



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

Construction Phase Quarterly EM&A Report
No.15 (1 July to 30 September 2019)

December 2019

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**This Construction Phase Quarterly EM&A Report No. 15 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

5 December 2019



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By Email

Airport Authority Hong Kong
HKIA Tower, 1 Sky Plaza Road
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Attn: Mr. Lawrence Tsui, Principal Manager

5 December 2019

Dear Sir,

Contract No. 3102
3RS Independent Environmental Checker Consultancy Services

Quarterly EM&A Report No.15 (For 1 July 2019 to 30 September 2019)

Reference is made to the Environmental Team's submission of Quarterly EM&A Report No.15 (For 1 July 2019 to 30 September 2019) under section 15.4 of the Updated EM&A Manual certified by the ET Leader on 5 December 2019.

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

Should you have any query, please feel free to contact the undersigned at 3922 9376.

Yours faithfully,
AECOM Asia Co. Ltd.

Jackel Law
Independent Environmental Checker

c.c. Mott MacDonald – Terence Kong (ETL)

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Abbreviations

3RS	Three-Runway System
AAHK	Airport Authority Hong Kong
AECOM	AECOM Asia Company Limited
AFCD	Agriculture, Fisheries and Conservation Department
AIS	Automatic Information System
ANI	Encounter Rate of Number of Dolphins
APM	Automated People Mover
AW	Airport West
BHS	Baggage Handling System
CAP	Contamination Assessment Plan
CAR	Contamination Assessment Report
CTP	Coral Translocation Plan
CWD	Chinese White Dolphin
DCM	Deep Cement Mixing
DEZ	Dolphin Exclusion Zone
DO	Dissolved Oxygen
EAR	Ecological Acoustic Recorder
EIA	Environmental Impact Assessment
EM&A	Environmental Monitoring & Audit
EMIS	Environmental Mitigation Implementation Schedule
EP	Environmental Permit
EPD	Environmental Protection Department
ET	Environmental Team
FCZ	Fish Culture Zone
HKBCF	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities
HKIA	Hong Kong International Airport
HSF	High Speed Ferry
IEC	Independent Environmental Checker
LKC	Lung Kwu Chau
MMHK	Mott MacDonald Hong Kong Limited
MMWP	Marine Mammal Watching Plan
MSS	Maritime Surveillance System
MTRMP-CAV	Updated Marine Travel Routes and Management Plan for Construction and Associated Vessel
NEL	Northeast Lantau
NWL	Northwest Lantau
PAM	Passive Acoustic Monitoring
SC	Sha Chau
SCZ	Speed Control Zone
SCLKCMP	Sha Chau and Lung Kwu Chau Marine Park
SS	Suspended Solids
STG	Encounter Rate of Number of Dolphin Sightings
SWL	Southwest Lantau
The Manual	The Updated EM&A Manual

The Project	The Expansion of Hong Kong International Airport into a Three-Runway System
The SkyPier Plan	Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier
TSP	Total Suspended Particulates
WL	West Lantau
WMP	Waste Management Plan

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 (the Manual).

This is the 15th Construction Phase Quarterly EM&A Report for the Project which summarises the monitoring results and audit findings of the EM&A programme during the reporting period from 1 July 2019 to 30 September 2019.

Key Activities in the Reporting Period

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, and seawall construction. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition, piling, and excavation works.

EM&A Activities Conducted in the Reporting Period

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

Monitoring Activities	Number of Sessions
1-hour Total Suspended Particulates (TSP) air quality monitoring	96
Noise monitoring	52
Water quality monitoring	38
Vessel line-transect surveys for Chinese White Dolphin (CWD) monitoring	6
Land-based theodolite tracking survey effort for CWD monitoring	9

Environmental auditing works, including weekly site inspections of construction works conducted by the ET and bi-weekly site inspections conducted by the Independent Environmental Checker (IEC), audit of SkyPier High Speed Ferries (HSF), audit of construction and associated vessels, and audit of implementation of Marine Mammal Watching Plan (MMWP) and Dolphin Exclusion Zone (DEZ) Plan, were conducted in the reporting period. Based on information including ET's observations, records of Maritime Surveillance System (MSS), and contractors' site records, it is noted that environmental pollution control and mitigation measures were properly implemented and construction activities of the Project in the reporting period did not introduce adverse impacts to the sensitive receivers.

