

Appendix 7-3
Information Extracted from the Approved
EIA Reports

Information Extracted from the Approved Cycle Track EIA Report

Construction of Cycle Tracks and the Associated Supporting Facilities
From Sha Po Tsuen to Shek Sheung River, December 2008 (EIA
Application No. EIA-159/2008)

8.5 Potential Impacts

8.5.1 The potential impacts due to the Project from contaminated soil are considered to be the following:

- health risks to site workers;
- disposal of contaminated soils, where encountered; and
- potential health risks to future users of the cycle tracks.

Health Risk to Site Workers

8.5.2 Site construction workers may become exposed to contaminated soils during the excavation and earth moving operations. The main exposure routes for site construction workers are accidental direct ingestion of contaminated materials through poor hygiene and eating on site, or through direct contact with potentially toxic or harmful contaminants in excavated soil or sediments.

Handling of Contaminated Soils

8.5.3 In the event that any contaminated soils are identified during site investigation (SI) works or further environmental investigations, they may require remediation or disposal prior to or as part of the construction programme. Prior agreement will need to be reached with EPD to ensure that these materials are dealt with appropriately in accordance with Guidance Note. Nonetheless, all practical options in handling any contaminated soil encountered, such as in-situ or ex-situ remediation measures and appropriate reuse of soil either on-site or off-site shall need to be explored.

8.5.4 Any contaminated soils which are excavated will require treatment and/or off site disposal at an appropriate site which is licensed to accept 'contaminated' soils. The actual type(s) and concentration(s) of contaminants will determine the final disposal requirements, following agreement of the proper disposal option with the Waste Facilities Management Group, and Waste Policy and Services Group of the EPD. Nonetheless, disposal of contaminated soils at landfill shall always be considered as the last resort.

Potential Health Risk to Future Users

8.5.5 During the operational phase of the cycle track, there is considered to be little potential for impacts associated with contaminated soils which may remain *in situ* as the cycle track and the associated supporting facilities will be paved. Cyclists will not come into direct contact with such materials. However, if contaminated material is identified during the construction stage, it is expected that appropriate remedial measures will have been undertaken either to ensure this material is mitigated or removed, or to ensure that future, direct contact with *in situ* materials is avoided.

8.6 Prediction of Potential Impacts

8.6.1 A preliminary desktop review and site reconnaissance have identified the various current land uses along the proposed cycle track alignment as follows:

1. Rural area, farmlands, with scattered village houses along Kam Tin River

and Ngau Tam Mei Drainage Channel. Low density residential areas such as the Fairview Park and Man Yuen Chuen are located in the middle section of the Ngau Tam Mei Drainage Channel;

2. For the section along Castle Peak Road (Mai Po), major land uses on the roadside are villages, setups for gardening and horticulture. There are also a few long vehicle parking areas, particularly along the Castle Peak Road between the Mai Po San Tsuen and Tsing Lung Tsuen;
3. For the section along Castle Peak Road (San Tin), the land uses along the roadside are mainly rural areas and villages up to the Tun Yu School near the road junction between Castle Peak Road (San Tin) and Kwu Tung Road. An existing petrol filling station is located on the opposite side of the Tun Yu School and at the junction between Castle Peak Road (San Tin) and Kwu Tung Road. A few long vehicle parking areas and private cars parking areas are located on the roadside within the rest of Castle Peak Road (San Tin) sections;
4. For the section along Castle Peak Road (Chau Tau), residential developments are mainly located at the roadside with a small fuel storage area located at Shek Tsai Leng near Sheung Yue River; and
5. For the section along Sheung Yue River up to the project end point, the area within Sheung Yue River is mainly rural in nature with some scattered village houses along the maintenance access road.

Potential Contaminated Sites near Project Boundary

8.6.2 Based on a preliminary desktop assessment, six locations shown in **Figure 8-1** to **Figure 8-3** have been identified as having the potential for contamination due to historical/ current land uses and with reference to Section 3.1 of Annex 19 of the EIAO-TM. These six locations are located in close proximity of the construction boundary of the proposed cycle track.

8.6.3 A detailed description of the sites is given in **Table 8-1** for the current and historical land uses. From this information, it has been found that land uses at these potential contaminated areas were mainly rural areas consisting of planted areas and fishponds in 1993. The existing land uses were mostly developed since 1997.

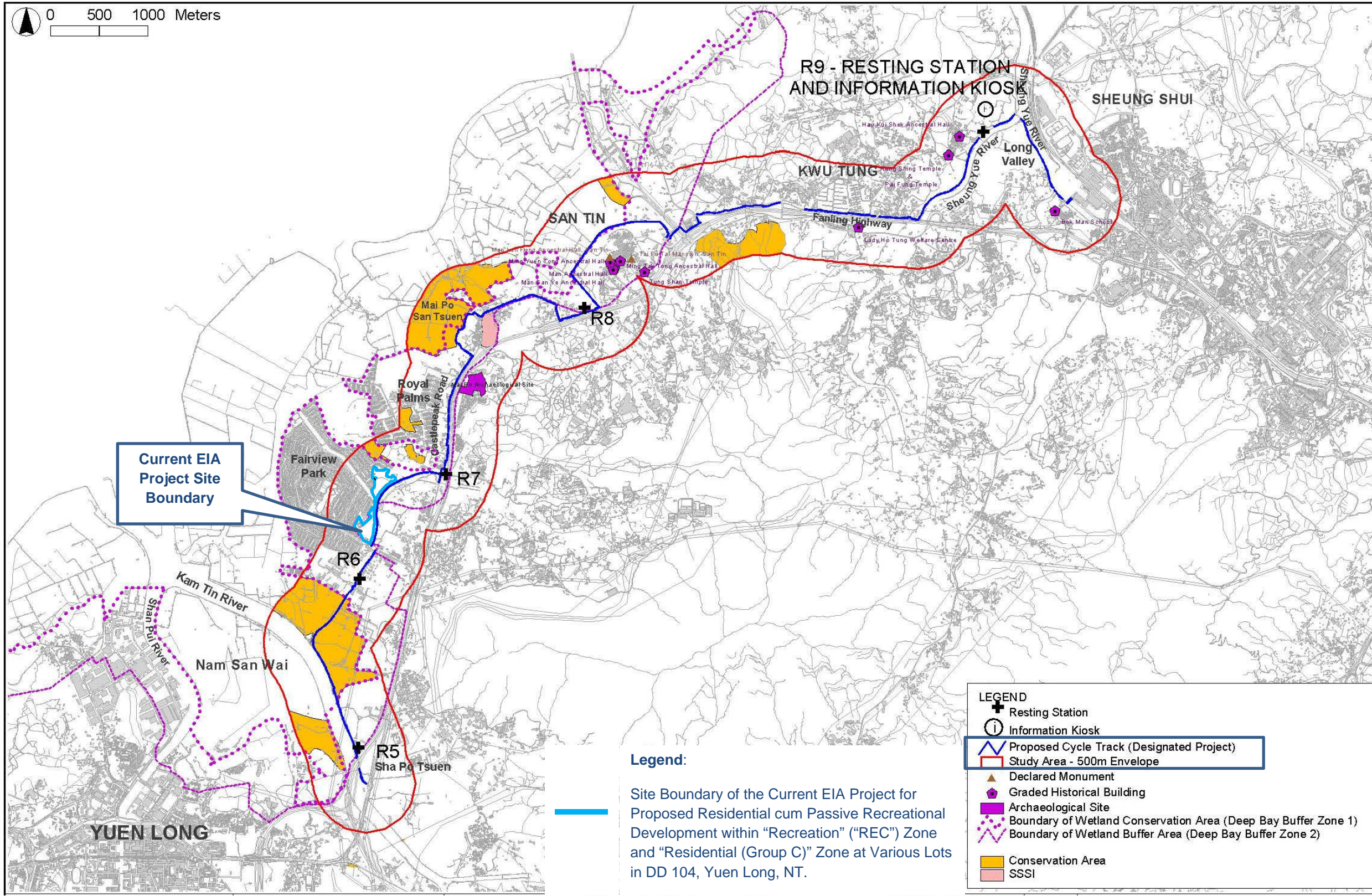
8.6.4 The site reconnaissance was carried out in November 2006 and in March 2007 to confirm the land use status. However, access to all the potential sites is restricted as they are still operating. Detailed site investigation for contamination is not possible at this stage as no soil samplings to confirm the likelihood of contamination could be conducted.

