

**EMSD Hong Kong Workshop
at Sheung On Street, Chai Wan**

Project Profile

Electrical and Mechanical Services Department

June 2011

TABLE OF CONTENTS

- 1 PURPOSE OF PROJECT PROFILE**
- 2 BASIC INFORMATION**
 - 2.1 Project Title**
 - 2.2 Purpose and Nature of the Project**
 - 2.3 Name of Project Proponent**
 - 2.4 Location and Scale of the Project**
 - 2.5 Number and Types of Designated Projects to be covered by Project Profile**
 - 2.6 Name and Telephone Number of Contact Persons**
- 3 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME**
 - 3.1 Project Planning**
 - 3.2 Project Implementation Programme**
 - 3.3 Interacting with Other Projects**
- 4 POSSIBLE IMPACT ON THE ENVIRONMENT**
 - 4.1 Construction Phase**
 - 4.2 Operational Phase**
- 5 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT**
- 6 ENVIRONMENTAL PROTECTION MEASURES**
 - 6.1 Construction Phase**
 - 6.2 Operational Phase**
- 7 USE OF PREVIOUSLY APPROVED EIA REPORTS**

APPENDICES

- Appendix I - Location of the Proposed EMSD Hong Kong Workshop at Chai Wan
- Appendix II - Layout plan showing the preliminary design of the proposed EMSD Hong Kong Workshop at Chai Wan

1 PURPOSE OF PROJECT PROFILE

This Project Profile is to set out the scope of environmental issues associated with a project of Electrical and Mechanical Services Department (EMSD) Hong Kong Workshop at Sheung On Street, Chai Wan for the application of an Environment Impact Assessment (EIA) study brief.

2 BASIC INFORMATION

2.1. Project Title

EMSD Hong Kong Workshop at Sheung On Street, Chai Wan

2.2. Purpose and Nature of the Project

The primary objective of this Project is to construct and operate a facility at Chai Wan for carrying out vehicle repair or maintenance services and their parking when not in operation which replaces the existing Hong Kong Workshop in Causeway Bay. The existing Workshop would be maintained in operation throughout the course of the Project.

2.3. Name of Project Proponent

Electrical and Mechanical Services Department (EMSD)

2.4. Location and Scale of the Project

The proposed EMSD Hong Kong Workshop will be located at a reclaimed area in Chai Wan as shown in Appendix I. The site is currently a vacate land zoned “Industrial” on the approved Chai Wan Outline Zoning Plan No. S/H20/17.

The site with an area of about 2,040m² is currently granted to EMSD by way of Temporary Government Land Allocation (TGLA) No. THK-1856. The proposed EMSD Hong Kong Workshop is a single storey building comprising various provisions to facilitate the vehicle repair and maintenance operation as well as parking of vehicles when not in operation.

The preliminary schedule of facilities at the Workshop is as follows:

1. 1 water jet for vehicle cleaning;
2. Approximately 20 vehicle hoists for vehicle and motorcycle repair or maintenance;
3. Approximately 30 maintenance bays;

4. Approximately 15 vehicle parking;
5. 1 battery room of approximately 10 m² for storage and charging of battery;
6. 1 dangerous goods store of approximately 10 m² for storage of paints and solvent (around 2x 18 L of thinner, 20 x 1L paint cans , approximately: 60 L);
7. 1 dangerous goods store of approximately 30 m² for storage of engine oil (around 20 Drums of 200L capacity each, i.e. 4 000 L);
8. 1 spare parts store of approximately 100 m²;
9. 1 air compressor room of approximately 7 m² (around 2 x 1 000 L compressed air storage tank);
10. Offices for supervisory and clerical support staff.

The majority area will be occupied by the above facilities where the maintenance area will be covered by steel shelter with 5.2m clearance. Layout plan showing the preliminary design of the proposed Hong Kong Vehicle Workshop is set out in Appendix II.

2.5. Number and Types of Designated Projects to be covered by Project Profile

There is only one Designated Project (DP) under this Project Profile. According to Part 1 Schedule 2 Section A.6 of the Environmental Impact Assessment Ordinance (EIAO), a transport depot located less than 200m from the nearest boundary of an existing or planned (a) residential area; (b) place of worship; (c) educational institution; or (d) health care institution shall be classified as a DP.

As the proposed EMSD Hong Kong Workshop is situated at around 200m from Hong Kong Institute of Vocational Education (Chai Wan) and around 40m from the nearest residential block at Tsui Wan Estate, it is thus classified as a DP. An environmental permit issued by the Director of Environmental Protection is required prior to the construction or operation of the subject Workshop.

