

Expansion of Hong Kong International Airport into a Three-Runway System

Construction Phase Quarterly EM&A Report No. 1

(For 28 December 2015 to 31 March 2016)

April 2016

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Airport Authority Hong Kong

HKIA Tower, 1 Sky Plaza Road, Hong Kong International Airport, Lantau, Hong Kong

**This Construction Phase Quarterly EM&A Report No. 1 has been
reviewed and certified by**

the Environmental Team Leader (ETL) in accordance with

Section 15.4 of the Updated EM&A Manual

Certified by:

A handwritten signature in black ink, appearing to read 'Terence Kong', is positioned above a horizontal line.

Terence Kong
Environmental Team Leader (ETL)
Mott MacDonald Hong Kong Limited

Date 29 April 2016

Our Ref : 60440482/C/JCHL160429

By Email

Airport Authority Hong Kong
HKIA Tower, 1 Sky Plaza Road
Hong Kong International Airport
Lantau, Hong Kong

Attn: Mr. Lawrence Tsui, Senior Manager

29 April 2016

Dear Sir,

Contract No. 3102
3RS Independent Environmental Checker Consultancy Services

Quarterly EM&A Report No.1

Reference is made to the Environmental Team's submission of Quarterly EM&A Report No.1 in accordance with Section 15.4 of the Updated EM&A Manual certified by the ET Leader on 29 April 2016.

We would like to inform you that we have no adverse comment on the captioned submission. Therefore we write to verify the captioned submission.

Should you have any query, please feel free to contact our Isabella Yeung at 3922 9348 or the undersigned at 3922 9376.

Yours faithfully,
AECOM Asia Co. Ltd.



Jackel Law
Independent Environmental Checker

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Executive Summary

The “Expansion of Hong Kong International Airport into a Three-Runway System” (the Project) serves to meet the future air traffic demands at Hong Kong International Airport (HKIA). On 7 November 2014, the Environmental Impact Assessment (EIA) Report (Register No.: AEIAR-185/2014) for the Project was approved and an Environmental Permit (EP) (Permit No.: EP-489/2014) was issued for the construction and operation of the Project.

Airport Authority Hong Kong (AAHK) commissioned Mott MacDonald Hong Kong Limited (MMHK) to undertake the role of Environmental Team (ET) for carrying out the Environmental Monitoring & Audit (EM&A) works during the construction phase of the Project in accordance with the Updated EM&A Manual.

This is the 1st Construction Phase Quarterly EM&A Report for the Project which summarizes the monitoring results and audit findings of the EM&A programme during the reporting period from 28 December 2015 to 31 March 2016.

Key Construction Activities in the Reporting Period

The key construction activities in the reporting period were under the Contract P560(R) Aviation Fuel Pipeline Diversion Works (Contract P560(R)) which involved:

- Site preparation and establishment works;
- Construction of temporary concrete footing;
- Mobilisation and installation of construction plants;
- Installation of horizontal directional drilling (HDD) casing pipe;
- Setup of site office; and
- Conducting surveys and installation of safe access facilities on Sheung Sha Chau Island



Installation of HDD casing pipe at HDD launching site



Stockpiling of excavated material at stockpiling area

EM&A Activities Conducted in the Reporting Period

The EM&A programme was undertaken in accordance with the Updated EM&A Manual of the Project. A summary of the monitoring and audit activities during this reporting period is presented as below:

| Monitoring/ Audit Activities | Number of Sessions |
|---|--------------------|
| 1-hour Total Suspended Particulates (TSP) Air Quality Monitoring | 108 |
| Noise Monitoring | 70 |
| Waste Monitoring | 16 |
| Environmental Site Inspection (including landscape & visual monitoring) | 16 |
| Ecological Monitoring | 1 |



Air Quality Monitoring at AR1A - Man Tung Road Park



Noise Monitoring at NM5 – Village House at Tin Sum



Waste Monitoring and Audit



Monitoring of HSFs through automatic identification system (AIS) for the SkyPier Plan

The diversion and speed control of high speed ferries (HSF) of SkyPier has been implemented since 28 December 2015. Training workshops and reviews were undertaken by the ET with the ferry operators to ensure safe implementation of the route diversion and speed control in accordance with the Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan). Potential deviations from SkyPier Plan were first identified by the automatic identification system (AIS) monitoring system and notices were issued to concerned ferry operators. Ferry operators had to provide further information and valid reasons for the deviations. The deviation cases were reviewed by ET and checked by IEC against the SkyPier Plan. The daily movements of all SkyPier HSFs in the reporting period ranged between 49 and 97, which falls within the maximum daily cap number of 125. In total, 2,583 ferry movements between HKIA SkyPier and Zhuhai / Macau were recorded in the reporting period. Deviation cases were lowered down to 38 in March 2016 through the monitoring and audit mechanism as well as the training workshops.

Causes of deviation were mainly due to local strong water current, early acceleration before leaving the SCZ, late deceleration before entering the SCZ and giving way to other vessels, etc. Further trainings will be arranged for the concerned captains for continuous improvement. Status of compliance with annual daily average of 99 movements will be further reviewed in the annual EM&A Report.

Breaches of Action and Limit Levels in the Reporting Period

Two Action Level exceedances of 1-hour TSP monitoring started at 10:00 am and 11:00 am were recorded at AR1A on 21 January 2016. Actions were taken accordingly based on the established Event and Action Plan as presented in the Updated EM&A Manual. The field investigation confirmed that only some minor site preparation works including hoarding erection were undertaken, and there were no major dusty construction activities that were conducted by the P560(R) Contractor when the exceedances were measured. It is thus considered that the exceedances were not related to the Project.

No exceedance of the Action and Limit Levels of noise and waste monitoring was recorded.

Implementation Status and Review of Environmental Mitigation Measures

Weekly site audits were carried out during the reporting period to confirm the implementation measures undertaken by the Contractor. Potential environmental impacts due to the construction activities, including air quality, noise, waste, landscape & visual and ecology were monitored and/or reviewed. The key issues addressed were related to dust suppression measures (e.g. watering, wheel washing and stockpile covering), wastewater treatment (e.g. treatment facilities and licensing) and site runoff management (e.g. installation of site drainage).

The recommended environmental mitigation measures, as included in the EM&A programme, were implemented properly in the reporting period. Also, the EM&A programme effectively monitored the environmental impacts from the construction activities and ensure the proper implementation of mitigation measures.

Summary findings of the EM&A programme

The following table summarizes the key findings of the EM&A programme during the reporting period:

| | Yes | No | Details | Analysis / Recommendation / Remedial Actions |
|---------------------------------------|-----|----|--|--|
| Breaches of Limit Level [^] | | ✓ | No exceedance of project-related limit level was recorded. | Nil |
| Breaches of Action Level [^] | | ✓ | No exceedance of project-related action level was recorded. | Nil |
| Complaints Received | | ✓ | No construction activities related complaints were received. | Nil |

| | Yes | No | Details | Analysis / Recommendation / Remedial Actions |
|--|-----|----|--|--|
| Notification of any summons and status of prosecutions | | ✓ | Neither notifications of summons nor prosecution were received. | Nil |
| Changes that affect the EM&A | | ✓ | There were no changes to the construction works that may affect the EM&A | Nil |

Remarks: ^ only exceedance of action/ limit level related to Project works will be highlighted.

1 Introduction

1.1 Background

On 7 November 2014, the Environmental Impact Assessment (EIA) Report (Register No.: AEIAR-185/2014) for the “Expansion of Hong Kong International Airport into a Three-Runway System” (the Project) was approved and an Environmental Permit (EP) (Permit No.: EP-489/2014) was issued for the construction and operation of the Project.

Airport Authority Hong Kong (AAHK) commissioned Mott MacDonald Hong Kong Limited (MMHK) to undertake the role of Environmental Team (ET) for carrying out the Environmental Monitoring & Audit (EM&A) works during the construction phase of the Project in accordance with the Updated EM&A Manual (the Manual) submitted under EP Condition 3.1. The Manual is available on the Project’s dedicated website (accessible at: <http://env.threerunwaysystem.com/en/index.html>). AECOM Asia Company Limited (AECOM) was employed by AAHK as the Independent Environmental Checker (IEC) for the Project.

The Project covers the expansion of the existing airport into a three-runway system (3RS) with key project components comprising land formation of about 650 ha and all associated facilities and infrastructure including taxiways, aprons, aircraft stands, a passenger concourse, an expanded Terminal 2, all related airside and landside works and associated ancillary and supporting facilities. The existing submarine aviation fuel pipelines and submarine power cables also require diversion as part of the works.

Construction of the Project is to proceed in the general order of diversion of the submarine aviation fuel pipelines, diversion of the submarine power cables, land formation, and construction of infrastructure, followed by construction of superstructures. The land-based construction works of Contract P560(R) Aviation Fuel Pipeline Diversion Works (Contract P560(R)) commenced on 28 December 2015 on the airport island. The overall phasing programme of all construction works and the construction programme of the Contract P560(R) are provided in **Appendix A**. All marine works, including the submarine power cable diversion and land formation, will only commence after completion of the gazettal process required under the Foreshore and Sea-bed (Reclamations) Ordinance (FSRO).

1.2 Scope of this Report

This is the 1st Construction Phase Quarterly EM&A Report for the Project which summarizes the key findings of the EM&A programme during the reporting period from 28 December 2015 to 31 March 2016.

1.3 Project Organisation

The Project’s organisation structure and the contact details of the key personnel are provided in **Appendix B** and **Table 1.1** respectively.

Table 1.1: Contact Information of Key Personnel

| Party | Position | Name | Telephone |
|---|--|---------------|-----------|
| Project Manager's Representative (Airport Authority Hong Kong) | Senior Manager, Environment | Lawrence Tsui | 2183 2734 |
| Environmental Team (ET) (Mott MacDonald Hong Kong Limited) | Environmental Team Leader | Terence Kong | 2828 5919 |
| | Deputy Environmental Team Leader | Heidi Yu | 2828 5704 |
| | Deputy Environmental Team Leader | Keith Chau | 2972 1721 |
| Independent Environmental Checker (IEC) (AECOM Asia Company Limited) | Independent Environmental Checker | Jackel Law | 3922 9376 |
| | Deputy Independent Environmental Checker | Joanne Tsoi | 3922 9423 |
| Contractor | | | |
| Contract P560(R) Aviation Fuel Pipeline Diversion Works (Langfang Huayuan Mechanical and Electrical Engineering Co., Ltd.) | Project Manager | Shih Wei | 2117 0566 |
| | Environmental Coordinator | Ivy Tam | 2151 2090 |

1.4 Contact information for the Project

The contact information for the Project is provided in **Table 1.2**. The public can contact us through the following channels if they have any queries and comments on the environmental monitoring data and project related information.

Table 1.2: Contact Information of the Project

| Channels | Contact Information |
|----------------|---|
| Hotline | 3908 0354 |
| Email | env@3rsproject.com |
| Fax | 3747 6050 |
| Postal Address | Airport Authority Room 403, 4/F, Airport World Trade Centre, 1 Sky Plaza Road, Terminal 2, Hong Kong International Airport (Attn: Environmental Team Leader Mr. Terence Kong) |

1.5 Summary of Construction Works

During the reporting period, key construction activities were under the Contract P560(R) Aviation Fuel Pipeline Diversion Works (Contract P560(R)) which involved site preparation and establishment works, construction of temporary concrete footing, mobilisation and installation of construction plant and installation of HDD casing pipe at the HDD launching site located at the western side of the airport.

The erection of site hoarding and installation of site drainage system were completed by the P560(R) Contractor at the stockpile area located near Chun Ming Road adjacent to Tradeport Logistic Centre on the airport island. Site office setup was undertaken at a site near the Chek Lap Kok Fire Station at Catering Road East. Topographic survey (including also tree and boulder surveys) and installation of safe access facilities (e.g. safety ropes) were undertaken on Sheung Sha Chau Island.

The locations of the P560(R) works areas and site office are presented in **Figure 1**.

1.6 Summary of EM&A Programme Requirements

As presented in the Updated EM&A Manual, the environmental aspects of interest for the Project include air quality, noise, water quality, waste management, land contamination, terrestrial ecology, marine ecology, fisheries, landscape and visual, sewage and sewerage, and hazard to human life.

The status for all environmental aspects is presented in **Table 1.3**.

