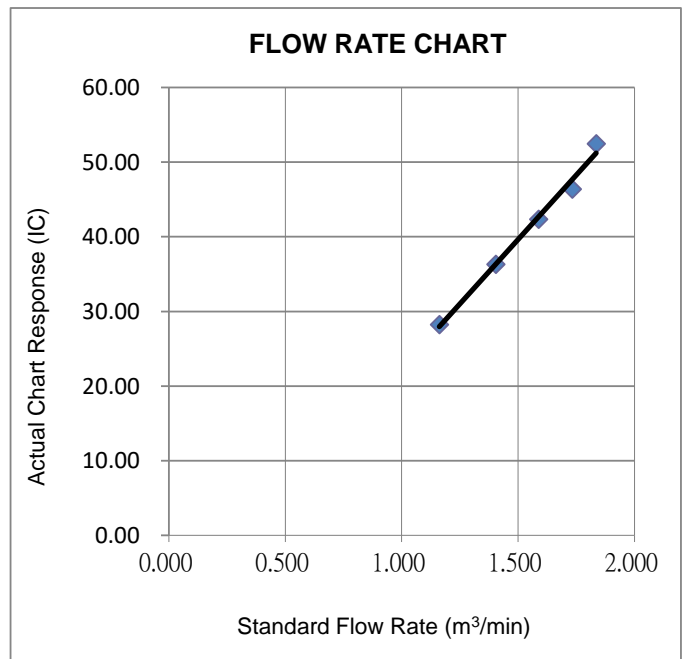
CONDITIONS					
Sea Level Pressure (hPa):	1014	Corrected Pressure (mm Hg):	761		
Temperature (°C):	20.2	Temperature (K):	293		

CALIBRATION ORIFICE					
Make:	Tisch	Qstd Slope:	2.11508		
Model:	TE-5025A	Qstd Intercept:	-0.02962		
Calibration Date:	11-Sep-20	Expiry Date:	11-Sep-21		
S/N:	2154				

CALIBRATION							
Plate No.	H2O (L) (in)	H2O (R) (in)	H2O (in)	Qstd (m <sup>3</sup> /min)	I (chart)	IC (corrected)	LINEAR REGRESSION
18	7.20	-7.40	14.600	1.836	52.00	52.44	Slope = 34.5148 Intercept = -12.1705 Corr. coeff.: 0.9952
13	6.40	-6.60	13.000	1.733	46.00	46.39	
10	5.40	-5.50	10.900	1.588	42.00	42.36	
7	3.80	-4.70	8.500	1.404	36.00	36.31	
5	2.20	-3.60	5.800	1.162	28.00	28.24	

**Calculations:**  
 $Qstd = 1/m[\text{Sqrt}(H2O(Pa/Pstd)(Tstd/Ta)) - b]$   
 $IC = I[\text{Sqrt}(Pa/Pstd)(Tstd/Ta)]$   
 Qstd = standard flow rate  
 IC = corrected chart response  
 I = actual chart response  
 m = calibrator Qstd slope  
 b = calibrator Qstd intercept  
 Ta = actual temperature during calibration (deg K)  
 Pa = actual pressure during calibration (mm Hg)  
 Tstd = 298 deg K  
 Pstd = 760 mm Hg

**For subsequent calculation of sampler flow:**  
 $1/m((I)[\text{Sqrt}(298/Tav)(Pav/760)] - b)$   
 m = sampler slope  
 b = sampler intercept  
 I = chart response  
 Tav = daily average temperature  
 Pav = daily average pressure



**Wan Ka Ho**  
 Project Consultant

**Report Date:** 25/1/2021

**TSP SAMPLER CALIBRATION CALCULATION SPREADSHEET**

Project : Contract No. HY/2019/01 - Hong Kong-Zhuhai-Macao Bridge				Date of Calibration: 23-Jan-21	
Location : AMS3C				Next Calibration Date: 22-Apr-21	
Brand:	Tisch		Technician: Ting Chan		
Model:	TE-5170	S/N:	HVS-02		

CONDITIONS					
Sea Level Pressure (hPa):	1014	Corrected Pressure (mm Hg):	761		
Temperature (°C):	20.2	Temperature (K):	293		

CALIBRATION ORIFICE					
Make:	Tisch	Qstd Slope:	2.11508		
Model:	TE-5025A	Qstd Intercept:	-0.02962		
Calibration Date:	11-Sep-20	Expiry Date:	11-Sep-21		
S/N:	2154				

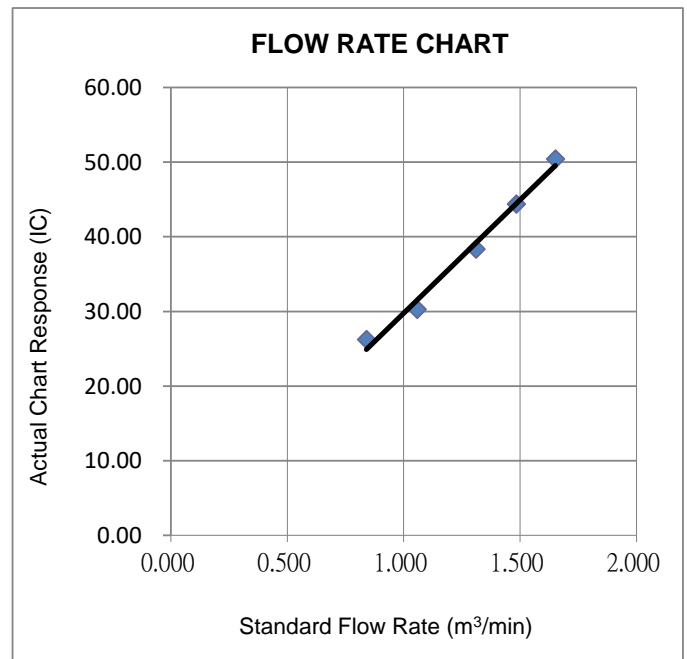
CALIBRATION							
Plate No.	H2O (L) (in)	H2O (R) (in)	H2O (in)	Qstd (m <sup>3</sup> /min)	I (chart)	IC (corrected)	LINEAR REGRESSION
18	6.40	-5.40	11.800	1.652	50.00	50.43	Slope = 30.3249 Intercept = -0.5636 Corr. coeff.: 0.9937
13	5.20	-4.30	9.500	1.484	44.00	44.38	
10	4.30	-3.10	7.400	1.311	38.00	38.32	
7	2.60	-2.20	4.800	1.059	30.00	30.26	
5	1.80	-1.20	3.000	0.840	26.00	26.22	

**Calculations:**

$Qstd = 1/m[\sqrt{H2O(Pa/Pstd)(Tstd/Ta)}] - b$   
 $IC = I[\sqrt{Pa/Pstd}(Tstd/Ta)]$   
 Qstd = standard flow rate  
 IC = corrected chart response  
 I = actual chart response  
 m = calibrator Qstd slope  
 b = calibrator Qstd intercept  
 Ta = actual temperature during calibration (deg K)  
 Pa = actual pressure during calibration (mm Hg)  
 Tstd = 298 deg K  
 Pstd = 760 mm Hg

**For subsequent calculation of sampler flow:**

$1/m((I)[\sqrt{298/Tav}(Pav/760)] - b)$   
 m = sampler slope  
 b = sampler intercept  
 I = chart response  
 Tav = daily average temperature  
 Pav = daily average pressure



**Wan Ka Ho**  
 Project Consultant

Report Date: 25/1/2021



## CALIBRATION REPORT OF WIND METER

<b>Project:</b> Contract No. HY/2019/01 - Hong Kong-Zhuhai-Macao Bridge	<b>Date of Calibration:</b> 31-Dec-2020
<b>Location:</b> AMS3C	<b>Next Calibration Date:</b> 30-Jun-2021
<b>Brand:</b> Global Water	<b>Technician:</b> Sam Fong
<b>Model:</b> GL500-7-2	
<b>Anemometer</b>	
<b>Brand:</b> Benetech	<b>Equipment ID:</b> 08
<b>Model:</b> GM816	
<b>Procedures:</b>	
1. <b>Wind Still Test:</b>	The wind speed sensor was held by hand until stabilized.
2. <b>Wind Speed Test:</b>	The wind meter was calibrated in-situ and compared with the Anemometer.
3. <b>Wind Direction Test:</b>	The wind meter was calibrated in-situ and compared with a marine compass from four directions.

**Wind Still Test:**

Wind Speed (m/s)
0.00

**Wind Speed Test:**

Global Water (m/s)	Anemometer (m/s)
1.2	1.0
1.5	1.2
2.8	2.6

**Wind Direction Test:**

	Marine Compass (o)
358	0
266	262
154	152
18	18

**Wan Ka Ho**  
Project Consultant

**Report Date:** 5/1/2021

Report No. : 183057CA200894(3)

Page 1 of 1

**CALIBRATION CERTIFICATE OF ANEMOMETER**

**Client Supplied Information**

Client : Fugro Technical Services Ltd.

Project : Calibration Services

**Details of Unit Under Test, UUT**

Description : Anemometer

Manufacturer : Benetech

Model No. : GM816

Serial No. : N/A

Equipment ID : WS-08

Next Calibration Date : 14-Jun-2021

**Laboratory Information**

Details of Reference Equipment –

Description : Reference Anemometer

Equipment ID : R-101-4

Date of Calibration : 15-Jun-2020 Ambient Temperature : 22 °C

Calibration Location : Calibration Laboratory of FTS

Method Used : R-C-279

**Calibration Results :**

Reference Reading (m/s)	UUT Reading (m/s)	Error (m/s)
2.02	2.0	0.0
4.15	4.1	-0.1
6.27	6.0	-0.3
8.43	8.0	-0.4
10.75	10.1	-0.7

**Remark :**

1. The equipment being used in this calibration is traceable to recognized National Standards.
2. The reported readings in this calibration are an average from 10 trials.

Checked by : William Date : 20-6-2020 Certified by : Leung Kwok Tai Date : 20-6-2020

CA-R-297 (22/07/2009)

Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*



Report no. : 940891CA202730(3)

Page 1 of 1

## CALIBRATION CERTIFICATE OF DUST METER

Client : Fugro Technical Services Limited

Project : Calibration Services

### Client Supplied Information

Details of Unit Under Test, UUT

Description : Laser dust monitor  
 Manufacturer : SIBATA  
 Model No. : LD-5R  
 Serial No. : 620480  
 Specification Limit : NA  
 Next Calibration Date : 22-Nov-2021

### Laboratory Information

Description : 1. Balance 2. TSP high volume air sampler  
 Equipment ID. / Serial no. : 1. C-065-9 2. 4350  
 Date of Calibration : 23-Nov-2020 Ambient Temperature : 25 ± 10 °C  
 Calibration Location : General Chemical Laboratory of FTS and Ma Wan A1 Site Boundary  
 Method Used : By direct comparison the weight of dust particle trapped in a filter paper using high volume sampler (TSP method) for a certain period, with the reading of the UUT. They should be placed at the same location and powered on and off at the same time.

### Calibration Results :

Reference concentration (mg/m <sup>3</sup> )	Total count for 1 hour	CPM (Count per minute)
0.0915	3211	53.52
0.0469	2732	45.53
0.1172	3659	60.98

### Remarks:

1. The equipment being used in this calibration is traceable to recognized National Standards.
2. The interpolation equation : Concentration (mg/m<sup>3</sup>) = K x [ UUT reading (CPM) ], where K = 0.001597
3. Correlation coefficient (r) : 0.9909

Checked by : Canny Date : 15-12-2020 Certified by : K. Kwok Tai Date : 15-12-2020  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*

Report no. : 940891CA202793(1)

Page 1 of 1

## CALIBRATION CERTIFICATE OF DUST METER

Client : Fugro Technical Services Limited

Project : Calibration Services

### Client Supplied Information

#### Details of Unit Under Test, UUT

Description : Laser dust monitor  
 Manufacturer : SIBATA  
 Model No. : LD-5R  
 Serial No. : 761106  
 Specification Limit : NA  
 Next Calibration Date : 26-Nov-2021

### Laboratory Information

Description : 1. Balance                    2. TSP high volume air sampler  
 Equipment ID. / Serial no. : 1. C-065-9        2. 4350  
 Date of Calibration : 27-Nov-2020        Ambient Temperature :  $25 \pm 10$  °C  
 Calibration Location : General Chemical Laboratory of FTS and Ma Wan A1 Site Boundary  
 Method Used : By direct comparison the weight of dust particle trapped in a filter paper using high volume sampler (TSP method) for a certain period, with the reading of the UUT. They should be placed at the same location and powered on and off at the same time.

### Calibration Results :

Reference concentration (mg/m <sup>3</sup> )	Total count for 1 hour	CPM (Count per minute)
0.3486	5134	85.57
0.1257	4394	73.23
0.0943	4408	73.47

### Remarks:

1. The equipment being used in this calibration is traceable to recognized National Standards.
2. The interpolation equation : Concentration (mg/m<sup>3</sup>) = K x [ UUT reading (CPM) ], where K = 0.002448
3. Correlation coefficient (r) : 0.9916

Checked by : Canny Date : 30-12-2020 Certified by : K.T. Leung Date : 5-1-2021  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*

## CALIBRATION CERTIFICATE OF DUST METER

Client : Fugro Technical Services Limited

Project : Calibration Services

### Client Supplied Information

Details of Unit Under Test, UUT

Description : Laser dust monitor  
 Manufacturer : SIBATA  
 Model No. : LD-5R  
 Serial No. : 892185  
 Specification Limit : NA  
 Next Calibration Date : 22-Nov-2021

### Laboratory Information

Description : 1. Balance 2. TSP high volume air sampler  
 Equipment ID. / Serial no. : 1. C-065-9 2. 4350  
 Date of Calibration : 23-Nov-2020 Ambient Temperature : 25 ± 10 °C  
 Calibration Location : General Chemical Laboratory of FTS and Ma Wan A1 Site Boundary  
 Method Used : By direct comparison the weight of dust particle trapped in a filter paper using high volume sampler (TSP method) for a certain period, with the reading of the UUT. They should be placed at the same location and powered on and off at the same time.

### Calibration Results :

Reference concentration (mg/m <sup>3</sup> )	Total count for 1 hour	CPM (Count per minute)
0.0915	3263	54.38
0.0469	2909	48.48
0.1172	3562	59.37

### Remarks:

- The equipment being used in this calibration is traceable to recognized National Standards.
- The interpolation equation : Concentration (mg/m<sup>3</sup>) = K x [ UUT reading (CPM) ], where K = 0.001576
- Correlation coefficient (r) : 0.9945

Checked by : Canny Date : 15-12-2020 Certified by : K.L. Young Date : 15-12-2020  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*



Report no.: 203258CA201700(1)

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## CALIBRATION CERTIFICATE OF SOUND LEVEL METER

**Client Supplied Information**

Client : Fugro Technical Services Ltd.

Project : Calibration Services

**Details of Unit Under Test, UUT**

Description	: Sound Level Meter									
Manufacturer	: Casella									
Model No.	: <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="text-align: center;">Meter</td> <td style="text-align: center;">Microphone</td> <td style="text-align: center;">Preamplifier</td> </tr> <tr> <td style="text-align: center;">CEL-63X</td> <td style="text-align: center;">CE-251</td> <td style="text-align: center;">CEL-495</td> </tr> <tr> <td style="text-align: center;">1488270</td> <td style="text-align: center;">04228</td> <td style="text-align: center;">004030</td> </tr> </table>	Meter	Microphone	Preamplifier	CEL-63X	CE-251	CEL-495	1488270	04228	004030
Meter	Microphone	Preamplifier								
CEL-63X	CE-251	CEL-495								
1488270	04228	004030								
Serial No.	: <table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="text-align: center;">Meter</td> <td style="text-align: center;">Microphone</td> <td style="text-align: center;">Preamplifier</td> </tr> <tr> <td style="text-align: center;">CEL-63X</td> <td style="text-align: center;">CE-251</td> <td style="text-align: center;">CEL-495</td> </tr> <tr> <td style="text-align: center;">1488270</td> <td style="text-align: center;">04228</td> <td style="text-align: center;">004030</td> </tr> </table>	Meter	Microphone	Preamplifier	CEL-63X	CE-251	CEL-495	1488270	04228	004030
Meter	Microphone	Preamplifier								
CEL-63X	CE-251	CEL-495								
1488270	04228	004030								
Equipment ID	: N/A									
Next Calibration Date	: 26-Aug-2021									
Specification Limit	: EN 61672-1: 2003 Class 1									

**Laboratory Information**
**Details of Reference Equipment -**

Description	: B & K Acoustic Multifunction Calibrator 4226 (Traditional free field setting)
Equipment ID.	: R-108-1
Date of Calibration	: 27-Aug-2020
Calibration Location	: Calibration Laboratory of FTS
Method Used	: By direct comparison
Ambient Temperature	: 20±2 °C
Relative Humidity	: <80% R.H.

**Calibration Results :**

Parameters	Mean Value (dB)	Specification Limit(dB)
A-weighting frequency response	4000Hz	2.6 to -0.6
	2000Hz	2.8 to -0.4
	1000Hz	1.1 to -1.1
	500Hz	-1.8 to -4.6
	250Hz	-7.2 to -10.0
	125Hz	-14.6 to -17.6
	63Hz	-24.7 to -27.7
	31.5Hz	-37.4 to -41.4
Differential level linearity	94dB-104dB	± 0.6
	104dB-114dB	± 0.6

**Remarks :**

1. The equipment used in this calibration is traceable to recognized National Standards.
2. The mean value is the average of four measurements.
3. For calibration: Reference SPL are 94, 104 & 114dB, range setting is 20-140dB & time weighting is fast
4. The UUT complies with EN 61672-1: 2003 Class 1 sound level meter for the above measurement.
5. The values given in this Calibration Certificate only relate to the values at the time of the test and any uncertainties will not include allowance for the equipment long term drift, variations with environment changes, vibration and shock during transportation, overloading, mis-handling or the capability of any other laboratory to repeat the measurement.

 Checked by : William Date : 3-9-2020 Certified by : K.T. Young Date : 3-9-2020  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*

Report no.: 203258CA202302(3)

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## CALIBRATION CERTIFICATE OF SOUND LEVEL METER

### Client Supplied Information

Client : Fugro Technical Services Ltd.

Project : Calibration Services

Details of Unit Under Test, UUT

Description : Sound Level Meter

Manufacturer : Casella

Model No. :

Serial No. :

Equipment ID :

Next Calibration Date :

Specification Limit :

Meter	Microphone	Preamplifier
CEL-63X	CE-251	CEL-495
2451048	00995	003341

N/A

29-Oct-2021

EN 61672-1: 2003 Class 1

### Laboratory Information

Details of Reference Equipment -

Description : B &amp; K Acoustic Multifunction Calibrator 4226 (Traditional free field setting)

Equipment ID. : R-108-1

Date of Calibration : 30-Oct-2020

Calibration Location : Calibration Laboratory of FTS

Ambient Temperature : 20±2 °C

Method Used : By direct comparison

Relative Humidity : &lt;80% R.H.