8.6.5 From the site visits, it was found that the proposed cycle track alignment will generally be located at the perimeter of the potentially contaminated sites of concern. Contamination concerns would arise if any leakage or spillage of chemicals or contaminants have migrated from specific spots of these sites through to the areas where construction workers might come into contact with the soil. Since incidence of any spillage or leakage is unknown, there remains a small, yet un-quantified potential for impacts to arise from the migration of contaminants from these sites to the works areas. To this end, it is considered that a certain volume of contaminants could have been accidentally spilled, and resulting in negative impact to the works areas.

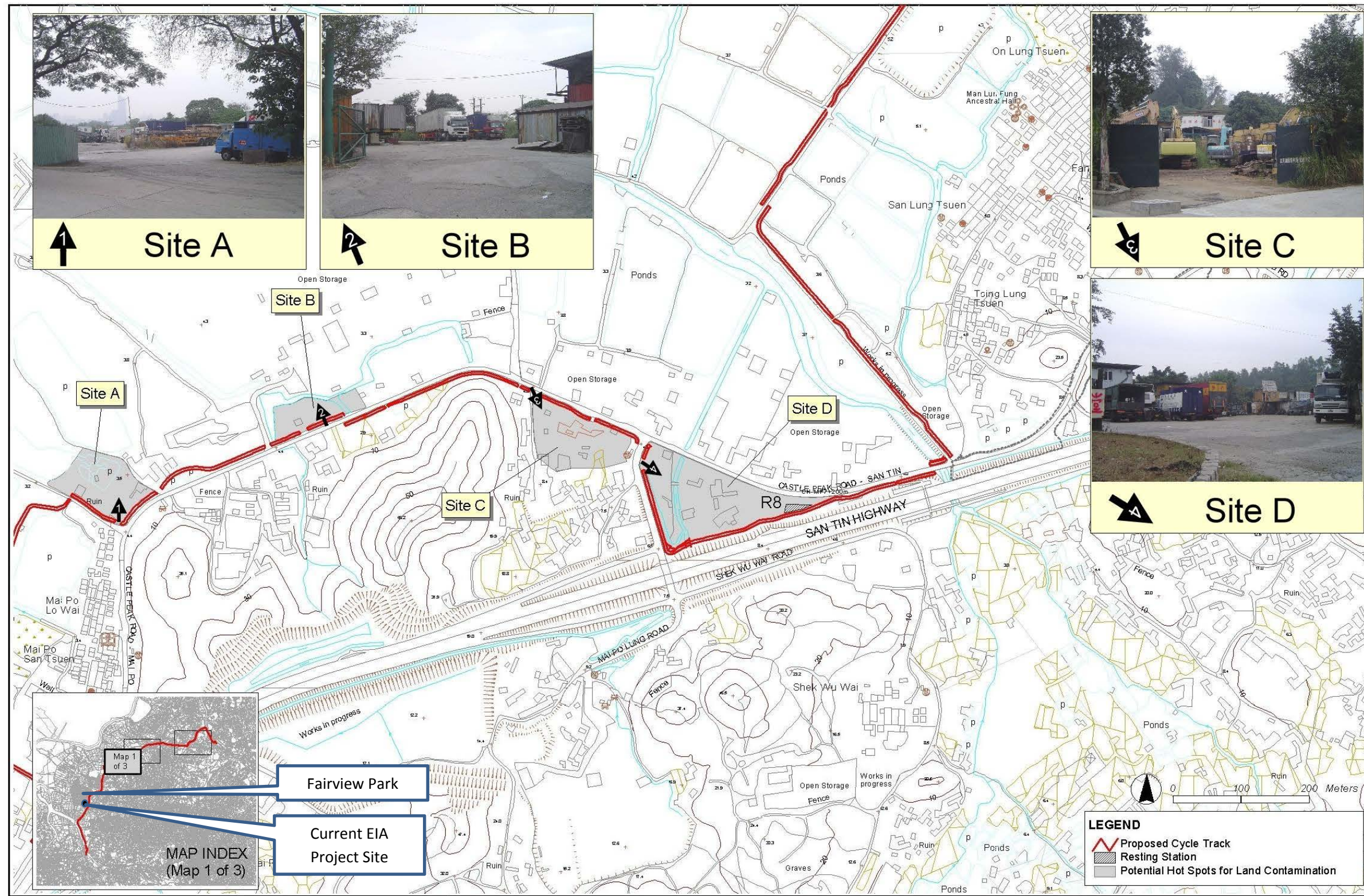
Table 8-1 Potential Contaminated Sites and Current Land Uses