Table 1.3: Summary of Status for All Environmental Aspects under the Updated EM&A Manual

| Parameters | EM&A Manual Requirement | Status |
|--|---|---|
| Air Quality | | |
| Baseline Monitoring | At least 14 consecutive days before commencement of construction work | The baseline air quality monitoring result has been reported in Baseline Monitoring Report (Version 1) and submitted to EPD on 14 December 2015 under EP Condition 3.4. |
| Impact Monitoring | At least 3 times every 6 days | On-going |
| Noise | | |
| Baseline Monitoring | Daily for a period of at least two weeks prior to the commencement of construction works | The baseline noise monitoring result has been reported in Baseline Monitoring Report (Version 1) and submitted to EPD on 14 December 2015 under EP Condition 3.4. |
| Impact Monitoring | Weekly | On-going |
| Water Quality | | |
| General Baseline Water Quality Monitoring for reclamation, water jetting and field joint works | Three days per week, at mid-flood and mid-ebb tides, for at least four weeks prior to the commencement of marine works. | Baseline water quality monitoring programme is scheduled to be commenced in April 2016. |
| General Impact Water Quality Monitoring for reclamation, water jetting and field joint works | Three days per week, at mid-flood and mid-ebb tides. | To be commenced with the relevant construction works |
| Initial Intensive Deep Cement Mixing (DCM) Water Quality Monitoring | At least four weeks | To be commenced with the relevant construction works |
| Regular DCM Water Quality Monitoring | Three times per week until completion of DCM works. | To be commenced with the relevant construction works |
| Waste Management | | |
| Waste Monitoring | At least weekly | On-going |

| Parameters | EM&A Manual Requirement | Status |
|---|--|--|
| Land Contamination | | |
| Supplementary Contamination Assessment Plan (CAP) | At least 3 months before commencement of any soil remediation works. | To be submitted with the relevant construction works |
| Contamination Assessment Report (CAR) | CAR to be submitted for golf course first; programme for submission of supplementary CAR at the other areas to be agreed. | To be submitted with the relevant construction works |
| Terrestrial Ecology | | |
| Pre-construction Egret Survey Plan | Once per month in the breeding season between April and July, prior to the commencement of HDD drilling works. | A pre-construction egret survey on Sheung Sha Chau island was conducted between April and July 2015. The Egret Survey Plan was submitted to EPD on 19 February 2016 under EP Condition 2.14. Subsequent comments on the Egret Survey Plan were provided by EPD on 3 March 2016. The revised Egret Survey Plan was submitted to EPD on 18 March 2016. |
| Ecological Monitoring | Monthly monitoring during the HDD construction works period from August to March. | The first ecological monitoring was conducted in March 2016. |
| Marine Ecology | | |
| Pre-Construction Phase Coral Dive Survey | Prior to marine construction works | A pre-construction phase dive survey for corals along the northern and northeastern seawall of the airport island and in the vicinity of the daylighting location on Sheung Sha Chau Island was undertaken and completed on 29 January 2016. |
| Chinese White Dolphins (CWD) | | |
| Vessel survey, land-based theodolite track and passive acoustic monitoring (PAM) | | |
| Baseline Monitoring | 6 months of baseline surveys before the commencement of land formation related construction works at a frequency of two full surveys per month. | Commenced in Dec 2015 and on-going |
| Impact Monitoring | Vessel surveys: Two full surveys per month; Land-based theodolite tracking: One day per month at the Sha Chau station and one day per month at the Lung Kwu Chau Station; and PAM: For the whole duration for land formation related construction works. | To be commenced with the relevant construction works |
| Landscape and Visual | | |
| Baseline Monitoring | One-off survey within the Project site boundary prior to commencement of any construction works | The baseline landscape and visual monitoring result has been reported in Baseline Monitoring Report (Version 1) and submitted to EPD on 14 December 2015 under EP Condition 3.4. |

| Parameters | EM&A Manual Requirement | Status |
|---|-------------------------|--|
| Impact Monitoring | Weekly | On-going |
| Environmental Auditing | | |
| Regular site inspection | Weekly | On-going |
| Skypier High Speed Ferries (HSF) implementation measures | Monitor and check | On-going |
| Construction and Associated Vessels Implementation measures | Monitor and check | To be commenced with the relevant construction works |
| Complaint Hotline and Email channel | Construction phase | On-going |
| Environmental Log Book | Construction phase | On-going |

Taking into account the nature of the land-based construction works involved in the Contract P560(R), the required impact monitoring focused on those relevant land-based environmental aspects including air quality, noise, waste management, landscape & visual and ecology as recommended in the Updated EM&A Manual.

In addition, the EM&A programme also involved weekly site inspections and related auditing conducted by the ET for checking the implementation of the required environmental mitigation measures recommended in the approved EIA Report.

The EM&A programme followed the recommendations presented in the approved EIA Report and the Updated EM&A Manual. A summary of implementation status of the environmental mitigation measures for the construction phase of the Project during the reporting period is provided in **Appendix C**.

2 Environmental Monitoring and Auditing

2.1 Air Quality Monitoring

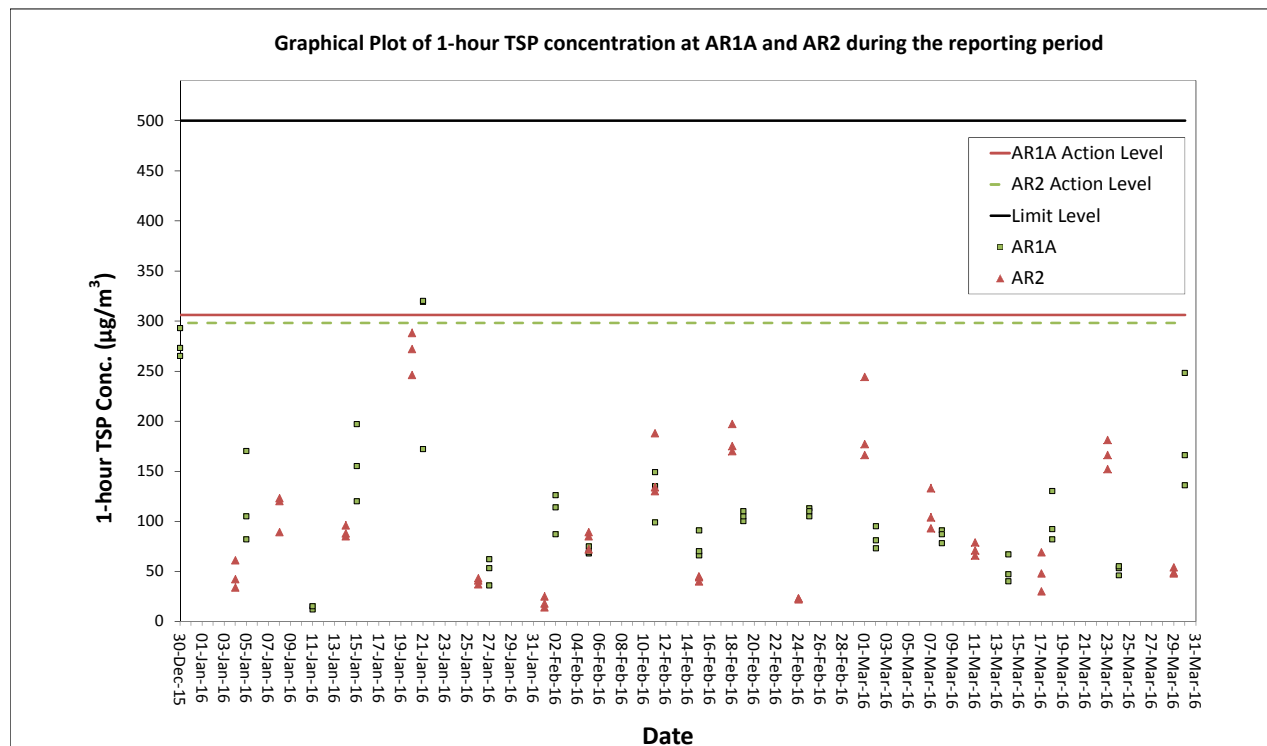
Impact 1-hour Total Suspended Particulates (TSP) monitoring was conducted three times every 6 days at two representative monitoring stations during the reporting period. The locations of monitoring stations are described in **Table 2.1** and presented in **Figure 2**. The Action and Limit Levels of the air quality monitoring are also provided in **Table 2.1** for reference.

Table 2.1: Impact Air Quality Monitoring Stations

| Monitoring Station | Location | Action Level ($\mu\text{g}/\text{m}^3$) | Limit Level ($\mu\text{g}/\text{m}^3$) |
|--------------------|--------------------------|---|--|
| AR1A | Man Tung Road Park | 306 | 500 |
| AR2 | Village House at Tin Sum | 298 | |

The graphical plots of impact air quality monitoring results during the reporting period are presented in **Graph 1**.

Graph 1: Graphical Plot of 1-hour TSP concentration at AR1A and AR2 during the reporting period



Two Action Level exceedances of 1-hour TSP monitoring started at 10:00 am and 11:00 am were recorded at AR1A on 21 January 2016. The measured 1-hour TSP concentrations were $319 \mu\text{g}/\text{m}^3$ and $320 \mu\text{g}/\text{m}^3$ at 10:00 am and 11:00 am respectively. Actions were taken accordingly based on the established Event and

Action Plan as presented in the Updated EM&A Manual. IEC and AAHK were informed of the exceedances. It was confirmed from the field investigation that only some minor site preparation works including hoarding erection were undertaken, and there were no major dusty construction activities that were conducted by the P560(R) Contractor when the exceedances were measured. It is thus considered that the exceedances were not related to the Project.

No exceedance of the Action and Limit Level was recorded at AR2 in the reporting period.

The weather was varied from fine to cloudy, with occasional foggy and rainy in the reporting quarter. Wind direction was mainly northeast or northwest in the reporting quarter. The foggy weather would cause little effect on the 1-hour TSP monitoring results.

During the reporting period, the construction activities of Contract P560(R) mainly involved site preparation and plant installation and were not likely to cause adverse dust pollution. The HDD launching site and stockpile area are around 3 km and 900 m away respectively from the nearest monitoring stations in Tung Chung and the villages in North Lantau. The major dust sources during the reporting period observed to be local air pollution and nearby traffic emissions. The graphical plot of the impact air quality monitoring results showed no specific trend and variations likely related to background and weather conditions. It is considered that the monitoring work in the reporting period is effective and there is no adverse impact attributable to the works of the Project.

2.2 Noise Monitoring

Impact noise monitoring was conducted at five representative monitoring stations once per week during 0700 and 1900 during the reporting period. The locations of monitoring stations are described in **Table 2.2** and presented in **Figure 2**. The Action and Limit Levels of the noise monitoring are provided in **Table 2.2** for reference.

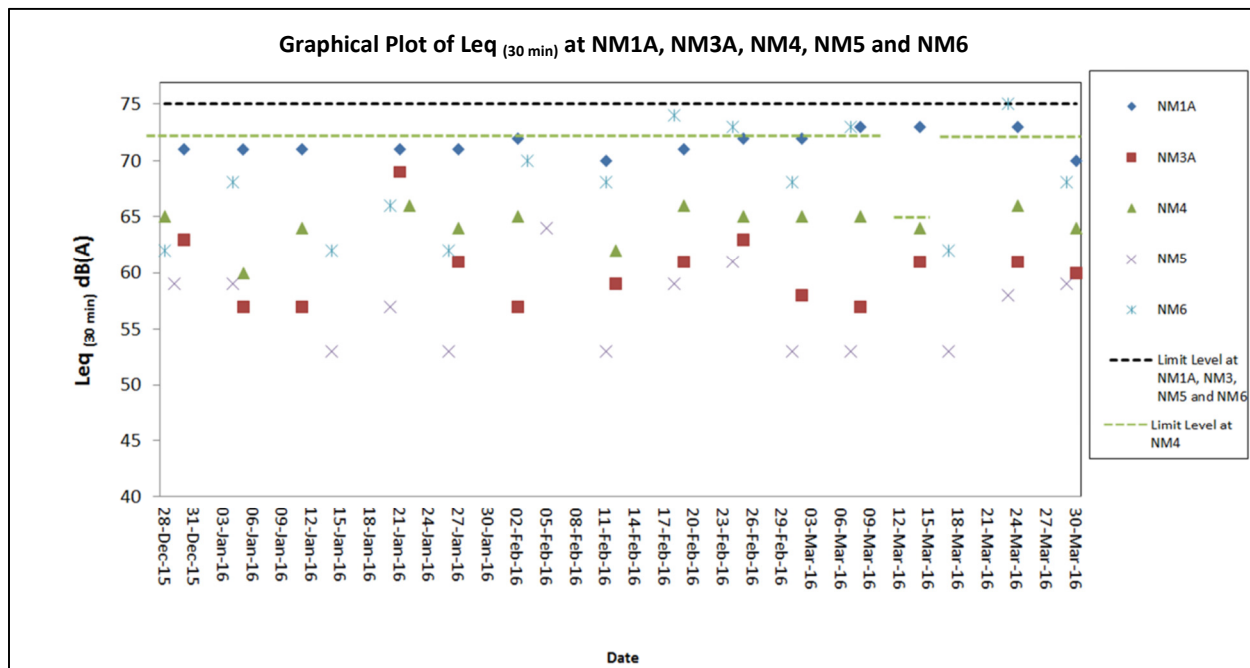
The graphical plots of impact noise quality monitoring results during the reporting period are presented in **Graph 2**.

Table 2.2: Impact Noise Quality Monitoring Stations

| Monitoring Station | Location | Action Level | Limit Level |
|--------------------|--|---|--------------------|
| NM1A | Man Tung Road Park | | 75 dB(A) |
| NM3A | Site Office | | 75 dB(A) |
| NM4 ⁽ⁱ⁾ | Ching Chung Hau Po Woon Primary School | When one documented complaint is received from any one of the sensitive receivers | 65dB(A) / 70 dB(A) |
| NM5 | Village House in Tin Sum | | 75 dB(A) |
| NM6 | House No. 1, Sha Lo Wan | | 75 dB(A) |

Note: ⁽ⁱ⁾ reduce to 70dB(A) for school and 65dB(A) during school examination periods.

Graph 2 Graphical Plot of $Leq_{(30\text{ min})}$ at NM1A, NM3A, NM4, NM5 and NM6 during the reporting period



No exceedance of the Action and Limit Level was recorded at all monitoring stations in the reporting period.

During the reporting period, the construction activities of Contract P560(R) mainly involved site preparation and plant installation and were not likely to cause adverse noise impact. The HDD launching site and stockpile area are around 3 km and 900 m away respectively from the nearest monitoring stations in Tung Chung and the villages in North Lantau. The monitoring stations were observed during the construction noise impact monitoring dominated by aircraft noise at NM3A and NM5, aircraft noise and helicopter noise at NM6, road traffic noise at NM1A and school activities at NM4 in the background. It is considered that the monitoring work in the reporting period is effective and there is no adverse impact attributable to the works of the Project.

2.3 Waste Monitoring

Weekly waste monitoring of the Project construction works to check and monitor the implementation of proper waste management practices during the construction phase were completed through 16 site inspections in the reporting period.

No exceedances of the Action and Limit Levels of waste monitoring were recorded in the reporting period.