### Calibration Results :

Parameters	Mean Value (dB)	Specification Limit(dB)
A-weighting frequency response	4000Hz	0.8
	2000Hz	1.1
	1000Hz	0.0
	500Hz	-3.3
	250Hz	-8.7
	125Hz	-16.1
	63Hz	-26.2
	31.5Hz	-39.1
Differential level linearity	94dB-104dB	± 0.6
	104dB-114dB	± 0.6

### Remarks :

- The equipment used in this calibration is traceable to recognized National Standards.
- The mean value is the average of four measurements.
- For calibration: Reference SPL are 94, 104 & 114dB, range setting is 20-140dB & time weighting is fast.
- The UUT does comply with EN 61672-1: 2003 Class 1 sound level meter for the above measurement.
- The values given in this Calibration Certificate only relate to the values at the time of the test and any uncertainties will not include allowance for the equipment long term drift, variations with environment changes, vibration and shock during transportation, overloading, mis-handling or the capability of any other laboratory to repeat the measurement.

 Checked by : William Date : 4-11-2020 Certified by : K.T. Leung Date : 4-11-2020  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

**\*\* End of Report \*\***

Report no.: 203258CA201298(1)

Page 1 of 1

**CALIBRATION CERTIFICATE OF SOUND CALIBRATOR****Client Supplied Information**

Client : Fugro Technical Services Ltd.

Project : Calibration Services

Details of Unit Under Test, UUT

Description : Sound Calibrator  
Manufacturer : Casella (Model CEL-120/1)  
Serial No. : 2383886  
Equipment ID : N/A  
Next Calibration Date : 13-Jul-2021  
Specification Limit : EN 60942: 2003 Type 1

**Laboratory Information**

Description : Reference Sound level meter  
Equipment ID. : R-119-1  
Date of Calibration : 14-Jul-2020 Ambient Temperature : 20±2 °C  
Calibration Location : Calibration Laboratory of FTS  
Method Used : By direct comparison

**Calibration Results :**

Parameters (Setting of UUT)	Mean Value (error of measurement)	Specification Limit(dB)
94dB	-0.1 dB	±0.4dB
114dB	-0.1 dB	

**Remarks :**

1. The equipment used in this calibration is traceable to recognized National Standards.
2. The mean value is the average of four measurements.
3. The equipment does comply with the specification limit.
4. The values given in this Calibration Certificate only relate to the values at the time of the test and any uncertainties will not include allowance for the equipment long term drift, variations with environment changes, vibration and shock during transportation, overloading, mis-handling or the capability of any other laboratory to repeat the measurement.

Checked by : William Date : 21-7-2020 Certified by : Leung Kwok Tai Date : 21-7-2020  
CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

**\*\* End of Report \*\***



Report no.: 183057CA200894(1)

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**CALIBRATION CERTIFICATE OF SOUND CALIBRATOR**

**Client Supplied Information**

Client : Fugro Technical Services Ltd.

Project : Calibration Services

Details of Unit Under Test, UUT

Description : Sound Calibrator  
 Manufacturer : Casella (Model CEL-120/1)  
 Serial No. : 3321858  
 Equipment ID : N/A  
 Next Calibration Date : 14-Jun-2021  
 Specification Limit : EN 60942: 2003 Type 1

**Laboratory Information**

Description : Reference Sound level meter  
 Equipment ID. : R-119-1  
 Date of Calibration : 15-Jun-2020 Ambient Temperature : 22 °C  
 Calibration Location : Calibration Laboratory of FTS  
 Method Used : By direct comparison

**Calibration Results :**

Parameters (Setting of UUT)	Mean Value (error of measurement)	Specification Limit(dB)
94dB	-0.1 dB	±0.4dB
114dB	-0.1 dB	

**Remarks :**

1. The equipment used in this calibration is traceable to recognized National Standards.
2. The mean value is the average of four measurements.
3. The equipment does comply with the specification limit.
4. The values given in this Calibration Certificate only relate to the values at the time of the test and any uncertainties will not include allowance for the equipment long term drift, variations with environment changes, vibration and shock during transportation, overloading, mis-handling or the capability of any other laboratory to repeat the measurement.

Checked by : William Date : 20-6-2020 Certified by : F. Leung Date : 20-6-2020  
 CA-R-297 (22/07/2009) Leung Kwok Tai (Assistant Manager)

\*\* End of Report \*\*

# Appendix E

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Environmental Monitoring Schedule

**Project: Contract No. HY/2019/01 - Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works**

**Impact Monitoring Schedule (February 2021)**

Sun	Mon	Tue	Wed	Thur	Fri	Sat
	1	2 Dolphin Monitoring	3 Dust Monitoring Noise Monitoring	4	5	6
7	8 Dolphin Monitoring	9 Dust Monitoring Noise Monitoring	10	11 Dust Monitoring	12	13
14	15	16	17 Dust Monitoring Noise Monitoring	18 Dolphin Monitoring	19	20
21	22	23 Dust Monitoring Noise Monitoring Dolphin Monitoring	24	25	26	27
28						

**Remarks**

1. Dust Monitoring: 24-hours TSP Monitoring per 6 days, and 3 x 1-hour TSP Monitoring per 6 days
2. Noise Monitoring: Leq (30 min) between 0700 and 1900 hours
3. Dolphin Monitoring: Chinese White Dolphin (post-construction phase, monthly); monitoring conducted and data collected by TM-CLKL Contract No. HY/2012/08
4. Dust Monitoring Location: AMS2 (Tung Chung New Development Pier), AMS3C (Ying Tung Estate Market Rooftop) and AMS7B (3RS Site Offices)
5. Noise Monitoring Location: NMS2 (Seaview Crescent), NMS3C (Ying Tung Estate Refuse Collection Point)

**Project: Contract No. HY/2019/01 - Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works**

**Impact Monitoring Schedule (March 2021)**

Sun	Mon	Tue	Wed	Thur	Fri	Sat
	1 Dust Monitoring Noise Monitoring	2	3	4	5	6 Dust Monitoring
7	8	9	10	11	12 Dust Monitoring Noise Monitoring	13
14	15	16	17	18 Dust Monitoring Noise Monitoring	19	20
21	22	23	24 Dust Monitoring Noise Monitoring	25	26	27
28	29	30 Dust Monitoring Noise Monitoring	31			

**Remarks**

- Actual monitoring may be subjected to change due to any safety concern or adverse weather condition
- Dust Monitoring: 24-hours TSP Monitoring per 6 days, and 3 x 1-hour TSP Monitoring per 6 days
- Noise Monitoring: Leq (30 min) between 0700 and 1900 hours
- Dolphin Monitoring: Chinese White Dolphin (post-construction phase, monthly); monitoring conducted and data collected by TM-CLKL Contract No. HY/2012/08
- Dust Monitoring Location: AMS2 (Tung Chung New Development Pier), AMS3C (Ying Tung Estate Market Rooftop) and AMS7B (3RS Site Offices)
- Noise Monitoring Location: NMS2 (Seaview Crescent), NMS3C (Ying Tung Estate Refuse Collection Point)

# Appendix F

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Air Quality Monitoring Results  
and Construction Noise Monitoring Results



# 1-hour TSP Monitoring Result for Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

## AMS2 - Tung Chung Development Pier

Date	Weather Condition	Start Time	1-hour TSP ( $\mu\text{g}/\text{m}^3$ )			Action Level ( $\mu\text{g}/\text{m}^3$ )	Limit Level ( $\mu\text{g}/\text{m}^3$ )
			1st Measurement	2nd Measurement	3rd Measurement		
3-Feb-21	Fine	11:45	68	72	72	374	500
9-Feb-21	Fine	11:48	64	70	68		
11-Feb-21	Fine	11:45	62	64	64		
17-Feb-21	Fine	09:32	52	48	44		
23-Feb-21	Fine	08:55	58	50	42		
		Min	42				
		Max	72				
		Average	60				

## AMS3C - Ying Tung Estate Market Rooftop

Date	Weather Condition	Start Time	1-hour TSP ( $\mu\text{g}/\text{m}^3$ )			Action Level ( $\mu\text{g}/\text{m}^3$ )	Limit Level ( $\mu\text{g}/\text{m}^3$ )
			1st Measurement	2nd Measurement	3rd Measurement		
3-Feb-21	Fine	11:56	72	76	78	368	500
9-Feb-21	Fine	12:00	76	76	80		
11-Feb-21	Fine	12:05	66	62	68		
17-Feb-21	Fine	11:24	56	50	50		
23-Feb-21	Fine	09:19	78	88	84		
		Min	50				
		Max	88				
		Average	71				

## AMS7B - 3RS Site Offices

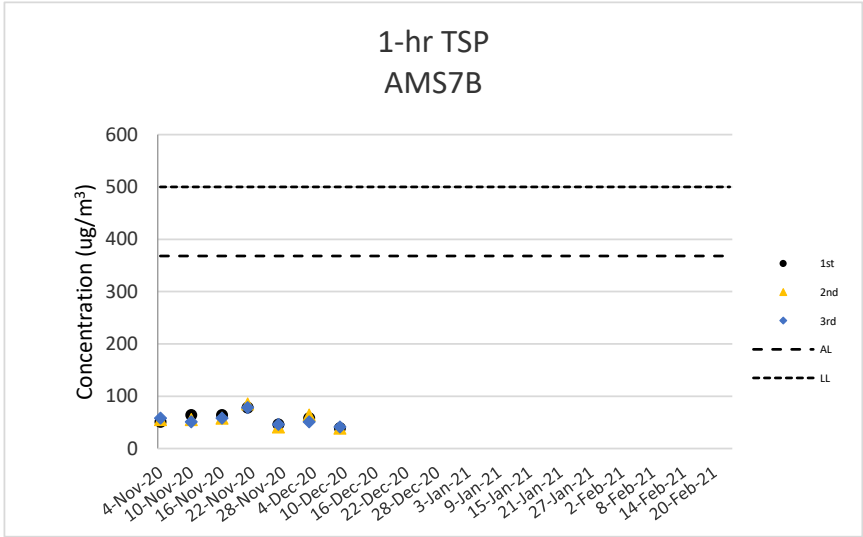
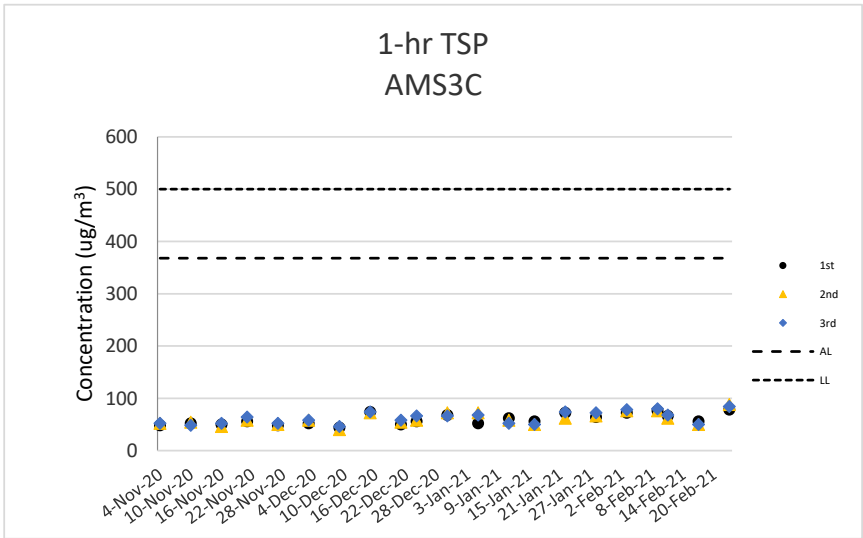
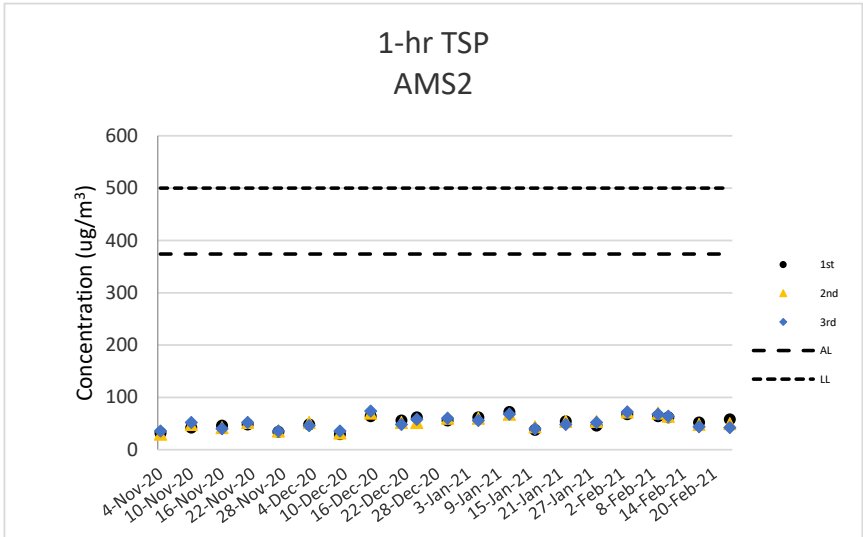
Date	Weather Condition	Start Time	1-hour TSP ( $\mu\text{g}/\text{m}^3$ )			Action Level ( $\mu\text{g}/\text{m}^3$ )	Limit Level ( $\mu\text{g}/\text{m}^3$ )
			1st Measurement	2nd Measurement	3rd Measurement		
						370	500
		Min					
		Max					
		Average					

Note:

Underline: Exceedance of Action Level

Underline and Bold: Exceedance of Limit Level

Air quality monitoring location AMS7B was temporary suspended, effective from 10 December 2020.



**24-hour TSP Monitoring Result for  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works**

**AMS2 - Tung Chung Development Pier**

Start Date	Weather Condition	Air Temperature (K)	Atmospheric Pressure, Pa (mmHg)	Filter Weight (g)		Particulate weight (g)	Sampling Time(hrs)	Flow Rate (m <sup>3</sup> /min.)		Average flow (m <sup>3</sup> /min.)	Total volume (m <sup>3</sup> )	Conc. (ug/m <sup>3</sup> )	Action Level (ug/m <sup>3</sup> )	Limit Level (ug/m <sup>3</sup> )
				Initial	Final			Initial	Final					
3-Feb-21	Fine	291.9	766.6	2.6505	2.7569	0.1064	24	1.58	1.56	1.57	2257.5	47	176	260
9-Feb-21	Fine	292.0	763.2	2.6678	2.8197	0.1519	24	1.57	1.56	1.57	2255.5	67		
11-Feb-21	Fine	290.9	761.1	2.7120	2.7310	0.0190	24	1.69	1.67	1.68	2423.5	8		
17-Feb-21	Fine	293.9	764.8	2.6658	2.7220	0.0562	24	1.57	1.56	1.57	2253.6	25		
23-Feb-21	Fine	295.2	761.3	2.6876	2.7683	0.0807	24	1.57	1.56	1.56	2249.9	36		
											Min	8		
											Max	67		
											Average	37		

**AMS3C - Ying Tung Estate Market Rooftop**

Start Date	Weather Condition	Air Temperature (K)	Atmospheric Pressure, Pa (mmHg)	Filter Weight (g)		Particulate weight (g)	Sampling Time(hrs)	Flow Rate (m <sup>3</sup> /min.)		Average flow (m <sup>3</sup> /min.)	Total volume (m <sup>3</sup> )	Conc. (ug/m <sup>3</sup> )	Action Level (ug/m <sup>3</sup> )	Limit Level (ug/m <sup>3</sup> )
				Initial	Final			Initial	Final					
3-Feb-21	Fine	291.9	766.6	2.6236	2.6797	0.0561	24	1.43	1.41	1.42	2049.6	27	167	260
9-Feb-21	Fine	292.0	763.2	2.6636	2.8146	0.1510	24	1.43	1.41	1.42	2047.0	74		
11-Feb-21	Fine	290.9	761.1	2.7061	2.7534	0.0473	24	1.58	1.56	1.57	2262.1	21		
17-Feb-21	Fine	293.9	764.8	2.6776	2.7671	0.0895	24	1.43	1.41	1.42	2044.6	44		
23-Feb-21	Fine	295.2	761.3	2.7015	2.7639	0.0624	24	1.42	1.41	1.42	2039.8	31		
											Min	21		
											Max	74		
											Average	39		

**AMS7B - 3RS Site Offices**

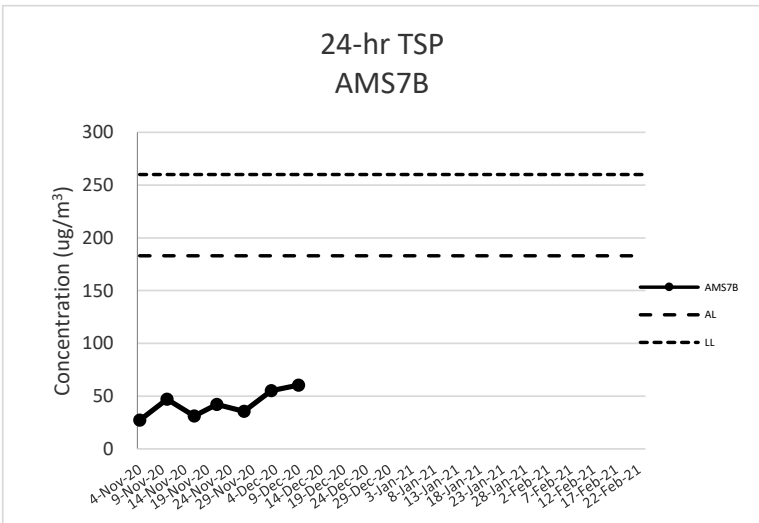
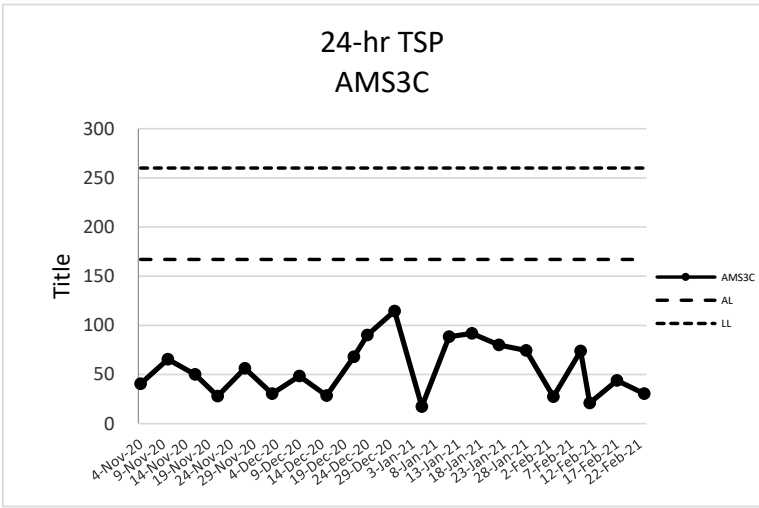
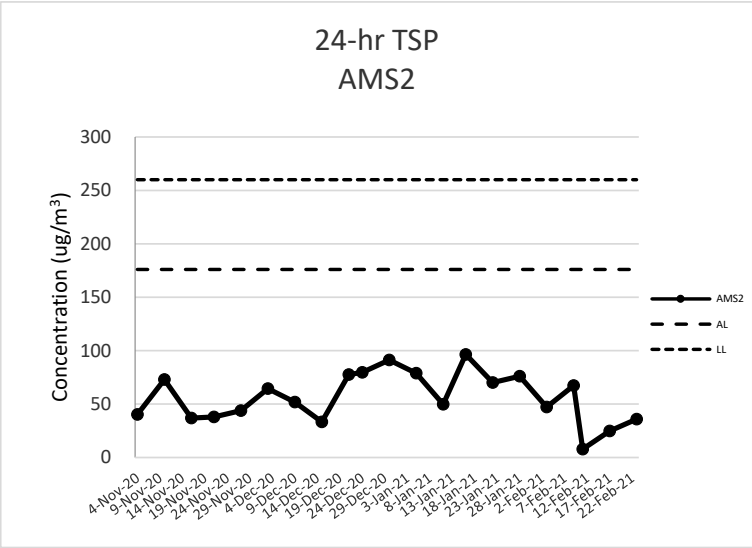
Start Date	Weather Condition	Air Temperature (K)	Atmospheric Pressure, Pa (mmHg)	Filter Weight (g)		Particulate weight (g)	Sampling Time(hrs)	Flow Rate (m <sup>3</sup> /min.)		Average flow (m <sup>3</sup> /min.)	Total volume (m <sup>3</sup> )	Conc. (ug/m <sup>3</sup> )	Action Level (ug/m <sup>3</sup> )	Limit Level (ug/m <sup>3</sup> )
				Initial	Final			Initial	Final					
													183	260
											Min			
											Max			
											Average			

Note:

Underline: Exceedance of Action Level

Underline and Bold: Exceedance of Limit Level

Air quality monitoring location AMS7B was temporary suspended, effective from 10 December 2020.



