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1 INTRODUCTION

1.1 Project Background

- 1.1.1 The Hong Kong-Zhuhai-Macao Bridge (HZMB), when completed, will enhance accessibility between the Hong Kong International Airport (HKIA) and the Pearl River Delta (PRD). To capitalise on the HZMB, the Airport Authority Hong Kong (AAHK) is planning to introduce a hassle-free bonded vehicle service between existing HKIA and the PRD West through Hong Kong Boundary Crossing Facilities (HKBCF), similar to the bonded ferry service plying between the HKIA's SkyPier and nine ports in the PRD, which would substantially strengthen HKIA's capability in extending its catchment area to PRD West. To meet this demand, the AAHK plans to construct the Intermodal Transfer Terminal (ITT) adjacent to the SkyPier and it is necessary to build a bonded connection between the ITT and the HKBCF to enable intermodal transfer of HKIA's air passengers to/from the HZMB without the need to go through Hong Kong's immigration clearance. The provision of land connection between ITT and HKBCF has been proposed by the AAHK.
- 1.1.2 After thorough considerations, AAHK decided to provide the land connection in the form of a bridge, namely Bonded Vehicular Bridge, to provide a direct and effective linkage between the ITT and the HKBCF (hereafter referred to as the "Project"). The location of the Project and the tentative layout plan is shown in [Figure 1.1](#). AAHK plans that only air transit passengers by bonded vehicles will be permitted to access the area, and no public vehicle will be allowed to access the Bonded Vehicular Bridge.
- 1.1.3 The Bonded Vehicular Bridge is situated between the HKBCF Island and the ITT adjacent to the SkyPier and consists of a marine section in a marine area between the HKIA and HKBCF Island and a land section on the HKBCF Island. The Project scale is anticipated to be small, approximately 360 m long marine section and 210 m long land section of the bridge. In addition, the Project incorporates environmental friendly initiatives by using 100% electric vehicles, hence, there will be no air pollutants emission during operation of the Project.
- 1.1.4 The Project comprises the following which are classified as a Designated Project (DP) under Part I, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO).
- Item A.8 - A road or railway bridge more than 100 m in length between abutments; and
 - Item C.3(a) - Reclamation works resulting in 5% decrease in cross sectional area calculated on the basis of 0.0 mPD in a sea channel.
- 1.1.5 An application for an Environmental Impact Assessment (EIA) Study Brief under section 5(1)(a) of the EIAO was submitted to the Environmental Protection Department (EPD) on 30 August 2017 with a Project Profile (No. PP-556/2017) for the Project. An EIA Study Brief (No. ESB-302/2017) was issued by EPD on 10 October 2017.

1.2 Purpose of this Executive Summary

- 1.2.1 The purpose of this Executive Summary (ES) is to present the summary of the findings, conclusions and recommendations in the EIA Report. This ES contains the following information:
- Section 2 – Purpose, nature, consideration of alternative options for the site location, and construction methods of the Project
 - Section 3 – Key findings of environmental impact assessments
 - Section 4 – Environmental monitoring and audit (EM&A) for the Project
 - Section 5 – Conclusions

2 PROJECT DESCRIPTION

2.1 Location and Scale of Project

- 2.1.1 The Project site is situated between the HKBCF Island and the HKIA, at the south of the existing SkyPier on the Airport Island. The Bonded Vehicular Bridge serves as a land connection between the HKBCF Island and the Intermodal Transfer Terminal (ITT) building next to the SkyPier to be built by AAHK. Part of the bridge is located in the marine area (marine section) and part on the HKBCF Island (land section). Location of the Project site and layout are shown in [Figure 1.1](#). The marine section of the site is situated in a marine area between HKIA and HKBCF Island.
- 2.1.2 The Bonded Vehicular Bridge serves as a dedicated direct vehicular access connecting the ITT of HKIA and HKBCF Island. The Bridge's marine section is approximately 360 m in length, supported by bridge concrete piers. The Bridge's land section spans over the HKBCF Island with a total length of approximately 210 m.