Under the P560(R) Contract, about 700 m³ excavated material from the launching site has been delivered and temporarily stored at the stockpiling area at Chun Ming Road adjacent to Tradeport Logistic Centre on the airport island. The excavated material will be reused in the Project, including as backfilling material at the launching site. The key issues addressed in the reporting period included setup and implementation of the waste recording system, storage of stockpiled materials, waste collection point, spill control and management, and chemical wastes registry and handing on site.

2.4 Ecological Monitoring

The first monthly ecological monitoring was carried out on 19 March 2016 on Sheung Sha Chau Island during which topographic survey (including also tree and boulder surveys) and installation of safe access facilities (e.g. safety ropes) were carried out by P560(R) Contractor. The monitoring has confirmed that the works conducted on Sheung Sha Chau Island by P560(R) Contractor had not caused direct encroachment or disturbance to the identified egret area and that the policies of prohibited dumping of waste and tree cutting had been enforced.

2.5 Weekly Environmental Site Inspection

Site inspections of the construction works were carried out on a weekly basis to monitor the implementation of proper environmental pollution control and mitigation measures for the Project. In the reporting period, 16 site inspections were carried out. Observations have been recorded in the site inspection checklist and passed to the Contractor together with the appropriate recommended mitigation measures where necessary.

The key observations from site inspection and associated recommendations were related to:

- requirements of displaying non-road mobile machinery (NRMM) label on an excavator used onsite;
- establishing tree protection zone for the existing trees to be retained at the stockpiling area;
- fixing a broken temporary hoarding at the HDD launching site;
- the requirements of installation of wheel washing facilities; and
- erection of full hoarding for site boundary and provision of drip tray for oil drum.

A summary of implementation status of the environmental mitigation measures for the construction phase of the Project during the reporting period is provided in **Appendix C**.

2.6 Audit of the SkyPier Plan

The Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan) has been submitted to the Advisory Council on the Environment (ACE) for comment and subsequently submitted to and approved by EPD in November 2015 under EP Condition 2.10. The approved SkyPier Plan is available on the dedicated website of the Project.

In the SkyPier Plan, AAHK committed to implement the mitigation measure of requiring high speed ferries (HSFs) of SkyPier travelling between HKIA and Zhuhai / Macau to start diverting the route with an

associated speed control across an area (i.e. Speed Control Zone (SCZ)) with high Chinese White Dolphin (CWD) abundance by the end of 2015. The route diversion and speed restriction at the SCZ have been implemented since 28 December 2015. On 9 December 2015, the ET held a training workshop with the SkyPier HSF operators to familiarise them with the requirements of the diverted route, SCZ and related rules as well as other operational, monitoring and control arrangements.

All SkyPier HSFs travelling between HKIA and Zhuhai / Macau had switched to the diverted route and followed the speed control requirements. The ET have conducted checking of all the relevant information, including automatic identification system (AIS) data, daily SkyPier HSF movements, record of potential deviations and the responses provided by the ferry operators, to ensure full compliance with the requirements of the SkyPier Plan. The IEC of the Project has also performed audit on the compliance of the SkyPier Plan requirements as part of the EM&A programme.

During the initial implementation period, the SkyPier HSFs encountered occasional difficulties in strictly observing the 15-knot speed limit throughout the journey. In accordance with the SkyPier Plan, further training workshops for the SkyPier operators were held in January 2016 and March 2016 to ensure their full understanding of and adherence to the routing and speed control requirements.

The situation has been considerably improved in February and March 2016 by undertaking of workshop training and ferry movement monitoring and audit. Potential deviations from SkyPier Plan were first identified by the monitoring system and notices were issued to concerned ferry operators. Ferry operators had to provide further information and valid reasons for the deviations. The deviation cases were reviewed by ET and checked by IEC against the SkyPier Plan. Causes of deviation were mainly due to local strong water current, early acceleration before leaving the SCZ, late deceleration before entering the SCZ, and giving way to other vessels, etc.

The daily movements of all SkyPier HSFs in the reporting period ranged between 49 and 97, which falls within the maximum daily cap number of 125. In total, 2,583 ferry movements between HKIA SkyPier and Zhuhai / Macau were recorded in the reporting period. Deviation cases were lower down to 38 in March 2016 through the monitoring and audit mechanism as well as the training workshops. Status of compliance with annual daily average of 99 movements will be further reviewed in the annual EM&A Report. The effectiveness of the SkyPier Plan will be reviewed together with the Chinese White Dolphin monitoring results in the later stage.

2.7 Review of the Key Assumptions Adopted in the EIA Report

With reference to Appendix E of the Updated EM&A Manual, it is noted that the key assumptions adopted in approved EIA report for the construction phase are still valid and no major changes are involved. The environmental mitigation measures recommended in the approved EIA Report remain applicable and shall be implemented in undertaking construction works for the Project.

3 Report on Non-compliance, Complaints, Notifications of Summons and Prosecutions

3.1 Cumulative Statistics

Cumulative statistics on exceedance, non-compliance, complaints, notifications of summons and status of prosecutions are summarized in **Table 3.1** and **Table 3.2**.

Table 3.1: Statistics for Exceedances for the Environmental Monitoring

| | | Total no. recorded in the reporting period | Total no. recorded since the project commenced |
|----------|--------|--|--|
| 1-hr TSP | Action | 0 | 0 |
| | Limit | 0 | 0 |
| Noise | Action | 0 | 0 |
| | Limit | 0 | 0 |
| Waste | Action | 0 | 0 |
| | Limit | 0 | 0 |

Remark: Exceedances, which are not project related, are not shown in this table.

Table 3.2: Statistics for Non-compliance, Complaints, Notifications of Summons and Prosecution

| Reporting Period | Cumulative Statistics | | | |
|--|-----------------------|------------|--------------------------|--------------|
| | Non-compliance | Complaints | Notifications of Summons | Prosecutions |
| This reporting period | 0 | 0 | 0 | 0 |
| From 28 December 2015 to end of the reporting period | 0 | 0 | 0 | 0 |

4 Conclusion and Recommendation

In this quarterly period from 28 December 2015 to 31 March 2016, the EM&A programme has been implemented as planned, including 108 sets of air quality measurements, 70 sets of construction noise measurements, one ecological monitoring at Sheung Sha Chau Island as well as 16 environmental site inspections, landscape & visual and waste monitoring for the Project's construction works.

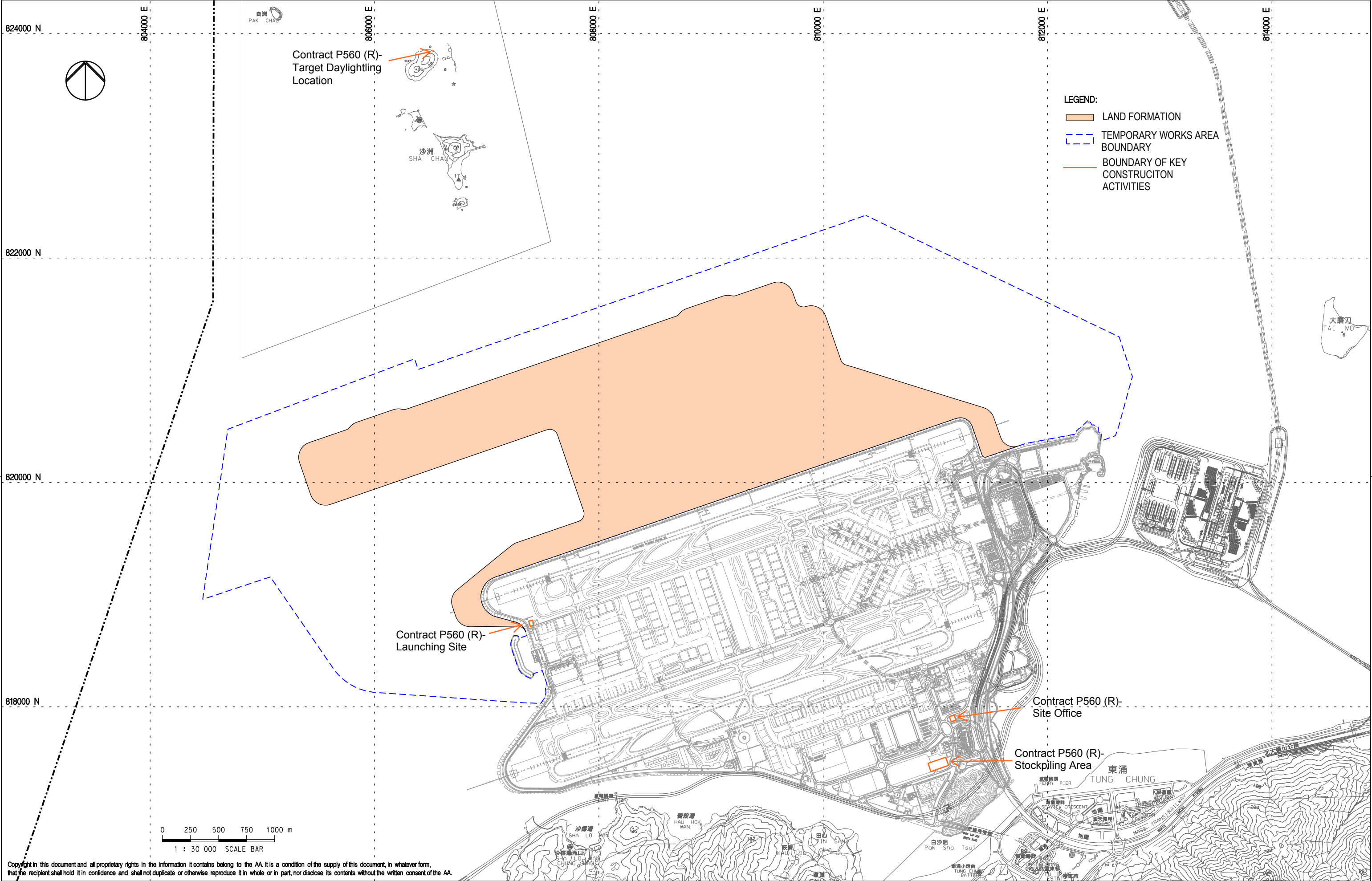
The key construction activities of the Project in the reporting period were under the Contract P560(R) Aviation Fuel Pipeline Diversion Works (Contract P560(R)) which involved site preparation and establishment works, construction of temporary concrete footing, mobilisation and installation of construction plant and installation of HDD casing pipe at the HDD launching site located at the western side of the airport.

Two Action Level exceedances of 1-hour TSP monitoring were recorded in January 2016. The investigation results indicated that the exceedances were not related to the Project. No breach of the Action or Limit Levels in relation to the construction noise and waste monitoring were recorded in the reporting period. Monthly ecological monitoring and weekly site inspections were carried out during the reporting period by the ET. All site observations made by the ET were recorded in the site inspection checklists and passed to the Contractor together with the recommended follow-up actions.

The mitigation measures recommended in the SkyPier Plan have been implemented in the reporting period. Potential deviations from SkyPier Plan were first identified by the monitoring system and notices were issued to concerned ferry operators. Ferry operators had to provide further information and valid reasons for the deviations. The deviation cases were reviewed by ET and checked by IEC against the SkyPier Plan. Training workshops for the SkyPier operators were held by ET in the reporting period to ensure their full understanding of and adherence to the routing and speed control requirements. The daily movements of all SkyPier HSFs in the reporting period ranged between 49 to 97, which falls within the maximum daily cap number of 125. In total, 2,583 ferry movements between HKIA SkyPier and Zhuhai / Macau were recorded in the reporting period. Deviation cases were lower down to 38 in March 2016 through the monitoring and audit mechanism as well as the training workshops. Causes of deviations were mainly due to local strong water current, early acceleration before leaving the SCZ, late deceleration before entering the SCZ and giving way to other vessels, etc. Further trainings will be arranged for the concerned captains for continuous improvement. Status of compliance with annual daily average of 99 movements will be further reviewed in the annual EM&A Report. The monitoring requirements stipulated in the SkyPier Plan were fully complied with and effectively implemented.

The recommended environmental mitigation measures, as included in the EM&A programme, have been effectively implemented during the reporting period. The impacts for construction activities in this quarter have been found to be not significant. Also, the EM&A programme implemented by the ET has effectively monitored the environmental impacts arising from the construction activities and ensure the proper implementation of mitigation measures.