**Noise Impact Monitoring Result for  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works**

**NMS2 - Seaview Crescent**

Date	Start Time	L <sub>eq</sub> 30min dB(A)	L <sub>10</sub> dB(A)	L <sub>90</sub> dB(A)	Wind Speed (m/s)	Weather	Limit Level dB(A)
3-Feb-21	13:04	58	63	56	0.9	Fine	75
9-Feb-21	13:11	58	63	56	1.0	Fine	75
17-Feb-21	10:30	64	62	68	1.3	Fine	75
23-Feb-21	10:30	64	62	66	1.0	Fine	75
	<b>Max</b>	64					
	<b>Min</b>	58					

**NMS3C - Ying Tung Estate Refuse Collection Point**

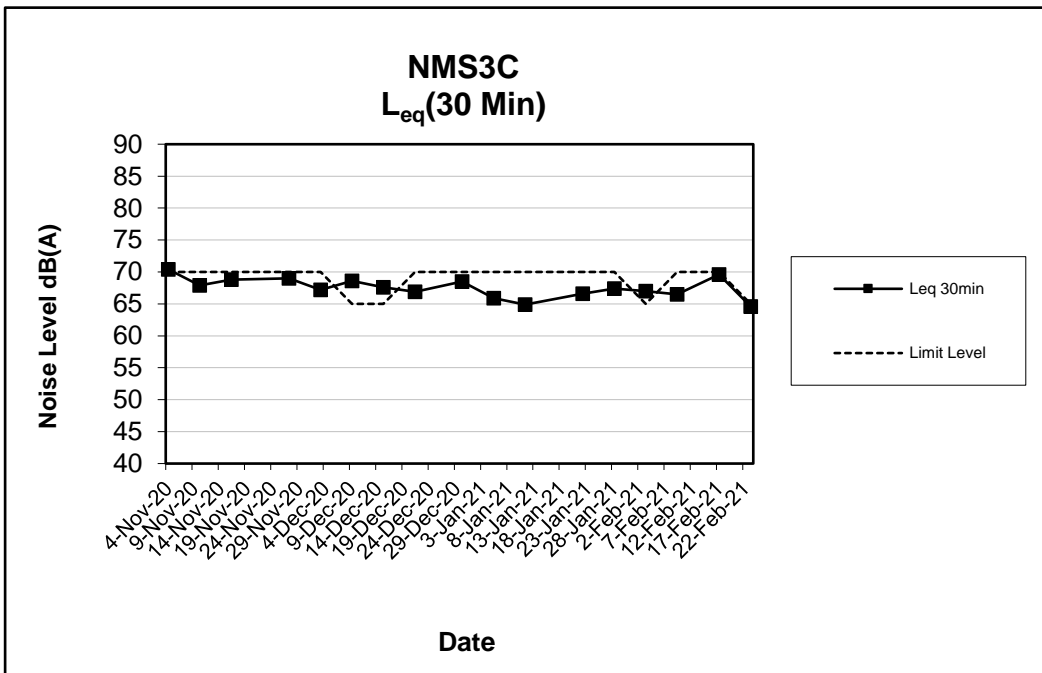
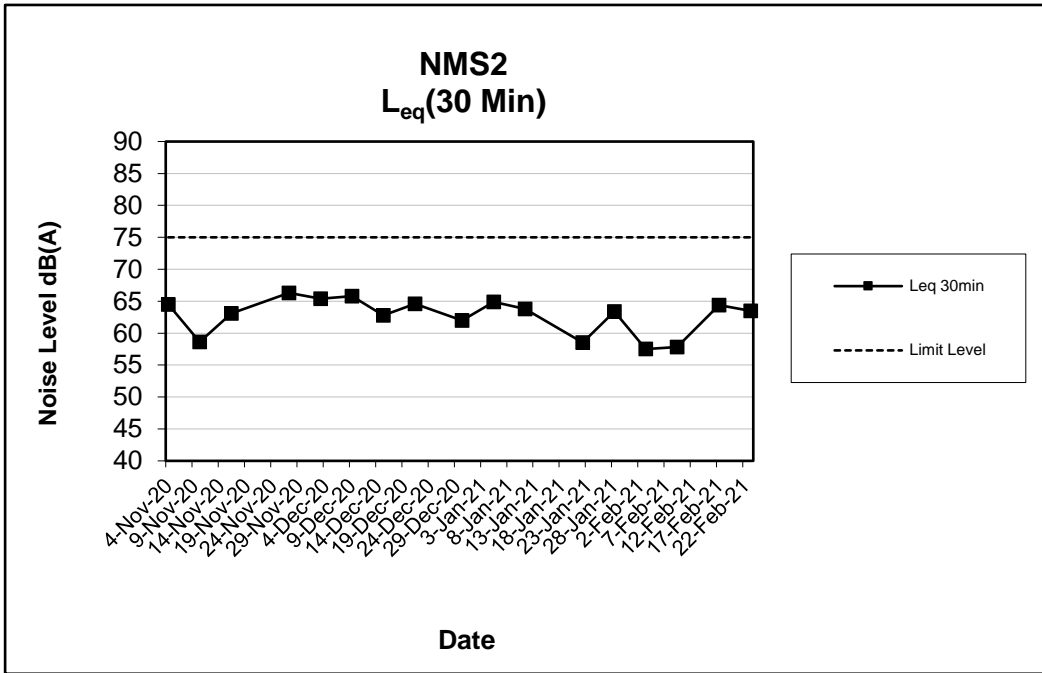
Date	Start Time	L <sub>eq</sub> 30min dB(A)	L <sub>10</sub> dB(A)	L <sub>90</sub> dB(A)	Wind Speed (m/s)	Weather	Limit Level dB(A)
3-Feb-21	12:03	67	69	62	0.6	Fine	65
9-Feb-21	12:14	67	69	62	0.5	Fine	70
17-Feb-21	11:10	70	66	71	0.4	Fine	70
23-Feb-21	09:37	65	63	66	0.4	Fine	65
	<b>Max</b>	70					
	<b>Min</b>	65					

Note:

NMS2: Façade Measurement

NMS3C: Free-field measurement (+3dB(A) correction has been applied), reduction to 65dB(A) during school examination periods will be applied.

No raining or wind with speed over 5 m/s was observed during noise monitoring according to the onsite observation.



# Appendix G

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Wind Data

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
01/02/2021 00:00	2.1	W
01/02/2021 01:00	0.3	N
01/02/2021 02:00	1.5	N
01/02/2021 03:00	0.0	SWS
01/02/2021 04:00	0.0	NE
01/02/2021 05:00	0.9	N
01/02/2021 06:00	0.8	N
01/02/2021 07:00	0.1	SWS
01/02/2021 08:00	0.0	N
01/02/2021 09:00	0.2	N
01/02/2021 10:00	0.0	SWW
01/02/2021 11:00	0.0	N
01/02/2021 12:00	0.0	N
01/02/2021 13:00	2.8	N
01/02/2021 14:00	0.0	W
01/02/2021 15:00	0.1	S
01/02/2021 16:00	0.2	S
01/02/2021 17:00	0.0	S
01/02/2021 18:00	0.2	N
01/02/2021 19:00	0.2	NE
01/02/2021 20:00	0.1	NE
01/02/2021 21:00	0.2	SWS
01/02/2021 22:00	0.1	NWN
01/02/2021 23:00	0.0	N
02/02/2021 00:00	0.2	NE
02/02/2021 01:00	0.2	N
02/02/2021 02:00	0.2	N
02/02/2021 03:00	0.1	N
02/02/2021 04:00	0.3	SW
02/02/2021 05:00	0.1	SE
02/02/2021 06:00	0.1	SWW
02/02/2021 07:00	0.0	SES
02/02/2021 08:00	0.3	NW
02/02/2021 09:00	0.1	E
02/02/2021 10:00	0.2	SW
02/02/2021 11:00	0.1	SWS
02/02/2021 12:00	0.1	N
02/02/2021 13:00	0.1	SWS
02/02/2021 14:00	0.2	S
02/02/2021 15:00	0.1	E

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
02/02/2021 16:00	0.2	SW
02/02/2021 17:00	0.2	S
02/02/2021 18:00	0.2	SW
02/02/2021 19:00	0.1	W
02/02/2021 20:00	0.1	SEE
02/02/2021 21:00	0.2	SE
02/02/2021 22:00	0.3	E
02/02/2021 23:00	0.3	SWS
03/02/2021 00:00	0.1	N
03/02/2021 01:00	0.3	NWN
03/02/2021 02:00	0.1	N
03/02/2021 03:00	0.1	SWW
03/02/2021 04:00	0.2	SWW
03/02/2021 05:00	0.3	S
03/02/2021 06:00	0.2	SW
03/02/2021 07:00	0.0	S
03/02/2021 08:00	0.8	SWW
03/02/2021 09:00	2.1	SW
03/02/2021 10:00	1.3	SW
03/02/2021 11:00	1.7	SW
03/02/2021 12:00	2.4	SW
03/02/2021 13:00	0.1	SW
03/02/2021 14:00	0.8	SW
03/02/2021 15:00	2.0	SW
03/02/2021 16:00	1.3	SW
03/02/2021 17:00	0.4	SW
03/02/2021 18:00	1.8	SW
03/02/2021 19:00	2.3	SW
03/02/2021 20:00	2.7	N
03/02/2021 21:00	2.0	SW
03/02/2021 22:00	0.9	NWW
03/02/2021 23:00	1.8	NEE
04/02/2021 00:00	1.2	SES
04/02/2021 01:00	1.7	SWS
04/02/2021 02:00	1.1	NE
04/02/2021 03:00	2.6	SW
04/02/2021 04:00	2.3	SW
04/02/2021 05:00	0.4	SW
04/02/2021 06:00	0.6	SEE
04/02/2021 07:00	1.6	SWW
04/02/2021 08:00	2.1	SWW



Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
04/02/2021 09:00	1.1	SW
04/02/2021 10:00	0.1	SW
04/02/2021 11:00	0.7	SW
04/02/2021 12:00	1.8	SW
04/02/2021 13:00	0.6	SW
04/02/2021 14:00	0.0	SW
04/02/2021 15:00	0.0	SWW
04/02/2021 16:00	0.9	SWW
04/02/2021 17:00	0.7	SWW
04/02/2021 18:00	1.2	N
04/02/2021 19:00	1.0	S
04/02/2021 20:00	2.5	E
04/02/2021 21:00	0.2	NE
04/02/2021 22:00	1.7	N
04/02/2021 23:00	0.7	E
05/02/2021 00:00	0.1	N
05/02/2021 01:00	0.1	NEN
05/02/2021 02:00	0.9	N
05/02/2021 03:00	1.9	NEE
05/02/2021 04:00	0.0	SWW
05/02/2021 05:00	0.1	NE
05/02/2021 06:00	0.0	N
05/02/2021 07:00	2.4	SWS
05/02/2021 08:00	0.0	SES
05/02/2021 09:00	2.1	W
05/02/2021 10:00	0.7	SE
05/02/2021 11:00	2.3	NWN
05/02/2021 12:00	1.1	SW
05/02/2021 13:00	0.6	N
05/02/2021 14:00	2.0	N
05/02/2021 15:00	1.6	NE
05/02/2021 16:00	1.2	N
05/02/2021 17:00	1.6	N
05/02/2021 18:00	0.8	N
05/02/2021 19:00	1.8	N
05/02/2021 20:00	1.1	NEN
05/02/2021 21:00	1.1	N
05/02/2021 22:00	0.2	SW
05/02/2021 23:00	0.9	NEN
06/02/2021 00:00	0.7	SEE
06/02/2021 01:00	1.5	NEE

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
06/02/2021 02:00	1.2	NEE
06/02/2021 03:00	1.0	SES
06/02/2021 04:00	1.5	SES
06/02/2021 05:00	1.2	SE
06/02/2021 06:00	0.6	NWW
06/02/2021 07:00	2.7	E
06/02/2021 08:00	0.3	NEN
06/02/2021 09:00	0.1	E
06/02/2021 10:00	0.1	N
06/02/2021 11:00	0.2	SE
06/02/2021 12:00	0.1	N
06/02/2021 13:00	0.0	NEN
06/02/2021 14:00	0.2	S
06/02/2021 15:00	0.1	NWN
06/02/2021 16:00	0.0	NWN
06/02/2021 17:00	0.0	N
06/02/2021 18:00	0.0	S
06/02/2021 19:00	0.0	N
06/02/2021 20:00	0.1	NWW
06/02/2021 21:00	0.2	W
06/02/2021 22:00	0.1	N
06/02/2021 23:00	0.2	N
07/02/2021 00:00	0.1	W
07/02/2021 01:00	0.0	SEE
07/02/2021 02:00	0.2	SEE
07/02/2021 03:00	0.1	SWW
07/02/2021 04:00	0.2	NE
07/02/2021 05:00	0.0	NE
07/02/2021 06:00	0.2	SW
07/02/2021 07:00	0.1	E
07/02/2021 08:00	0.1	SWS
07/02/2021 09:00	0.3	SES
07/02/2021 10:00	0.3	SES
07/02/2021 11:00	0.1	NEN
07/02/2021 12:00	0.1	NWN
07/02/2021 13:00	0.0	NWW
07/02/2021 14:00	0.2	SE
07/02/2021 15:00	0.1	NW
07/02/2021 16:00	0.1	SW
07/02/2021 17:00	0.2	S
07/02/2021 18:00	0.1	NE

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
07/02/2021 19:00	0.2	N
07/02/2021 20:00	0.1	SW
07/02/2021 21:00	0.1	NE
07/02/2021 22:00	0.1	SWS
07/02/2021 23:00	0.0	SW
08/02/2021 00:00	0.0	SE
08/02/2021 01:00	0.0	NE
08/02/2021 02:00	0.3	SW
08/02/2021 03:00	0.0	NEE
08/02/2021 04:00	0.2	SW
08/02/2021 05:00	0.1	S
08/02/2021 06:00	0.0	W
08/02/2021 07:00	0.0	SWS
08/02/2021 08:00	0.3	SWW
08/02/2021 09:00	0.0	SWW
08/02/2021 10:00	0.2	N
08/02/2021 11:00	0.3	SES
08/02/2021 12:00	0.1	SWW
08/02/2021 13:00	0.3	N
08/02/2021 14:00	0.0	SWS
08/02/2021 15:00	0.1	SW
08/02/2021 16:00	0.0	N
08/02/2021 17:00	0.1	NEN
08/02/2021 18:00	0.2	N
08/02/2021 19:00	0.3	NEN
08/02/2021 20:00	0.2	NE
08/02/2021 21:00	0.2	SE
08/02/2021 22:00	0.1	E
08/02/2021 23:00	0.2	NEN
09/02/2021 00:00	0.2	E
09/02/2021 01:00	0.1	NEN
09/02/2021 02:00	0.0	NE
09/02/2021 03:00	0.3	NEN
09/02/2021 04:00	0.2	SWS
09/02/2021 05:00	0.2	SW
09/02/2021 06:00	0.1	SES
09/02/2021 07:00	0.2	SW
09/02/2021 08:00	0.2	SW
09/02/2021 09:00	0.2	SW
09/02/2021 10:00	0.1	SE
09/02/2021 11:00	0.2	S

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
09/02/2021 12:00	0.2	NWW
09/02/2021 13:00	0.1	NEE
09/02/2021 14:00	0.2	SWW
09/02/2021 15:00	0.1	SW
09/02/2021 16:00	0.3	SW
09/02/2021 17:00	0.3	SWS
09/02/2021 18:00	0.1	S
09/02/2021 19:00	0.0	N
09/02/2021 20:00	0.1	NE
09/02/2021 21:00	0.2	SW
09/02/2021 22:00	0.2	NEN
09/02/2021 23:00	0.1	SWW
10/02/2021 00:00	0.2	SES
10/02/2021 01:00	0.2	N
10/02/2021 02:00	0.2	NWW
10/02/2021 03:00	0.3	NW
10/02/2021 04:00	0.1	SW
10/02/2021 05:00	0.0	SW
10/02/2021 06:00	0.2	SWW
10/02/2021 07:00	0.2	SWW
10/02/2021 08:00	0.1	SWS
10/02/2021 09:00	0.2	SWS
10/02/2021 10:00	0.0	SW
10/02/2021 11:00	0.1	SW
10/02/2021 12:00	0.2	SW
10/02/2021 13:00	0.3	SW
10/02/2021 14:00	0.3	SW
10/02/2021 15:00	0.1	SW
10/02/2021 16:00	0.2	S
10/02/2021 17:00	0.2	SEE
10/02/2021 18:00	0.0	SE
10/02/2021 19:00	0.2	E
10/02/2021 20:00	0.0	NE
10/02/2021 21:00	0.1	NEE
10/02/2021 22:00	0.1	N
10/02/2021 23:00	0.8	SWS
11/02/2021 00:00	2.1	N
11/02/2021 01:00	0.5	SWS
11/02/2021 02:00	0.4	SWW
11/02/2021 03:00	2.4	N
11/02/2021 04:00	0.1	NEE