Potential Contaminated Site	Location	Current Land Use	Historical Land Use	Potential Contamination Impact on the Project Areas	Figure No.
Site A	At the road junction between Castle Peak Road (Mai Po) and Tam Kon Chau Road.	Long vehicle parking. A small vehicle repair workshop is operating near the roadside during the site visits.	The site was a planted area before 1997. Land use of this area changed into a car park in 1997, since then the ground floor was concrete paved. Records of large scale spillage or leakage of chemical are not known.	No specific oil stains were found on the concrete paved areas where the cycle track alignment lies. There is a potential of leakage of chemicals from vehicle repair workshop near the roadside to the project area.	8-1
Site B	On the eastbound roadside of Castle Peak Road (Mai Po).	Long vehicle parking and potential vehicle repair activities.	The site was a piece of bare ground with some vegetation in 1993. Open car park was developed since 1997. Some temporary structures were erected within the car park, which may be used for vehicle repair. Records of large scale spillage or leakage of chemical are not known.	Temporary structures which are in fairly good conditions, are not upon any works areas or proposed alignment. There is a potential of leakage of chemicals from possible vehicle repair workshop in these temporary structures to the project area.	8-1
Site C	On the westbound side of the Castle Peak Road (Mai Po) near the road junction of Castle Peak Road (Mai Po) and Mai Po Lung Road.	Vehicle parking, open storage of construction plant and potential vehicle repair activities. Site reconnaissance has identified construction plant resting on bare soil, which appeared to have been darkened.	The site appears to be a machine / construction plant storage area since 1993. Site reconnaissance found that the ground at this location was not concrete paved. The colour of surface soil was seen to be dark, which suggests that the soil may have been contaminated due to leakage from the machine / plant (e.g. leakage of hydraulic / lubrication oil) due to its land use. Records of large scale spillage or leakage of chemical are not known.	Dark colour soil suggests potential contamination.	8-1
Site D	At the junction of Castle Peak Road (San Tin) and Mai Po Lung Road.	Vehicle parking with vehicle repair workshop.	This site was partly a car parking area in 1995. The area adjacent to the Mai Po Lung Road and San Tin Highway (the western part of the site) became a car parking area in 1998. It was found during the site reconnaissance that the area was concrete paved. Review of the previous application for planning permissions by the Town Planning Board indicated that the site was granted for long-vehicle parking area and vehicle repair activities since 1999. The land use permission has been granted for another three years in September 2006. Records of large scale spillage or leakage of chemical are not known.	No specific oil stains were found on the concrete paved areas where the cycle track alignment lies. The eastern part of the site was vacant and fenced off. No specific activities were seen in this area. There is a potential of leakage of chemicals from the vehicle repair workshop within the site to the project area.	8-1

Potential Contaminated Site	Location	Current Land Use	Historical Land Use	Potential Contamination Impact on the Project Areas	Figure No.
Site E	At the eastbound of Castle Peak Road (San Tin) near the San Sham Road.	Long vehicle parking and vehicle repair workshops. Site reconnaissance has found that the area abutting the Castle Peak Road is being used as vehicle repair workshops.	This site was used as open car park since 1993. Site reconnaissance found that the site was paved with concrete and there were vehicle repair activities, particularly in areas adjacent to the Castle Peak Road. A review of previous applications for planning permission by the Town Planning Board has indicated that the site was granted for cross-border traffic station and container repair since 1997. The land use permission has been granted for another three years in October 2006. Records of large scale spillage or leakage of chemical are not known.	No specific oil stains were found on the concrete paved areas where the cycle track alignment lies. Vehicle repair activities were found close to the project alignment. There is a potential of leakage of chemicals to the project area.	8-2
Site F	At the eastbound of Castle peak Road (Kwu Tung) near Shek Tsai Leng.	Roadside fuel storage area was identified during the site reconnaissance.	This site was identified as a fuel storage area during the site reconnaissance. Two tankers were seen parked on-site. A review of the historical aerial photos have identified that the building at this location was constructed in about 1995. However, it is unclear when the site was used for fuel storage and whether the site has any underground fuel storage tanks. In addition, the ground surface was paved with concrete. Records of large scale spillage or leakage of chemical/fuel are not known.	Presence of underground fuel storage tanks is unknown. There is a potential of leakage to the project area.	8-3