Figures



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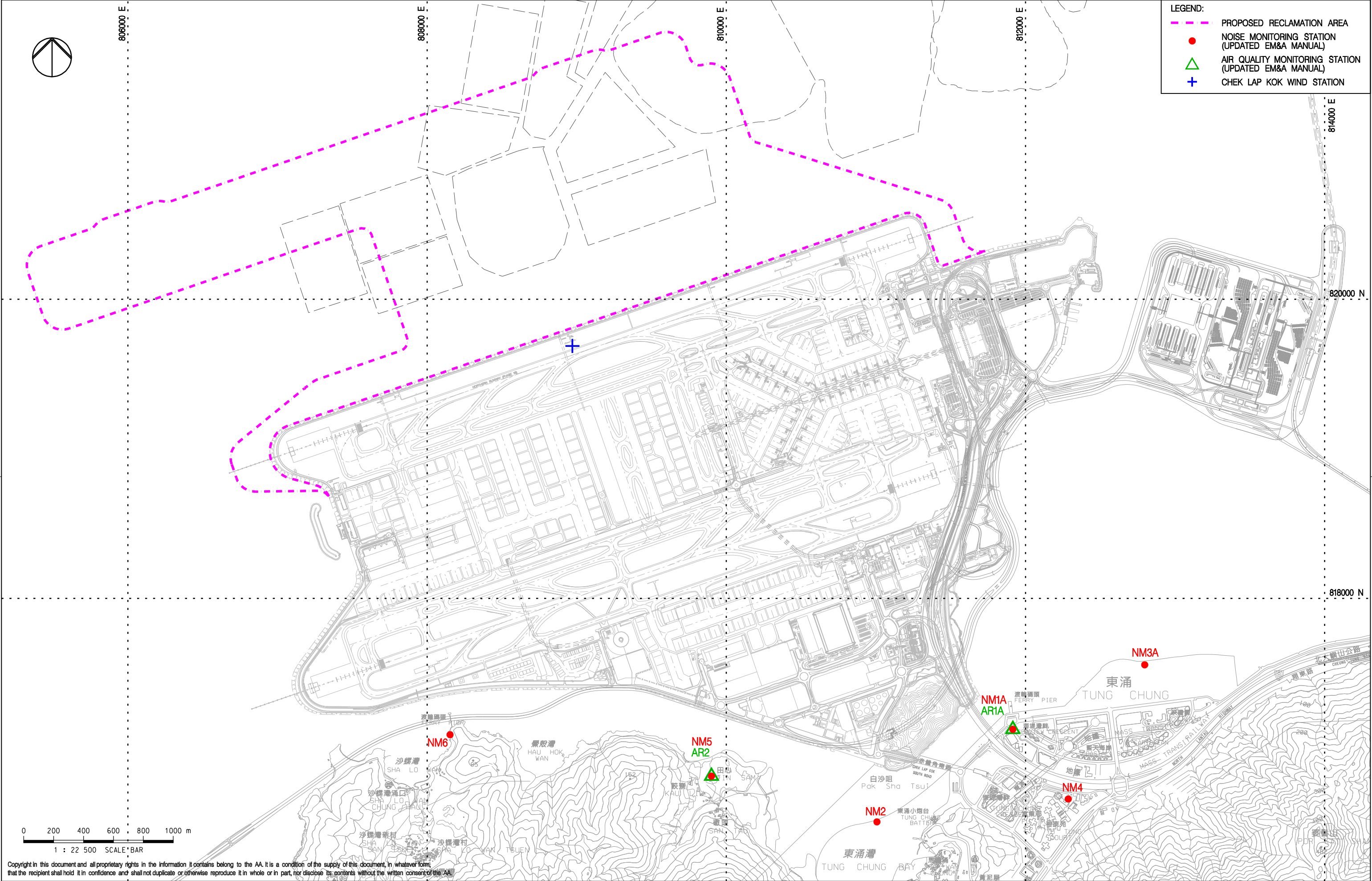
| Rev. | Date | Description | Checked |
|------|---------|-------------|---------|
| A | 31AUG15 | FIRST ISSUE | DC |
| | | | |
| | | | |
| | | | |



Title
LOCATIONS OF KEY CONSTRUCTION ACTIVITIES IN THIS REPORTING PERIOD

| Consultant's Signatures for Approval | | Date |
|--------------------------------------|-----|---------|
| Design | DC | 31AUG15 |
| Checkers | DC | 31AUG15 |
| Design Supervisor | EC | 31AUG15 |
| Authorised Representative | JFP | 31AUG15 |

| EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM | |
|---|--------------------------|
| Drawing No. | Scale at A3 1 : 30000 |
| FIGURE 1 | |
| Rev. | A |



| Rev. | Date | Description | Checked |
|------|---------|------------------|---------|
| A | 06JAN16 | FIRST ISSUE | RO |
| B | 29JAN16 | GENERAL REVISION | RO |
| C | 11FEB16 | GENERAL REVISION | RO |
| | | | |
| | | | |



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HONG KONG INTERNATIONAL AIRPORT

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Tel : (852) 2389 7111 Fax : (852) 2384 0717



Mott MacDonald

Title

LOCATIONS OF AIR AND NOISE MONITORING STATIONS AND CHEK LAP KOK WIND STATION

| Consultant's Signatures for Approval | |
|--------------------------------------|---------|
| Design | AM |
| Checkers | AM / TK |
| Approver | EC |

| Date |
|---------|
| 11FEB16 |
| 11FEB16 |
| 11FEB16 |

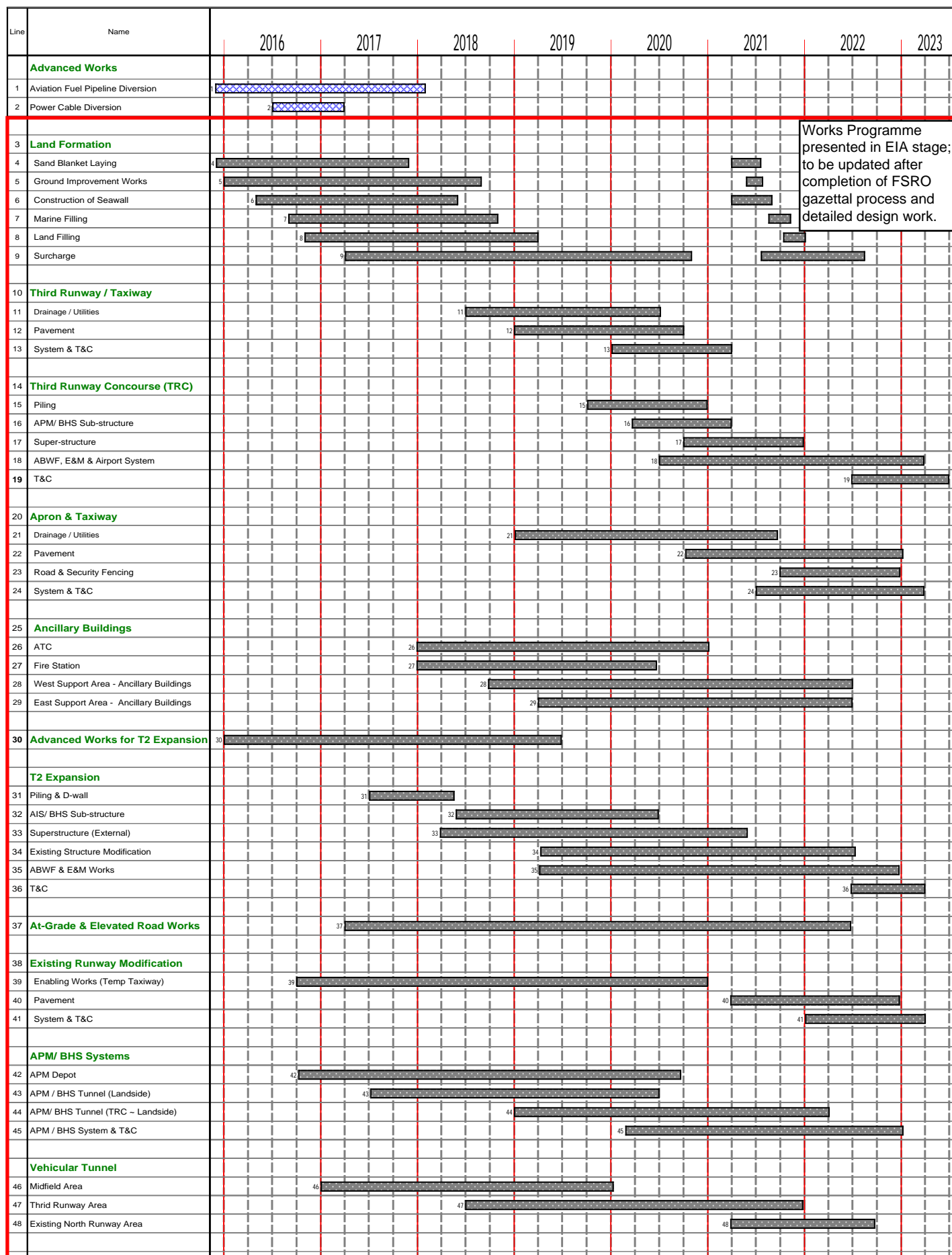
EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM

Drawing No.

FIGURE 2

| |
|--------------------------|
| Scale at A3 1 : 22500 |
| Rev. C |

Appendix A. Construction Programme and Contract Description



Works Programme presented in EIA stage; to be updated after completion of FSRO gazettal process and detailed design work.

Legend
 Latest updated works programme (Attachments II & III refer for further details)

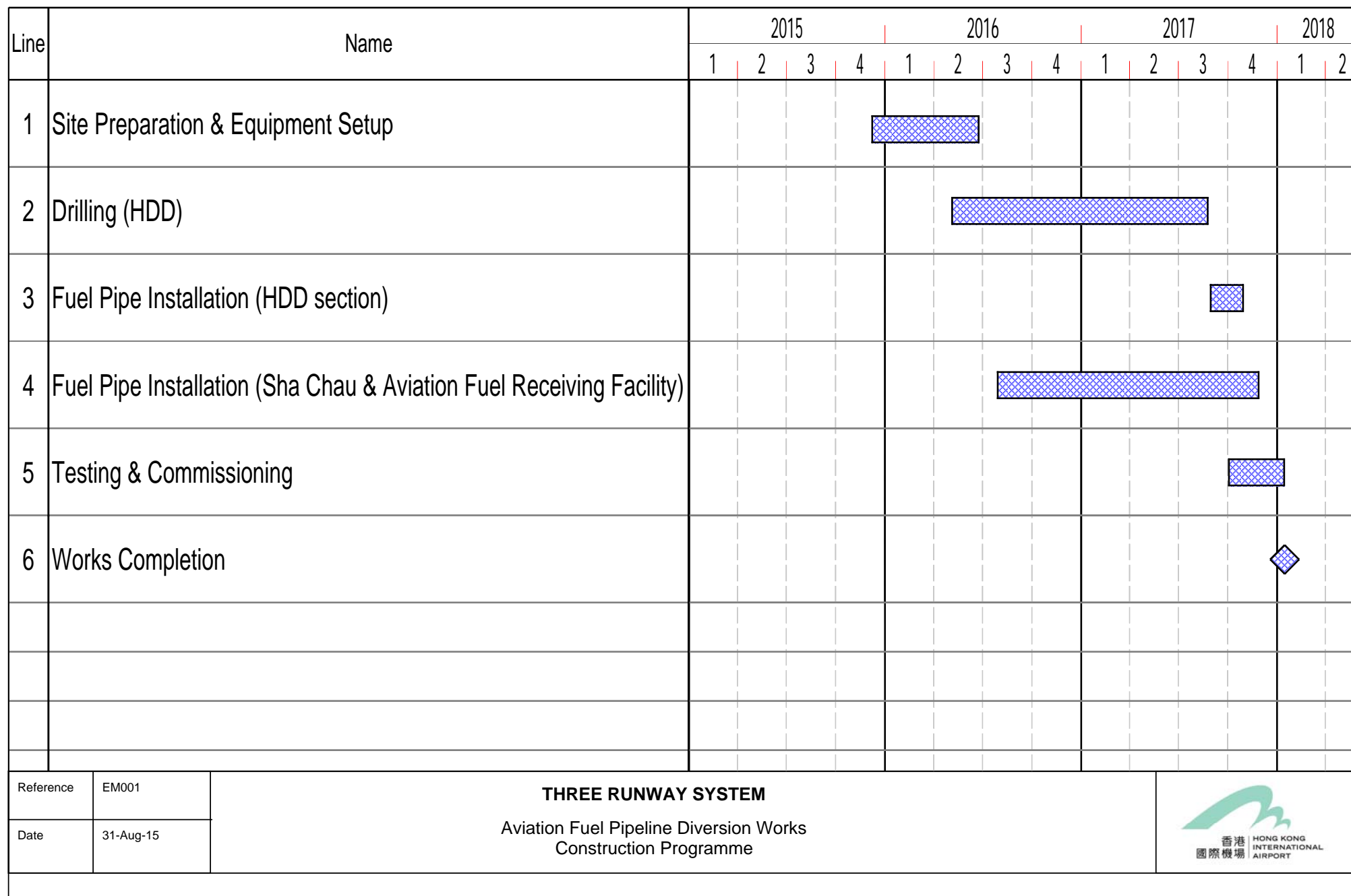
| | |
|---------------|--------------|
| Programme No. | 00001 |
| Revision/Date | C/ 20-Oct-15 |
| Prepared | VT |
| Checked | PY |