Snapshots of Good Environmental Practices in the Reporting Period

<p>Pay for Environmental Scheme Checklist</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Weekly Environmental Inspection Report <input checked="" type="checkbox"/> Timely Environmental Reporting <input checked="" type="checkbox"/> Attending Environmental Meetings <input checked="" type="checkbox"/> No Prosecution/ Public Compliant <input checked="" type="checkbox"/> Rectification of Environmental Defects <p>Pay for Environmental Scheme to Promote Contractors' Environmental Performance</p>	 <p>Safety Sand Berm Constructed along Seawall</p>	 <p>Support and Enhance On-going Fisheries Operations</p>
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Key examples of good site practices implemented in the Project are highlighted here:

1. AAHK initiated an incentive scheme, called Pay for the Environmental Scheme to promote best environmental implementation practices and to enhance contractors' environmental awareness and performance.
2. Safety sand berm was constructed along partially completed seawall for safety reason, as well as to prevent site runoff from leaking into marine waters.
3. Pilot tests on re-stocking suitable fish fry have commenced with an aim of contributing to enhancing marine ecology and fisheries resources in North Lantau waters.

Summary Findings of the EM&A Programme

The monitoring works for construction dust, construction noise, water quality, construction waste, landscape & visual, and CWD were conducted during the reporting period in accordance with the Manual.

Monitoring results of construction dust, construction noise, construction waste, and CWD monitoring did not trigger the corresponding Action and Limit Levels in the reporting period.

The water quality monitoring results for turbidity, total alkalinity and chromium obtained during the reporting period were within the corresponding Action and Limit Levels stipulated in the EM&A programme. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered. For dissolved oxygen (DO), suspended solid (SS) and nickel, some testing results triggered the relevant Action or Limit Levels, and the corresponding investigations were conducted accordingly. The investigation findings concluded that the case was not related to the Project. To conclude, the construction activities in the reporting period did not introduce adverse impact to all water quality sensitive receivers.

The key findings of the EM&A programme during the reporting period is summarised as below:

	Yes	No	Details	Analysis / Recommendation / Remedial Actions
Breach of Limit Level [^]		√	No breach of Limit Level was recorded.	Nil
Breach of Action Level [^]		√	No breach of Action Level was recorded.	Nil
Complaints Received		√	No construction activities-related complaint was received	Nil
Notification of any summons and status of prosecutions		√	No notification of summons or prosecution were received.	Nil
Changes that affect the EM&A	√		Starting from 8 Aug 2019, one of the water quality sensitive receiver stations was relocated.	Nil

Remarks:

[^]Only triggering of Action or Limit Level found related to Project works is counted as Breach of Action or Limit Level.

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 3.1¹. 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 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 updated overall phasing programme of all construction works was presented in Appendix A of the Construction Phase Monthly EM&A Report No. 7 and the contract information was presented in Appendix A of the Construction Phase Monthly EM&A Report No. 42.

1.2 Scope of this Report

This is the 15th Construction Phase Quarterly EM&A Report for the Project which summarises the key findings of the EM&A programme during the reporting period from 1 July 2019 to 30 September 2019.

1.3 Project Organisation

The Project's organisation structure is provided in **Appendix A**. Contact details of the key personnel have been updated and provided in **Table 1.1**.

¹ The Manual is available on the Project's dedicated website (accessible at: <http://env.threerunwaysystem.com/en/index.html>)

Table 1.1: Contact Information of Key Personnel

Party	Position	Name	Telephone
Project Manager's Representative (Airport Authority Hong Kong)	Principal 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	Daniel Sum	2585 8495
Independent Environmental Checker (IEC) (AECOM Asia Company Limited)	Independent Environmental Checker	Jackel Law	3922 9376
	Deputy Independent Environmental Checker	Roy Man	3922 9141

Advanced Works:

Party	Position	Name	Telephone
Contract P560(R) Aviation Fuel Pipeline Diversion Works (Langfang Huayuan Mechanical and Electrical Engineering Co., Ltd.)	Project Manager	Wei Shih	2117 0566
	Environmental Officer	Lyn Liu	5172 6543

Deep Cement Mixing (DCM) Works:

Party	Position	Name	Telephone
Contract 3201 DCM (Package 1) (Penta-Ocean-China State-Dong-Ah Joint Venture)	Project Director	Tsugunari Suzuki	9178 9689
	Environmental Officer	Hiu Yeung Tang	6329 3513
Contract 3205 DCM (Package 5) (Bachy Soletanche - Sambo Joint Venture)	Deputy Project Director	Min Park	9683 0765
	Environmental Officer	William Chan	5408 3045

