Annex E

EIA report on
"Shatin to Central Link Protection Works at Causeway Bay Typhoon Shelter"

A summary of issues discussed by the EIA Subcommittee
at the meeting on 24 January 2011

The Environmental Impact Assessment (EIA) Subcommittee discussed the EIA report on "Shatin to Central Link (SCL) Protection Works at Causeway Bay Typhoon Shelter". The issues discussed are summarized below.

2. Members noted that the project was one of the designated projects related to the SCL. As the future SCL (Hung Hom to Admiralty Section) project would interface with the Central-Wanchai Bypass (CWB) project at the Causeway Bay Typhoon Shelter (CBTS), to make optimum use of the reclamation provided by CWB for the construction of SCL, the project could avoid additional future reclamation due to SCL works in the interfacing region and thus minimize impacts on the users of the CBTS. The endorsement of the current project would not pre-empt the consideration of the other future EIA reports associated with the SCL.

3. On the impact of the project on the land transport in the busy Causeway Bay area, the project proponent explained that the construction materials for the project would be delivered by means of marine transportation with no additional land-based transport, similar to the arrangements under the CWB project, in order not to aggravate the traffic congestion problem in Causeway Bay.

4. Regarding the noise impacts of the project especially on the elderly people residing in the vicinity, the project proponent explained that the result of the noise impact assessment at noise sensitive receivers showed that, with mitigation measures implemented, the noise impacts arising from the project and cumulative noise impacts from concurrent projects in the assessment area would comply with the noise criteria. No activities were currently planned during the night time to minimize impacts on residents nearby. Moreover, no elderly homes were identified among the noise sensitive receivers of the project.

5. On the plan to reuse the construction and demolition (C&D) materials generated by the project, the project proponent explained that C&D materials would be reused in other local concurrent projects as far as possible. There was no definite plan at the current stage and they would provide more information after the meeting.

(Post-meeting note: The project proponent provided information after the meeting that the inert C&D materials of about 14,400 m^3 would be reused at other concurrent projects as far as possible, e.g. Hong Kong-Zhuhai-Macau Bridge, Tuen Mun-Chek Lap Kok Link, Central-Wan Chai Bypass and Wanchai Development Phase II. Liaisons with these projects had commenced and the details were provided in Appendix 6.7 of the EIA Report. Surplus inert C&D materials would be delivered to the two Public Fill Reception Facilities and disposed of at Taishan as the last resort. For the non-inert C&D materials of 300 m^3 (e.g. timber and papers), opportunities for recycling/reusing would be investigated in the construction stage so as to reuse/recycle as much as possible before disposal at landfills.)

6. On the detailed approach to minimize water quality impact of dredging and sediment disposal works, the project proponent explained that assessment in the EIA study was based on the worst-case scenario. The actual dredging and disposal works would be conducted according to detailed plans approved by the authorities. Mitigation measures, such as control of dredging rate, use of silt curtains and closed grab dredgers, would be implemented to minimize the suspended solids caused by dredging. The dredged sediments would be assessed and classified into different categories according to a Sediment Sampling and Testing Plan agreed by the Environmental Protection Department. A report with the estimated quantity of each category of sediments would be submitted to the authorities for determining the corresponding disposal options. The contaminated sediments which failed the biological screening would be contained in geo-textile containments and be disposed of at disposal facility assigned by the Marine Fill Committee. These practices would be specified to the contractors for strict compliance.

7. On the possibility of using cleaner fuels for powered mechanical equipment and working boats to minimize impacts on residence nearby, the project proponent explained that it was a general requirement that ultra low sulphur diesel should be used for all powered mechanical equipment at the work site. As regards working boats, they would consider the possibility of using ultra low sulphur diesel.

Conclusion

8. After discussion, the meeting agreed to recommend to the full Council that the EIA report could be endorsed without condition and make some recommendations. The meeting also agreed that there was no need to invite the project proponent to attend the full Council meeting.