3RS Phasing Programme

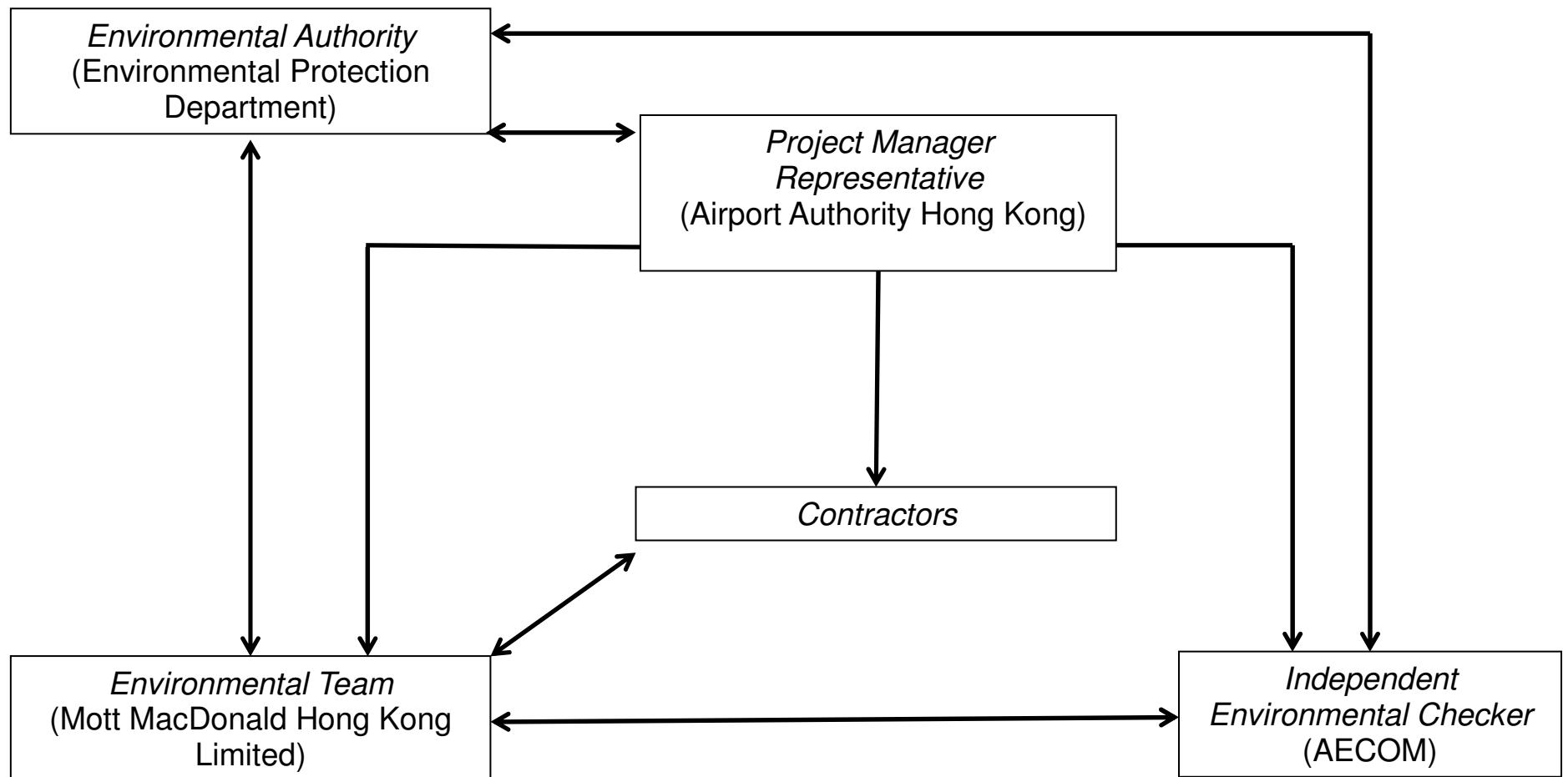


Contract Description

| Contract No. | Contract Title | Contractor | Key Construction Activities |
|--------------|--|--|--|
| P560 (R) | Aviation Fuel Pipeline Diversion Works | Langfang Huayuan Mechanical and Electrical Engineering Co., Ltd. | Diversion of the existing submarine aviation fuel pipelines will use a horizontal directional drilling (HDD) method forming two rock drill holes by drilling through bedrock from a launching site located at the west of the airport island to a daylighting point adjacent to the offshore receiving platform at Sha Chau. Two new pipelines will be installed through the drilled tunnels. The total length is approximately 5 km. Drilling works will proceed from the HDD launching site at the airport island. |



Appendix B. Project Organization Chart



Appendix C. Environmental Mitigation Implementation Schedule (EMIS) for Construction Phase

Appendix C Environmental Mitigation Implementation Schedule (EMIS) for Construction Phase