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
11/02/2021 05:00	2.2	SEE
11/02/2021 06:00	1.0	SWS
11/02/2021 07:00	2.6	SWS
11/02/2021 08:00	0.3	SWW
11/02/2021 09:00	0.0	NEN
11/02/2021 10:00	1.3	N
11/02/2021 11:00	0.2	N
11/02/2021 12:00	1.8	N
11/02/2021 13:00	1.9	N
11/02/2021 14:00	0.1	W
11/02/2021 15:00	0.6	SWW
11/02/2021 16:00	2.4	SWW
11/02/2021 17:00	2.7	SWW
11/02/2021 18:00	2.3	SW
11/02/2021 19:00	1.3	NEN
11/02/2021 20:00	2.7	NEN
11/02/2021 21:00	0.7	SW
11/02/2021 22:00	0.9	N
11/02/2021 23:00	1.7	SE
12/02/2021 00:00	1.4	SW
12/02/2021 01:00	0.4	SWS
12/02/2021 02:00	1.4	S
12/02/2021 03:00	1.5	NWN
12/02/2021 04:00	0.1	SWS
12/02/2021 05:00	0.9	SWS
12/02/2021 06:00	1.1	SWW
12/02/2021 07:00	1.0	SWS
12/02/2021 08:00	1.8	SWS
12/02/2021 09:00	1.4	SWS
12/02/2021 10:00	1.6	SWS
12/02/2021 11:00	1.4	SWS
12/02/2021 12:00	2.7	SWS
12/02/2021 13:00	0.1	SWW
12/02/2021 14:00	2.5	SWW
12/02/2021 15:00	1.5	SWW
12/02/2021 16:00	0.1	SW
12/02/2021 17:00	2.4	SW
12/02/2021 18:00	2.6	NW
12/02/2021 19:00	0.7	SW
12/02/2021 20:00	0.2	N
12/02/2021 21:00	1.5	NEN

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
12/02/2021 22:00	0.8	N
12/02/2021 23:00	0.4	N
13/02/2021 00:00	0.3	NEN
13/02/2021 01:00	0.7	NEE
13/02/2021 02:00	1.1	N
13/02/2021 03:00	0.0	N
13/02/2021 04:00	2.3	N
13/02/2021 05:00	1.2	N
13/02/2021 06:00	0.0	NEN
13/02/2021 07:00	1.9	N
13/02/2021 08:00	0.0	SWS
13/02/2021 09:00	0.0	W
13/02/2021 10:00	0.0	SWS
13/02/2021 11:00	0.0	SEE
13/02/2021 12:00	0.9	SEE
13/02/2021 13:00	0.2	N
13/02/2021 14:00	0.0	SE
13/02/2021 15:00	1.0	N
13/02/2021 16:00	0.3	N
13/02/2021 17:00	0.0	SW
13/02/2021 18:00	0.4	NE
13/02/2021 19:00	0.0	E
13/02/2021 20:00	3.1	NEE
13/02/2021 21:00	0.0	N
13/02/2021 22:00	0.2	NE
13/02/2021 23:00	0.0	NEN
14/02/2021 00:00	0.0	SWW
14/02/2021 01:00	0.0	N
14/02/2021 02:00	0.0	W
14/02/2021 03:00	0.2	NEE
14/02/2021 04:00	0.0	NEE
14/02/2021 05:00	0.0	SES
14/02/2021 06:00	0.0	SEE
14/02/2021 07:00	0.9	SEE
14/02/2021 08:00	1.2	E
14/02/2021 09:00	1.0	SW
14/02/2021 10:00	0.1	SWW
14/02/2021 11:00	1.7	SWW
14/02/2021 12:00	0.8	SW
14/02/2021 13:00	0.3	SW
14/02/2021 14:00	1.8	SWW

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
14/02/2021 15:00	1.7	SW
14/02/2021 16:00	0.3	SEE
14/02/2021 17:00	0.1	SE
14/02/2021 18:00	0.7	NEE
14/02/2021 19:00	1.9	NEE
14/02/2021 20:00	2.7	SWS
14/02/2021 21:00	0.3	E
14/02/2021 22:00	2.7	N
14/02/2021 23:00	1.5	N
15/02/2021 00:00	2.3	NEN
15/02/2021 01:00	1.3	SES
15/02/2021 02:00	1.5	SW
15/02/2021 03:00	1.0	NW
15/02/2021 04:00	2.3	SEE
15/02/2021 05:00	2.0	N
15/02/2021 06:00	0.8	N
15/02/2021 07:00	0.5	SWS
15/02/2021 08:00	2.8	N
15/02/2021 09:00	2.8	NW
15/02/2021 10:00	0.0	SWS
15/02/2021 11:00	0.0	SW
15/02/2021 12:00	0.0	W
15/02/2021 13:00	0.0	SEE
15/02/2021 14:00	0.0	SEE
15/02/2021 15:00	0.0	SEE
15/02/2021 16:00	0.0	S
15/02/2021 17:00	0.0	NEE
15/02/2021 18:00	0.8	NE
15/02/2021 19:00	0.0	NEN
15/02/2021 20:00	0.3	E
15/02/2021 21:00	0.0	N
15/02/2021 22:00	0.1	NEE
15/02/2021 23:00	0.0	SWW
16/02/2021 00:00	0.3	N
16/02/2021 01:00	0.0	N
16/02/2021 02:00	0.0	NWW
16/02/2021 03:00	0.0	NEN
16/02/2021 04:00	0.0	N
16/02/2021 05:00	0.0	S
16/02/2021 06:00	0.1	NEN
16/02/2021 07:00	0.0	N

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
16/02/2021 08:00	0.0	SWS
16/02/2021 09:00	0.4	N
16/02/2021 10:00	0.1	SWS
16/02/2021 11:00	0.0	N
16/02/2021 12:00	0.6	SWS
16/02/2021 13:00	0.1	E
16/02/2021 14:00	1.0	N
16/02/2021 15:00	0.3	N
16/02/2021 16:00	1.2	N
16/02/2021 17:00	0.1	NW
16/02/2021 18:00	0.0	W
16/02/2021 19:00	0.0	SE
16/02/2021 20:00	0.3	SEE
16/02/2021 21:00	0.3	NEE
16/02/2021 22:00	0.0	N
16/02/2021 23:00	0.0	NEN
17/02/2021 00:00	0.0	N
17/02/2021 01:00	0.5	N
17/02/2021 02:00	0.0	NEE
17/02/2021 03:00	0.0	NEE
17/02/2021 04:00	0.0	SWS
17/02/2021 05:00	0.0	N
17/02/2021 06:00	0.0	NWW
17/02/2021 07:00	0.0	SWW
17/02/2021 08:00	0.0	SWW
17/02/2021 09:00	0.0	SWW
17/02/2021 10:00	0.0	SWW
17/02/2021 11:00	0.0	SWW
17/02/2021 12:00	0.0	W
17/02/2021 13:00	0.0	SWW
17/02/2021 14:00	0.0	SW
17/02/2021 15:00	0.0	SW
17/02/2021 16:00	0.0	SW
17/02/2021 17:00	0.0	SWS
17/02/2021 18:00	0.0	SWS
17/02/2021 19:00	0.0	N
17/02/2021 20:00	0.0	N
17/02/2021 21:00	0.2	N
17/02/2021 22:00	0.0	SWW
17/02/2021 23:00	0.0	N
18/02/2021 00:00	0.0	NWN

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
18/02/2021 01:00	0.0	NEE
18/02/2021 02:00	0.0	NWN
18/02/2021 03:00	0.0	E
18/02/2021 04:00	0.0	SEE
18/02/2021 05:00	0.0	SWS
18/02/2021 06:00	0.0	S
18/02/2021 07:00	0.0	SW
18/02/2021 08:00	0.0	SWW
18/02/2021 09:00	0.0	SEE
18/02/2021 10:00	0.0	SE
18/02/2021 11:00	0.0	SW
18/02/2021 12:00	0.0	SWW
18/02/2021 13:00	0.0	SWW
18/02/2021 14:00	0.0	SWW
18/02/2021 15:00	0.0	SW
18/02/2021 16:00	0.0	SW
18/02/2021 17:00	0.0	SWS
18/02/2021 18:00	0.0	NE
18/02/2021 19:00	0.0	NEN
18/02/2021 20:00	0.0	W
18/02/2021 21:00	0.0	SWW
18/02/2021 22:00	0.0	E
18/02/2021 23:00	0.4	SEE
19/02/2021 00:00	0.0	NWW
19/02/2021 01:00	0.0	S
19/02/2021 02:00	0.5	NEN
19/02/2021 03:00	0.0	E
19/02/2021 04:00	0.0	SWS
19/02/2021 05:00	0.0	SWW
19/02/2021 06:00	0.0	SW
19/02/2021 07:00	0.0	SW
19/02/2021 08:00	0.0	SWW
19/02/2021 09:00	0.0	SW
19/02/2021 10:00	0.0	SWW
19/02/2021 11:00	0.0	SWW
19/02/2021 12:00	0.0	SWW
19/02/2021 13:00	0.0	SW
19/02/2021 14:00	0.0	SW
19/02/2021 15:00	0.0	SW
19/02/2021 16:00	0.0	NWW
19/02/2021 17:00	0.0	SW

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
19/02/2021 18:00	0.0	SW
19/02/2021 19:00	0.2	NEN
19/02/2021 20:00	0.5	NE
19/02/2021 21:00	0.1	N
19/02/2021 22:00	0.0	NEN
19/02/2021 23:00	0.0	N
20/02/2021 00:00	0.0	N
20/02/2021 01:00	0.9	SEE
20/02/2021 02:00	0.0	S
20/02/2021 03:00	0.0	SE
20/02/2021 04:00	0.0	N
20/02/2021 05:00	0.0	N
20/02/2021 06:00	0.0	NWN
20/02/2021 07:00	0.0	NE
20/02/2021 08:00	0.0	SWS
20/02/2021 09:00	1.3	SWS
20/02/2021 10:00	0.7	SWS
20/02/2021 11:00	1.4	SW
20/02/2021 12:00	0.7	SWW
20/02/2021 13:00	0.5	SWW
20/02/2021 14:00	1.0	SW
20/02/2021 15:00	1.3	SW
20/02/2021 16:00	0.6	SW
20/02/2021 17:00	1.2	SW
20/02/2021 18:00	0.7	W
20/02/2021 19:00	1.2	N
20/02/2021 20:00	0.6	N
20/02/2021 21:00	1.0	N
20/02/2021 22:00	0.2	N
20/02/2021 23:00	0.8	N
21/02/2021 00:00	0.2	SE
21/02/2021 01:00	0.8	N
21/02/2021 02:00	0.6	N
21/02/2021 03:00	0.6	N
21/02/2021 04:00	0.1	NE
21/02/2021 05:00	0.9	NE
21/02/2021 06:00	1.3	SE
21/02/2021 07:00	1.0	NW
21/02/2021 08:00	0.4	SW
21/02/2021 09:00	0.3	N
21/02/2021 10:00	0.3	NW

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
21/02/2021 11:00	0.6	N
21/02/2021 12:00	0.0	SEE
21/02/2021 13:00	1.6	NEE
21/02/2021 14:00	0.0	NWN
21/02/2021 15:00	1.5	NE
21/02/2021 16:00	1.2	S
21/02/2021 17:00	0.6	NEN
21/02/2021 18:00	1.1	SEE
21/02/2021 19:00	1.4	N
21/02/2021 20:00	0.1	SE
21/02/2021 21:00	0.0	SE
21/02/2021 22:00	0.2	N
21/02/2021 23:00	0.3	NE
22/02/2021 00:00	1.8	NEN
22/02/2021 01:00	0.0	N
22/02/2021 02:00	0.0	SW
22/02/2021 03:00	0.0	NEN
22/02/2021 04:00	0.1	N
22/02/2021 05:00	0.4	N
22/02/2021 06:00	0.0	NEN
22/02/2021 07:00	0.4	SES
22/02/2021 08:00	1.9	NEN
22/02/2021 09:00	0.0	N
22/02/2021 10:00	0.0	NWN
22/02/2021 11:00	0.0	E
22/02/2021 12:00	0.7	S
22/02/2021 13:00	0.0	SEE
22/02/2021 14:00	0.0	NE
22/02/2021 15:00	0.0	NEN
22/02/2021 16:00	0.4	N
22/02/2021 17:00	0.8	NE
22/02/2021 18:00	0.1	NWN
22/02/2021 19:00	0.7	SE
22/02/2021 20:00	0.0	NWW
22/02/2021 21:00	0.3	NEN
22/02/2021 22:00	0.5	N
22/02/2021 23:00	0.0	SE
23/02/2021 00:00	0.0	N
23/02/2021 01:00	0.2	NEE
23/02/2021 02:00	0.0	NEN
23/02/2021 03:00	0.0	SW

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
23/02/2021 04:00	0.0	SWS
23/02/2021 05:00	0.2	NEN
23/02/2021 06:00	0.3	E
23/02/2021 07:00	0.0	S
23/02/2021 08:00	0.7	SE
23/02/2021 09:00	0.2	SWW
23/02/2021 10:00	0.2	SEE
23/02/2021 11:00	1.2	SWW
23/02/2021 12:00	0.2	NWW
23/02/2021 13:00	1.3	NWW
23/02/2021 14:00	0.2	SEE
23/02/2021 15:00	0.8	SES
23/02/2021 16:00	0.1	S
23/02/2021 17:00	1.3	NW
23/02/2021 18:00	1.1	NW
23/02/2021 19:00	1.3	NEN
23/02/2021 20:00	0.2	E
23/02/2021 21:00	0.4	NEN
23/02/2021 22:00	0.7	SW
23/02/2021 23:00	1.4	SWW
24/02/2021 00:00	0.2	N
24/02/2021 01:00	1.2	NW
24/02/2021 02:00	0.7	N
24/02/2021 03:00	0.8	N
24/02/2021 04:00	0.5	S
24/02/2021 05:00	0.4	SES
24/02/2021 06:00	0.3	NE
24/02/2021 07:00	1.2	NE
24/02/2021 08:00	0.5	N
24/02/2021 09:00	0.7	NWN
24/02/2021 10:00	0.6	S
24/02/2021 11:00	0.0	N
24/02/2021 12:00	0.0	NW
24/02/2021 13:00	0.0	SWW
24/02/2021 14:00	0.0	SEE
24/02/2021 15:00	0.4	SEE
24/02/2021 16:00	0.6	NE
24/02/2021 17:00	0.0	NE
24/02/2021 18:00	0.0	NEN
24/02/2021 19:00	0.0	N
24/02/2021 20:00	1.2	NEN

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
24/02/2021 21:00	0.6	NE
24/02/2021 22:00	1.3	NE
24/02/2021 23:00	0.8	NE
25/02/2021 00:00	0.9	NEN
25/02/2021 01:00	1.3	SE
25/02/2021 02:00	1.3	SE
25/02/2021 03:00	1.4	NEN
25/02/2021 04:00	1.1	E
25/02/2021 05:00	0.6	NEN
25/02/2021 06:00	0.1	N
25/02/2021 07:00	0.2	SEE
25/02/2021 08:00	0.0	E
25/02/2021 09:00	0.2	W
25/02/2021 10:00	1.0	S
25/02/2021 11:00	0.7	NEE
25/02/2021 12:00	1.1	NEE
25/02/2021 13:00	0.8	SE
25/02/2021 14:00	1.4	NWW
25/02/2021 15:00	1.0	S
25/02/2021 16:00	1.3	NEE
25/02/2021 17:00	0.9	NE
25/02/2021 18:00	0.9	N
25/02/2021 19:00	1.2	E
25/02/2021 20:00	1.3	SES
25/02/2021 21:00	0.7	N
25/02/2021 22:00	1.3	SW
25/02/2021 23:00	1.3	NEE
26/02/2021 00:00	0.1	N
26/02/2021 01:00	0.0	NWN
26/02/2021 02:00	0.2	NEE
26/02/2021 03:00	0.7	N
26/02/2021 04:00	0.0	SW
26/02/2021 05:00	0.0	SWW
26/02/2021 06:00	0.0	SEE
26/02/2021 07:00	0.2	N
26/02/2021 08:00	0.0	E
26/02/2021 09:00	0.0	NW
26/02/2021 10:00	0.0	NEN
26/02/2021 11:00	0.6	E
26/02/2021 12:00	0.3	S

Wind Data for  
 Hong Kong-Zhuhai-Macao Bridge  
 Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

Date	Wind Speed	Wind Direction
26/02/2021 13:00	1.0	W
26/02/2021 14:00	3.2	W
26/02/2021 15:00	0.8	SEE
26/02/2021 16:00	4.5	N
26/02/2021 17:00	0.5	NWW
26/02/2021 18:00	4.3	S
26/02/2021 19:00	3.9	NE
26/02/2021 20:00	2.7	NWN
26/02/2021 21:00	1.0	NE
26/02/2021 22:00	0.0	NEN
26/02/2021 23:00	0.0	NE
27/02/2021 00:00	0.0	SE
27/02/2021 01:00	0.0	SW
27/02/2021 02:00	0.0	SWW
27/02/2021 03:00	1.4	N
27/02/2021 04:00	0.0	N
27/02/2021 05:00	0.0	NEE
27/02/2021 06:00	0.0	N
27/02/2021 07:00	0.0	S
27/02/2021 08:00	0.0	NEN
27/02/2021 09:00	0.1	N
27/02/2021 10:00	0.0	SW
27/02/2021 11:00	0.1	N
27/02/2021 12:00	0.3	N
27/02/2021 13:00	0.0	NWN
27/02/2021 14:00	0.9	NEN
27/02/2021 15:00	0.0	SWS
27/02/2021 16:00	0.0	SWS
27/02/2021 17:00	0.1	N
27/02/2021 18:00	0.0	SWW
27/02/2021 19:00	0.7	E
27/02/2021 20:00	0.3	N
27/02/2021 21:00	0.5	NE
27/02/2021 22:00	0.2	N
27/02/2021 23:00	0.9	N
28/02/2021 00:00	1.3	N
28/02/2021 01:00	0.0	SEE
28/02/2021 02:00	0.0	E
28/02/2021 03:00	0.2	NEE
28/02/2021 04:00	0.0	NEN
28/02/2021 05:00	0.9	N

Wind Data for  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Boundary Crossing Facilities – Phase 2 and Other Works