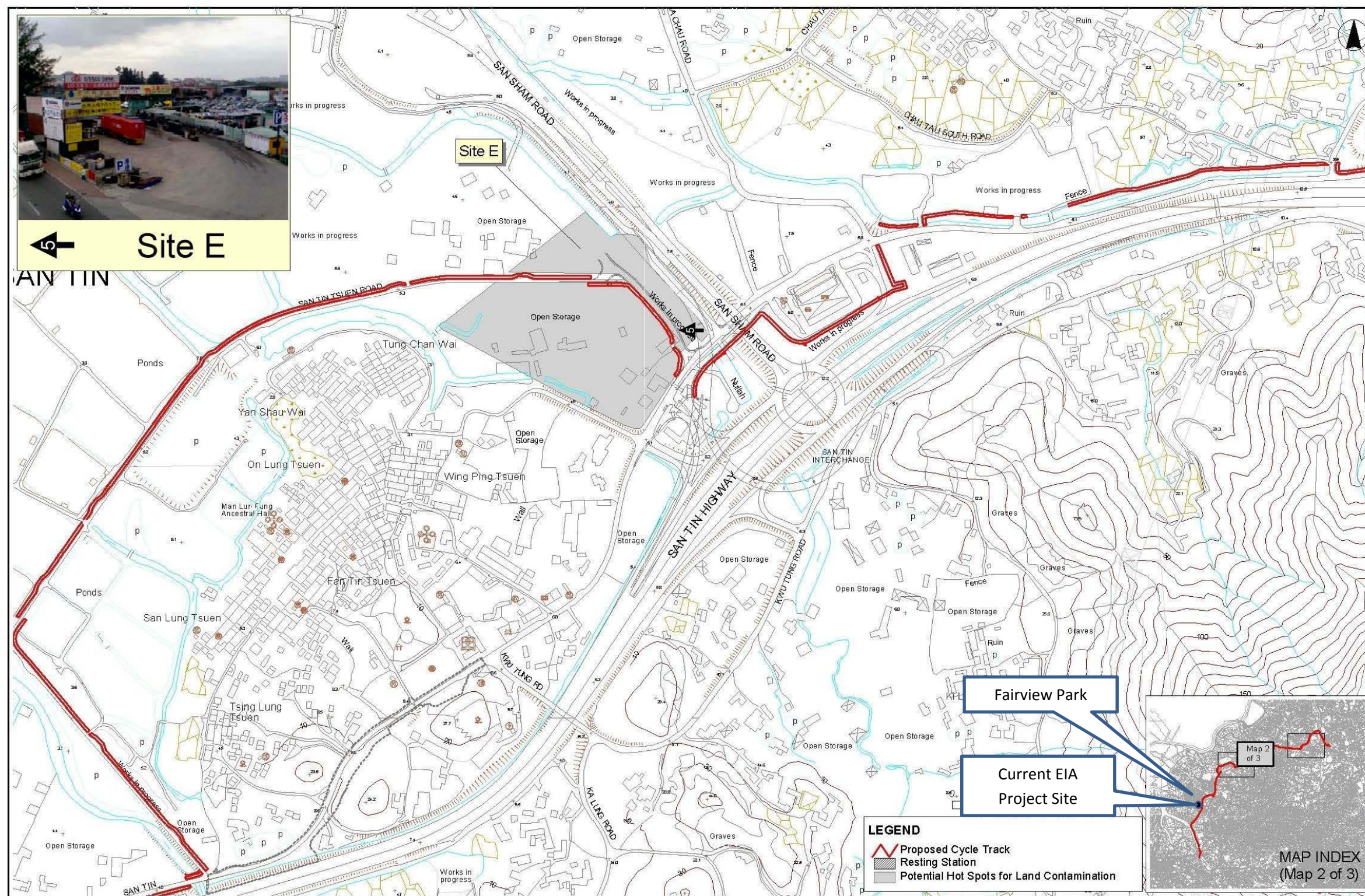


Site Boundary of the Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within "Recreation" ("REC") Zone and "Residential (Group C)" Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Proposed Cycle Track Project (Extracted from Figure 2-1 of the Approved EIA Report "Construction of Cycle Tracks and the Associated Supporting Facilities From Sha Po Tsuen to Shek Sheung River, December 2008" (EIA Application No. EIA-159/2008))

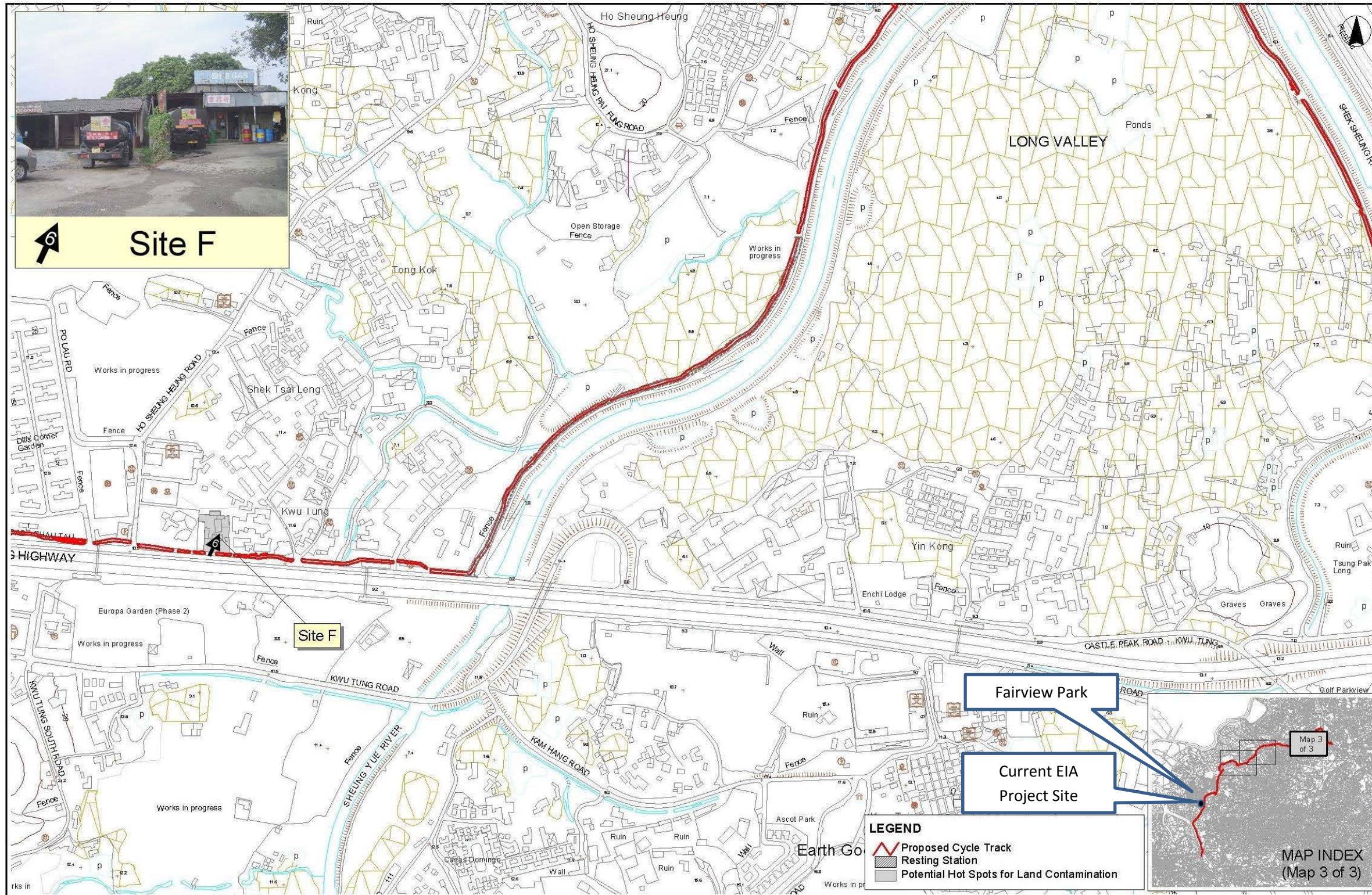


Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within “Recreation” (“REC”) Zone and “Residential (Group C)” Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Sites of Potential Contamination Identified in the Approved Cycle Track EIA Report (Extracted from Figure 8-1 of the Approved EIA Report “Construction of Cycle Tracks and the Associated Supporting Facilities From Sha Po Tsuen to Shek Sheung River, December 2008” (EIA Application No. EIA-159/2008)

– The Current Project Site is Outside the Identified Sites of Potential Contamination in the Approved Cycle Track Project



Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within “Recreation” (“REC”) Zone and “Residential (Group C)” Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Sites of Potential Contamination Identified in the Approved Cycle Track EIA Report (Extracted from Figure 8-2 of the Approved EIA Report for the Cycle Track Project (EIA Application No. EIA-159/2008) – The Current Project Site is Outside the Identified Sites of Potential Contamination in the Approved Cycle Track Project



Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within “Recreation” (“REC”) Zone and “Residential (Group C)” Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Sites of Potential Contamination Identified in the Approved Cycle Track EIA Report (Extracted from Figure 8-3 of the Approved EIA Report for the Cycle Track Project (EIA Application No. EIA-159/2008) – The Current Project Site is Outside the Identified Sites of Potential Contamination in the Approved Cycle Track Project

Information Extracted from the Approved Public Sewer Project EIA Report

Agreement No. CE 66/2001(EP), EIA and TIA Studies for the Stage 2 of PWP Item No. 215DS - Yuen Long and Kam Tin Sewerage and Sewage Disposal (YLKTSSD), Environmental Impact Assessment (Final), March 2004 (EIA Application No. 094/2004)

Contaminated Groundwater Disposal

Where excavations for sewers/raising mains or pumping stations take place below the groundwater table, there may be a need to dewater the pits for safety and construction purposes. Where dewatering takes place through layers of contaminated material or where any contaminated soil is being excavated, the groundwater may become contaminated, thereby requiring appropriate handling and disposal. Depending on the level of contamination encountered, and subject to the agreement of the EPD, groundwater will need to be disposed of in an appropriate manner, compliant with the *WPCO*.