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|--|-----------|--------------|---|---|--|
| Air Quality Impact – Construction Phase | | | | | |
| 5.2.6.2 | 2.1 | - | Dust Control Measures <ul style="list-style-type: none"> Water spraying for 12 times a day or once every two hours for 24-hour working at all active works area. | Within construction site / Duration of the construction phase | I |
| 5.2.6.3 | 2.1 | - | <ul style="list-style-type: none"> Covering of at least 80% of the stockpiling area by impervious sheets. Water spraying of all dusty materials immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling. | Within construction site / Duration of the construction phase | I |
| 5.2.6.4 | 2.1 | - | <p>Dust control practices as stipulated in the Air Pollution Control (Construction Dust) Regulation should be adopted. These practices include:</p> <p>Good Site Management</p> <ul style="list-style-type: none"> Good site management is important to help reducing potential air quality impact down to an acceptable level. As a general guide, the Contractor should maintain high standard of housekeeping to prevent emission of fugitive dust. Loading, unloading, handling and storage of raw materials, wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission. Any piles of materials accumulated on or around the work areas should be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas should be carried out in a manner minimising generation of fugitive dust emissions. The material should be handled properly to prevent fugitive dust emission before cleaning. <p>Disturbed Parts of the Roads</p> <ul style="list-style-type: none"> Each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials; or Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet. <p>Exposed Earth</p> <ul style="list-style-type: none"> Exposed earth should be properly treated by compaction, hydroseeding, vegetation planting or seating with latex, vinyl, bitumen within six months after the last construction activity on the site or part of the site where the exposed earth lies. <p>- Loading, Unloading or Transfer of Dusty Materials</p> <ul style="list-style-type: none"> All dusty materials should be sprayed with water immediately prior to any loading or transfer operation so as to keep the dusty material wet. <p>Debris Handling</p> | Within construction site / Duration of the construction phase | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|----------|-----------|--------------|---|---|--|
| | | | <ul style="list-style-type: none"> Any debris should be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the three sides; and Before debris is dumped into a chute, water should be sprayed so that it remains wet when it is dumped. <p>Transport of Dusty Materials</p> <ul style="list-style-type: none"> Vehicle used for transporting dusty materials/spoils should be covered with tarpaulin or similar material. The cover should extend over the edges of the sides and tailboards. <p>Wheel washing</p> <ul style="list-style-type: none"> Vehicle wheel washing facilities should be provided at each construction site exit. Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels. <p>Use of vehicles</p> <ul style="list-style-type: none"> The speed of the trucks within the site should be controlled to about 10km/hour in order to reduce adverse dust impacts and secure the safe movement around the site; Immediately before leaving the construction site, every vehicle should be washed to remove any dusty materials from its body and wheels; and Where a vehicle leaving the construction site is carrying a load of dusty materials, the load should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle. <p>Site hoarding</p> <ul style="list-style-type: none"> Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4m high from ground level should be provided along the entire length of that portion of the site boundary except for a site entrance or exit. | | |
| 5.2.6.5 | 2.1 | - | <p>Best Practices for Concrete Batching Plant</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Cement Works (Concrete Batching Plant) BPM 3/2 as well as in the future Specified Process licence should be adopted. The best practices are recommended to be applied to both the land based and floating concrete batching plants. Best practices include:</p> <p>Cement and other dusty materials</p> <ul style="list-style-type: none"> The loading, unloading, handling, transfer or storage of cement, pulverised fuel ash (PFA) and/or other equally dusty materials shall be carried in a totally enclosed system acceptable to EPD. All dust-laden air or waste gas generated by the process operations shall be properly extracted and vented to fabric filtering system to meet the required emission limit; Cement, PFA and/or other equally dusty materials shall be stored in storage silo fitted with audible high level alarms to warn of over-filling. The high-level alarm indicators shall be interlocked with the material filling line such that in the event of the silo approaching an overfilling condition, an audible alarm will | Within Concrete Batching Plant / Duration of the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|----------|-----------|--------------|---|---|---------------------------------------|
| | | | <p>operate, and after 1 minute or less the material filling line will be closed;</p> <ul style="list-style-type: none"> ▪ Vents of all silos shall be fitted with fabric filtering system to meet the required emission limit; ▪ Vents of cement/PFA weighing scale shall be fitted with fabric filtering system to meet the required emission limit; and ▪ Seating of pressure relief valves of all silos shall be checked, and the valves re-seated if necessary, before each delivery. <p>Other raw materials</p> <ul style="list-style-type: none"> ▪ The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rock, sand, stone aggregate, shall be carried out in such a manner to prevent or minimize dust emissions; ▪ The materials shall be adequately wetted prior to and during the loading, unloading and handling operations. Manual or automatic water spraying system shall be provided at all unloading areas, stock piles and material discharge points; ▪ All receiving hoppers for unloading relevant materials shall be enclosed on three sides up to 3 m above the unloading point. In no case shall these hoppers be used as the material storage devices; ▪ The belt conveyor for handling materials shall be enclosed on top and two sides with a metal board at the bottom to eliminate any dust emission due to wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can achieve same performance; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passage of conveyors shall be fitted with adequate flexible seals; ▪ Scrapers shall be provided at the turning points of all conveyors to remove dust adhered to the belt surface; ▪ Conveyors discharged to stockpiles of relevant materials shall be arranged to minimize free fall as far as practicable. All free falling transfer points from conveyors to stockpiles shall be enclosed with chute(s) and water sprayed; ▪ Aggregates with a nominal size less than or equal to 5 mm should be stored in totally enclosed structure such as storage bin and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used; ▪ The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side; ▪ Aggregates with a nominal size greater than 5 mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; and ▪ The opening between the storage bin and weighing scale of the materials shall be fully enclosed. <p>Loading of materials for batching</p> | | |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|----------|-----------|--------------|--|---|---------------------------------------|
| | | | <ul style="list-style-type: none"> Concrete truck shall be loaded in such a way as to minimise airborne dust emissions. The following control measures shall be implemented: <ul style="list-style-type: none"> (a) Pre-mixing the materials in a totally enclosed concrete mixer before loading the materials into the concrete truck is recommended. All dust-laden air generated by the pre-mixing process as well as the loading process shall be totally vented to fabric filtering system to meet the required emission limit; and (b) If truck mixing batching or other types of batching method is used, effective dust control measures acceptable to EPD shall be adopted. The dust control measures must have been demonstrated to EPD that they are capable to collect and vent all dust-laden air generated by the material loading/mixing to dust arrestment plant to meet the required emission limit. The loading bay shall be totally enclosed during the loading process. <p>Vehicles</p> <ul style="list-style-type: none"> All practicable measures shall be taken to prevent or minimize the dust emission caused by vehicle movement; and All access and route roads within the premises shall be paved and adequately wetted. <p>Housekeeping</p> <ul style="list-style-type: none"> A high standard of housekeeping shall be maintained. All spillages or deposits of materials on ground, support structures or roofs shall be cleaned up promptly by a cleaning method acceptable to EPD. Any dumping of materials at open area shall be prohibited. | | |
| 5.2.6.6 | 2.1 | - | <p>Best Practices for Asphaltic Concrete Plant</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Tar and Bitumen Works (Asphaltic Concrete Plant) BPM 15 (94) as well as in the future Specified Process licence should be adopted. These include:</p> <p>Design of Chimney</p> <ul style="list-style-type: none"> The chimney shall not be less than 3 metres plus the building height or 8 metres above ground level, whichever is the greater; The efflux velocity of gases from the main chimney shall not be less than 12 m/s at full load condition; The flue gas exit temperature shall not be less than the acid dew point; and Release of the chimney shall be directed vertically upwards and not be restricted or deflected. <p>Cold feed side</p> <ul style="list-style-type: none"> The aggregates with a nominal size less than or equal to 5 mm shall be stored in totally enclosed structure such as storage bin and shall not be handled in open area; Where there is sufficient buffer area surrounding the plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side. If | Within Concrete Batching Plant / Duration of the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|----------|-----------|--------------|---|---|---------------------------------------|
| | | - | <p>these aggregates are stored above the feeding hopper, they shall be enclosed at least on top and three sides and be wetted on the surface to prevent wind-whipping;</p> <ul style="list-style-type: none"> ▪ The aggregates with a nominal size greater than 5 mm should preferably be stored in totally enclosed structure. Aggregates stockpile that is above the feeding hopper shall be enclosed at least on top and three sides. If open stockpiling is used, the stockpiles shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping; ▪ Belt conveyors shall be enclosed on top and two sides and provided with a metal board at the bottom to eliminate any dust emission due to the wind-whipping effect. Other type of enclosure will also be accepted by EPD if it can be demonstrated that the proposed enclosure can be achieve the same performance; ▪ Scrapers shall be provided at the turning points of all belt conveyors inside the chute of the transfer points to remove dust adhered to the belt surface; ▪ All conveyor transfer points shall be totally enclosed. Openings for the passages of conveyors shall be fitted with adequate flexible seals; and ▪ All materials returned from dust collection system shall be transferred in enclosed system and shall be stored inside bins or enclosures. <p>Hot feed side</p> <ul style="list-style-type: none"> ▪ The inlet and outlet of the rotary dryer shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter. The particulate and gaseous concentration at the exhaust outlet of the dust collector shall not exceed the required limiting values; ▪ The bucket elevator shall be totally enclosed and the air be extracted and ducted to a dust collection system to meet the required particulates limiting value; ▪ All vibratory screens shall be totally enclosed and dust tight with close-fitted access inspection opening. Gaskets shall be installed to seal off any cracks and edges of any inspection openings; ▪ Chutes for carrying hot material shall be rigid and preferably fitted with abrasion resistant plate inside. They shall be inspected daily for leakages; ▪ All hot bins shall be totally enclosed and dust tight with close-fitted access inspection opening. Gaskets shall be installed to seal off any cracks and edges of any inspection openings. The air shall be extracted and ducted to a dust collection system to meet the required particulates limiting value; and ▪ Appropriate control measures shall be adopted in order to meet the required bitumen emission limit as well as the ambient odour level (2 odour units). <p>Material transportation</p> <ul style="list-style-type: none"> ▪ The loading, unloading, handling, transfer or storage of other raw materials which may generate airborne dust emissions such as crushed rocks, sands, stone aggregates, reject fines, shall be carried out in such a manner as to minimize dust emissions; ▪ Roadways from the entrance of the plant to the product loading points and/or any other working areas | | |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|----------|-----------|--------------|--|---|------------------------------------|
| | | | <p>where there are regular movements of vehicles shall be paved or hard surfaced; and</p> <ul style="list-style-type: none"> Haul roads inside the Works shall be adequately wetted with water and/or chemical suppressants by water trucks or water sprayers. <p>Control of emissions from bitumen decanting</p> <ul style="list-style-type: none"> The heating temperature of the particular bitumen type and grade shall not exceed the corresponding temperature limit of the same type listed in Appendix 1 of the Guidance Note; Tamper-free high temperature cut-off device shall be provided to shut off the fuel supply or electricity in case the upper limit for bitumen temperature is reached; Proper chimney for the discharge of bitumen fumes shall be provided at high level; The emission of bitumen fumes shall not exceed the required emission limit; and The air-to-fuel ratio shall be properly controlled to allow complete combustion of the fuel. The fuel burners, if any, shall be maintained properly and free from carbon deposits in the burner nozzles. <p>Liquid fuel</p> <ul style="list-style-type: none"> The receipt, handling and storage of liquid fuel shall be carried out so as to prevent the release of emissions of organic vapours and/or other noxious and offensive emissions to the air. <p>Housekeeping</p> <ul style="list-style-type: none"> A high standard of housekeeping shall be maintained. Waste material, spillage and scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared frequently. The minimum clearing frequency is on a weekly basis. | | |
| 5.2.6.7 | 2.1 | - | <p>Best Practices for Rock Crushing Plants</p> <p>The relevant best practices for dust control as stipulated in the Guidance Note on the Best Practicable Means for Mineral Works (Stone Crushing Plant) BPM 11/1 (95) as well as in the future Specified Process licence should be adopted. These include:</p> <p>Crushers</p> <ul style="list-style-type: none"> The outlet of all primary crushers, and both inlet and outlet of all secondary and tertiary crushers, if not installed inside a reasonably dust tight housing, shall be enclosed and ducted to a dust extraction and collection system such as a fabric filter; The inlet hopper of the primary crushers shall be enclosed on top and 3 sides to contain the emissions during dumping of rocks from trucks. The rock while still on the trucks shall be wetted before dumping; Water sprayers shall be installed and operated in strategic locations at the feeding inlet of crushers; and Crusher enclosures shall be rigid and be fitted with self-closing doors and close-fitting entrances and exits. Where conveyors pass through the crusher enclosures, flexible covers shall be installed at entries and exits of the conveyors to the enclosure. <p>Vibratory screens and grizzlies</p> | Within Crushing Plant / Duration of the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|----------|-----------|--------------|---|---|---------------------------------------|
| | | | <ul style="list-style-type: none"> ▪ All vibratory screens shall be totally enclosed in a housing. Screenhouses shall be rigid and reasonably dust tight with self-closing doors or close-fitted entrances and exits for access. Where conveyors pass through the screenhouse, flexible covers shall be installed at entries and exits of the conveyors to the housing. Where containment of dust within the screenhouse structure is not successful then a dust extraction and collection system shall be provided; and ▪ All grizzlies shall be enclosed on top and 3 sides and sufficient water sprayers shall be installed at their feeding and outlet areas. <p>Belt conveyors</p> <ul style="list-style-type: none"> ▪ Except for those conveyors which are placed within a totally enclosed structure such as a screenhouse or those erected at the ground level, all conveyors shall be totally enclosed with windshield on top and 2 sides; ▪ Effective belt scraper such as the pre-cleaner blades made by hard wearing materials and provided with pneumatic tensioner, or equivalent device, shall be installed at the head pulley of designated conveyor as required to dislodge fine dust particles that may adhere to the belt surface and to reduce carry-back of fine materials on the return belt. Bottom plates shall also be provided for the conveyor unless it has been demonstrated that the corresponding belt scraper is effective and well maintained to prevent falling material from the return belt; and ▪ Except for those transfer points which are placed within a totally enclosed structure such as a screenhouse, all transfer points to and from conveyors shall be enclosed. Where containment of dust within the enclosure is not successful, then water sprayers shall be provided. Openings for any enclosed structure for the passage of conveyors shall be fitted with flexible seals. <p>-</p> <p>Storage piles and bins</p> <ul style="list-style-type: none"> ▪ Where practicable, free falling transfer points from conveyors to stockpiles shall be fitted with flexible curtains or be enclosed with chutes designed to minimize the drop height. Water sprays shall also be used where required. ▪ The surface of all surge piles and stockpiles of blasted rocks or aggregates shall be kept sufficiently wet by water spraying wherever practicable; ▪ All open stockpiles for aggregates of size in excess of 5 mm shall be kept sufficiently wet by water spraying where practicable; or ▪ The stockpiles of aggregates 5 mm in size or less shall be enclosed on 3 sides or suitably located to minimize wind-whipping. Save for fluctuations in stock or production, the average stockpile shall stay within the enclosure walls and in no case the height of the stockpile shall exceed twice the height of the enclosure walls. ▪ Scattered piles gathered beneath belt conveyors, inside and around enclosures shall be cleared regularly. <p>Rock drilling equipment</p> <ul style="list-style-type: none"> • Appropriate dust control equipment such as a dust extraction and collection system shall be used during | | |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|--|-----------|--------------|---|--|--|
| | | | rock drilling activities. | | |
| Hazard to Human Life – Construction Phase | | | | | |
| Table 6.40 | 3.2 | - | ▪ Precautionary measures should be established to request barges to move away during typhoons. | Construction Site / Construction Period | N/A |
| Table 6.40 | 3.2 | - | ▪ An appropriate marine traffic management system should be established to minimize risk of ship collision. | Construction Site / Construction Period | N/A |
| Table 6.40 | 3.2 | - | ▪ Location of all existing hydrant networks should be clearly identified prior to any construction works. | Construction Site / Construction Period | N/A |
| Noise Impact – Construction Phase | | | | | |
| 7.5.6 | 4.3 | - | Good Site Practice Good site practice and noise management can significantly reduce the impact of construction site activities on nearby NSRs. The following package of measures should be followed during each phase of construction: <ul style="list-style-type: none"> ▪ only well-maintained plant to be operated on-site and plant should be serviced regularly during the construction works; ▪ machines and plant that may be in intermittent use to be shut down between work periods or should be throttled down to a minimum; ▪ plant known to emit noise strongly in one direction, should, where possible, be orientated to direct noise away from the NSRs; ▪ mobile plant should be sited as far away from NSRs as possible; and ▪ material stockpiles and other structures to be effectively utilised, where practicable, to screen noise from on-site construction activities. | Within the Project site / During construction phase / Prior to commencement of operation | I |
| 7.5.6 | 4.3 | - | Adoption of QPME <ul style="list-style-type: none"> ▪ QPME should be adopted as far as applicable. | Within the Project site / During construction phase / Prior to commencement of operation | I |
| 7.5.6 | 4.3 | - | Use of Movable Noise Barriers <ul style="list-style-type: none"> ▪ Movable noise barriers should be placed along the active works area and mobile plants to block the direct line of sight between PME and the NSRs. | Within the Project site / During construction phase / Prior to commencement of operation | I |
| 7.5.6 | 4.3 | - | Use of Noise Enclosure/ Acoustic Shed <ul style="list-style-type: none"> ▪ Noise enclosure or acoustic shed should be used to cover stationary PME such as air compressor and generator. | Within the Project site / During construction phase / Prior to | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures commencement of operation | Mitigation Measures Implemented ?^ |
|--|-----------|--------------|---|--|---------------------------------------|
| Water Quality Impact – Construction Phase | | | | | |
| 8.8.1.2 and 8.8.1.3 | 5.1 | 2.26 | Marine Construction Activities <u>General Measures to be Applied to All Works Areas</u> <ul style="list-style-type: none"> ▪ Barges or hoppers shall not be filled to a level which will cause overflow of materials or pollution of water during loading or transportation; ▪ Use of Lean Material Overboard (LMOB) systems shall be prohibited; ▪ Excess materials shall be cleaned from the decks and exposed fittings of barges and hopper dredgers before the vessels are moved; ▪ Plants should not be operated with leaking pipes and any pipe leakages shall be repaired quickly; ▪ Adequate freeboard shall be maintained on barges to reduce the likelihood of decks being washed by wave action; ▪ All vessels shall be sized such that adequate clearance is maintained between vessels and the sea bed at all states of the tide to ensure that undue turbidity is not generated by turbulence from vessel movement or propeller wash; ▪ The works shall not cause foam, oil, grease, litter or other objectionable matter to be present in the water within and adjacent to the works site; and ▪ For ground improvement activities including DCM, the wash water from cleaning of the drilling shaft should be appropriately treated before discharge. The Contractor should ensure the waste water meets the WPCO/TM requirements before discharge. No direct discharge of contaminated water is permitted. <u>Specific Measures to be Applied to All Works Areas</u> <ul style="list-style-type: none"> ▪ The daily maximum production rates shall not exceed those assumed in the water quality assessment in the EIA report; ▪ A maximum of 10 % fines content to be adopted for sand blanket and 20 % fines content for marine filling below +2.5 mPD prior to substantial completion of seawall (until end of Year 2017) shall be specified in the works contract document; ▪ An advance seawall of at least 200m to be constructed (comprising either rows of contiguous permanent steel cells completed above high tide mark or partially completed seawalls with rock core to high tide mark and filter layer on the inner side) prior to commencement of marine filling activities; ▪ Closed grab dredger shall be used to excavate marine sediment; ▪ Silt curtains surrounding the closed grab dredger shall be deployed in accordance with the Silt Curtain Deployment Plan; and ▪ The Silt Curtain Deployment Plan shall be implemented. | Within construction site / Duration of the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
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| <p><u>Specific Measures to be Applied to Land Formation Activities prior to Commencement of Marine Filling Works</u></p> <ul style="list-style-type: none"> Double layer 'Type III' silt curtains to be applied around the active eastern works areas prior to commencement of sand blanket laying activities. The silt curtains shall be configured to minimise SS release during ebb tides. A silt curtain efficiency test shall be conducted to validate the performance of the silt curtains; Double layer silt curtains to enclose WSRs C7a and silt screens installed at the intake points for both WSR C7a and C8 prior to commencement of construction; and The silt curtains and silt screens should be regularly checked and maintained. <p><u>Specific Measures to be Applied to Land Formation Activities during Marine Filling Works</u></p> <ul style="list-style-type: none"> Double layer 'Type II' or 'Type III' silt curtains to be applied around the eastern openings between partially completed seawalls prior to commencement of marine filling activities. The silt curtains shall be configured to minimise SS release during ebb tides; Double layer silt curtains to be applied at the south-western opening prior to commencement of marine filling activities; Double layer silt curtain to enclose WSR C7a and silt screens installed at the intake points for both WSR C7a and C8 prior to commencement of marine filling activities; and The silt curtains and silt screens should be regularly checked and maintained. <p><u>Specific Measures to be Applied to the Field Joint Excavation Works for the Submarine Cable Diversion</u></p> <ul style="list-style-type: none"> Only closed grabs designed and maintained to avoid spillage shall be used and should seal tightly when operated. Excavated materials shall be disposed at designated marine disposal area in accordance with the Dumping and Sea Ordinance (DASO) permit conditions; and Silt curtains surrounding the closed grab dredger to be deployed as a precautionary measure. | | | | | |
| 8.8.1.4 | 5.1 | - | <p>Modification of the Existing Seawall</p> <ul style="list-style-type: none"> Silt curtains shall be deployed around the seawall modification activities to completely enclose the active works areas, and care should be taken to avoid splashing of rockfill / rock armour into the surrounding marine environment. For the connecting sections with the existing outfalls, works for these connection areas should be undertaken during the dry season in order that individual drainage culvert cells may be isolated for interconnection works. | At the existing northern seawall / Duration of the construction phase | N/A |
| 8.8.1.5 | 5.1 | - | <p>Construction of New Stormwater Outfalls and Modifications to Existing Outfalls</p> <ul style="list-style-type: none"> During operation of the temporary drainage channel, runoff control measures such as bunding or silt fence shall be provided on both sides of the channel to prevent accumulation and release of SS via the temporary channel. Measures should also be taken to minimise the ingress of site drainage into the culvert excavations. | Within construction site / Duration of the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
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| 8.8.1.6 8.8.1.7 | 5.1 | 2.27 | <p>Piling Activities for Construction of New Runway Approach Lights and HKIAAA Marker Beacons</p> <p>Silt curtains shall be deployed around the piling activities to completely enclose the piling works and care should be taken to avoid spillage of excavated materials into the surrounding marine environment.</p> <p><u>For construction of the eastern approach lights at the CMPs</u></p> <ul style="list-style-type: none"> Ground improvement via DCM using a close-spaced layout shall be completed prior to commencement of piling works; Steel casings shall be installed to enclose the excavation area prior to commencement of excavation; The excavated materials shall be removed using a closed grab within the steel casings; No discharge of the cement mixed materials into the marine environment will be allowed; and Excavated materials shall be treated and reused on-site. | Within construction site / Duration of the construction phase | N/A |
| 8.8.1.8 | 5.1 | - | <p>Construction Site Runoff and Drainage</p> <p>The site practices outlined in ProPECC Note PN 1/94 should be followed as far as practicable in order to minimise surface runoff and the chance of erosion. The following measures are recommended:</p> <ul style="list-style-type: none"> Install perimeter cut-off drains to direct off-site water around the site and implement internal drainage, erosion and sedimentation control facilities. Channels, earth bunds or sand bag barriers should be provided on site to direct storm water to silt removal facilities. The design of the temporary on-site drainage system should be undertaken by the Contractors prior to the commencement of construction (for works areas located on the existing Airport island) or as soon as the new land is completed (for works areas located on the new landform); Sand/silt removal facilities such as sand/silt traps and sediment basins should be provided to remove sand/silt particles from runoff to meet the requirements of the TM-DSS standards under the WPCO. The design of efficient silt removal facilities should make reference to the guidelines in Appendix A1 of ProPECC Note PN 1/94. Sizes may vary depending upon the flow rate. The detailed design of the sand/silt traps should be undertaken by the Contractors prior to the commencement of construction; All drainage facilities and erosion and sediment control structures should be regularly inspected and maintained to ensure proper and efficient operation at all times and particularly during rainstorms. Deposited silt and grit should be regularly removed, at the onset of and after each rainstorm to ensure that these facilities are functioning properly; Measures should be taken to minimize the ingress of site drainage into excavations. If excavation of trenches in wet periods is necessary, they should be dug and backfilled in short sections wherever practicable. Water pumped out from foundation excavations should be discharged into storm drains via silt removal facilities; In the event that contaminated groundwater is identified at excavation areas, this should be treated on-site using a suitable wastewater treatment process. The effluent should be treated according to the requirements of the TM-DSS standards under the WPCO prior to discharge to foul sewers or collected for | Within construction site / Duration of the construction phase | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
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| | | | <p>proper disposal off-site. No direct discharge of contaminated groundwater is permitted;</p> <ul style="list-style-type: none"> All vehicles and plant should be cleaned before leaving a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. An adequately designed and sited wheel washing facility should be provided at construction site exits. Wash-water should have sand and silt settled out and removed regularly to ensure the continued efficiency of the process. The section of access road leading to, and exiting from, the wheel-wash bay to the public road should be paved with sufficient backfall toward the wheel-wash bay to prevent vehicle tracking of soil and silty water to public roads and drains. All washwater should be treated according to the requirements of the TM-DSS standards under the WPCO prior to discharge; | | |
| | | - | <ul style="list-style-type: none"> Open stockpiles of construction materials or construction wastes on-site should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the construction materials, soil, silt or debris from washing away into the drainage system; Manholes (including newly constructed ones) should be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris being washed into the drainage system and to prevent stormwater runoff being directed into foul sewers; and Precautionary measures should be taken at any time of the year when rainstorms are likely. Actions to be taken when a rainstorm is imminent or forecasted are summarized in Appendix A2 of ProPECC Note PN 1/94. This includes actions to be taken during and/or after rainstorms. Particular attention should be paid to the control of silty surface runoff during storm events. | | |
| 8.8.1.9 | 5.1 | - | <p>Sewage Effluent from Construction Workforce</p> <ul style="list-style-type: none"> Temporary sanitary facilities, such as portable chemical toilets, should be employed on-site where necessary to handle sewage from the workforce. A licensed contractor should be employed to provide appropriate and adequate portable toilets and be responsible for appropriate disposal and maintenance. | Within construction site / During construction phase | I |
| 8.8.1.10 8.8.1.11 | 5.1 | | <p>General Construction Activities</p> <ul style="list-style-type: none"> Construction solid waste, debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering any nearby storm water drain. Stockpiles of cement and other construction materials should be kept covered when not being used; and Oils and fuels should only be stored in designated areas which have pollution prevention facilities. To prevent spillage of fuels and solvents to any nearby storm water drain, all fuel tanks and storage areas should be provided with locks and be sited on sealed areas, within bunds of a capacity equal to 110% of the storage capacity of the largest tank. The bund should be drained of rainwater after a rain event. | Within construction site / During construction phase | I |
| 8.8.1.12 8.8.1.13 | 5.1 | 2.28 | <p>Drilling Activities for the Submarine Aviation Fuel Pipelines</p> <p>To prevent potential water quality impacts at Sha Chau, the following measures shall be applied:</p> <ul style="list-style-type: none"> A 'zero-discharge' policy shall be applied for all activities to be conducted at Sha Chau; No bulk storage of chemicals shall be permitted; and | Within construction site / During construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
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| <p>▪ A containment pit shall be constructed around the drill holes. This containment pit shall be lined with impermeable lining and bunded on the outside to prevent inflow from off-site areas.</p> <p>At the airport island side of the drilling works, the following measures shall be applied for treatment of wastewater:</p> <p>▪ During pipe cleaning, appropriate desilting or sedimentation device should be provided on site for treatment before discharge. The Contractor should ensure discharge water from the sedimentation tank meet the WPCO/TM requirements before discharge; and</p> <p>▪ Drilling fluid used in drilling activities should be reconditioned and reused as far as possible. Temporary enclosed storage locations should be provided on-site for any unused chemicals that needs to be transported away after all the related construction activities are completed. The requirements in ProPECC Note PN 1/94 should be adhered to in the handling and disposal of bentonite slurries.</p> | | | | | |
| Waste Management Implication – Construction Phase | | | | | |
| 10.5.1.1 | 7.1 | - | <p>Opportunities to minimise waste generation and maximise the reuse of waste materials generated by the project have been incorporated where possible into the planning, design and construction stages, and the following measures have been recommended:</p> <p>▪ The relevant construction methods (particularly for the tunnel works) and construction programme have been carefully planned and developed to minimise the extent of excavation and to maximise the on-site reuse of inert C&D materials generated by the project as far as practicable. Temporary stockpiling areas will also be provided to facilitate on-site reuse of inert C&D materials;</p> <p>▪ Priority should be given to collect and reuse suitable inert C&D materials generated from other concurrent projects and the Government's PFRF as fill materials for the proposed land formation works;</p> <p>▪ Only non-dredged ground improvement methods should be adopted in order to completely avoid the need for dredging and disposal of marine sediment for the proposed land formation work;</p> <p>▪ Excavation work for constructing the APM tunnels, BHS tunnels and airside tunnels will not be down to the CMPs beneath the fill materials in order to avoid excavating any sediments; and</p> <p>▪ For the marine sediments expected to be excavated from the piling works of TRC, APM & BHS tunnels, airside tunnels and other facilities on the proposed land formation area, piling work of marine sections of the approach lights and HKIAAA beacons, basement works for some of T2 expansion area and excavation works for the proposed APM depot should be treated and reused on-site as backfilling materials, although required treatment level / detail and the specific re-use mode are under development.</p> | Project Site Area / During design and construction phase | I |
| 10.5.1.1 | 7.1 | - | <p>The following good site practices should be performed during the construction activities include:</p> <p>▪ Nomination of an approved person, such as a site manager, to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility, of all wastes generated at the site;</p> <p>▪ Training of site personnel in proper waste management and chemical waste handling procedures;</p> | Project Site Area / Construction Phase | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
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| | | | <ul style="list-style-type: none"> Provision of sufficient waste disposal points and regular collection for disposal; Appropriate measures to minimise windblown litter and dust during transportation of waste by either covering trucks by tarpaulin/ similar material or by transporting wastes in enclosed containers. The cover should be extended over the edges of the sides and tailboards; Stockpiles of C&D materials should be kept wet or covered by impervious sheets to avoid wind-blown dust; All dusty materials including C&D materials should be sprayed with water immediately prior to any loading transfer operation so as to keep the dusty material wet during material handling at the barging points/ stockpile areas; C&D materials to be delivered to and from the project site by barges or by trucks should be kept wet or covered to avoid wind-blown dust; The speed of the trucks including dump trucks carrying C&D or waste materials within the site should be controlled to about 10 km/hour in order to reduce the adverse dust impact and secure the safe movement around the site; and To avoid or minimise dust emission during transport of C&D or waste materials within the site, each and every main temporary access should be paved with concrete, bituminous hardcore materials or metal plates and kept clear of dusty materials. Unpaved parts of the road should be sprayed with water or a dust suppression chemical so as to keep the entire road surface wet. | | |
| 10.5.1.3 | 7.1 | - | <p>The following practices should be performed to achieve waste reduction include:</p> <ul style="list-style-type: none"> Use of steel or aluminium formworks and falseworks for temporary works as far as practicable; Adoption of repetitive design to allow reuse of formworks as far as practicable; Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance reuse or recycling of materials and their proper disposal; Encourage collection of aluminium cans, PET bottles and paper by providing separate labelled bins to enable these wastes to be segregated from other general refuse generated by the work force; Any unused chemicals or those with remaining functional capacity should be collected for reused as far as practicable; Proper storage and site practices to minimise the potential for damage or contamination of construction materials; and Plan and stock construction materials carefully to minimise amount of waste generated and avoid unnecessary generation of waste. | Project Site Area / Construction Phase | I |
| 10.5.1.5 | 7.1 | | <ul style="list-style-type: none"> Inert and non-inert C&D materials should be handled and stored separately to avoid mixing the two types of materials. | Project Site Area / Construction Phase | I |
| 10.5.1.5 | 7.1 | - | <ul style="list-style-type: none"> Any recyclable materials should be segregated from the non-inert C&D materials for collection by | Project Site Area / | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
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| | | | reputable licensed recyclers whereas the non-recyclable waste materials should be disposed of at the designated landfill site by a reputable licensed waste collector. | Construction Phase | |
| 10.5.1.6 | 7.1 | - | <ul style="list-style-type: none"> A trip-ticket system promulgated shall be developed in order to monitor the off-site delivery of surplus inert C&D materials that could not be reused on-site for the proposed land formation work at the PFRF and to control fly tipping. | Project Site Area / Construction Phase | I |
| 10.5.1.6 | 7.1 | 2.32 | <ul style="list-style-type: none"> The Contractor should prepare and implement a Waste Management Plan detailing various waste arising and waste management practices. | Construction Phase | I |
| 10.5.1.16 | 7.1 | - | <p>The following mitigation measures are recommended during excavation and treatment of the sediments:</p> <ul style="list-style-type: none"> On-site remediation should be carried out in an enclosed area in order to minimise odour/dust emissions; The loading, unloading, handling, transfer or storage of treated and untreated sediment should be carried out in such a manner to prevent or minimise dust emissions; All practical measures, including but not limited to speed control for vehicles, should be taken to minimise dust emission; Good housekeeping should be maintained at all times at the sediment treatment facility and storage area; Treated and untreated sediment should be clearly separated and stored separately; and Surface runoff from the enclosed area should be properly collected and stored separately, and then properly treated to levels in compliance with the relevant effluent standards as required by the Water Pollution Control Ordinance before final discharge. | Project Site Area / Construction Phase | N/A |
| 10.5.1.18 | 7.1 | - | <p>The marine sediments to be removed from the cable field joint area would be disposed of at the designated disposal sites to be allocated by the MFC. The following mitigation measures should be strictly followed to minimise potential impacts on water quality during transportation of the sediments requiring Type 1 disposal:</p> <ul style="list-style-type: none"> Bottom opening of barges shall be fitted with tight fitting seals to prevent leakage of material; Monitoring of the barge loading shall be conducted to ensure that loss of material does not take place during transportation. Transport barges or vessels shall be equipped with automatic self-monitoring devices as specified by EPD; and Barges or hopper barges shall not be filled to a level that would cause the overflow of materials or sediment laden water during loading or transportation. | Project Site Area / Construction Phase | N/A |
| 10.5.1.19 | 7.1 | - | <p>Contractor should register with the EPD as a chemical waste producer and to follow the relevant guidelines. The following measures should be implemented:</p> <ul style="list-style-type: none"> Good quality containers compatible with the chemical wastes should be used; Incompatible chemicals should be stored separately; Appropriate labels must be securely attached on each chemical waste container indicating the corresponding chemical characteristics of the chemical waste, such as explosive, flammable, oxidizing, irritant, toxic, harmful, corrosive, etc; and | Project Site Area / Construction Phase | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
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| | | | <ul style="list-style-type: none"> The contractor will use a licensed collector to transport and dispose of the chemical wastes at the approved Chemical Waste Treatment Centre or other licensed recycling facilities, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. | | |
| 10.5.1.20 | 7.1 | - | <ul style="list-style-type: none"> General refuse should be stored in enclosed bins or compaction units separated from inert C&D material. A reputable waste collector should be employed by the contractor to remove general refuse from the site for disposal at designated landfill sites. An enclosed and covered area should be provided to reduce the occurrence of 'wind blown' light material. | Project Site Area / Construction Phase | I |
| 10.5.1.21 | 7.1 | - | <ul style="list-style-type: none"> The construction contractors will be required to regularly check and clean any refuse trapped or accumulated along the newly constructed seawall. Such refuse will then be stored and disposed of together with the general refuse. | Project Site Area / Construction Phase | N/A |
| Land Contamination – Construction Phase | | | | | |
| 11.10.1.2 to 11.10.1.3 | 8.1 | 2.32 | <p>For areas inaccessible during site reconnaissance survey</p> <ul style="list-style-type: none"> Further site reconnaissance would be conducted once the areas are accessible in order to identify any land contamination concern for the areas. Subject to further site reconnaissance findings, a supplementary Contamination Assessment Plan (CAP) for additional site investigation (SI) (if necessary) may be prepared and submitted to EPD for endorsement prior to the commencement of SI at these areas. After completion of SI, the Contamination Assessment Report (CAR) will be prepared and submitted to EPD for approval prior to start of the proposed construction works at the golf course, the underground and above-ground fuel storage tank areas, emergency power generation units, airside petrol filling station and fuel tank room. Should remediation be required, Remediation Action Plan (RAP) and Remediation Report (RR) will be prepared for EPD's approval prior to commencement of the proposed remediation and any construction works respectively. | Project Site Area inaccessible during site reconnaissance / Prior to Construction Phase | N/A |
| 11.8.1.2 | 8.1 | - | <p>If contaminated soil is identified, the following mitigation measures are for the excavation and transportation of contaminated materials (if any):</p> <ul style="list-style-type: none"> To minimize the incidents of construction workers coming in contact with any contaminated materials, bulk earth-moving excavation equipment should be employed; Contact with contaminated materials can be minimised by wearing appropriate clothing and personal protective equipment such as gloves and masks (especially when working directly with contaminated material), provision of washing facilities and prohibition of smoking and eating on site; Stockpiling of contaminated excavated materials on site should be avoided as far as possible; The use of any contaminated soil for landscaping purpose should be avoided unless pre-treatment was carried out; Vehicles containing any excavated materials should be suitably covered to reduce dust emissions and/or | Project Site Area / Construction Phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
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| | | | <p>release of contaminated wastewater;</p> <ul style="list-style-type: none"> Truck bodies and tailgates should be sealed to prevent any discharge; Only licensed waste haulers should be used to collect and transport contaminated material to treatment/disposal site and should be equipped with tracking system to avoid fly tipping; Speed control for trucks carrying contaminated materials should be exercised. 8km/h is the recommended speed limit; Strictly observe all relevant regulations in relation to waste handling, such as Waste Disposal Ordinance (Cap 354), Waste Disposal (Chemical Waste) (General) Regulation (Cap 354) and obtain all necessary permits where required; and Maintain records of waste generation and disposal quantities and disposal arrangements. | | |
| Terrestrial Ecological Impact – Construction Phase | | | | | |
| 12.10.1.1 | 9.2 | 2.14 | <p>Pre-construction Egretty Survey</p> <ul style="list-style-type: none"> Conduct ecological survey for Sha Chau egretty to update the latest boundary of the egretty. | Breeding season (April - July) prior to commencement of HDD drilling works at HKIA | I |
| 12.7.2.3 and 12.7.2.6 | 9.1 | 2.30 | <p>Avoidance and Minimisation of Direct Impact to Egretty</p> <ul style="list-style-type: none"> The daylighting location will avoid direct encroachment to the Sheung Sha Chau egretty. The daylighting location and mooring of flat top barge, if required, will be kept away from the egretty; In any event, controls such as demarcation of construction site boundary and confining the lighting within the site will be practised to minimise disturbance to off-site habitat at Sheung Sha Chau Island; and The containment pit at the daylighting location shall be covered or camouflaged. | During construction phase at Sheung Sha Chau Island | I |
| 12.7.2.5 | 9.1 | 2.30 | <p>Preservation of Nesting Vegetation</p> <ul style="list-style-type: none"> The proposed daylighting location and the arrangement of connecting pipeline will avoid the need of tree cutting, therefore the trees that are used by ardeids for nesting will be preserved. | During construction phase at Sheung Sha Chau Island | I |
| 12.7.2.4 and 12.7.2.6 | 9.1 | 2.30 | <p>Timing the Pipe Connection Works outside Ardeid's Breeding Season</p> <ul style="list-style-type: none"> All HDD and related construction works on Sheung Sha Chau Island will be scheduled outside the ardeids' breeding season (between April and July). No night-time construction work will be allowed on Sheung Sha Chau Island during all seasons. | During construction phase at Sheung Sha Chau Island | I |
| 12.10.1.1 | 9.3 | - | <p>Ecological Monitoring</p> <ul style="list-style-type: none"> During the HDD construction works period from August to March, ecological monitoring will be undertaken monthly at the HDD daylighting location on Sheung Sha Chau Island to identify and evaluate any impacts with appropriate actions taken as required to address and minimise any adverse impact found. | at Sheung Sha Chau Island | I |

