



Room 924, 9th floor, Murray Building, Garden Road, Central, Hong Kong
Tel: 2848 2606 Fax: 2530 5264
香港中環花園道美利大廈9樓924室 • 電話：2848 2606 傳真機：2530 5264

(ACE Paper 14/97)
for advice

Report of the EIA Subcommittee

The EIA Subcommittee (the Subcommittee) considered two EIA reports at its meeting on 3 March 1997, namely Environmental Impact Assessment for Engineering Works (Roads & Drains) - Aldrich Bay Reclamation and EIA Study for Disposal of Contaminated Mud in East Sha Chau Marine Borrow Pit. **The Subcommittee recommended that both reports be endorsed without conditions.** Members may however wish to note that, as far as the EIA Study for the Disposal of Contaminated Mud in East Sha Chau Marine Borrow Pit is concerned, the Subcommittee's recommendation was based on the majority views of its members only, as a consensus was not available at the meeting.

Environmental Impact Assessment for Engineering Works (Roads and Drains) - Aldrich Bay Reclamation

2. To support the future developments on the Aldrich Bay Reclamation Area, where public/private housing estates, commercial developments, government/institutional/community facilities and open spaces will be built, government needs to build physical infrastructure such as roads (about 1,900m), drainage, footbridges and pedestrian subways in that area. Construction works are planned to commence in October 1998 and scheduled for completion in about 28 months.

The EIA Study

3. The EIA study has focused primarily on the noise and dust impact of the proposed works to the surrounding developments during the construction and operational stage, particularly the noise impact of the proposed new roads to noise sensitive receivers (NSRs) during the operational stage.

Noise and Dust Impact

4. As far as traffic noise is concerned, the EIA Study pointed out that most of the existing NSRs were already suffering from noise levels above 70dB(A) at present, which is above the Hong Kong Planning Standards and Guidelines limits, due to the traffic from the Island Eastern Corridor (IEC). It anticipated that these NSRs would suffer from even higher noise levels in future, again largely due to the traffic noise generated from IEC. Since the IEC, rather than the new roads, would be the major noise-generating source, the EIA Study concluded that it would not be effective at all to introduce direct mitigation measures on the new roads. Moreover, since the noise level predicted to be generated from the new roads did not meet the criteria for the provision of indirect mitigation measures, which are usually in the form of window insulation or air-conditioners, no such mitigation measures would be provided to existing NSRs. That said, the Study has proposed mitigation measures for planned housing developments and schools, through careful dispositioning of building layout and the use of air-conditioners and good quality windows.

5. As regards noise and dust impact during the construction stage, the study concluded that they could be mitigated to meet established standards and guidelines through the implementation of proper control measures and environmental monitoring and audit (EM&A) programme.

EIA Subcommittee's Views and Recommendation

6. Members were generally concerned about the high noise level likely to be suffered by NSRs in future. They however understood that the new roads were not the source of the problem and that departments concerned had already done whatever they could, within existing policy framework, to minimise the noise and dust impact both during the construction and operational stage. They therefore agreed to recommend ACE to endorse the EIA Report. That said, they hoped that the Administration would consider formulating new policy regarding the provision of direct mitigation measures on existing roads.

EIA Study for Disposal of Contaminated Mud in the East Sha Chau Marine Borrow Pit

7. The mud disposal capacity of the three existing East Sha Chau Contaminated Mud Pits (CMPs), i.e. CMPs I-III, will be exhausted in mid-1997 and the Civil Engineering Department (CED) intends to put CMP IV, which is also located at East Sha Chau, into commission in July 1997. CMP IV has a design capacity of more than 30 Mm³ of dredged material, which would meet Hong Kong's contaminated mud disposal demand up to the year 2002.

8. The suitability of locating contaminated mud disposal facilities at East Sha Chau was examined by the consultancy study on the Review of Contaminated Mud Disposal Strategy and Status Report on Contaminated Mud Disposal Facility at East Sha Chau, which was commissioned by CED in late 1995. The study concluded that East Sha Chau was the preferred area for such facilities. ACE has been informed of the study outcome in May 1996.

The EIA Study

9. The EIA Study concluded the following :

- (a) impacts associated with the disposal of contaminated mud in CMP IV are not expected to result in exceedances of applicable water quality standards;
- (b) the operational design of CMP IV has been specified such that the operation shall not cause a detectable deterioration in sediment quality outside CMP IV; and
- (c) physical impacts to fisheries and marine ecological sensitive receivers (e.g. Chinese White Dolphins) are not expected and no change in contaminant levels in marine organism tissue is predicted to arise from this project.

10. The EIA Study recommended that operational controls and an EM&A programme should be instituted.

EIA Subcommittee's Views and Recommendation

11. Members had lengthy discussion on the EIA Report, particularly on the impact of CMP IV to the Chinese White Dolphins, the likely losses of contaminated mud from trailer dredgers and the mathematical model the consultants have developed for calculating contaminated mud losses.

12. To address Members' concern about the adverse effect to the Chinese White Dolphins, CED undertook to provide Members with the following additional information after the meeting :

- (a) the paper on "Chinese White Dolphins and Disposal of Contaminated Mud", which was prepared by CED in response to SPEL's request for additional information at the ACE meeting on 25 November 1996; and
- (b) the report on "Implications of Fish and Dolphin Contaminant Studies for Management of the East Sha Chau Contaminated Mud Disposal Facility", which was the deliverable of a consultancy study commissioned by CED.

(Note : The paper and report were distributed to EIA Subcommittee members after the meeting.)

13. As regards the concern about losses of contaminated mud from trailer dredgers, the consultants explained the basis of their findings and the difficulties in validating their assumptions before commencement of the work.. Members noted the consultants' comments.

14. Four members (one of them informed the Secretariat in writing before the meeting) were willing to endorse the report whereas three would like to note the Report only, even though they did not object to the Report at all. On this basis, the Chairman decided that this Subcommittee would recommend ACE to endorse the Report. However, in order to ensure that ACE was fully aware of the concerns of some Subcommittee members so that it could take them into account when making its decision, the Subcommittee Chairman would like to recommend ACE to listen to the views of these members at the ACE meeting on 24 March 1997. He also recommended that CED and the consultants be invited to the ACE meeting to answer Members' queries.

[Note : The Secretariat has invited CED and the consultants to the ACE meeting.]

ADVICE SOUGHT

15. Members are requested to advise whether the following EIA reports should be endorsed :

- (a) Environmental Impact Assessment for Engineering Works (Roads and Drains) - Aldrich Bay Reclamation ; and
- (b) EIA Study for Disposal of Contaminated Mud in the East Sha Chau Marine Borrow Pit.

Planning, Environment and Lands Branch
March 1997