Potential Health Risks to Future Users of the Site

During the operational phase, there is little potential for impacts associated with contaminated soils. However, maintenance workers or workers who may be commissioned to perform extensions or alterations to the sewers, mains or at the pumping stations at a later stage may come into contact with such materials, at which time all of the above mentioned impacts may be applicable. However, if contaminated material is identified during the construction stage, it is expected that appropriate remedial measures will have been undertaken either to ensure this material is mitigated or removed, or to ensure that future, direct contact with *in-situ* materials is avoided.

12.4 Assessment Approach

12.4.1 *Identification Of Environmental Impact*

The primary information collected on potentially contaminated premises was obtained from the *Lands Department Central Database of the Task Force (Blackspots) on Flytipping Control of Yuen Long District (March 2002)* along with carrying out site appraisal and review of aerial photographs and survey maps. The data was used to determine the potentially contaminated land within and adjacent to the proposed works areas of the Project.

The site appraisal was undertaken in the period from July 2002 to September 2002 to confirm locations of premises and extent of potential contaminating activities that are showing evidence of contamination.

12.4.2 *Sources of Information*

Reference was made to the following sources of information and a list of the aerial photographs reviewed during the course of the study is presented in Table 12.2:

- Hong Kong Ordinance Survey maps (1:1000 and 1:1500 scale) from various years along the proposed alignment;
- Selected aerial photos along the alignment from different years;
- Outline Zoning Plans (OZP's) along the alignment;
- Hong Kong Geological Survey Memoir No.3, *Geology of the Western New Territories;*
- Hong Kong Geological Survey Solid and Superficial Geology Series Map No.6, Yuen Long; and
- Lands Department Blackspots Database for Yuen Long District (March 2002).

Table 12.2: Aerial photographs reviewed

Study Section	Date/Year	Photograph No.	Notes
Yuen Long South Branch	2000	CN27943 & CN27944 CN27963 CN28005 to CN28008	3500ft 3500ft 3500ft
	1999	CN22599 & CN59600 CN24579 & CN24580 CN24582 CN24591 & CN24592 CN24632 to CN24635	4000ft 3500ft 3500ft 4000ft 4000ft
	1995	CN10300 to CN10302 CN10385 to CN10387 CN10625 to CN10627 CN13047 CN13082 CN13100 to CN13102	3200ft 3200ft 3500ft 3500ft 3500ft 3500ft

Study Section	Date/Year	Photograph No.	Notes
	1990	A22920 to A22923 A22946 to A22950 A22970 to A22973 A22996 & A22997	2000ft 2000ft 2000ft 2000ft
Lau Fan Shan/Mong Tseng and Yuen Long Effluent Pipeline	2001	CW30641 CW33005 to CW33010 CW33016 CW36580 to CW36581	1200ft 4000ft 4000ft 5400ft
	1999	A49106 CN22453 CN24515	4000ft 3500ft 3500ft
	1995	CN10141 to CN10147 CN10225 & CN10226 CN13135	3200ft 3200ft 3500ft
	1990	A21587 & A21588 A21980 & A21981 A22177 A22236 A22238 to A22239	2000ft 2000ft 4000ft 4000ft 4000ft
Ngau Tam Mei and San Tin	2001	CN30026 & CN30027 CN30033 CW30507 CW31528 & CW31529 CW33574 CW33708 & CW33709 CW33853 & CW33854 CW35089	4000ft 4000ft 4500ft 2400ft 4000ft 4000ft 4000ft 2000ft
	1999	A49244 to A49245 A49753 A49773 CN23692 CN23751 CN24396 CN24460	3500ft 4000ft 4000ft 3500ft 3500ft 3500ft 3500ft
	1995	CN9797 to CN9799 CNCN10601 to CN10604 CN11869 CN11874 CN12952 CN12979 CN13004	3000ft 3000ft 3500ft 3500ft 3500ft 3500ft 3500ft
	1990	A21610 to A21611 A21631 A21633 A21676 A21709 A21976 A21988 & A21989 A22173 to A22174 A22185 A22686 A22693 A22841	2000ft 2000ft 2000ft 2000ft 2000ft 2000ft 2000ft 4000ft 4000ft 2000ft 2000ft 2000ft

Note: Photographs were reviewed for generalized land changes, as well as development of specific premises along the Project alignment.

12.4.3 General ProPECC Approach

In accordance with *ProPECC PN 3/94* and the EPD's Guidance Notes, an assessment evaluation should:

- Provide a clear and detailed account of the present use of the land in question and the relevant past land use history, in relation to possible land contamination;
- Identify those areas of potential contamination and associated impacts, risks or hazards; and
- If required, submit a plan to evaluate the actual contamination conditions for soil and/or groundwater.

The EPD's Guidance Notes include a summary of the general steps of a detail contamination assessment study (Figure 12.1).

12.5 Site-specific Approach

However, as access for the premises is anticipated as restricted at this stage, it is not practicable to undertake a detailed sampling and analysis. The following alternative approach is adopted for the land contamination assessment.

(i) Review of the current and historical land uses was undertaken using information from aerial photographs, site visits, and government and public information on potential "blackspot" area. The objective is to identify any potentially contaminative land uses within the study area. Information about the locations of premises falling within the category of, or associating with, potentially contaminative land uses, as identified in the Section 3.1 of Annex 19 of the EIAO-TM is compiled. Such information is shown on the maps in Figures 12.2 to 12.14.

(ii) Verification and visual inspection was undertaken to confirm the general environmental conditions associated with each of the identified premises. This non-intrusive approach serves to make an initial appraisal of the likely nature of any potential contamination, and where identified, to evaluate whether there are any significant evidences of land contamination associated with these premises.

(iii) A site appraisal profile was developed for each of the premises identified as having the potential for contamination. This profile identified the major potential land contamination concerns. For these premises, a preliminary review is made of potential environmental impacts or health concerns that may arise from, or during, future use of the land as a result of exposure to potentially contaminated materials.

(iv) Based on the profile results and type of land uses identified, an overview of the typical mitigation measures is undertaken.

The presence of any potential contamination along the Project alignment is related to the historical and current uses to which land has been put, both within and adjacent to the planned development. A review of current and historical land uses has been undertaken and the findings are presented below.