2.6. Name and Telephone Number of Contact Persons

Enquiries regarding the Project can be addressed to:

Name: Mr. LI Ying-ming
Post: Chief Engineer/Airport and Vehicle Engineering
Address: 6/F, EMSD Headquarters, 3 Kai Shing Street, Kowloon Bay
Telephone: 2808 3706
Fax: 2355 7126

Name: Ms Emily HO
Post: Assistant Departmental Secretary/Administration 1
Address: 7/F, EMSD Headquarters, 3 Kai Shing Street, Kowloon Bay
Telephone: 2808 3688
Fax: 2890 7493

OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

3.1 Project Planning

Architectural Services Department, the Works Agent of this Project, will employ consultancy firm to conduct the overall feasibility and EIA studies. The Project is planned to be implemented through a Design and Construct contractor. The EIA study will be carried out in parallel with the design of the new Workshop.

3.2 Project Implementation Programme

The key stage of the Project is shown as follows:

Activities	Indicative Milestones
Commencement of Feasibility Study including the EIA Studies	June 2011
Construction of the Project	August 2012
Commencement of the Operation of the Project	June 2014

3.3 Interacting with Other Projects

Based on available information at this stage, there is no major project nearby that is anticipated to interact with the construction of the proposed EMSD Hong Kong Workshop.

4 POSSIBLE IMPACT ON THE ENVIRONMENT

4.1. Construction Phase

The programme for the construction of the proposed EMSD Hong Kong Workshop is divided into two main stages: foundation works and superstructure development. Given the nature of the site (reclaimed), construction of the Workshop will involve piling activity. A variety of powered mechanical equipment will also be in use as in other construction projects. Different piling methods will be considered to minimize the piling noise level caused during the construction phase.

4.1.1 Fugitive Dust Impact

Fugitive dust emission is likely to be the key air quality pollutant of interest, which may pose an air quality impact on the nearby Air Sensitive Receivers if unmitigated.

4.1.2. Construction Noise Impact

Construction noise would arise from the use of powered mechanical equipment (PME) and from piling activity onsite. Different piling methods will be considered to minimize the piling noise level caused during the construction phase.

4.1.3. Water Quality Impact

Site construction activities will inevitably have the potential to generate wastewater. Given the proximity of the site to the Cargo Handling Basin, implementation of sufficient wastewater control/ mitigation measures would be important. The key pollutants of interest are identified to suspended solid from soil erosion and surface runoff. Other pollutants would include fuel, oils and lubricants from construction vehicles and other onsite equipment, etc.

4.2 Operational Phase

During operation phase of the Project, vehicles will generally leave the proposed EMSD Hong Kong Workshop in the day time. Upon completion of the repair and maintenance work, vehicles will then move to their designated parking space or leave the Workshop.

The proposed EMSD Hong Kong Workshop will primarily be in operation during 08:00 hour – 18:00 hour daily on 5 day per week basis.

4.2.1 Air Quality Impact

Vehicular emissions from engine testing, vehicles leaving/ entering the Workshop, and moving inside the Workshop will be the major air pollution sources from the Project.

4.2.2 Traffic Noise Impact

Vehicles leaving and returning the proposed EMSD Hong Kong Workshop in the day time may generate some traffic noise. However, given the distance separation between the Workshop and the Noise Sensitive Receivers (NSRs), significant noise impact is not anticipated. Protective measures will be implemented to minimize the noise level caused to the nearby NSRs.

4.2.3 Industrial Noise Impact

Industrial noise sources from the proposed EMSD Hong Kong Workshop include vehicles travelling and parking, engine testing and maintenance operations.

4.2.4 Water Quality Impact

Effluent and wastewater will be generated from the washrooms and activities carried out in the washing area within the proposed EMSD Hong Kong Workshop.

4.2.5 Waste Generation

Used petroleum products, including engine oil, etc, will be generated as chemical wastes from the operation of the proposed EMSD Hong Kong Workshop. Solid waste such as used tires and parts will also be produced from the operation requiring proper disposal.

4.2.6 Hazardous Installation

No underground or above ground fuel tanks will be installed in the Workshop and as such no hazardous installation is anticipated.

4.2.7 Landscape and Visual Impact

Significant visual impact on the surrounding sensitive receivers is not anticipated.

4.2.8 Ecological Impact

The development is sitting on a reclaimed area. Implementation of the Project will not cause any significant ecological impact.

5 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

The surrounding areas are currently zoned as “Industrial”, “Government, Institutions or Community” and “Open Space” according to Outline Zoning Plan. Existing landuse of the area is mainly for temporary car/ coach parks. Chai Wan Cargo Handling Area is located at around 60m to the south. The CRC Chai Wan Oil Terminal is located at around 500m to the north of the proposed EMSD Hong Kong Workshop.

Two major residential area (namely Tsui Wan Estate and Hang Fa Chuen) lies at around 40m and 600m to the west and north of the proposed EMSD Hong Kong Workshop respectively.