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| Marine Ecological Impact – Pre-construction Phase | | | | | |
| 13.11.4.1 | 10.2.2 | - | <ul style="list-style-type: none"> Pre-construction phase Coral Dive Survey. | HKIAAA artificial seawall | I |
| Marine Ecological Impact – Construction Phase | | | | | |
| 13.11.1.3 to 13.11.1.6 | - | - | Minimisation of Land Formation Area <ul style="list-style-type: none"> Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for marine resources, especially the CWD population. | Land formation footprint / during detailed design phase to completion of construction | N/A |
| 13.11.1.7 to 13.11.1.10 | - | 2.31 | Use of Construction Methods with Minimal Risk/Disturbance <ul style="list-style-type: none"> Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF; Use of Deep Cement Mixing (DCM) method instead of conventional seabed dredging for the land formation works to reduce the risk of negative impacts through the elevation of suspended solids and contaminants on CWDs, fisheries and the marine environment; Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; Avoid bored piling during CWD peak calving season (Mar to Jun); Prohibition of underwater percussive piling; and Use of horizontal directional drilling (HDD) method and water jetting methods for placement of submarine cables and pipelines to minimise the disturbance to the CWDs and other marine ecological resources. | During construction phase at marine works area | N/A |
| 13.11.2.1 to 13.11.2.7 | - | - | Mitigation for Indirect Disturbance due to Deterioration of Water Quality <ul style="list-style-type: none"> Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices; Alternative construction methods including use of non-dredge methods for ground improvement (e.g. Deep Cement Mixing (DCM), prefabricated vertical drains (PVD), sand compaction piles, steel cells, stone columns and vertical sand drains); Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to the CWDs and other marine ecological resources. | All works area during the construction phase | N/A |
| 13.11.1.12 | - | - | Strict Enforcement of No-Dumping Policy <ul style="list-style-type: none"> A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would | All works area during the construction phase | N/A |