12.5.1 Review of Land Use Types

A review of historical maps and selected historical aerial photos indicated that the majority of the proposed Project is to be developed on open or slightly developed land, along roadway, public access corridors and vehicular access road of the drainage channels. The selected historical aerial photos also indicate that several types of industrial and commercial activities have been started along different sectors of the proposed alignment of the Project in the past decade. However, there is little information to indicate that any major industrial usage along the proposed alignment of the sewers/rising mains and the site for pumping stations. This was confirmed with site visits, which indicated that the proposed alignment would generally be located outside the boundaries of the potential premises of concern. The land uses of the potentially contaminated premises adjacent to the works area include:

- Vehicle and mechanic maintenance and repair yards;
- Car dismantling and dumps yards;
- Construction material and equipment storage yards;
- Metal scrap yards;
- Uncontrolled dumps or debris fields; and
- Cargo storage yards.

12.5.2 Current Land Uses

A summary of the current potentially contaminated land uses along the Project alignment is given in Table 12.3. These premises are identified in Figures 12.2 to 12.14, which cover only the premises with potential land contamination activities in the vicinity. A total of 79 premises have been identified based on the EPD's criteria set in EIAO-TM and Guidance Notes. 31 premises are currently listed on the March 2002 edition of the Land's

Department "Blackspots" database. Premises located in excess of 50m from the proposed Project alignment have not been considered, as all of the premises identified are fairly small in size (all less than 0.5ha) except for the cargo storage yards, and there have been no reported cases of large scale spillage or leakage of potential contaminants. Land contamination potential has been judged to be localized. Furthermore, only the soil along the alignment will be disturbed during the earth and trench excavation.

Table 12.3: Potentially contaminated premises in the vicinity of the project sites

Site No.	Current Land Use	Observed Evidence of Contamination	Approximate Setback Distance from the Premises Boundary to the Sewer Alignment (m)
Yuen Long South Branch			
1*	No Name	Open area with several container offices. Oil stain observed on unpaved area. Petrol filling activities was observed.	6
2*	No Name	Vehicles (Dump Truck) repairing workshop. Oil stain observed on unpaved area	4
3*	No Name	Metal hardware workshop. Unpaved area. Cannot access.	32
4*	Refuse Collection Point	Open dumping on unpaved area	6
5	No Name	Vehicle repairing workshop. Oil stain on unpaved area observed.	8
6	Wah Seng General Construction Ltd.	Storage of construction materials.	8
7	No Name	Vehicle dismantling workshop and scrap yard.	6
8	Open area	Dismantled vehicle observed.	6
9	No Name	Warehouse of tubes and wheels.	6
10	No Name	Dismantled dump truck. Minor oil stain observed on paved area with crack.	6
11*	Junic Construction Company	Storage of construction materials.	6
12	Tin To Transportation Ltd.	Cannot access.	7
13*	No Name	Vehicle repairing workshop. Oil stain observed on cracked paved area.	8
14	Wah Sing Company	Cannot access. (look like industrial building)	6
15	No Name	Storage of oil (petroleum/diesel)	8
16	No Name	Vehicle repairing workshop. Dismantled parts observed. Oil stain observed.	6
17	No Name	Vehicle repairing and dismantling workshop. Paved area with minor oil stain.	8
18	No Name	Woodworks workshop. Paved but cracked area.	6
19	Ho Chi Vehicular Engineering	Oil stain observed on paved area.	6
20	Shui Hing Construction Material	Cannot access.	6
21	Fung Sing Metal Company	Cannot access (Metal hardware workshop).	10
22	Fung Yuen Warehouse	Cannot access.	6
23	No Name	Former factory building/warehouse.	6
24	No Name	Parking area of fuel tanker vehicle.	20
25	Maintenance Workshops	Maintenance workshop and petrol filling station observed.	6
Lau Fan Shan/Mong Tseng and Yuen Long Effluent Pipeline			
1	Sin Chun Mechanic (HK) Co., Ltd.	Storage (warehouse) of scaffolding. Several oil stains on unpaved area observed.	6
2	Wo Ping Vehicle Repairing Workshop	Vehicle maintenance and repairing. Oil stains on unpaved area observed.	6
3	Wo Hing Wooden Workshop	Cannot access but looks like no operation.	6
4	Chun Wun Container Co., Ltd.	Former container parking/storage yard. Minor oil stain observed.	8
5	Shun Fat Reynold Container Services Ltd.	Most of the area was paved, but cannot access inside.	7

Site No.	Current Land Use	Observed Evidence of Contamination	Approximate Setback Distance from the Premises Boundary to the Sewer Alignment (m)
6	No Name	Unpaved area with oil stains. Several cargo and vehicle were parked.	7
7	PCL Container Services Limited	Container maintenance and storage.	7
8	Lung Fai Vehicle Repairing Workshop	Truck maintenance and repairing. Oil stain observed on unpaved area.	7
9	A&A Warehouse	Container yard. Cannot access inside.	12
10	No Name	Storage of metal supporter (scrap yard). Unpaved area with oil stain. Several oil drum observed.	12
11	Hung Lee Container Yard	Container yard but cannot access inside.	7
12	Ho Yip Container Yard	Container yard but cannot access inside.	7
13	Asia Machinery Trading and Motor Services Co.	Truck maintenance and repairing workshop. Major oil stain observed.	7
14*	No Name	Container yard. Cannot access inside.	8
15*	No Name	Heavy equipment storage (excavator). Unpaved area maintenance workshops.	12
16*	No Name	Parking area. Major oil stain observed from fuel tanker.	12
17*	Ling Fung Container Rental Co.	Maintenance workshop observed on unpaved area.	12
18*	No Name	Dismantled vehicle and oil stain observed on unpaved area.	12
19*	No Name	Vehicle dismantling workshop. Major oil stain on unpaved area.	12
Ngau Tam Mei and San Tin			
1	Leader Container Port	Container port/storage area.	52
2	Universal Car Limited	Vehicle parking. Warehouse was observed.	52
3	No Name – Cargo Truck Parking Area	Unpaved site. Several oil stain observed.	8
4	Ming Kee Car Repairing Workshop	Maintenance activities observed. Oil stains observed on paved area.	6
5	Express Car Repairing and Cleaning Workshop	Vehicle repairing workshop. Maintenance activities on paved area.	6
6	Chee Fu Vehicle Repairing Workshop	Several dismantled vehicles observed.	14
7	Yuen Fung Metal Hardware Workshop	Metal cutting in operation. Oil stain on unpaved area was observed.	14
8	Yeung Yuk Motor Ltd.	Vehicle repairing workshop. Oil stain on unpaved area observed.	14
9	Kin Kee Vehicle Dismantling Company	Dismantled vehicles and oil stains observed on unpaved area.	14
10	No Name (Cargo Truck Parking)	Cargo truck and excavator parked on unpaved area.	14
11*	Wo Kee Vehicle Repairing Co.	Dismantled vehicles observed. Major oil stains on unpaved area.	6
12*	No Name	Storage of fabricated material for housing project.	6
13*	No Name (Vehicle Repairing Workshop)	Vehicle printing and repairing activities observed. Major oil stain observed on unpaved area.	6
14	Wing Pat Cargo Truck Parking	Unpaved parking area.	6
15	Tong Kee Vehicle Repairing Workshop	Dismantled vehicle and oil stains on unpaved area observed.	6
16	Wai Wong Company	Cargo trucks and excavators parking on unpaved area.	6
17	Hung Hing Tire Repairing	Cargo truck parking and tyre repairing area.	6
18*	Wah Tong Mechanic Trading (HK) Ltd.	Parking of heavy equipment (e.g. excavators). Oil stain on unpaved area observed.	6