Other sensitive receivers located in the vicinity of the site include Hong Kong Institute of Vocational Education (Chai Wan) and the staff quarters, which are located to the west of the Site. Traffic noise from Shing Tai Road and rail noise from MTR tracks and Chai Wan Cargo Handling Area are identified to be the dominant noise sources on these NSRs.

6 ENVIRONMENTAL PROTECTION MEASURES

6.1 Construction Phase

6.1.1 Fugitive Dust Impact

The contractor of the Project shall follow the requirement as stipulated in the Air Pollution Control (Construction Dust) Regulation and implement the necessary dust suppression measures to reduce the fugitive dust impact to within the Air Quality Objectives at the sensitive receivers.

6.1.2 Water Quality Impact

Sufficient water pollution control measures will be implemented following the requirements given in EPD's ProPECC Note PN1/94 Construction Site Drainage. A series of silt removal facilities shall be installed to settle siltation prior to discharge. Such facilities shall be properly designed in accordance with guidelines issued by Civil Engineering and Development Department to achieve the desired mitigating effect on water quality. Typically, a detention time of not less than 5 minutes for maximum design flow of inlet shall achieve adequate sediment removal. Channels, earth bunds or sand bag barriers shall be provided onsite to properly direct surface runoff to such silt removal facilities. Sediment traps, channels and manholes shall be maintained and the deposited silt and grit shall be removed on regular basis.

6.1.3 Noise Impacts

With the implementation of appropriate noise mitigation measures where required, such as use of silenced equipment, noise barrier, and/or avoid concurrent noisy operations, it is envisaged that the potential construction noise impact can be substantially minimised.

6.1.4 General Management

As a general guidance, the contractor shall maintain a high standard of housekeeping to minimise noise and dust emission. Loading, unloading, handling and storage of

building materials and debris shall be carried out in a manner so as to minimise the release of visible dust.

Any piles of debris accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner without generating fugitive dust emissions. The material shall be handled properly to prevent fugitive dust emission before cleaning.

6.1.5 Environmental Monitoring and Audit

To ensure that the proposed controls and mitigation measures recommended in the EIA are carried out effectively, an Environmental Monitoring and Audit (EM&A) Manual shall be drawn up as appropriate. The EM&A Manual shall include the recommended monitoring and audit requirements during construction and operational phase of the depot as well as an Implementation Schedule containing the recommended environmental mitigation measures.

An Environmental Monitoring and Audit (EM&A) Programme would be set up as appropriate and when necessary for checking the implementation of the environmental mitigation measures.

6.2 Operational Phase

6.2.1 Traffic Noise Impact

The proposed development is bounded by Sheung On Street and Wing Tai Road. Vehicular access to the Workshop is planned to be located at Sheung On Street.

6.2.2 Aerial Industrial Emission and Noise Impact

Given the large separation distance, significant air quality arising from the operation at the proposed EMSD Hong Kong Workshop on the nearby air sensitive receivers is not anticipated. Similarly, industrial noise impact from operation of fixed plant at the depot on the nearby Noise Sensitive Receivers is not expected to be significant.

Relevant design guidelines such as Practice Notes issued by EPD and guidelines recommended in HKPSG will be followed in the design of the new facility. No adverse air quality or noise impact is expected to arise from the daily operation of the proposed EMSD Hong Kong Workshop.

6.2.3 Water Quality

The design of the proposed EMSD Hong Kong Workshop will take into account measures that can be implemented to minimise wastewater production through recycling, treatment and reuse. Wastewater for disposal to public drainage and sewer shall be appropriately treated to reduce the levels of suspended solids, oil and grease such that the treated effluent is in compliance with the limits stipulated in the Technical memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Wastes under the Water Pollution Control Ordinance. No discharge of effluent shall be made to the Chai Wan Cargo Handling Basin.

Sewage arising from the workforce at the proposed EMSD Hong Kong Workshop will also be discharged to public sewer.

6.2.4. Waste Management

Used petroleum products, including engine oil, etc, will be collected and stored in separate portable storage tanks for collection by licensed waste collector for treatment and disposal. Sludge generated from the water treatment system of car washing area will also be collected regularly and disposed of at landfill by a registered contractor with a valid sludge disposal licence. Solid waste such as used tires and parts will also be produced from the operation requiring proper disposal. All the waste generated from the operation will be handled in compliance with the Waste Disposal Ordinance.

6.2.5 Waste Generation

The waste generated from the construction will be handled in compliance with the Waste Disposal Ordinance.

6.2.6 Hazardous Installation

No underground or above ground fuel tanks will be installed in the Workshop and as such no hazardous installation is anticipated.

6.2.7 Landscape and Visual Impact

Significant visual impact on the surrounding sensitive receivers is not anticipated.