Reclamation Works:

Party	Position	Name	Telephone
Contract 3206 Main Reclamation Works (ZHEC-CCCC-CDC Joint Venture)	Project Manager	Kim Chuan Lim	3763 1509
	Environmental Officer	Kwai Fung Wong	3763 1452

Airfield Works:

Party	Position	Name	Telephone
Contract 3301 North Runway Crossover Taxiway (FJT-CHEC-ZHEC Joint Venture)	Deputy Project Director	Kin Hang Chung	9800 0048
	Environmental Officer	Nelson Tam	9721 3942
Contract 3302 Eastern Vehicular Tunnel Advance Works (China Road and Bridge Corporation)	Project Manager	Wan Cheung Lee	6100 6075
	Environmental Officer	Wilmer Ng	3919 9421
Contract 3303 Third Runway and Associated Works (SAPR Joint Venture)	Project Manager	Steven Meredith	6109 1813
	Environmental Officer	Pan Fong	9436 9435

Third Runway Concourse and Integrated Airport Centres Works:

Party	Position	Name	Telephone
Contract 3402 New Integrated Airport Centres Enabling Works (Wing Hing Construction Co., Ltd.)	Contract Manager	Michael Kan	9206 0550
	Environmental Officer	Lisa He	5374 3418

Terminal 2 Expansion Works:

Party	Position	Name	Telephone
Contract 3501 Antenna Farm and Sewage Pumping Station (Build King Construction Ltd.)	Project Manager	Vincent Kwan	9833 1313
	Environmental Officer	Edward Tam	9287 8270
Contract 3502 Terminal 2 APM Depot Modification Works (Build King Construction Ltd.)	Project Manager	David Ng	9010 7871
	Environmental Officer	Chun Pong Chan	9187 7118
Contract 3503 Terminal 2 Foundation and Substructure Works (Leighton – Chun Wo Joint Venture)	Construction Manager	Eric Wu	3973 1718
	Environmental Officer	Stephen Tsang	5508 6361

Automated People Mover (APM) Works:

Party	Position	Name	Telephone
Contract 3602 Existing APM System Modification Works (Niigata Transys Co., Ltd.)	Project Manager	Kunihiro Tatecho	9755 0351
	Environmental Officer	Arthur Wong	9170 3394

Baggage Handling System (BHS) Works:

Party	Position	Name	Telephone
Contract 3603 3RS Baggage Handling System (VISH Consortium)	Project Manager	Andy Ng	9102 2739
	Environmental Officer	Eric Ha	9215 3432

Airport Support Infrastructure and Logistic Works:

Party	Position	Name	Telephone
Contract 3801 APM and BHS Tunnels on Existing Airport Island (China State Construction Engineering (Hong Kong) Ltd.)	Project Manager	Tony Wong	9642 8672
	Environmental Officer	Fredrick Wong	9842 2703

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 Hong Kong HKIA Tower 1 Sky Plaza Road Hong Kong International Airport Lantau Hong Kong Attn: Environmental Team Leader Mr Terence Kong c/o Mr Lawrence Tsui (TRD)

1.5 Summary of Construction Works

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, and seawall construction. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition of existing facilities, piling, and excavation works.

The locations of the key construction activities are presented in **Figure 1.1**.

1.6 Summary of EM&A Programme Requirements

The status for all environmental aspects is presented in **Table 1.3**. The EM&A requirements remained unchanged during the reporting period.

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

Parameters	EM&A Requirements	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 and submitted to EPD 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 and submitted to EPD 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.	The baseline water quality monitoring result has been reported in Baseline Water Quality Monitoring Report and submitted to EPD under EP Condition 3.4.
General Impact Water Quality Monitoring for reclamation, water jetting and field joint works	Three days per week, at mid-flood and mid-ebb tides.	On-going
Initial Intensive Deep Cement Mixing (DCM) Water Quality Monitoring	At least four weeks	The Initial Intensive DCM Monitoring Report was submitted and approved by EPD in accordance with the Detailed Plan on DCM.
Regular DCM Water Quality Monitoring	Three times per week until completion of DCM works.	On-going
Waste Management		
Waste Monitoring	At least weekly	On-going
Land Contamination		
Supplementary Contamination Assessment Plan (CAP)	At least 3 months before commencement of any soil remediation works.	The Supplementary CAP was submitted and approved by EPD pursuant to EP condition 2.20.
Contamination Assessment Report (CAR) for Golf Course	CAR to be submitted for golf course first	The CAR for Golf Course was submitted to EPD.
	Programme for submission of supplementary CAR at the other areas to be agreed.	On-going
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.	The Egret Survey Plan was submitted and approved by EPD under EP Condition 2.14.
Ecological Monitoring	Monthly monitoring during the HDD construction works period from August to March.	The terrestrial ecological monitoring at Sheung Sha Chau was completed in January 2019.
Marine Ecology		