Site No.	Current Land Use	Observed Evidence of Contamination	Approximate Setback Distance from the Premises Boundary to the Sewer Alignment (m)
19*	Sun Hing Tire Repairing Ltd.	Cargo parking. Oil stains on unpaved area observed.	6
20*	Hing Yip Transportation Company	Cargo truck parking. Oil stain on unpaved area observed.	6
21*	King Tat Vehicle Repairing Workshop	Maintenance bay with major oil stain observed.	6
22*	Yet Tong Vehicle Repairing Workshop	Oil stain observed on unpaved area.	6
23*	Ng Chow Tire Repairing Company	Oil stains on unpaved area observed.	6
24*	Ko Tat Vehicle & Mechanic Company	Major oil stains observed on cracked area.	6
25*	Kong Ming & King Tat Car Repairing Workshops	Oil stains observed on cracked area.	6
26*	Way Chun Vehicle Repairing Company	Major oil stains on cracked/unpaved areas.	6
27*	Kong Lung Cargo Storage Area	Storage of cargo containers on unpaved area.	6
28*	Man Ming Mechanic Repairing Co.	Major oil stains observed on unpaved area.	6
29*	Cheung Lung Truck Trading Co.	Maintenance workshop and scrap yard observed. Major oil stains on unpaved area.	6
30*	No Name	Cargo truck parking on unpaved area. Oil stains observed.	6
31*	Wai Wo Vehicle Repairing Co.	Oil stains observed on unpaved area.	6
32*	Hang Fung Vehicle Repairing Co.	Oil stains observed on unpaved area.	6
33*	Esso Petrol Filling Station	Normal Operation.	6
34	No Name	Cargo truck storage. Major oil stains on unpaved area.	6
35	No Name	Cargo truck storage. Oil stains on unpaved area.	6

Note*: Premises currently listed on the March 2002 edition of the Land's Department "Blackspots" database.

As the identified potential contaminated premises were in operation, access to the premises for inspection was usually not permitted. Therefore, only a limited, preliminary visual assessment of these premises could be made.

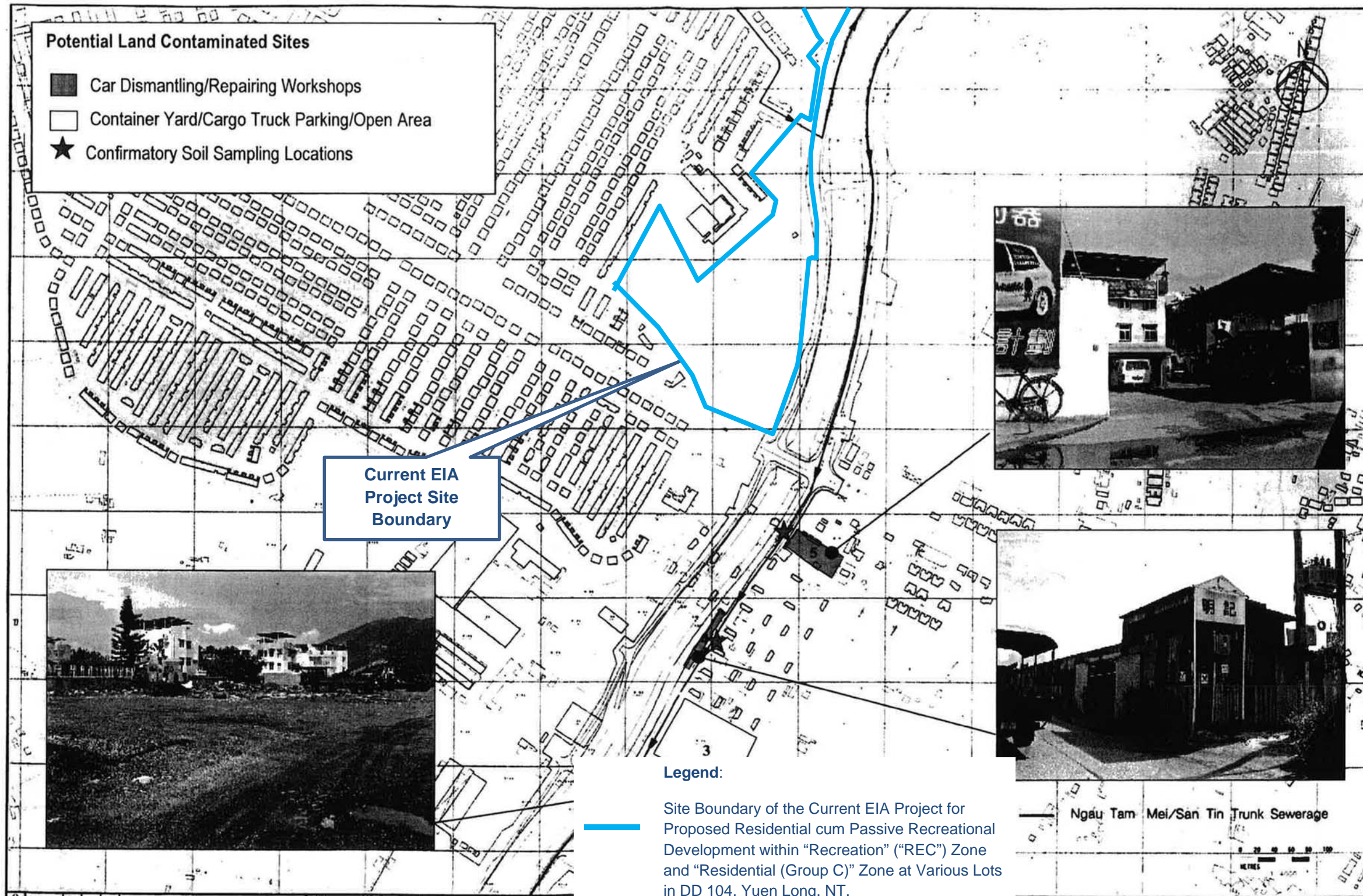
12.6 Findings and Recommendations

The preliminary investigation identified the land uses adjacent to the proposed alignment of the sewers/raising mains with the minimal potential to give rise to land contamination, as defined in the EPD's guidance documents. However, as the various premises in question are all fairly small in size and the land contamination potential is judged to be localised, therefore, the overall contamination concerns to the Project site area are considered to be very low. It is considered that the preparation of the Contamination Assessment Plan (CAP) for the detail site investigation, as stipulated in Section 12.4.3, is not required and not practical for the Project sites, as the proposed sewers/raising mains alignment and the location of pumping stations do not lie within the potential contaminated premises.