<b>Date</b>	<b>Wind Speed</b>	<b>Wind Direction</b>
28/02/2021 06:00	1.3	N
28/02/2021 07:00	1.2	N
28/02/2021 08:00	0.5	NEN
28/02/2021 09:00	0.5	N
28/02/2021 10:00	0.5	SES
28/02/2021 11:00	0.3	NWN
28/02/2021 12:00	0.6	SWS
28/02/2021 13:00	0.4	SES
28/02/2021 14:00	0.8	SEE
28/02/2021 15:00	0.4	NWN
28/02/2021 16:00	1.3	SWW
28/02/2021 17:00	0.3	N
28/02/2021 18:00	0.2	SES
28/02/2021 19:00	1.3	E
28/02/2021 20:00	1.2	N
28/02/2021 21:00	0.9	SE
28/02/2021 22:00	1.3	N
28/02/2021 23:00	0.9	NWN
01/03/2021 00:00	1.3	N



# Appendix H

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Event and Action Plan

## Event / Action Plan for Air Quality

EVENT	ACTION			
	ET	IEC	ER	CONTRACTOR
	ACTION LEVEL			
1. Exceedance for one sample	<ol style="list-style-type: none"> <li>1. Identify source, investigate the causes of exceedance and propose remedial measures;</li> <li>2. Inform IEC and ER;</li> <li>3. Repeat measurement to confirm finding;</li> <li>4. Increase monitoring frequency to daily.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check monitoring data submitted by ET;</li> <li>2. Check Contractor's working method.</li> </ol>	<ol style="list-style-type: none"> <li>1. Notify Contractor.</li> </ol>	<ol style="list-style-type: none"> <li>1. Rectify any unacceptable practice;</li> <li>2. Amend working methods if appropriate.</li> </ol>
2. Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> <li>1. Identify source;</li> <li>2. Inform IEC and ER;</li> <li>3. Advise the ER on the effectiveness of the proposed remedial measures;</li> <li>4. Repeat measurements to confirm findings;</li> <li>5. Increase monitoring frequency to daily;</li> <li>6. Discuss with IEC and Contractor on remedial actions required;</li> <li>7. If exceedance continues, arrange meeting with IEC and ER;</li> <li>8. If exceedance stops, cease additional monitoring.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check monitoring data submitted by ET;</li> <li>2. Check Contractor's working method;</li> <li>3. Discuss with ET and Contractor on possible remedial measures;</li> <li>4. Advise the ET on the effectiveness of the proposed remedial measures;</li> <li>5. Supervise Implementation of remedial measures.</li> </ol>	<ol style="list-style-type: none"> <li>1. Confirm receipt of notification of failure in writing;</li> <li>2. Notify Contractor;</li> </ol>	<ol style="list-style-type: none"> <li>1. Submit proposals for remedial to ER within 3 working days of notification;</li> <li>2. Implement the agreed proposals;</li> <li>3. Amend proposal if appropriate.</li> </ol>

EVENT	ACTION			
	ET	IEC	ER	CONTRACTOR
	LIMIT LEVEL			
1. Exceedance for one sample	<ol style="list-style-type: none"> <li>1. Identify source, investigate the causes of exceedance and propose remedial measures;</li> <li>2. Inform ER, Contractor and EPD;</li> <li>3. Repeat measurement to confirm finding;</li> <li>4. Increase monitoring frequency to daily;</li> <li>5. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check monitoring data submitted by ET;</li> <li>2. Check Contractor's working method;</li> <li>3. Discuss with ET and Contractor on possible remedial measures;</li> <li>4. Advise the ER on the effectiveness of the proposed remedial measures;</li> <li>5. Supervise implementation of remedial measures.</li> </ol>	<ol style="list-style-type: none"> <li>1. Confirm receipt of notification of failure in writing;</li> <li>2. Notify Contractor;</li> <li>3. Ensure remedial measures properly implemented.</li> </ol>	<ol style="list-style-type: none"> <li>1. Take immediate action to avoid further exceedance;</li> <li>2. Submit proposals for remedial actions to IEC within 3 working days of notification;</li> <li>3. Implement the agreed proposals;</li> <li>4. Amend proposal if appropriate.</li> </ol>
2. Exceedance for two or more consecutive samples	<ol style="list-style-type: none"> <li>1. Notify IEC, ER, Contractor and EPD;</li> <li>2. Identify source;</li> <li>3. Repeat measurement to confirm findings;</li> <li>4. Increase monitoring frequency to daily;</li> <li>5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented;</li> <li>6. Arrange meeting with IEC and ER to discuss the remedial actions to be taken;</li> <li>7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results;</li> <li>8. If exceedance stops, cease additional monitoring.</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss amongst ER, ET, and Contractor on the potential remedial actions;</li> <li>2. Review Contractor's remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly;</li> <li>3. Supervise the implementation of remedial measures.</li> </ol>	<ol style="list-style-type: none"> <li>1. Confirm receipt of notification of failure in writing;</li> <li>2. Notify Contractor;</li> <li>3. In consultation with the IEC, agree with the Contractor on the remedial measures to be implemented;</li> <li>4. Ensure remedial measures properly implemented;</li> <li>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.</li> </ol>	<ol style="list-style-type: none"> <li>1. Take immediate action to avoid further exceedance;</li> <li>2. Submit proposals for remedial actions to IEC within 3 working days of notification;</li> <li>3. Implement the agreed proposals;</li> <li>4. Resubmit proposals if problem still not under control;</li> <li>5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.</li> </ol>

## Event / Action Plan for Construction Noise

EVENT	ACTION			
	ET	IEC	ER	CONTRACTOR
Action Level	<ol style="list-style-type: none"> <li>1. <u>Notify IEC and Contractor;</u></li> <li>2. <u>Identify source, investigate the causes of exceedance and propose remedial measures;</u></li> <li>3. Report the results of investigation to the IEC, ER and Contractor;</li> <li>4. Discuss with the Contractor and formulate remedial measures;</li> <li>5. Increase monitoring frequency to check mitigation effectiveness.</li> </ol>	<ol style="list-style-type: none"> <li>1. Review the analysed results submitted by the ET;</li> <li>2. Review the proposed remedial measures by the Contractor and advise the ER accordingly;</li> <li>3. Supervise the implementation of remedial measures.</li> </ol>	<ol style="list-style-type: none"> <li>1. Confirm receipt of notification of failure in writing;</li> <li>2. Notify Contractor;</li> <li>3. Require Contractor to propose remedial measures for the analysed noise problem;</li> <li>4. Ensure remedial measures are properly implemented</li> </ol>	<ol style="list-style-type: none"> <li>1. Submit noise mitigation proposals to IEC;</li> <li>2. Implement noise mitigation proposals.</li> </ol>
Limit Level	<ol style="list-style-type: none"> <li>1. <u>Inform IEC, ER, EPD and Contractor;</u></li> <li>2. <u>Identify source;</u></li> <li>3. Repeat measurements to confirm findings;</li> <li>4. Increase monitoring frequency;</li> <li>5. Carry out analysis of Contractor's working procedures to determine possible mitigation to be implemented;</li> <li>6. Inform IEC, ER and EPD the causes and actions taken for the exceedances;</li> <li>7. Assess effectiveness of Contractor's remedial actions and keep IEC, EPD and ER informed of the results;</li> <li>8. If exceedance stops, cease additional monitoring.</li> </ol>	<ol style="list-style-type: none"> <li>1. Discuss amongst ER, ET, and Contractor on the potential remedial actions;</li> <li>2. Review Contractors remedial actions whenever necessary to assure their effectiveness and advise the ER accordingly;</li> <li>3. Supervise the implementation of remedial measures.</li> </ol>	<ol style="list-style-type: none"> <li>1. Confirm receipt of notification of failure in writing;</li> <li>2. Notify Contractor;</li> <li>3. Require Contractor to propose remedial measures for the analysed noise problem;</li> <li>4. Ensure remedial measures properly implemented;</li> <li>7. 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.</li> </ol>	<ol style="list-style-type: none"> <li>1. Take immediate action to avoid further exceedance;</li> <li>2. Submit proposals for remedial actions to IEC within 3 working days of notification;</li> <li>3. Implement the agreed proposals;</li> <li>4. Resubmit proposals if problem still not under control;</li> <li>5. Stop the relevant portion of works as determined by the ER until the exceedance is abated.</li> </ol>

# Appendix I

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Waste Flow Table

<b>Waste Flow Table for Year 2020</b>										
Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly					Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	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 '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)
2020 Jan	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
2020 Feb	720.34	Nil	720.34	Nil	Nil	Nil	0.335	Nil	Nil	2.23
2020 Mar	11344.57	Nil	10218.92	Nil	1125.65	Nil	0.669	Nil	Nil	8.05
2020 Apr	19649.37	Nil	18670.3	Nil	979.07	Nil	Nil	Nil	Nil	21.64
2020 May	26767.55	Nil	26692.04	Nil	75.51	Nil	2.42	Nil	Nil	196.64
2020 Jun	4628.13	Nil	4198.52	Nil	429.61	Nil	Nil	Nil	Nil	117.19
2020 Jul	4895.66	Nil	3398.41	Nil	1497.25	Nil	Nil	Nil	Nil	30.33
2020 Aug	4971.00	Nil	4774.49	Nil	196.51	Nil	0.418	Nil	Nil	36.91
2020 Sep	1175.26	Nil	736.1	Nil	439.16	Nil	Nil	Nil	Nil	36.16
2020 Oct	3433.83	Nil	Nil	2262.7	1171.13	Nil	Nil	Nil	Nil	32.25
2020 Nov	26481.72	Nil	Nil	24393.64	2088.08	Nil	Nil	Nil	Nil	40.09
2020 Dec	14361.90	Nil	Nil	13468.00	893.90	Nil	Nil	Nil	Nil	39.56
<b>Total</b>	<b>118429.33</b>	<b>0</b>	<b>69409.12</b>	<b>40124.34</b>	<b>8895.87</b>	<b>0</b>	<b>3.842</b>	<b>0</b>	<b>0</b>	<b>561.05</b>

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

<b>Waste Flow Table for Year 2021</b>										
Monthly Ending	Actual Quantities of Inert C&D Materials Generated Monthly					Actual Quantities of Non-inert C&D Wastes Generated Monthly				
	Total Quantity Generated (Inert C&D)	Hard Rock and Large Broken Concrete	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 '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)	(in '000 Kg)
2021 Jan	787.6	0	0	0	787.6	0	0	0	0	18.19
2021 Feb	254.95	0	0	0	254.95	0	0	0	0	154.94
2021 Mar										
2021 Apr										
2021 May										
2021 Jun										
2021 Jul										
2021 Aug										
2021 Sep										
2021 Oct										
2021 Nov										
2021 Dec										
<b>Total</b>	<b>1042.55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1042.55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>173.13</b>

Note:

- 1) The waste flow table shall also include C&D materials that are specified in the Contract to be imported for use at the Site.
- 2) Plastics refer to plastic bottles/containers, plastic sheets/foam from packaging materials.
- 3) Total Quantity Generated (Inert) = Hard Rock and Large Broken Concrete + Reused in the Contract + Disposed as Public Fill – Imported Fill

# Appendix J

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Implementation Status of

Environment mitigation Measures (Construction Phase)



## Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
<b>Air Quality</b>				
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	Implemented
S5.5.6.2	A2	2) Proper watering of exposed spoil should be undertaken throughout the construction phase: <ul style="list-style-type: none"> <li>•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;</li> <li>•Any dusty materials remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;</li> <li>•A stockpile of dusty material should not be extend beyond the pedestrian barriers, fencing or traffic cones.</li> <li>•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;</li> <li>•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;</li> </ul>	All construction sites	Implemented
S5.5.6.2	A2	<ul style="list-style-type: none"> <li>•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;</li> <li>•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,</li> <li>•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;</li> <li>•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;</li> <li>•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;</li> <li>•Any skip hoist for material transport should be totally enclosed by impervious sheeting;</li> <li>•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.</li> </ul>	All construction sites	Implemented

## Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
S5.5.6.2	A2	<ul style="list-style-type: none"> <li>• 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;</li> <li>• 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</li> <li>• 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 or part of the construction site where the exposed earth lies</li> </ul>	All construction sites	N/A
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	Implemented
S5.5.6.4	A4	4) Project Manager 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	Implemented
S5.5.6.4	A5	5) Implement regular dust monitoring under EM&A programme during the construction stage.	Selected representative dust monitoring station	Implemented
S5.5.7.1	A6	<p>The following mitigation measures should be adopted to prevent fugitive dust emissions for concrete batching plant;</p> <ul style="list-style-type: none"> <li>• Loading, unloading, handling, transfer or storage of any dusty materials should be carried out in totally enclosed system;</li> <li>• 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;</li> <li>• Vents for all silos and cement/pulverised fuel ash (PFA) weighing scale should be fitted with fabric filtering system;</li> <li>• The materials which may generate airborne dusty emissions should be wetted by water spray system;</li> <li>• All receiving hoppers should be enclosed on three sides up to 3m above unloading point;</li> <li>• All conveyor transfer points should be totally enclosed;</li> <li>• All access and route roads within the premises should be paved and wetted; and</li> <li>• 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.</li> </ul>	Selected representative dust monitoring station	Implemented
S5.5.2.7	A7	<p>The following mitigation measures should be adopted to prevent fugitive dust emissions at barging point:</p> <ul style="list-style-type: none"> <li>• All road surface within the barging facilities will be paved;</li> <li>• Dust enclosures will be provided for the loading ramp;</li> <li>• Vehicles will be required to pass through designated wheels wash facilities; and</li> <li>• Continuous water spray at the loading points.</li> </ul>	All construction sites	Implemented
<b>Construction Noise (Air borne)</b>				
S6.4.10	N1	<p>1) Use of good site practices to limit noise emissions by considering the following:</p> <ul style="list-style-type: none"> <li>• only well-maintained plant should be operated on-site and plant should be serviced regularly during the construction programme;</li> <li>• 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;</li> <li>• plant known to emit noise strongly in one direction, where possible, be orientated so that the noise is directed away from nearby NSRs;</li> <li>• silencers or mufflers on construction equipment should be properly fitted and maintained during the construction works;</li> </ul>	All construction sites	Implemented

## Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
		<ul style="list-style-type: none"> <li>mobile plant should be sited as far away from NSRs as possible and practicable;</li> <li>material stockpiles, mobile container site office and other structures should be effectively utilised, where practicable, to screen noise from on-site construction activities.</li> </ul>		
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	Implemented
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 sites	Implemented
S6.4.14	N5	5) Sequencing operation of construction plants where practicable	All construction sites where practicable	Implemented
S5.1	N6	6) Implement a noise monitoring under EM&A programme.	Selected representative noise monitoring station	Implemented
<b>Waste Management (Construction Noise)</b>				
S8.3.8	WM1	<p>Construction and Demolition Material</p> <p>The following mitigation measures should be implemented in handling the waste:</p> <ul style="list-style-type: none"> <li>Maintain temporary stockpiles and reuse excavated fill material for backfilling and reinstatement;</li> <li>Carry out on-site sorting;</li> <li>Make provisions in the Contract documents to allow and promote the use of recycled aggregates where appropriate;</li> <li>Implement a trip-ticket system for each works contract to ensure that the disposal of C&amp;D materials are properly documented and verified; and</li> <li>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&amp;D materials and to minimize their generation during the course of construction.</li> <li>In addition, disposal of the C&amp;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.</li> </ul>	All construction sites	N/A
S8.3.9- S8.3.11	WM2	<p>C&amp;D Waste</p> <ul style="list-style-type: none"> <li>Standard formwork or pre-fabrication should be used as far as practicable in order to minimise the arising of C&amp;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.</li> <li>The Contractor should recycle as much of the C&amp;D materials as possible on-site. Public fill and C&amp;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.</li> </ul>	All construction sites	Implemented

## Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
S8.2.12- S8.3.15	WM3	<p><b>Chemical Waste</b></p> <ul style="list-style-type: none"> <li>•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.</li> <li>•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.</li> <li>•The storage area for chemical wastes should be clearly labelled 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.</li> <li>•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.</li> </ul>	All construction sites	Implemented
S8.3.16	WM4	<p><b>Sewage</b></p> <ul style="list-style-type: none"> <li>•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 toilets. Night soil should be collected by licensed collectors regularly.</li> </ul>	All construction sites	Implemented
S8.3.17- S8.3.19	WM5	<p><b>General Refuse</b></p> <ul style="list-style-type: none"> <li>•General refuse generated on-site should be stored in enclosed bins or compaction units separately from construction and chemical wastes.</li> <li>•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.</li> <li>•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.</li> <li>•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.</li> <li>•Training should be provided to workers about the concepts of site cleanliness and appropriate waste management procedure, including reduction, reuse and recycling of wastes.</li> </ul>	All construction sites	Implemented

# Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
<b>Water Quality (Construction Phase)</b>				
S9.11.1.7	W2	<p><b>Land Works</b>                      General construction activities on land should also be governed by standard good working practice. Specific measures to be written into the works contracts should include:</p> <ul style="list-style-type: none"> <li>•wastewater from temporary site facilities should be controlled to prevent direct discharge to surface or marine waters;</li> <li>•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;</li> <li>•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;</li> <li>•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;</li> <li>•temporary access roads should be surfaced with crushed stone or gravel;</li> <li>•rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities;</li> <li>•measures should be taken to prevent the washout of construction materials, soil, silt or debris into any drainage system;</li> <li>•open stockpiles of construction materials (e.g. aggregates and sand) on site should be covered with tarpaulin or similar fabric during rainstorms;</li> <li>•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;</li> <li>•discharges of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;</li> <li>•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;</li> <li>•wheel wash overflow shall be directed to silt removal facilities before being discharged to the storm drain;</li> <li>•the section of construction road between the wheel washing bay and the public road should be surfaced with crushed stone or coarse gravel;</li> <li>•wastewater generated from concreting, plastering, Internal decoration, cleaning work and other similar activities, shall be screened to remove large objects;</li> <li>•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;</li> <li>•the contractors shall prepare an oil / chemical cleanup plan and ensure that leakages or spillages are contained and cleaned up immediately;</li> <li>•waste oil should be collected and stored for recycling or disposal, in accordance with the Waste Disposal Ordinance;</li> <li>•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</li> <li>•surface run-off from bunded areas should pass through oil/grease traps prior to discharge to the stormwater system.</li> </ul>	All land-based construction sites	Implemented

## Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
<b>Ecology (Construction Phase)</b>				
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	Seawall, reclamation area	N/A
	E9	•Dolphin vessel monitoring	North Lantau and West Lantau	Implemented (Post-construction dolphin monitoring, covered by Contract No. HY/2012/08)
<b>Landscape &amp; Visual (Construction Phase)</b>				
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 or footbridge to screen bridge and traffic. G3. Providing aesthetic architectural design on 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 harmonic atmosphere of the HKBCF. G4. Vegetation reinstatement and upgrading to disturbed areas; G5. Maximizing new tree, shrub and other vegetation planting to compensate tree felled and vegetation removed; G6. Providing planting area around peripheral of HKBCF for tree planting screening effect; G7. Providing salt-tolerant native trees along the planter strip at affected seawall and newly reclaimed coastline; and G8. 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.	All construction site areas	G5 was Implemented
S14.3.3.3	LV3	Mitigate Visual Impacts V1. Minimize time for construction activities during construction period.	All construction site areas	Implemented
S15.2.2	EM1	An Independent Environmental Checker needs to be employed as per the EM&A Manual.	All construction sites	Implemented
S15.5 –	EM2	1) An Environmental Team needs to be employed as per the EM&A Manual.	All construction sites	Implemented

Implementation Status of Environment Mitigation Measures (Construction Phase) - Contract No. HY/2019/01

EIA Ref.	EM&A Log Ref.	Recommended Mitigation Measures	Location of the measures	Implementation Status
S15.6		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.		