Parameters	EM&A Requirements	Status
Pre-Construction Phase Coral Dive Survey	Prior to marine construction works	The Coral Translocation Plan was submitted and approved by EPD under EP Condition 2.12.
Coral Translocation	-	The coral translocation was completed on 5 January 2017.
Post-translocation Monitoring	As per an enhanced monitoring programme based on the Coral Translocation Plan	The post-translocation monitoring programme according to the Coral Translocation Plan was completed in April 2018.
Chinese White Dolphins (CWD)		
Baseline Monitoring	6 months of baseline surveys before the commencement of land formation related construction works. Vessel line transect surveys: Two full surveys per month; Land-based theodolite tracking surveys: Two days per month at the Sha Chau station and two days per month at the Lung Kwu Chau station; and Passive Acoustic Monitoring (PAM): For the whole duration of baseline period.	Baseline CWD results were reported in the CWD Baseline Monitoring Report and submitted to EPD in accordance with EP Condition 3.4.
Impact Monitoring	Vessel line transect surveys: Two full surveys per month; Land-based theodolite tracking surveys: 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.	On-going
Landscape and Visual		
Landscape and Visual Plan	At least 3 months before the commencement of construction works on the formed land of the Project.	The Landscape & Visual Plan was submitted to EPD under EP Condition 2.18
Baseline Monitoring	One-off survey within the Project site boundary prior to commencement of any construction works	The baseline landscape & visual monitoring result has been reported in Baseline Monitoring Report and submitted to EPD under EP Condition 3.4.
Impact Monitoring	Weekly	On-going
Environmental Auditing		
Regular site inspection	Weekly	On-going
Marine Mammal Watching Plan (MMWP) implementation measures	Monitor and check	On-going
Dolphin Exclusion Zone (DEZ) Plan implementation measures	Monitor and check	On-going
SkyPier High Speed Ferries (HSF) implementation measures	Monitor and check	On-going

Parameters	EM&A Requirements	Status
Construction and Associated Vessels implementation measures	Monitor and check	On-going
Complaint Hotline and Email Channel	Construction phase	On-going
Environmental Log Book	Construction phase	On-going

Taking into account the construction works in the reporting period, impact monitoring of air quality, noise, water quality, waste management, landscape & visual, and CWD were carried out in the reporting period.

The EM&A programme also involved weekly site inspections and related auditing conducted by ET for the checking of implementation of required environmental mitigation measures recommended in the approved EIA Report. To promote the environmental awareness and enhance the environmental performance of the contractors, environmental trainings and regular environmental management meetings were conducted during the reporting period which are summarised as below:

- Two skipper trainings provided by ET;
- One dolphin observer training session provided by ET;
- Twenty-five environmental management meetings for EM&A review with works contracts
- Eight environmental briefing on EP and EM&A requirements of the 3RS provided by ET;

The EM&A programme has been following the recommendations presented in the approved EIA Report and the 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 B**.

2 Environmental Monitoring and Auditing

2.1 Air Quality Monitoring

Impact 1-hour Total Suspended Particulates (TSP) monitoring was conducted three times every six 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 2.1**.

2.1.1 Action and Limit Levels

The Action and Limit Levels of the air quality monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are 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	

2.1.2 Summary of Monitoring Results

The air quality monitoring results in the reporting period are summarised in **Table 2.2** and the graphical plot is presented in **Appendix C**.

Table 2.2: Percentage of Air Quality Monitoring Results within Action and Limit Levels

	AR1A	AR2
Jul 2019	100.0%	100.0%
Aug 2019	100.0%	100.0%
Sep 2019	100.0%	100.0%
Overall	100.0%	100.0%

Note: The percentages are calculated by dividing the number of monitoring results within their corresponding Action and Limit Levels by the total number of monitoring results.