Although the risk of land contamination of the Project site area is very low, it is still recommended to conduct the "Confirmatory Soil Test" during the excavation to further safeguard the construction workers. Since great portion of the alignments are located underneath major roads, road closure for confirmatory testing is not feasibility. Therefore, it is suggested that the testing should be conducted during detailed design stage or the commencement of work when site access is still feasible.

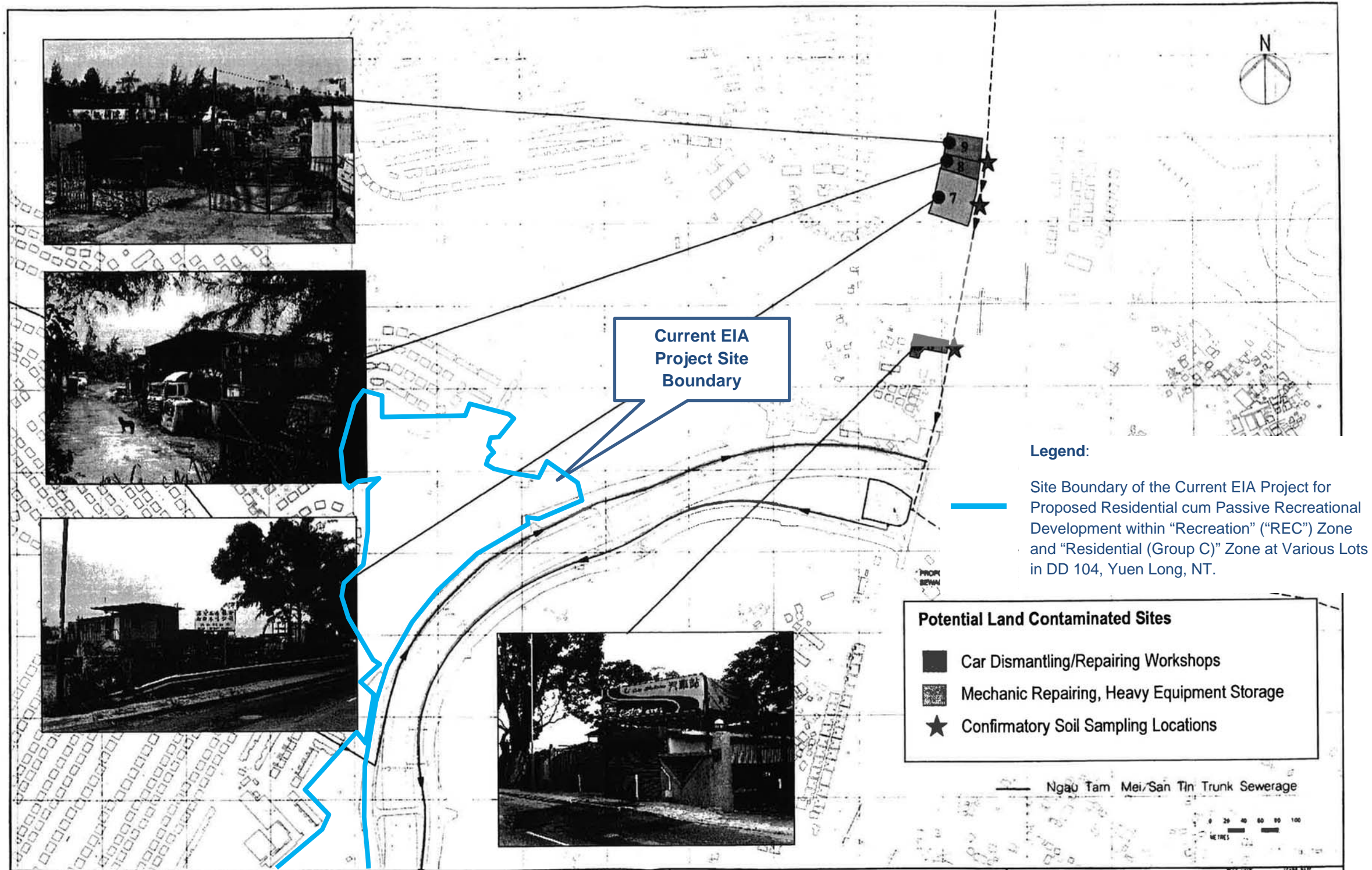
12.6.1 Confirmatory Soil Testing

In accordance with preliminary information provided by the Project Proponent, it is anticipated that approximately 29.6km of trench excavation (excavation widths from 0.75m to 5.0m and excavation depth from 2.6m to 7.0m) will be required for the lining of the twin rising mains and gravity sewer. It is proposed to collect



Site Boundary of the Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within "Recreation" ("REC") Zone and "Residential (Group C)" Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Proposed Public Sewer Project (Extracted from Figure 12.9 of the Approved EIA Report "Agreement No. CE 66/2001(EP), EIA and TIA Studies for the Stage 2 of PWP Item No. 215DS - Yuen Long and Kam Tin Sewerage and Sewage Disposal" (EIA Application No. EIA-094/2004))

-- The Project Site is Outside the Identified Potential Land Contaminated Sites near Ngau Tam Mei in the Approved Public Sewer Project in the Approved Public Sewer Project



Site Boundary of the Current EIA Project (i.e. Proposed Residential cum Passive Recreational Development within "Recreation" ("REC") Zone and "Residential (Group C)" Zone at Various Lots in DD 104, Yuen Long, NT) Superimposed with the Proposed Public Sewer Project (Extracted from Figure 12.9 of the Approved EIA Report "Agreement No. CE 66/2001(EP), EIA and TIA Studies for the Stage 2 of PWP Item No. 215DS - Yuen Long and Kam Tin Sewerage and Sewage Disposal" (EIA Application No. EIA-094/2004))

-- The Project Site is Outside the Previously Identified Potential Land Contaminated Sites near Ngau Tam Mei