# Appendix K

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Weather and Meteorological Conditions during  
Reporting Month



Station: Hong Kong Observatory

Date	Mean Pressure (hPa)	Air Temperature			Mean Relative Humidity (%)	Total Rainfall (mm)
		Maximum (deg. C)	Mean (deg. C)	Minimum (deg. C)		
February 2021						
1	1019.4	25.1	20.3	17.2	76	0.0
2	1019.7	27.6	20.9	17.7	76	0.0
3	1022.0	21.7	18.4	16.7	69	0.0
4	1021.7	23.8	19.4	16.8	68	0.0
5	1019.8	23.9	19.9	17.3	72	0.0
6	1017.4	25.7	20.7	17.5	73	0.0
7	1017.6	24.1	20.3	18.1	74	0.0
8	1018.9	22.7	19.9	18.2	79	0.0
9	1017.5	19.7	18.5	17.3	76	Trace
10	1013.5	17.4	16.5	15.8	89	32.2
11	1014.7	19.9	17.4	15.3	78	0.0
12	1016.3	22.3	18.4	15.5	69	0.0
13	1017.3	23.8	19.2	16.5	76	0.0
14	1016.1	22.8	19.9	17.4	75	0.0
15	1015.0	26.2	21.1	17.8	70	0.0
16	1016.1	24.2	20.3	18.2	71	0.0
17	1019.6	24.6	20.4	18.3	70	0.0
18	1024.5	22.9	18.5	16.7	65	0.0
19	1023.4	22.9	18.5	15.8	66	0.0
20	1019.9	23.9	19.6	16.7	73	0.0
21	1017.5	24.9	20.4	17.3	74	0.0
22	1015.8	26.0	21.4	18.4	78	0.0
23	1015.0	26.4	21.7	18.8	74	0.0
24	1014.3	22.9	20.3	18.9	79	Trace
25	1011.2	22.7	20.2	18.8	85	1.8
26	1009.8	25.1	22.3	20.4	86	14.7
27	1014.0	20.8	18.8	18.1	89	13.4
28	1015.7	22.8	19.9	18.1	83	Trace

Remark: The corresponding weather station at Hong Kong International Airport were unavailable at the time of preparation of this report.  
Source: Hong Kong Observatory

# Appendix L

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Cumulative Statistics on Environmental Complaints,  
Notifications of Summons and Successful Prosecutions

### Environmental Complaints Log

Reference No.	Date of Complaint Received	Received From	Received By	Nature of Complaint	Date of Investigation	Outcome	Date of Reply

### Cumulative Statistics on Complaints

Environmental Parameters	Cumulative No. Brought Forward	No. of Complaints This Month	Cumulative Project-to-Date
Air	0	0	0
Noise	0	0	0
Water	0	0	0
Waste	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Cumulative Statistics on Notification of Summons and Successful Prosecutions

Environmental Parameters	Cumulative No. Brought Forward	No. of Notification of Summons and Prosecutions This Month	Cumulative Project-to-Date
Air	0	0	0
Noise	0	0	0
Water	0	0	0
Waste	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Appendix M

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Summary of Site Audit in the Reporting Month

### Summary of Site Audit in the Reporting Month

Parameters	Date	Observations and Recommendations	Follow-up
Air Quality	3 Feb 2021	Reminder: Contractor was reminded that water spray should be provided to prevent dusty arising. (SPTI)	NA
Noise	NA		
Water Quality	10 Feb 2021	Reminder: Contractor was reminded that stagnant water should be removed.	NA
	17 Feb 2021	Reminder: Contractor was reminded that stagnant water should be removed. (NPTI)	NA
	24 Feb 2021	Observation: Contractor was reminded that stagnant water should be removed. (VCP)	26 Feb 2021
Chemical and Waste Management	NA		
Land Contamination	NA		
Landscape and Visual Impact	NA		
Permit / Licenses	NA		
Others	NA		

# Appendix N

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Outstanding Issues and Deficiencies

**Summary of Outstanding Issues and Deficiencies in the Reporting Month**

Parameters	Outstanding Issues	Deficiencies
Air Quality	NA	Any items of deficiencies can be referred to <b>Appendix M</b> .
Noise	NA	
Water Quality	NA	
Chemical and Waste Management	NA	
Land Contamination	NA	
Landscape and Visual Impact	NA	
Permit / Licenses	NA	
Others	NA	

# Appendix O

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Dolphin Monitoring Results



Remarks:

1. The relevant sections of dolphin monitoring report of Contract No. HY/2012/08 is extracted.
2. Introduction (Section 1) and Conclusion (Section 4) are not shown in this report.
3. The introduction part is introducing Contract No. HY/2012/08, it is not applicable for our contract.
4. Conclusions have been provided in this monthly report, so the conclusions from Contract No. HY/2012/08 was not applicable.

HKBCF project to avoid any redundancy in monitoring effort. Such exemption for the dolphin monitoring has ended in September 2019 as the dolphin monitoring works carried out by HKLR03 and HKBCF contract have been completed. Starting in October 2019, TMCLKL08 contract takes over the dolphin monitoring works by conducting the regular vessel-based line-transect surveys during the construction phase. And as the construction works for the TMCLKL08 contract has also been completed in May 2020, the post-construction dolphin monitoring works have subsequently commenced in June 2020.

- 1.3. Since November 2013, the Director of Hong Kong Cetacean Research Project (HKCRP), Dr. Samuel Hung, has been appointed by ERM Hong Kong Limited as the dolphin specialist for the TMCLKL Northern Connection Sub-sea Tunnel Section EM&A project. He is responsible for the dolphin monitoring study, including the data collection on Chinese White Dolphins during the construction phase (i.e. impact period) as well as the post-construction phase of the TMCLKL project in Northwest Lantau (NWL) and Northeast Lantau (NEL) survey areas. During both phases, the dolphin specialist is responsible to utilize the collected monitoring data in order to examine any potential impacts on the dolphins during and after the TMCLKL construction works.
- 1.4. This report is the ninth monthly progress report under the TMCLKL post-construction phase dolphin monitoring programme submitted to the Contractor, summarizing the results of the survey findings during the month of February 2021.

## 2. Monitoring Methodology

### 2.1. Vessel-based Line-transect Survey

- 2.1.1. According to the requirement of the updated EM&A manual, dolphin monitoring programme should cover all transect lines in NEL and NWL survey areas (see Figure 1) twice per month throughout the entire construction and post-construction period. The co-ordinates of all transect lines are shown in Table 1.

Table 1 Co-ordinates of transect lines

Line No.		Easting	Northing		Line No.		Easting	Northing
1	Start Point	804671	815456		13	Start Point	816506	819480
1	End Point	804671	831404		13	End Point	816506	824859

2	Start Point	805476	820800		14	Start Point	817537	820220
2	End Point	805476	826654		14	End Point	817537	824613
3	Start Point	806464	821150		15	Start Point	818568	820735
3	End Point	806464	822911		15	End Point	818568	824433
4	Start Point	807518	821500		16	Start Point	819532	821420
4	End Point	807518	829230		16	End Point	819532	824209
5	Start Point	808504	821850		17	Start Point	820451	822125
5	End Point	808504	828602		17	End Point	820451	823671
6	Start Point	809490	822150		18	Start Point	821504	822371
6	End Point	809490	825352		18	End Point	821504	823761
7	Start Point	810499	822000		19	Start Point	822513	823268
7	End Point	810499	824613		19	End Point	822513	824321
8	Start Point	811508	821123		20	Start Point	823477	823402
8	End Point	811508	824254		20	End Point	823477	824613
9	Start Point	812516	821303		21	Start Point	805476	827081
9	End Point	812516	824254		21	End Point	805476	830562
10	Start Point	813525	821176		22	Start Point	806464	824033
10	End Point	813525	824657		22	End Point	806464	829598
11	Start Point	814556	818853		23	Start Point	814559	821739
11	End Point	814556	820992		23	End Point	814559	824768
12	Start Point	815542	818807		24	Start Point	805476	815900
12	End Point	815542	824882		24	End Point	805476	819100

2.1.2. The survey team used standard line-transect methods (Buckland et al. 2001) to conduct the systematic vessel surveys, and followed the same technique of data collection that has been adopted over the last 22 years of marine mammal monitoring surveys in Hong Kong developed by HKCRP (see Hung 2019). For each monitoring vessel survey, a 15-m inboard vessel with an open upper deck (about 4.5 m above water surface) was used to make observations from the flying bridge area.

- 2.1.3. Two experienced observers (a data recorder and a primary observer) made up the on-effort survey team, and the survey vessel transited different transect lines at a constant speed of 13-15 km per hour. The data recorder searched with unaided eyes and filled out the datasheets, while the primary observer searched for dolphins and porpoises continuously through 7 x 50 *Fujinon* marine binoculars. Both observers searched the sea ahead of the vessel, between 270° and 90° (in relation to the bow, which is defined as 0°). One to two additional experienced observers were available on the boat to work in shift (i.e. rotate every 30 minutes) in order to minimize fatigue of the survey team members. All observers were experienced in small cetacean survey techniques and identifying local cetacean species.
- 2.1.4. During on-effort survey periods, the survey team recorded effort data including time, position (latitude and longitude), weather conditions (Beaufort sea state and visibility), and distance traveled in each series (a continuous period of search effort) with the assistance of a handheld GPS (*Garmin eTrex Legend*).
- 2.1.5. Data including time, position and vessel speed were also automatically and continuously logged by handheld GPS throughout the entire survey for subsequent review.
- 2.1.6. When dolphins were sighted, the survey team would end the survey effort, and immediately record the initial sighting distance and angle of the dolphin group from the survey vessel, as well as the sighting time and position. Then the research vessel was diverted from its course to approach the animals for species identification, group size estimation, assessment of group composition, and behavioural observations. The perpendicular distance (PSD) of the dolphin group to the transect line was later calculated from the initial sighting distance and angle.
- 2.1.7. Survey effort being conducted along the parallel transect lines that were perpendicular to the coastlines (as indicated in Figure 1) was labeled as “primary” survey effort, while the survey effort conducted along the connecting lines between parallel lines was labeled as “secondary” survey effort. According to HKCRP long-term dolphin monitoring data, encounter rates of Chinese White Dolphins deduced from effort and sighting data collected along primary and secondary lines were similar in NEL and NWL survey areas. Therefore, both primary and secondary survey effort were presented as on-effort survey effort in this report.
- 2.1.8. Encounter rates of Chinese White Dolphins (number of on-effort sightings per 100 km of survey effort and number of dolphins from all on-effort sightings per 100 km of survey effort) were calculated in NEL and NWL survey areas in relation to the amount of survey

effort conducted during each month of monitoring survey. Only data collected under Beaufort 3 or below condition would be used for encounter rate analysis. Dolphin encounter rates were calculated using primary survey effort alone, as well as the combined survey effort from both primary and secondary lines.

## 2.2. Photo-identification Work

- 2.2.1. When a group of Chinese White Dolphins were sighted during the line-transect survey, the survey team would end effort and approach the group slowly from the side and behind to take photographs of them. Every attempt was made to photograph every dolphin in the group, and even photograph both sides of the dolphins, since the colouration and markings on both sides may not be symmetrical.
- 2.2.2. A professional digital camera (*Canon EOS 7D* model), equipped with long telephoto lenses (100-400 mm zoom), were available on board for researchers to take sharp, close-up photographs of dolphins as they surfaced. The images were shot at the highest available resolution and stored on Compact Flash memory cards for downloading onto a computer.
- 2.2.3. All digital images taken in the field were first examined, and those containing potentially identifiable individuals were sorted out. These photographs would then be examined in greater detail, and were carefully compared to the existing Chinese White Dolphin photo-identification catalogue maintained by HKCRP since 1995.
- 2.2.4. Chinese White Dolphins can be identified by their natural markings, such as nicks, cuts, scars and deformities on their dorsal fin and body, and their unique spotting patterns were also used as secondary identifying features (Jefferson 2000).
- 2.2.5. All photographs of each individual were then compiled and arranged in chronological order, with data including the date and location first identified (initial sighting), re-sightings, associated dolphins, distinctive features, and age classes entered into a computer database.

## 3. Monitoring Results

### 3.1. Vessel-based Line-transect Survey

- 3.1.1. During the ninth month of post-construction dolphin monitoring programme, two sets of systematic line-transect vessel surveys were conducted on the 2<sup>nd</sup>, 8<sup>th</sup>, 18<sup>th</sup> and 23<sup>rd</sup> of February, to cover all transect lines in NWL and NEL survey areas twice. The survey

routes of each survey day are shown in Figures 2-5.

- 3.1.2. A total of 261.83 km of survey effort was collected, with 100% of the total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility) during the February's surveys (Appendix I).
- 3.1.3. Among the two areas, 97.70 km and 164.13 km of survey effort were collected from NEL and NWL survey areas respectively. The total survey effort conducted on primary and secondary lines were 194.39 km and 67.44 km respectively (Appendix I).
- 3.1.4. During the two sets of monitoring surveys in February 2021, a total of five groups of 13 Chinese White Dolphins were sighted in NWL, while no dolphin was sighted at all in NEL (Appendix II). Four of the five dolphin sightings were made on primary lines during on-effort search, and none of them was associated with any operating fishing vessel (Appendix II).
- 3.1.5. Distribution of the five dolphin sightings made in February 2021 is shown in Figure 6. Two larger groups were sighted at the southwestern end of NWL survey area or just to the north of the HKLR alignment, while the other three dolphin sightings (all being singletons) were scattered to the north east of Lung Kwu Chau as well as at the northwestern corner of the 3RS work site (Figure 6). Notably, the five dolphin groups were all sighted very far away from the TMCLKL alignment.
- 3.1.6. During the February's surveys, encounter rates of Chinese White Dolphins deduced from the survey effort and on-effort sighting data made under favourable conditions (Beaufort 3 or below) are shown in Tables 2 & 3.

Table 2. Dolphin encounter rates deduced from the two sets of surveys (two surveys in each set) in February 2021 in Northeast (NEL) and Northwest Lantau (NWL)

		<b>Encounter rate (STG)</b> (no. of on-effort dolphin sightings per 100 km of survey effort)	<b>Encounter rate (ANI)</b> (no. of dolphins from all on-effort sightings per 100 km of survey effort)
		<b>Primary Lines Only</b>	<b>Primary Lines Only</b>
<b>NEL</b>	Set 1: February 2 <sup>nd</sup> / 8 <sup>th</sup>	0.0	0.0
	Set 2: February 18 <sup>th</sup> / 23 <sup>rd</sup>	0.0	0.0
<b>NWL</b>	Set 1: February 2 <sup>nd</sup> / 8 <sup>th</sup>	4.9	17.8
	Set 2: February 18 <sup>th</sup> / 23 <sup>rd</sup>	1.6	1.6

Table 3. Overall dolphin encounter rates (sightings per 100 km of survey effort) from all four surveys conducted in February 2021 on primary lines only as well as both primary lines and secondary lines in Northeast and Northwest Lantau

	<b>Encounter rate (STG)</b> (no. of on-effort dolphin sightings per 100 km of survey effort)		<b>Encounter rate (ANI)</b> (no. of dolphins from all on-effort sightings per 100 km of survey effort)	
	<b>Primary Lines Only</b>	<b>Both Primary and Secondary Lines</b>	<b>Primary Lines Only</b>	<b>Both Primary and Secondary Lines</b>
<b>Northeast Lantau</b>	0.0	0.0	0.0	0.0
<b>Northwest Lantau</b>	4.1	2.4	10.5	7.3

### 3.2. Photo-identification Work

3.2.1. Nine known individuals were sighted nine times in total during the February's surveys (Appendices III and IV). All of them were re-sighted only once during this month of monitoring surveys.