All monitoring results were within their corresponding Action and Limit Levels at all monitoring stations in the reporting period.

General meteorological conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.3**.

Table 2.3: General Meteorological Condition During Impact Air Quality Monitoring

	Weather	Dominant Wind Direction
Jun 2019	Sunny to Cloudy	Southwest
Jul 2019	Sunny to Cloudy	Southwest
Aug 2019	Sunny to Rainy	Southwest
Sep 2019	Sunny to Drizzle	Northwest

2.1.3 Conclusion

No dust emission source from Project activities was observed during impact air quality monitoring. Major sources of dust observed at the monitoring stations during the monitoring sessions were local air pollution and nearby traffic emissions. It is considered that the monitoring work in the reporting period was effective and there was no adverse impact attributable to the Project activities.

2.2 Noise Monitoring

Impact noise monitoring was conducted at four representative monitoring stations once per week during 0700 and 1900 in the reporting period. The locations of monitoring stations are described in **Table 2.4** and presented in **Figure 2.1**.

2.2.1 Action and Limit Levels

The Action and Limit Levels of the noise monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are provided in **Table 2.4** for reference.

Table 2.4: Impact Noise Monitoring Stations

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

Note:

⁽ⁱ⁾ The Limit Level for NM4 is reduced to 70dB(A) for being an educational institution. During school examination period, the Limit Level is further reduced to 65dB(A).

2.2.2 Summary of Monitoring Results

The noise monitoring results in the reporting period are summarised in **Table 2.5** and the graphical plot is presented in **Appendix C**.

Table 2.5: Percentage of Noise Monitoring Results within Action and Limit Levels

	NM1A	NM4	NM5	NM6
Jul 2019	100.0%	100.0%	100.0%	100.0%
Aug 2019	100.0%	100.0%	100.0%	100.0%
Sep 2019	100.0%	100.0%	100.0%	100.0%
Overall	100.0%	100.0%	100.0%	100.0%

Note: The percentages are calculated by dividing the number of monitoring results within their corresponding Action and Limit Levels by the total number of monitoring results.

No complaints were received from any sensitive receiver that triggered the Action Level. All monitoring results were also within the corresponding Limit Levels at all monitoring stations in the reporting period.

General meteorological conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.6**.

Table 2.6: General Meteorological Condition During Impact Noise Monitoring

Weather	
Jun 2019	Sunny to Cloudy
Jul 2019	Sunny to Cloudy
Aug 2019	Sunny to Drizzle
Sep 2019	Sunny to Drizzle

2.2.3 Conclusion

As the construction activities were far away from the monitoring stations, major sources of noise dominating the monitoring stations observed during the monitoring sessions were traffic noise near NM1A, school activities at NM4, and aircraft and helicopter noise near NM5 and NM6. It is considered that the monitoring work in the reporting period was effective and there was no adverse impact attributable to the Project activities.

2.3 Water Quality Monitoring

During the reporting period, water quality monitoring was conducted three days per week, at mid-flood and mid-ebb tides, at a total of 23 water quality monitoring stations, comprising 12 impact (IM) stations, 8 sensitive receiver (SR) stations, and 3 control (C) stations in the vicinity of the water quality sensitive receivers around the airport island in accordance with the Manual. The purpose of water quality monitoring at the IM stations is to promptly capture any potential water quality impacts from the Project before the impacts could become apparent at sensitive receivers (represented by the SR stations). **Table 2.7** describes the details of the monitoring stations. **Figure 2.2a** shows the locations of the monitoring stations. The monitoring location for SR6 has been relocated to SR6A since 8 August 2019. The updated monitoring locations are presented in **Figure 2.2b** from that day onwards.

Table 2.7: Monitoring Locations and Parameters for Impact Water Quality Monitoring

Monitoring Station	Description	Coordinates		Parameters
		Easting	Northing	
C1	Control Station	804247	815620	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS
C2	Control Station	806945	825682	
C3 ⁽³⁾	Control Station	817803	822109	
IM1	Impact Station	807132	817949	
IM2	Impact Station	806166	818163	<u>DCM Parameters</u> Total Alkalinity, Heavy Metals ⁽²⁾
IM3	Impact Station	805594	818784	
IM4	Impact Station	804607	819725	
IM5	Impact Station	804867	820735	
IM6	Impact Station	805828	821060	
IM7	Impact Station	806835	821349	
IM8	Impact Station	808140	821830	
IM9	Impact Station	808811	822094	
IM10	Impact Station	809794	822385	
IM11	Impact Station	811460	822057	
IM12	Impact Station	812046	821459	
SR1A ⁽¹⁾	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary	812660	819977	<u>General Parameters</u> DO, pH, Temperature,