2.2 The Need and Benefits of the Project

- 2.2.1 It has always been AAHK's policy to enhance HKIA's facilities to maintain and strengthen its position as an intermodal aviation hub in the region. The Project is the most direct and cost effective means of connecting the air passengers between the "airside" of HKIA and HZMB for Bridge-to-Air (BTA) departure flight connections, or Air-to-Bridge (ATB) onward road journey into PRD upon arrival. With the Project, ATB and BTA passengers can simply travel on bonded vehicles directly to/from the HKBCF Island, without the need to go through Hong Kong's Custom, Immigration and Quarantine (CIQ) procedures.
- 2.2.2 This Project is required to be a completely bonded environment for the air passengers in order to satisfy the very stringent legal and security requirements of various law enforcement agencies and the Security Bureau.
- 2.2.3 In view of the impending commissioning of the HZMB, the Project is designed to provide a seamless and hassle-free connection between the ITT of HKIA and HKBCF Island to facilitate the intermodal modal travel of air passengers, in line with and further strengthening HKIA's strategic positioning and function as an international aviation hub in the region.
- 2.2.4 Coupled with HKIA's expanding upstream check-in and baggage handling service in the Pearl River Delta (PRD), the Project will further extend HKIA's connectivity in the region, in particular the western parts of the PRD. It is forecasted that by 2030, the synergistic positive impact brought by the HZMB and ITT could help HKIA attract about 3.7 million air passengers per year to fly into/out of HKIA through the HZMB and ITT. International passengers, Hong Kong and PRD residents will all benefit from the further enhanced multimodal transport hub service at HKIA.
- 2.2.5 The Project incorporates environmental protection measures such as 100% adoption of electric vehicles and associated charging facilities in the ITT.

2.3 Alternative Options

- 2.3.1 In addition to the "Without Project" scenario, AAHK has explored three different options to connect the "airside" of HKIA at ITT and HKBCF Island. ATB/BTA passengers may be carried by bonded vehicles via the public roads (Option 1 – Bonded Vehicle on Public Road Approach) or via a bonded road (Option 2 – Bonded Vehicle on Bonded Road Approach) or via a Bonded Vehicular Bridge directly linking (Option 3 – Bonded Vehicular Bridge Approach) between the ITT and the HKBCF Island.

Option 1: Bonded Vehicle on Public Road Approach

- 2.3.2 Under this option, ATB/BTA passengers are transported to/from their PRD destination/origin by bonded vehicles guarded by security staff inside the vehicle via the public roads between HKBCF Island and the ITT (provided that the passengers could be exempted from Hong Kong's CIQ procedures). Illustration of Option 1 is presented in [Figure 2.1](#). Passengers board the

bonded vehicles at their origin and alight at their destination with no stop in between. About an hour of vehicle travelling time for ATB/BTA passengers is saved by obviating the need to go through CIQ clearance at HKBCF and HKIA. Passenger convenience is significantly improved from this “Without Project” scenario.

- 2.3.3 Under this option, the ATB/BTA passengers and the driver in the bonded vehicle have not gone through the CIQ clearance before travelling on the public road network of Hong Kong. If the ATB/BTA passengers were to be exempted from the CIQ procedures of HKSAR, under the requirements set by HKSAR Security Bureau and the law enforcement agencies, the ATB/BTA passengers must remain in the “airside” after entering / before departing HKIA, as if they were air-air transit/transfer passengers exempted from the CIQ clearance requirements of HKSAR. However, public roads are not “airside” which is legally defined as the airport’s Restricted Area designated under the Airport Authority Ordinance (Cap 483) to restrict passenger / vehicle access, and impose aviation security features (e.g. passenger security checks before entry). This option is therefore legally not viable.