6.2.8 Ecological Impact

The development is sitting on a reclaimed area. Implementation of the Project will not cause any significant ecological impact.

7 USE OF PREVIOUSLY APPROVED EIA REPORTS

No previous EIA report has been approved or submitted for this Project.

The following approved EIA report will be used as references in the Study:

EIA Report for

Headquarter and Bus Maintenance Depot in Chai Wan

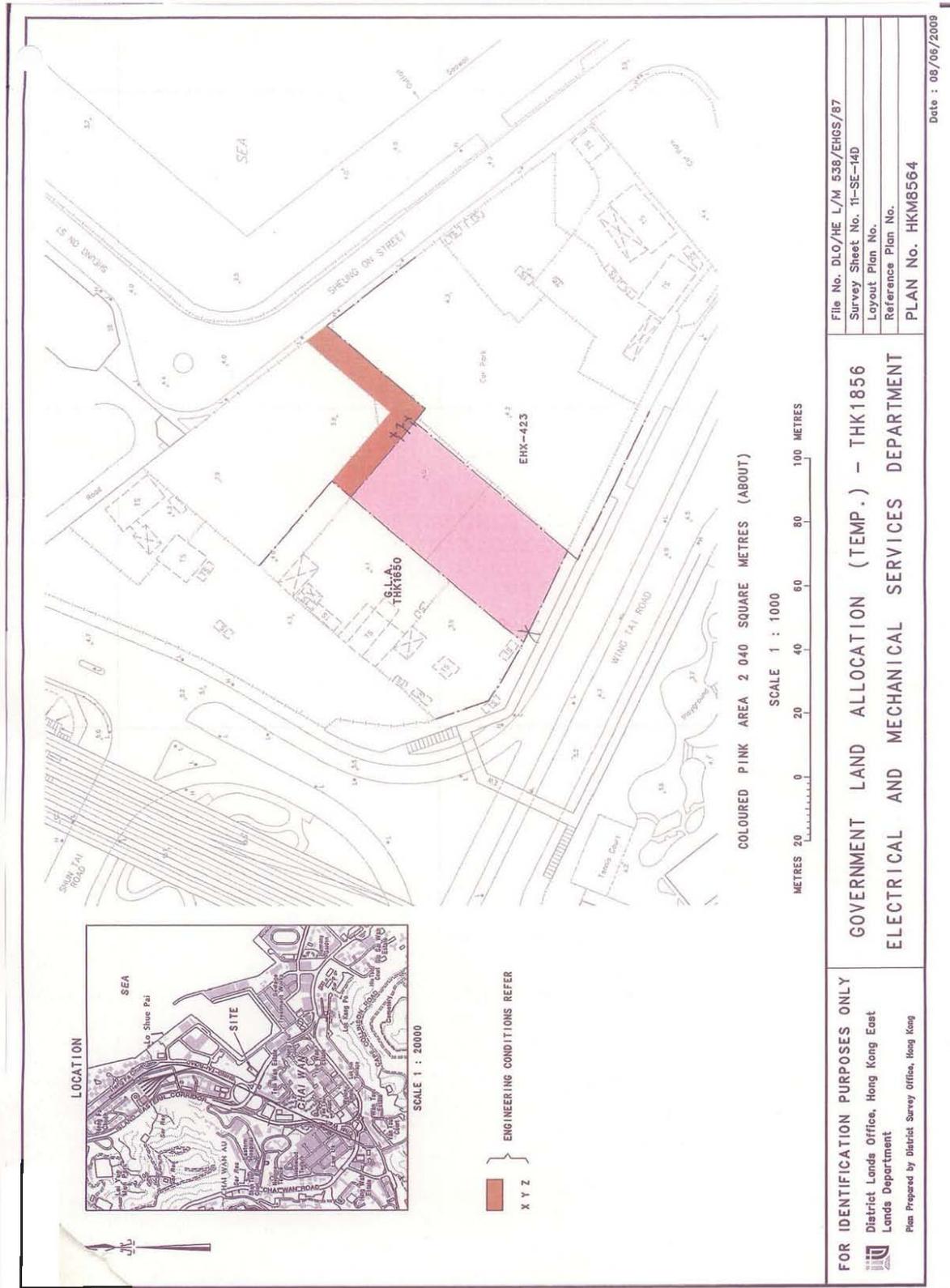
(EIA Register No. AEIAR-045/2001, approved in March 2001)

EIA Report for

New World First Bus Permanent Depot at Chai Wan

(EIA Register No. AEIAR-029/2000, approved in January 2000)

Appendix I –
Location of the Proposed EMSD Hong Kong Workshop at Chai Wan



Appendix II –

Layout plan showing the preliminary design of the proposed EMSD Hong Kong Workshop at Chai Wan