3.2.2. Notably, two mothers (i.e. WL98 and WL145) were both sighted with their young calves in this monitoring month.

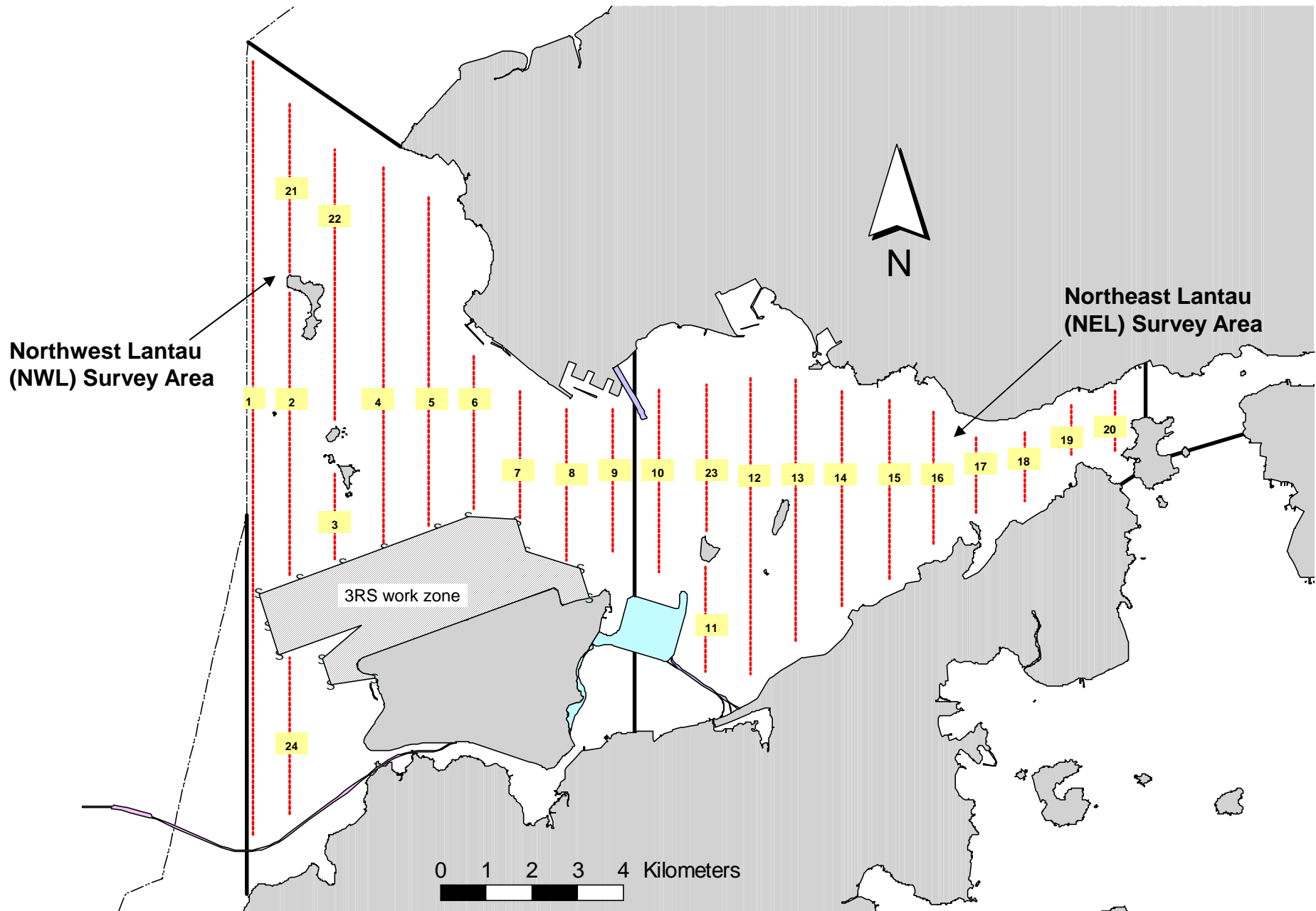


Figure 1. Transect Line Layout in Northwest and Northeast Lantau Survey Areas



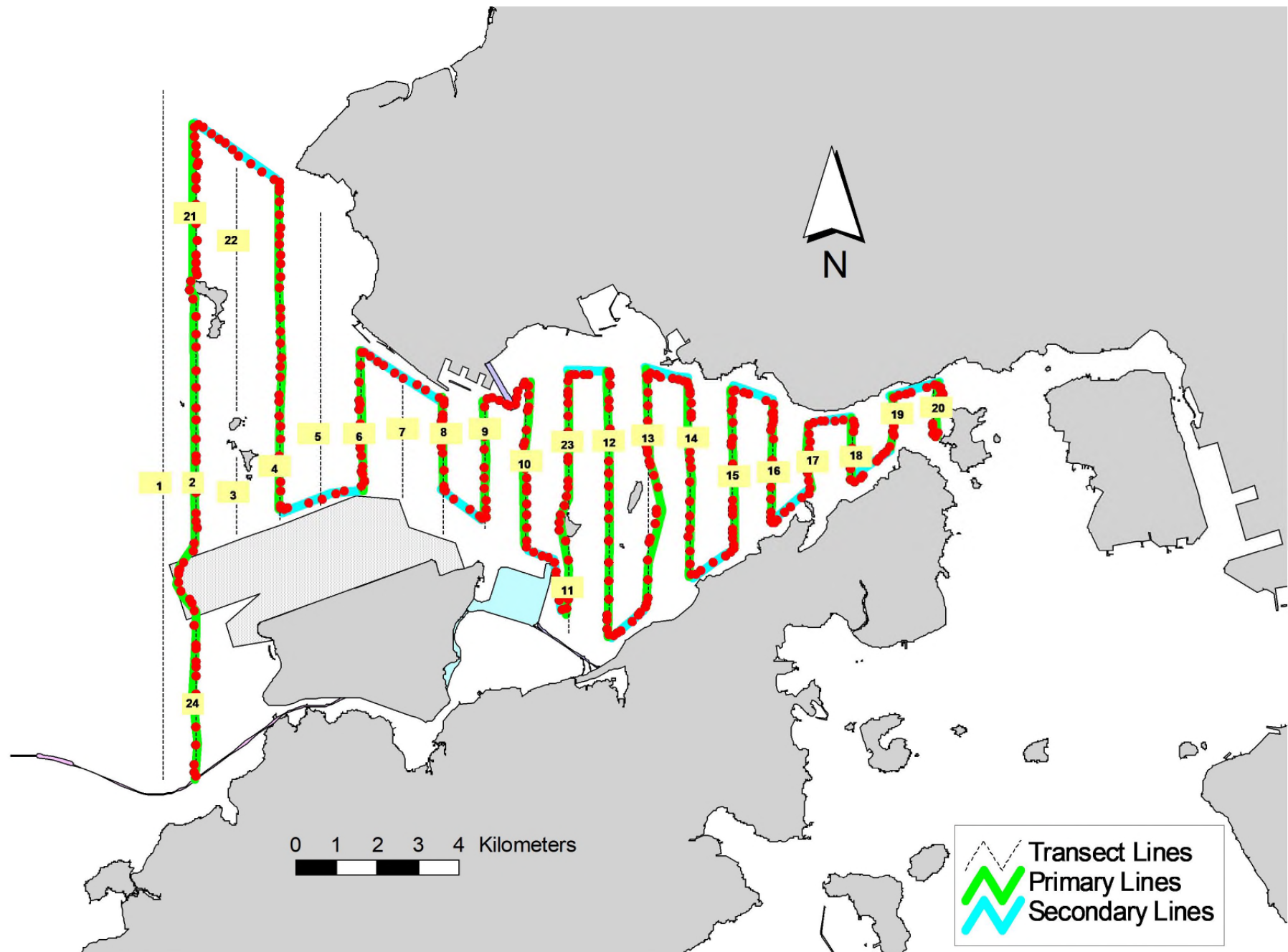


Figure 2. Survey Route on February 2<sup>nd</sup>, 2021

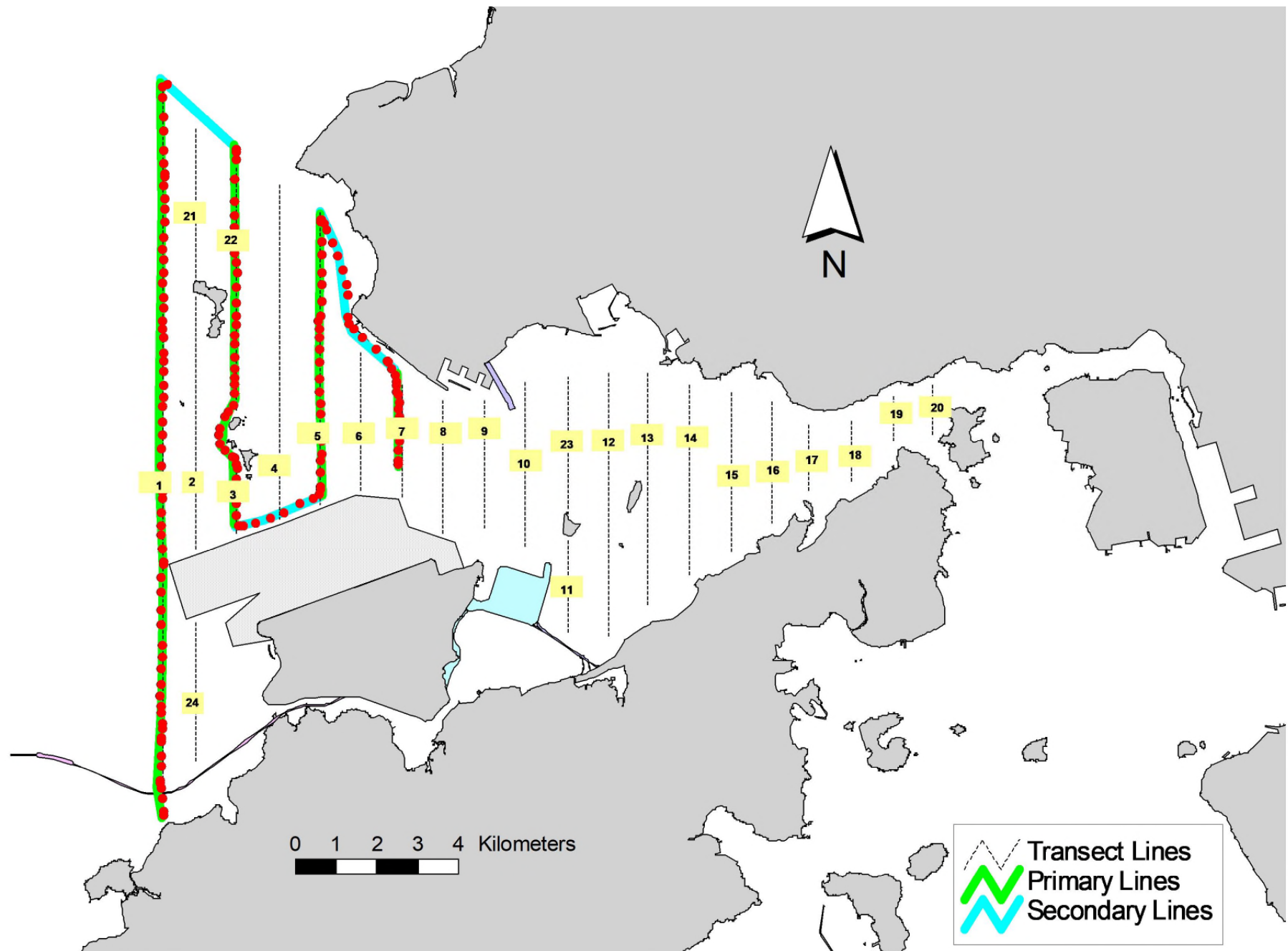


Figure 3. Survey Route on February 8<sup>th</sup>, 2021

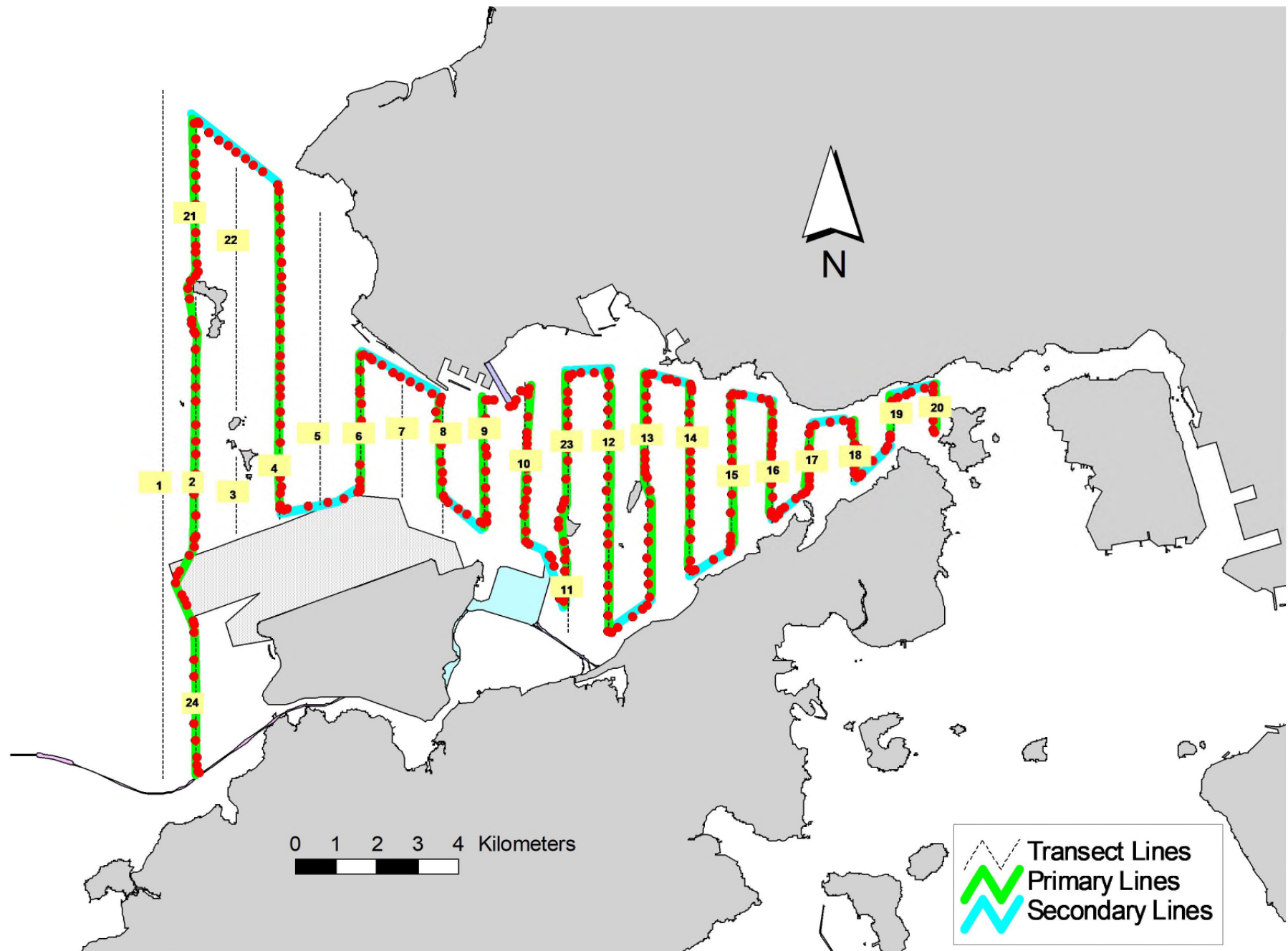


Figure 4. Survey Route on February 18<sup>th</sup>, 2021

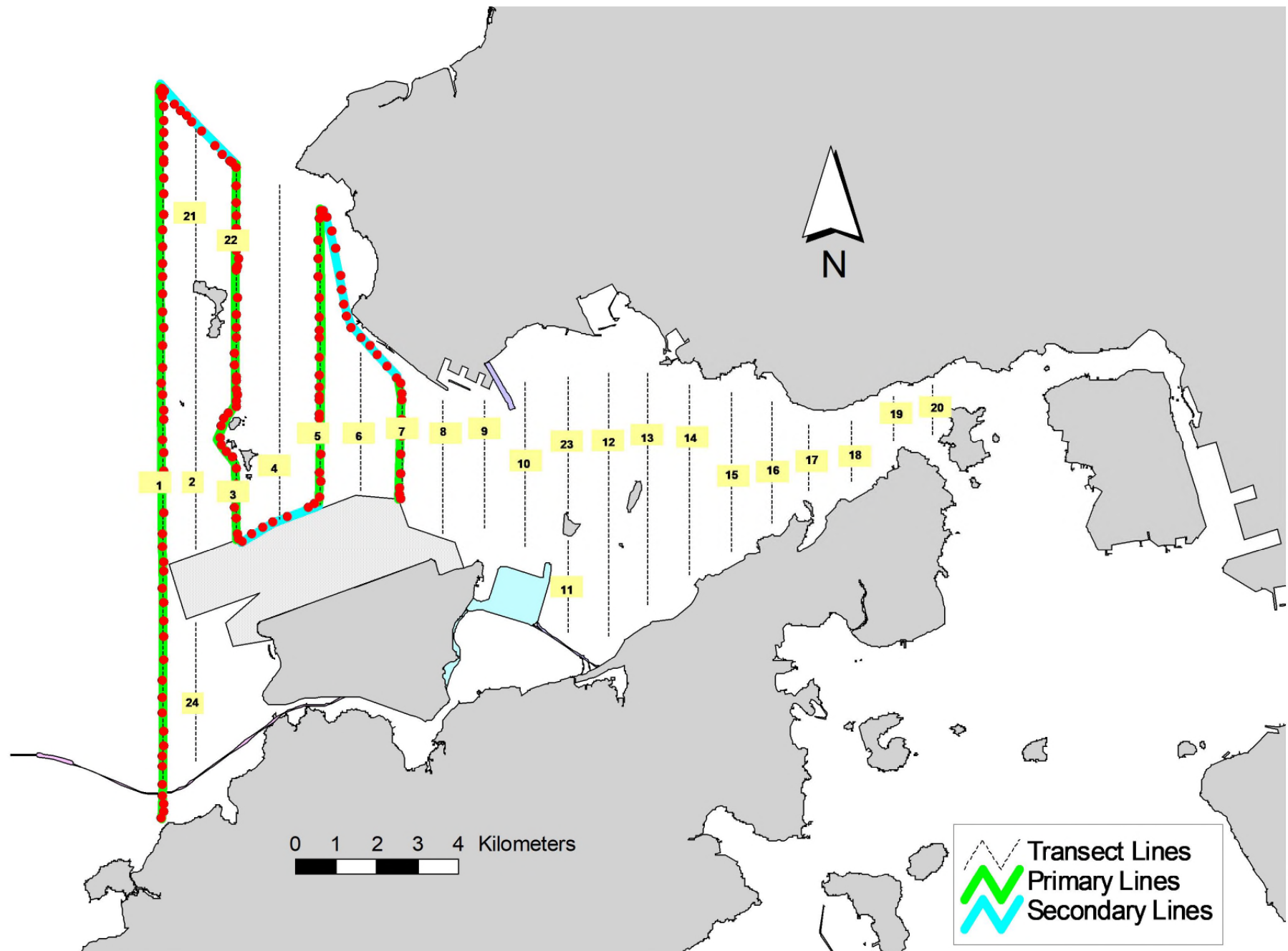


Figure 5. Survey Route on February 23<sup>rd</sup>, 2021



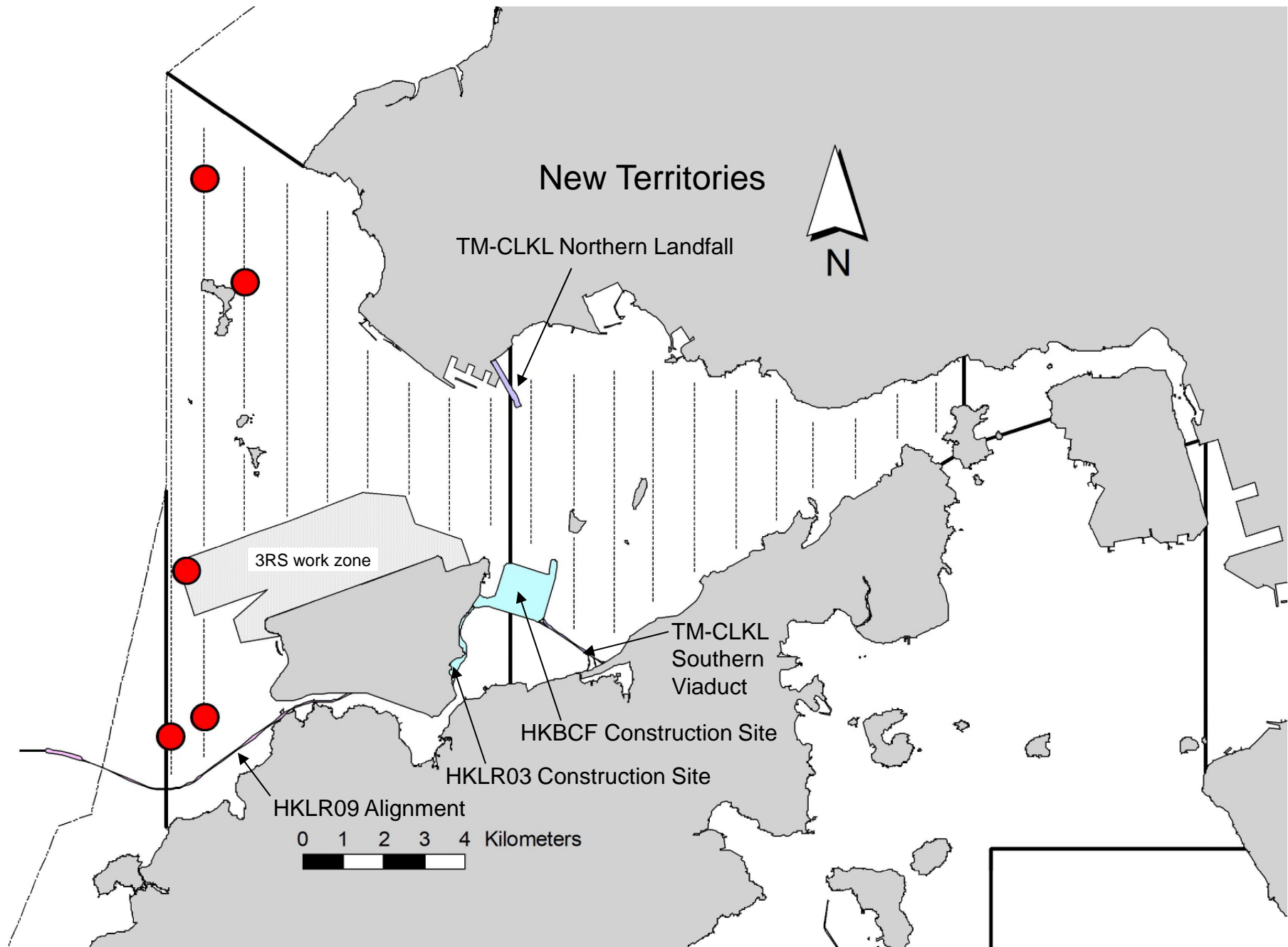


Figure 6. Distribution of Chinese White Dolphin Sightings during February 2021 Monitoring Surveys