Option 2: Bonded Vehicle on Bonded Road Approach

- 2.3.4 Same as Option 1, ATB/BTA passengers under this option are transported to/from their PRD destination/origin by bonded vehicles via HKBCF Island to/from the ITT without going through the CIQ clearance. What distinguishes this option from Option 1 is that the route of the bonded vehicles is restricted to a bonded road that separates it from the Hong Kong public road traffic, i.e. Bonded Vehicle on Bonded Road Approach. Illustration of Option 2 is presented in [Figure 2.2](#). This option requires one of the public roads planned on HKBCF Island to be converted into a bonded road dedicated to the bonded vehicular services to/from the ITT, and such bonded road will need to cover the entire journey from the Public Transport Interchange on HKBCF Island to the ITT on the Airport Island.
- 2.3.5 The “airside” of HKIA as a result of the conversion described in Section 2.3.4 will have to be extended to cover the entire Bonded Road connecting the ITT to HKBCF Island, and in order to legally satisfy the security requirements, there must be additional security measures including the erection of fences, installation of access control posts and closed circuit TVs, etc., so as to segregate the bonded road from the public areas/roads on Airport Island and HKBCF Island. However, the fences will constitute a robust physical barrier, sterilising valuable land use along the waterfront of the Airport Island. It will also create an eyesore to the surrounding developments.

Option 3: Bonded Vehicular Bridge Approach

- 2.3.6 This option provides the shortest connection between HKBCF Island and the ITT when comparing with all other options. It requires the construction of a Bonded Vehicular Bridge between the ITT and HKBCF Island, landing inside the Closed Area of HKBCF Island. Illustration of Option 3 is presented in [Figure 2.3](#). Option 3 is the same as the Bonded Road Approach in Option 2 in terms of using bonded vehicles to transport the ATB/BTA passengers without passing through the public roads of the HKBCF Island and HKIA, the Bonded Vehicular Bridge Approach’s routing provides the shortest connection, without the detour as in the Bonded Vehicle on Bonded Road Approach, Option 2. The whole Bonded Vehicular Bridge is dedicated to the bonded vehicles to/from ITT. Public traffic is not allowed on the Bonded Vehicular Bridge to satisfy the legal and security requirements.
- 2.3.7 The “airside” of HKIA will be extended to both the marine and land sections of the Bonded Vehicular Bridge by adding adequate security features in the design including fences (primarily for the at-grade portion of the Bonded Vehicular Bridge on the HKBCF Island, subject to agreement with law enforcement agencies), access control posts and closed circuit TVs etc., so as to segregate the Bonded Vehicular Bridge from public road traffic.
- 2.3.8 The approximately 360 m long marine section and 210 m long land section of the bridge are all precast units that will reduce dust and noise impacts during construction.

2.4 Selected Option

- 2.4.1 The “Without Project” scenario falls short of HKIA’s seamless and hassle-free transfer service standard which constitutes a key competitive advantage of HKIA. ATB/BTA passengers have to board and alight the bus at both HKBCF and T1/T2 and go through the CIQ process in HKSAR twice. Furthermore, the journey distance and time are the longest, about an hour, in comparing with other options.
- 2.4.2 Of the three options as reviewed in Section 2.3, Option 1 is not selected due to its failure to meet the legal and security requirements.
- 2.4.3 Option 2 provides seamless and hassle-free transfer services for ATB/BTA passengers by providing a bonded road connection between HKBCF Island and the ITT. However, as comparing with Option 3 in the engineering consideration aspects, this option would pose moderate impact on traffic impact during construction, longer construction time and more disturbance on landside air permeability. Extra land take for land connection on Airport Island is also required. Under the environmental aspects, construction impact would affect the surrounding sensitive receivers in the vicinity of the required extra land. Land based construction works for the bounded roads and land connection section on land will give rise to more construction & demolition (C&D) materials and waste compared to sea-based construction works (Option 3). The erection of fences and/or guard posts for the bonded land connection would pose visual impact on nearby Visual Sensitive Receivers (VSRs), and undermine the amenity and landscaping value which could otherwise be created at the waterfront of Airport Island. As comparing with Option 3, the travelling distance from ITT to HKBCF (or vice and verse) of this option is longer, leading to higher energy consumption by electrical vehicles and carbon emissions by power plants.
- 2.4.4 Option 3 provides seamless and hassle-free transfer services for ATB/BTA passengers by creating a bonded bridge connection between HKBCF Island and the ITT. The travel distance for passengers under this option is the shortest among all scenarios / options, hence bringing enhancement of passenger convenience, but also help reduce road traffic, energy consumption by vehicles and the associated environmental impacts. The Bonded Vehicular Bridge is located closer to visual sensitive receivers (e.g. SkyCity Marriott Hotel and Passenger Clearance Building of HKBCF) and the bridge columns are required within the sea channel between HKIA and HKBCF, mitigation measures may be required to minimise the visual, ecological, water quality and hydraulic impacts. However, Option 3 also has the most extensive pre-cast construction among all options, which helps minimise local environmental impact. This option will not hamper access to light, air and view from the surrounding developments due to the bridge’s remote location. Security fence may be required only along its at-grade portion on HKBCF but not the rest of the Bonded Vehicular Bridge (subject to agreement with law enforcement agencies). As such, the visual impact to the surroundings can be minimised.
- 2.4.5 Taking into account the need to maximise passenger convenience, engineering considerations and environmental benefits, Option 3 is selected.