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| | | | <p>potentially be harmful to dolphins and/or their habitat in the work area;</p> <ul style="list-style-type: none"> ▪ Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works; ▪ Fines for infractions should be implemented; and ▪ Unscheduled, on-site audits shall be implemented. | | |
| 13.11.1.13 | - | - | <p>Good Construction Site Practices</p> <ul style="list-style-type: none"> ▪ Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; ▪ Keep the number of working or stationary vessels present on-site to the minimum anytime; and ▪ Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators. | All works area during the construction phase | N/A |
| 13.11.5.4 to 13.11.5.13 | 10.3.1 | - | <p>SkyPier High Speed Ferries' Speed Restrictions and Route Diversions</p> <ul style="list-style-type: none"> ▪ SkyPier HSFs operating to / from Zhuhai and Macau would divert north of SCLKC Marine Park with a 15 knot speed limit to apply for the part-journeys that cross high CWD abundance grid squares as indicatively shown in Drawing No. MCL/P132/EIA/13-023 of the EIA Report. Both the alignment of the northerly route and the portion of routings to be subject to the speed limit of 15 knots shall be finalised prior to commencement of construction based on the future review of up-to-date CWD abundance and EM&A data and taking reference to changes in total SkyPier HSF numbers; and ▪ A maximum of 10 knots will be enforced through the designated SCLKC Marine Park area at all times. <p>Other mitigation measures</p> <ul style="list-style-type: none"> ▪ The ET will audit various parameters including actual daily numbers of HSFs, compliance with the 15-knot speed limit in the speed control zone and diversion compliance for SkyPier HSFs operating to / from Zhuhai and Macau; and ▪ The effectiveness of the CWD mitigation measures after implementation of initial six month SkyPier HSF diversion and speed restriction will be reviewed. | Area between the footprint and SCLKC Marine Park during construction phase | I |
| 13.11.5.14 to 13.11.5.18 | 10.3.1 | 2.31 | <p>Dolphin Exclusion Zone</p> <ul style="list-style-type: none"> ▪ Establishment of a 24 hr Dolphin Exclusion Zone (DEZ) with a 250 m radius around the land formation works areas; ▪ A DEZ would also be implemented during ground improvement works (e.g. DCM), water jetting works for submarine cables diversion, open trench dredging at the field joint locations and seawall construction; and ▪ A DEZ would also be implemented during bored piling work but as a precautionary measure only. | Marine waters around land formation works area during construction phase | N/A |
| 13.11.5.19 | 10.4 | 2.31 | <p>Acoustic Decoupling of Construction Equipment</p> <ul style="list-style-type: none"> ▪ Air compressors and other noisy equipment that must be mounted on steel barges should be acoustically-decoupled to the greatest extent feasible, for instance by using rubber or air-filled tyres; and | Around coastal works area during construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|--|-----------|--------------|--|---|--|
| | | | <ul style="list-style-type: none"> Specific acoustic decoupling measures shall be specified during the detailed design of the project for use during the land formation works. | | |
| 13.11.5.20 | 10.6.1 | 2.29 | Spill Response Plan <ul style="list-style-type: none"> An oil and hazardous chemical spill response plan is proposed to be established during the construction phase as a precautionary measure so that appropriate actions to prevent or reduce risks to CWDs can be undertaken in the event of an accidental spillage. | Construction phase | N/A |
| 13.11.5.21 to 13.11.5.23 | 10.6.1 | - | Construction Vessel Speed Limits and Skipper Training <ul style="list-style-type: none"> A speed limit of 10 knots should be strictly observed for construction vessels at areas with the highest CWD densities; and Vessels traversing through the work areas should be required to use predefined and regular routes (which would presumably become known to resident dolphins) to reduce disturbance to cetaceans due to vessel movements. Specific marine routes shall be specified by the Contractor prior to construction commencing. | All areas north and west of Lantau Island during construction phase | N/A |
| Fisheries Impact – Construction Phase | | | | | |
| 14.9.1.2 to 14.9.1.5 | - | - | Minimisation of Land Formation Area <ul style="list-style-type: none"> Minimise the overall size of the land formation needed for the additional facilities to minimise the overall loss of habitat for fisheries resources. | Land formation footprint / during detailed design phase to completion of construction | N/A |
| 14.9.1.6 | - | - | Use of Construction Methods with Minimal Risk/Disturbance <ul style="list-style-type: none"> Use of non-dredge method for the main land formation and ancillary works including the diversion of the aviation fuel pipeline to the AFRF; Use of Deep Cement Mixing (DCM) method instead of conventional seabed dredging for the land formation works to reduce the risk of negative impacts through the elevation of suspended solids and contaminants on fisheries and the marine environment; Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to fisheries resources. | During construction phase at marine works area | N/A |
| 14.9.1.11 | - | | Strict Enforcement of No-Dumping Policy <ul style="list-style-type: none"> A policy prohibiting dumping of wastes, chemicals, oil, trash, plastic, or any other substance that would potentially be harmful to dolphins and/or their habitat in the work area; Mandatory educational programme of the no-dumping policy be made available to all construction site personnel for all project-related works; | All works area during the construction phase | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|---|-----------|--------------|---|---|--|
| | | | <ul style="list-style-type: none"> Fines for infractions should be implemented; and Unscheduled, on-site audits shall be implemented. | | |
| 14.9.1.12 | - | | Good Construction Site Practices <ul style="list-style-type: none"> Regular inspection of the integrity and effectiveness of all silt curtains and monitoring of effluents to ensure that any discharge meets effluent discharge guidelines; Keep the number of working or stationary vessels present on-site to the minimum anytime; and Unscheduled, on-site audits for all good site practice restrictions should be conducted, and fines or penalties sufficient to be an effective deterrent need to be levied against violators. | All works area during the construction phase | N/A |
| 14.9.1.13 to 14.9.1.18 | - | | Mitigation for Indirect Disturbance due to Deterioration of Water Quality <ul style="list-style-type: none"> Water quality mitigation measures during construction phases include consideration of alternative construction methods, deployment of silt curtain and good site practices; Alternative construction methods including use of non-dredge methods for ground improvement (e.g. Deep Cement Mixing (DCM), prefabricated vertical drains (PVD), sand compaction piles, steel cells, stone columns and vertical sand drains); Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and Use of horizontal directional drilling (HDD) method and water jetting methods for placement of undersea cables and pipelines to minimise the disturbance to fisheries resources. | All works area during the construction phase | N/A |
| Landscape and Visual Impact – Construction Phase | | | | | |
| Table 15.6 | 12.3 | - | CM1 - The construction area and contractor's temporary works areas should be minimised to avoid impacts on adjacent landscape. | All works areas for duration of works; Upon handover and completion of works. | I |
| Table 15.6 | 12.3 | - | CM2 - Reduction of construction period to practical minimum. | All works areas for duration of works; Upon handover and completion of works. | N/A |
| Table 15.6 | 12.3 | - | CM3 - Phasing of the construction stage to reduce visual impacts during the construction phase. | All works areas for duration of works; Upon handover and completion of works. | N/A |
| Table 15.6 | 12.3 | - | CM4 - Construction traffic (land and sea) including construction plants, construction vessels and barges should be kept to a practical minimum. | All works areas for duration of works; Upon handover and | I |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ?^ |
|------------|-----------|--------------|---|--|------------------------------------|
| | | | | completion of works. | |
| Table 15.6 | 12.3 | - | CM5 - Erection of decorative mesh screens or construction hoardings around works areas in visually unobtrusive colours. | All works areas for duration of works; Upon handover and completion of works. – may be disassembled in phases | N/A |
| Table 15.6 | 12.3 | - | CM6 - Avoidance of excessive height and bulk of site buildings and structures. | New passenger concourse, terminal 2 expansion and other proposed airport related buildings and structures under the project; Upon handover and completion of works. | N/A |
| Table 15.6 | 12.3 | - | CM7 - Control of night-time lighting by hooding all lights and through minimisation of night working periods. | All works areas for duration of works; Upon handover and completion of works. – may be disassembled in phases | N/A |
| Table 15.6 | 12.3 | - | CM8 - All existing trees shall be carefully protected during construction. Detailed Tree Protection Specification shall be provided in the Contract Specification. Under this specification, the Contractor shall be required to submit, for approval, a detailed working method statement for the protection of trees prior to undertaking any works adjacent to all retained trees, including trees in contractor's works areas. | All existing trees to be retained; Upon handover and completion of works. | I |
| Table 15.6 | 12.3 | - | CM9 - Trees unavoidably affected by the works shall be transplanted where practical. A detailed Tree Transplanting Specification shall be provided in the Contract Specification, if applicable. Sufficient time for necessary tree root and crown preparation periods shall be allowed in the project programme. | All existing trees to be affected by the works; Upon handover and completion of works. | N/A |
| Table 15.6 | 12.3 | - | CM10 - Land formation works shall be followed with advanced hydroseeding around taxiways and runways as soon as practical. | All affected existing grass areas around runways and verges/Duration of works; | N/A |

| EIA Ref. | EM&A Ref. | EP Condition | Environmental Protection Measures | Location / Duration of measures Timing of completion of measures | Mitigation Measures Implemented ? [^] |
|----------|-----------|--------------|--|---|--|
| | | | | Upon handover and completion of works. | |
| | | | Cultural Heritage Impact – Construction Phase | | |
| | - | | Not applicable. | | |
| | | | Health Impact – Aircraft Emissions | | |
| | - | | Not applicable. | | |
| | | | Health Impact – Aircraft Noise | | |
| | - | | Not applicable. | | |

Notes:

I= implemented where applicable; N/A= not applicable to the construction works implemented during the reporting month.

[^] Checked by ET during site inspection