## Appendix I. TMCLKL Survey Effort Database (February 2021)

(Abbreviations: BEAU = Beaufort Sea State; P = Primary Line Effort; S = Secondary Line Effort)

DATE	AREA	BEAU	EFFORT	SEASON	VESSEL	TYPE	P/S
2-Feb-21	NW LANTAU	1	3.60	WINTER	STANDARD36826	TMCLKL	P
2-Feb-21	NW LANTAU	2	24.81	WINTER	STANDARD36826	TMCLKL	P
2-Feb-21	NW LANTAU	1	2.45	WINTER	STANDARD36826	TMCLKL	S
2-Feb-21	NW LANTAU	2	7.70	WINTER	STANDARD36826	TMCLKL	S
2-Feb-21	NE LANTAU	0	1.60	WINTER	STANDARD36826	TMCLKL	P
2-Feb-21	NE LANTAU	1	15.60	WINTER	STANDARD36826	TMCLKL	P
2-Feb-21	NE LANTAU	2	18.77	WINTER	STANDARD36826	TMCLKL	P
2-Feb-21	NE LANTAU	1	5.60	WINTER	STANDARD36826	TMCLKL	S
2-Feb-21	NE LANTAU	2	8.33	WINTER	STANDARD36826	TMCLKL	S
8-Feb-21	NW LANTAU	2	9.76	WINTER	STANDARD36826	TMCLKL	P
8-Feb-21	NW LANTAU	3	23.48	WINTER	STANDARD36826	TMCLKL	P
8-Feb-21	NW LANTAU	2	0.90	WINTER	STANDARD36826	TMCLKL	S
8-Feb-21	NW LANTAU	3	7.33	WINTER	STANDARD36826	TMCLKL	S
18-Feb-21	NW LANTAU	1	5.60	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NW LANTAU	2	18.88	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NW LANTAU	3	3.50	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NW LANTAU	1	1.50	WINTER	STANDARD36826	TMCLKL	S
18-Feb-21	NW LANTAU	2	10.02	WINTER	STANDARD36826	TMCLKL	S
18-Feb-21	NE LANTAU	1	9.55	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NE LANTAU	2	20.88	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NE LANTAU	3	4.70	WINTER	STANDARD36826	TMCLKL	P
18-Feb-21	NE LANTAU	1	2.74	WINTER	STANDARD36826	TMCLKL	S
18-Feb-21	NE LANTAU	2	8.73	WINTER	STANDARD36826	TMCLKL	S
18-Feb-21	NE LANTAU	3	1.20	WINTER	STANDARD36826	TMCLKL	S
23-Feb-21	NW LANTAU	1	9.54	WINTER	STANDARD36826	TMCLKL	P
23-Feb-21	NW LANTAU	2	18.92	WINTER	STANDARD36826	TMCLKL	P
23-Feb-21	NW LANTAU	3	5.20	WINTER	STANDARD36826	TMCLKL	P
23-Feb-21	NW LANTAU	1	7.39	WINTER	STANDARD36826	TMCLKL	S
23-Feb-21	NW LANTAU	2	3.55	WINTER	STANDARD36826	TMCLKL	S

**Appendix II. TMCLKL Chinese White Dolphin Sighting Database (February 2021)**

(Abberviations: STG# = Sighting Number; HRD SZ = Dolphin Herd Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance; BOAT ASSOC. = Fishing Boat Association; P/S: Sighting Made on Primary/Secondary Lines)

DATE	STG #	TIME	HRD SZ	AREA	BEAU	PSD	EFFORT	TYPE	NORTHING	EASTING	SEASON	BOAT ASSOC.	P/S
2-Feb-21	1	1011	7	NW LANTAU	1	215	ON	TMCLKL	816841	805468	WINTER	NONE	P
2-Feb-21	2	1050	1	NW LANTAU	2	1589	ON	TMCLKL	820219	805032	WINTER	NONE	S
2-Feb-21	3	1127	1	NW LANTAU	2	112	ON	TMCLKL	829332	805473	WINTER	NONE	P
8-Feb-21	1	1022	3	NW LANTAU	2	172	ON	TMCLKL	816378	804643	WINTER	NONE	P
23-Feb-21	1	1136	1	NW LANTAU	2	71	ON	TMCLKL	826949	806446	WINTER	NONE	P

**Appendix III. Individual dolphins identified during TMCLKL monitoring surveys in (February 2021)**

<b>ID#</b>	<b>DATE</b>	<b>STG#</b>	<b>AREA</b>
CH240	02/02/21	1	NW LANTAU
NL202	23/02/21	1	NW LANTAU
NL331	02/02/21	1	NW LANTAU
WL98	08/02/21	1	NW LANTAU
WL145	02/02/21	1	NW LANTAU
WL179	02/02/21	3	NW LANTAU
WL283	02/02/21	1	NW LANTAU
WL301	02/02/21	1	NW LANTAU
WL304	08/02/21	1	NW LANTAU





Appendix IV. Photograph of Identified Individual Dolphin in February 2021 (TMCLKL)

# Appendix P

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Proposal on Post-construction Dolphin Monitoring

Prepared by Contract No. HY/2013/04

HyD MU 10/11-2 (HY/2013/04)/M457100

**MEMO**

From Director of Environmental Protection

To CE3/SD, HyD

Attn.: Y.F. LAU, PC7/SD

Ref. ( ) in Ax(5) to E771/E1/100

Tel. No. 2516 1782

Fax No. 2960 1760

Date 8 March 2019

Your Ref. in

Dated Fax No. 3188 6614

Total Pages

**Contract No. HY/2013/04**

**Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities -  
Infrastructure Works Stage II(Southern Portion)**

**Proposal for Post-Construction Dolphin Monitoring under EM&A Programme**

I refer to AECOM's letter ref.: HKBCF/(II-Southern)/(HY/2013/04)/M45/050(00091)/B405037 dated 25.2.19 enclosing a Proposal for Post-Construction Dolphin Monitoring under EM&A Programme.

(6PP2)

- 2. I am pleased to inform you that we have no comment on the proposal.

( LO Kam Wah, Alfred )  
for Director of Environmental Protection

c.c.

RAMBOLL/IEC  
AECOM  
CSCE

(Attn: Mr. Ray Yan)  
(Attn: Bevis Mak)  
(Attn: Mr. Jason Chung)

Fax: 3465 2899  
Fax: 3468 2076  
Fax: 2459 4336

Internal:

Ag.S(MP)I  
EIAO Registrar



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PRE's Office  
550 Cheung Tung Road, Tung Chung  
新界東涌翔東路 550 號  
Tel: 3958 7200  
Fax: 3748 8900

Your Ref. :  
Our Ref. : HKBCF/(II-Southern)/(HY/2013/04)/M45/050(00091)/B405037

25 February 2019

EIA Ordinance Register Office  
27<sup>th</sup> floor, Southorn Centre,  
130 Hennessy Road,  
Wan Chai, Hong Kong

Dear Sirs,

**Contract No. HY/2013/04**  
**Hong Kong-Zhuhai-Macao Bridge**  
**Hong Kong Boundary Crossing Facilities – Infrastructure Works Stage II (Southern Portion)**

**Proposal for Post-Construction Dolphin Monitoring under Environmental Monitoring and Audit (EM&A) Programme**

Please note that all marine-based activities for the Hong Kong- Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities Project were completed in January 2019 and the post-construction dolphin monitoring will be carried out under this Contract for this project covered by Environmental Permit No. EP-353/2009/K.

I refer to Clause 10.7.1 of the updated EM&A Manual for Hong Kong Boundary Crossing Facilities, and submit herewith for your perusal, two hard copies of the proposal for post-construction dolphin monitoring with ET/IEC certification and verification.

Yours faithfully,  
For and on behalf of  
AECOM Asia Co. Ltd.

Peter Lee  
Senior Resident Engineer  
HKBCF II-Southern

Encl.

PYFL/PKL/WKSW/mmyc

- |     |              |                           |                          |
|-----|--------------|---------------------------|--------------------------|
| c.c | CE 3/SD, HyD | - Attn.: Mr. Joseph Chung | (w/encl. - 1 hard copy)  |
|     | E(MP)2, EPD  | - Attn.: Mr. Alfred Lo    | (w/ encl. - 1 hard copy) |
|     | RAMBOLL/IEC  | - Attn.: Mr. Ray Yan      | (w/ encl. - 1 hard copy) |
|     | AECOM        | - Attn.: Mr. Bevis Mak    | (w/o encl.)              |
|     | CSHK         | - Attn.: Mr. Jason Chung  | (w/o encl.)              |



B405037



15 February 2019

By Fax (3468 2076) and By Post

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

Attention: Mr. Peter Lee

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/2013/04 – HZMB HKBCF – Infrastructure Works Stage II  
(Southern Portion)  
Proposal on Post-construction Dolphin Monitoring under Environmental  
Monitoring and Audit (EM&A) Programme**

Reference is made to the Environmental Team's submission of the Proposal on Post-construction Dolphin Monitoring under Environmental Monitoring and Audit (EM&A) Programme certified by the ET Leader (ET's ref.: "TC/GC/sc/T355861/02/02/L111" dated 13 February 2019) and provided to us via e-mail on 14 February 2019.

We are pleased to inform you that we have no adverse comments on the captioned submission. We write to verify the captioned submission in accordance with Condition 5.1 of the Environmental Permit No. EP-353/2009/K.

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



Ray Yan  
Independent Environmental Checker

c.c.	HyD	Mr. Tony Pang	(By Fax: 3188 6614)
	HyD	Mr. Harry Louie	(By Fax: 3188 6614)
	MMHK	Mr. Gary Chow	(By Fax: 2827 1823)
	CSCE	Mr. Jason Chung	(By Fax: 2459 4336)

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

Ramboll Hong Kong Limited  
21st Floor, BEA Harbour View Centre  
56 Gloucester Road  
Wan Chai, Hong Kong

**Attn:**  
**Mr. Ray Yan - Independent Environmental Checker**

**Our Reference**  
TC/GC/sc/T355861/02/  
02/L111

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**Contract No. HY/2013/04 Hong Kong-Zhuhai-Macao Bridge (HZMB)  
Hong Kong Boundary Crossing Facilities (HKBCF) – Infrastructure Works  
Stage II (Southern Portion)**

**Environmental Permit No. EP-353/2009/K**

**Proposal on Post-construction Dolphin Monitoring under Environmental  
Monitoring and Audit (EM&A) Programme**

13 February 2019

**By Email**

Dear Sir,

In accordance with Section 10.7.1 of the EM&A Manual of the captioned Project, We are pleased to submit the certified Proposal on Post-construction Dolphin Monitoring for your verification.

Yours faithfully  
For MOTT MACDONALD HONG KONG LIMITED



Gary Chow  
Environmental Team Leader

Encl.

cc. AECOM – Mr. Peter Lee (By Email)  
China State Construction Engineering (Hong Kong) Ltd. – Mr. Xavier Lam /  
Mr. Ng Ka Po (By Email)

# Post-construction Dolphin Monitoring under EM&A Programme

## 1. Background

In accordance with the Section 10.7.1 of the EM&A Manual of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HZMB HKBCF) project, a Post-construction Dolphin Monitoring shall be performed at least for 2 year after completion of construction. As the Contract HY/2013/04 will be the remaining contract under HZMB HKBCF, it is proposed that the remaining Environmental Team (ET) of Contract HY/2013/04, shall take up the responsibility of the Post-construction Dolphin Monitoring (PCDM), with the details of the monitoring proposed in following sections. This proposal is made on the premise that the requirement of mudflat ecological monitoring, which are also stipulated in the EM&A Manual, is excluded as the responsibility of the mudflat ecological monitoring shall, as in line with existing construction phase arrangement, lies on the Contract for Hong Kong-Zhuhai Macao Bridge Hong Kong Link Road (HKLR) Project.

## 2. Scope of Monitoring

### 2.1 Programme

The proposed PCDM will be commenced after the completion of construction under Section 10.7.1 of the EM&A Manual of HZMB HKBCF. The commencement of the PCDM is subject to the agreement of IEC/ENPO and Resident Engineer (RE) of HZMB HKBCF.

According to Contractor of Contract No. HY/2013/04, all construction works associated with marine vessel have been completed in Jan 2019 and the associated PCDM for Contract No. HY/2013/04 under HKBCF project is presented below.

**Table 1: Tentative programme for PCDM.**

Activities	Duration	*Monitoring Frequency	Tentative commencement date	Tentative completion date
2. Post Construction Dolphin Monitoring (PCDM)	2 years	2 times per month	March 2019	Feb 2021

\*Note: As the post construction dolphin monitoring frequency was not specified in the EM&A Manual, the monitoring frequency proposed is based on the existing monitoring practice adopted in the construction phase.

### 2.2 Monitoring Requirement



According to Section 10.4.1 of the EM&A Manual, the dolphin monitoring should adopt line-transect vessel survey method. The proposed PCDM shall be undertaken by suitably qualified specialist(s), with at least 5-10 years relevant post-graduate experience and publication in the respective aspects. The proposed monitoring programme and the specialist are subject to IEC and EPD approval before implementation of the PCDM.

## **2.3 Monitoring Area**

The monitoring shall cover the following line-transect survey areas as in AFCD annual marine mammal monitoring programme.

- Northeast Lantau survey area;
- Northwest Lantau survey area; and

The locations of the proposed PCDM transect is shown in **Figure 1**.

According to existing survey arrangement in construction phase, the responsible of monitoring West Lantau survey area entirely lies on the relevant contract under Hong Kong-Zhuhai Macao Bridge Hong Kong Link Road (HKLR) Project. The same approach is proposed for post-construction phase monitoring for which the West Lantau survey is excluded from HKBCF.

## **3. Summary**

In this proposal, a suite of dolphin monitoring programme, requirement and locations are proposed in fulfilling the requirement stipulated in Section 10 of the EM&A Manual pertaining to post-construction dolphin monitoring, with the actual commencement date subject to the confirmation of marine vessels status from the Contractor and RE. Once the post-construction monitoring is instructed, Contract HY/2013/04 ET leader will seek verification from IEC before implementation of the monitoring programme.



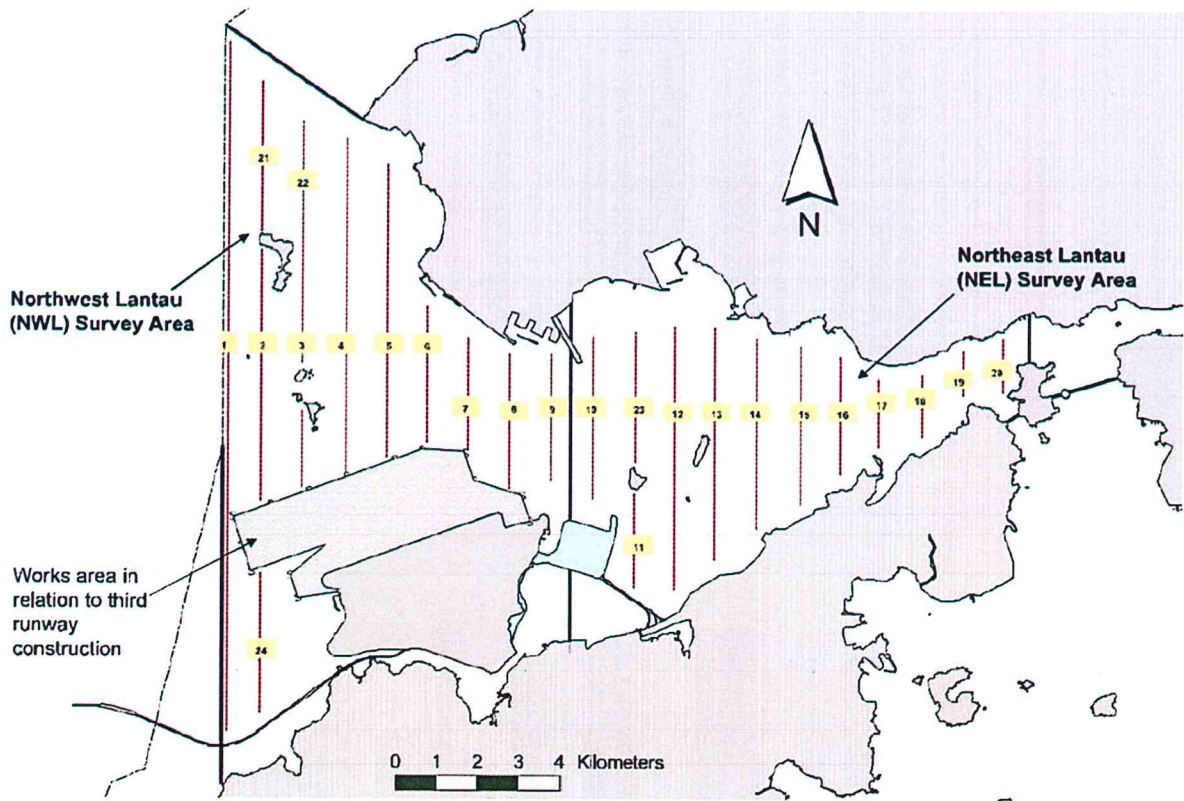


Figure 1. Dolphin Survey Transect (Northwest Lantau and Northeast Lantau)