2.5 Construction Methodology

- 2.5.1 For the selected Option 3, the proposed Bonded Vehicular Bridge can be erected by cast in-place concrete construction method, prefabricated steel structure construction method or precast concrete construction method. Having considered the scale and site condition of the proposed bridge, it is a more effective and environmentally friendly approach to adopt precast concrete construction method.

2.6 Works Programme

- 2.6.1 The construction works of the Project will tentatively commence in 2020 for completion in 2022.

2.7 Concurrent Projects

- 2.7.1 A review of available information during preparation of the EIA identified a number of other planned / committed projects that may be implemented around the same time as this project,

and which may contribute to potential cumulative environmental impacts. Where applicable, these concurrent projects have been considered and incorporated into relevant technical assessments as part of this EIA report.

3 KEY FINDINGS OF THE ENVIRONMENTAL IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This EIA Report has provided an assessment of the potential environmental impacts associated with the construction and operation of the Project, based on the engineering design information available at this stage. The assessment has been conducted in accordance with the EIA Study Brief (No. ESB-302/2017) issued for the Project, covering the following environmental issues:

- Air Quality impact;
- Noise Impact;
- Water Quality Impact;
- Waste Management Implications;
- Marine Ecological Impact;
- Landscape and Visual Impact; and
- Impact of Cultural Heritage.

3.2 Air Quality Impact

3.2.1 The air quality assessment was conducted in accordance with the criteria and guidelines as stated in Section 1 of Annex 4 and Annex 12 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) and the requirements in Clause 3.4.3 of the EIA Study Brief.

Construction Phase

3.2.2 Potential dust impact generated from construction activities, such as site clearance, minor excavation with limited backfilling, wind erosion of exposed area, and emission from powered mechanical equipment would not be significant. With the implementation of suitable practice and mitigation measures, potential impacts on nearby Air Sensitive Receivers (ASRs) in the vicinity of the Project would not be significant, and would be controlled to within relevant standards.

Operation Phase

3.2.3 The Project is a Bonded Vehicular Bridge situated between HKBCF Island and HKIA. Only electric vehicles will be used to provide the hassle-free bonded cross-boundary bus trips, and potentially bonded limousine trips subject to regulatory approval from HKSAR Security Bureau and law enforcement agencies. As there will be no air pollutant emission during the operation of the Project, no adverse air quality impact is anticipated.

3.3 Noise Impact

3.3.1 The noise impact assessment was conducted in accordance with the criteria and guidelines as stated in Annexes 5 and 13 of the EIAO-TM and the requirements given in Clause 3.4.4 of the EIA Study Brief.

3.3.2 Based on the latest available information, no existing and planned NSRs which rely on opened

windows for ventilation is identified within the assessment area. No adverse noise impact will be generated from the construction and operation of the Project.

3.4 Water Quality Impact

- 3.4.1 The water quality impact assessment was conducted in accordance with the criteria and guidelines as stated in Annexes 6 and 14 of the EIAO-TM and the requirements given in Clause 3.4.5 and Appendix C of the EIA Study Brief.

Construction Phase

- 3.4.2 Precast concrete construction method will be used to minimise extent and duration of construction activities on-site. Marine works for the Bonded Vehicular Bridge will be limited to bridge piles construction with sediment excavation carried out in a confined dry working environment. There will be no open sea dredging. With the implementation of proposed mitigation measures, no adverse water quality impact due to marine construction of the Bonded Vehicular Bridge would be expected.
- 3.4.3 The potential water quality impacts from the land-based construction works would be associated with general construction activities, site run-off, accidental spillage, and sewage effluent from construction workforce. The site practices as outlined in the ProPECCPN 1/94 "*Construction Site Drainage*" is recommended to minimise the potential water quality impacts from the construction activities. Proper site management and good site practices are also recommended to ensure that construction wastes and other construction-related materials would not enter the nearby marine water. Sewage effluent arising from the construction workforce would be handled through provision of portable toilets.
- 3.4.4 With the implementation of the above recommended mitigation measures, the construction works for the Project would not result in adverse water quality impacts. A water quality monitoring and audit programme will be implemented to ensure that the recommended mitigation measures are properly implemented.

Operation Phase

- 3.4.5 Potential hydrodynamic impact due to the presence of the marine bridge piles of the Bonded Vehicular Bridge has been identified and assessed under this study with the use of computational modelling approach. The model results showed that the change in current velocity would be small and localised at the sea channel between HKIA and HKBCF Island. No significant change in flow regime at the sea channel is anticipated. The predicted change in momentary flow and accumulated flow would also be minor, and significant change in flushing capacity is not anticipated. No adverse hydrodynamic impact would therefore be expected.

3.5 Waste Management Implications

- 3.5.1 The waste management assessment was conducted based on the criteria and guidelines as stated in Annexes 7 and 15 of the EIAO-TM and the requirements set out under Clause 3.4.6 and Appendix D of the EIA Study Brief.
- 3.5.2 Waste types generated by the construction of this Project are likely to include construction and demolition (C&D) materials, chemical waste from maintenance of construction plant and equipment, general refuse, excavated sediment, and potential floating refuse. C&D materials would be generated from minor excavation and site clearance. Based on preliminary design information, it is estimated that the total volume of C&D materials to be approximately 13,160 m³, with 12,160 m³ being inert materials (i.e. public fill) and approximately 1,000 m³ being non-inert materials. Provided that these wastes are handled, transported and disposed of according to the recommended good site practices, adverse environmental impacts are not expected during the construction phase.
- 3.5.3 The excavated sediment generated from the Project comprises of land-based and marine-based sediment and the total volume is estimated to be 1,050 m³ with approximately 650 m³ being marine-based sediment and 400 m³ being land-based sediment. Land-based sediment is expected to be generated from the construction of bridge piers and abutment for the land

viaduct. The land-based sediment will be treated using stabilisation / solidification technique, and will be reused on site (e.g. as backfilling materials). Marine-based sediment is anticipated to be excavated during the construction of the sea portion of the bridge foundation and is recommended to be disposed of at the designated marine disposal sites allocated by the Marine Fill Committee (MFC) in accordance with *Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ADV-21 - Management Framework for Disposal of Dredged / Excavated Sediment* (PNAP No. 252 (ADV-21)). Based on the chemical and biological screening results, approximately 590 m³ of marine-based sediment is suitable for Type 1 - Open Sea Disposal and 60 m³ of marine-based sediment is suitable for Type 1 - Open Sea Disposal (Dedicated Sites). With the implementation of the recommended mitigation measures and in accordance with the requirements of PNAP No. 252 (ADV-21), no adverse environment impacts would be expected from excavation, treatment, transportation and disposal of sediment.

- 3.5.4 The main waste types generated during the operation of this Project would be chemical waste and MSW from maintenance activities and staff. It is anticipated that no adverse impacts would arise if the mitigation measures were strictly followed.

3.6 Marine Ecological Impact

- 3.6.1 The marine ecological impact assessment was conducted following the criteria and guidelines for evaluating and assessing ecological impact as stated in Annexes 8 and 16 of the EIAO-TM respectively, and the requirements in Clause 3.4.7 and Appendix E of the EIA Study Brief.
- 3.6.2 Literature review, coral survey, benthos survey and intertidal survey within the assessment area were conducted to establish the marine ecological baseline of the Project site and its vicinity. Marine habitats within the assessment area include subtidal hard substrate and soft bottom habitats, intertidal habitat and marine waters. The ecological values of the identified habitats are rated as low. The proposed bridge marine section would unavoidably and directly affect 0.009 ha and indirectly impact 0.0087 ha subtidal soft and hard bottom habitat/marine waters which have low ecological value.
- 3.6.3 In the vicinity of the Project area, some locally common coral species were recorded, with small colony size (from 3 to 26 cm) and low coverage (<5%), and most individuals in poor condition. Translocation of 23 coral colonies located close to the pier 1 within the Project area is recommended as a precautionary measure. Further mitigation measures such as the deployment of silt curtain and other water quality control measures have been recommended to minimise indirect impacts on the other coral colonies.
- 3.6.4 Intensive marine traffic within and outside of the assessment area could potentially increase the chance of vessel collision to Chinese White Dolphins (*Sousa chinensis*). Speed limit of 10 knots should be strictly enforced on all construction-related vessels based upon a precautionary approach to effectively reduce the possibility of lethal injury to the dolphins.
- 3.6.5 Considering the small size and low ecological values of the affected habitats, and the implementation of the recommended mitigation measures, the direct and indirect marine ecological impacts are expected to be minor.

3.7 Landscape and Visual Impact

- 3.7.1 The landscape and visual impact assessment was conducted in accordance with the criteria and guidelines as stated in Annexes 10 and 18 of the EIAO-TM, and the requirements in Clause 3.4.8 and Appendix F of the EIA Study Brief.

Construction Phase

- 3.7.2 The key impact on existing landscape and visual sensitive receivers during the construction phase would include construction of the Bonded Vehicular Bridge foundation using marine bored piles, construction of viaduct, associated staging facilities and underground utilities, temporary works area setup within the HKBCF and the inshore seawater area with associated construction equipment, and removal of the planned amenity / compensatory tree as planned by other projects on the HKBCF. In accordance with the relevant criteria and guidelines for

evaluating and assessing landscape and visual impacts, it is considered that the residual landscape and visual impacts initiated during the construction phase would be slightly / insubstantial, which is acceptable with implementation of the proposed mitigation measures.

Operation Phase

- 3.7.3 During the operational phase, the key source of landscape and visual impacts would be limited to the erection of the Bonded Vehicular Bridge and removal of the planned amenity/compensatory planting on the HKBCF. The overall residual landscape and visual impacts during operational phase would be slight / insubstantial, which is acceptable with implementation of the proposed mitigation measures.

3.8 Impact of Cultural Heritage

- 3.8.1 The cultural heritage impact assessment was conducted in accordance with the criteria and guidelines as stated in Annexes 10 and 19 of the EIAO-TM, and the requirements in Clause 3.4.9 and Appendix G of the EIA Study Brief.
- 3.8.2 A baseline review on previous studies and reports relating to the Project area was conducted. It has been concluded that the seabed of the Project area has no marine archaeological potential and further marine archaeological investigation is not required. No terrestrial archaeological potential and built heritage resource are identified on reclaimed lands of HKIA and HKBCF within the Project boundary. Thus, no cultural heritage impact is anticipated.

4 ENVIRONMENTAL MONITORING AND AUDITING

- 4.1.1 Environmental Monitoring and Audit (EM&A) requirements for air quality, water quality, waste management, marine ecology and landscape and visual impacts have been recommended, with regular site inspection and audits during construction phase to ensure that the recommended mitigation measures are properly implemented. The EM&A requirements are specified and detailed in the EM&A Manual.

5 CONCLUSION

- 5.1.1 The EIA Report provides information on the nature and extent of the potential environmental impacts that may arise during the construction and operation of the Bonded Vehicular Bridge and Associated Roads, in accordance with the EIA Study Brief (No. ESB-302/2017), EIAO-TM and relevant guidelines. Mitigation measures have been proposed, where necessary and appropriate, to ensure full compliance with environmental legislation and standards.
- 5.1.2 The EIA Report has concluded that the Project would be environmentally acceptable. There would be no unacceptable residual impacts on the nearby environmentally sensitive receivers, with the implementation of the mitigation measures during construction and operation phases. An EM&A programme has been recommended to check the proper implementation of these measures and monitor environmental compliance of the Project.