Monitoring Station	Description	Coordinates		Parameters
	Crossing Facilities (HKBCF) Seawater Intake for cooling			Salinity, Turbidity, SS
SR2 ⁽³⁾	Planned marine park / hard corals at The Brothers / Tai Mo To	814166	821463	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS <u>DCM Parameters</u> Total Alkalinity, Heavy Metals ⁽²⁾⁽⁴⁾
SR3	Sha Chau and Lung Kwu Chau Marine Park / fishing and spawning grounds in North Lantau	807571	822147	<u>General Parameters</u> DO, pH, Temperature, Salinity, Turbidity, SS
SR4A	Sha Lo Wan	807810	817189	
SR5A	San Tau Beach SSSI	810696	816593	
SR6 ⁽⁵⁾	Tai Ho Bay, Near Tai Ho Stream SSSI	814663	817899	
SR6A ⁽⁵⁾		814739	817963	
SR7	Ma Wan Fish Culture Zone (FCZ)	823742	823636	
SR8 ⁽⁶⁾	Seawater Intake for cooling at Hong Kong International Airport (East)	811623	820390	

Notes:

- (1) With the operation of HKBCF, water quality monitoring at SR1A station was commenced on 25 October 2018.
- (2) Details of selection criteria for the two heavy metals for regular DCM monitoring refer to the Detailed Plan on Deep Cement Mixing available on the dedicated 3RS website (<http://env.threerunwaysystem.com/en/ep-submissions.html>). DCM specific water quality monitoring parameters (total alkalinity and heavy metals) were only conducted at C1 to C3, SR2, and IM1 to IM12.
- (3) According to the Baseline Water Quality Monitoring Report, C3 station is not adequately representative as a control station of impact/ SR stations during the flood tide. The control reference has been changed from C3 to SR2 from 1 September 2016 onwards.
- (4) Total alkalinity and heavy metals results are collected at SR2 as a control station for regular DCM monitoring.
- (5) As the access to SR6 was obstructed by the construction activities and temporary structures for Tung Chung New Town Extension, the monitoring location has been relocated to SR6A starting from 8 August 2019.
- (6) The monitoring location for SR8 is subject to further changes due to silt curtain arrangements and the progressive relocation of this seawater intake.

2.3.1 Action and Limit Levels

The Action and Limit Levels for general water quality monitoring and regular DCM monitoring stipulated in the EM&A programme for triggering the relevant investigation and follow-up procedures under the programme are presented in **Table 2.8**. The control and IM stations during flood tide and ebb tide for general water quality monitoring and regular DCM monitoring are presented in **Table 2.9**.

Table 2.8: Action and Limit Levels for General Water Quality Monitoring and Regular DCM Monitoring

Parameters	Action Level	Limit Level
Action and Limit Levels for general water quality monitoring and regular DCM monitoring (excluding SR1A & SR8)		
DO in mg/L	Surface and Middle	Surface and Middle

Parameters	Action Level	Limit Level
(Surface, Middle & Bottom)	4.5 mg/L	4.1 mg/L 5 mg/L for Fish Culture Zone (SR7) only
	Bottom 3.4 mg/L	Bottom 2.7 mg/L
SS in mg/L	23	37
Turbidity in NTU	22.6	36.1
Total Alkalinity in ppm	95	99
Representative Heavy Metals for regular DCM monitoring (Chromium)	0.2	0.2
Representative Heavy Metals for regular DCM monitoring (Nickel)	3.2	3.6
Action and Limit Levels SR1A		
SS (mg/l)	33	42
Action and Limit Levels SR8		
SS (mg/l)	52	60

Notes:

1. For DO measurement, Action or Limit Level is triggered when monitoring result is lower than the limits.
2. For parameters other than DO, Action or Limit Level of water quality results is triggered when monitoring results is higher than the limits.
3. Depth-averaged results are used unless specified otherwise.
4. Details of selection criteria for the two heavy metals for regular DCM monitoring refer to the Detailed Plan on Deep Cement Mixing available on the dedicated 3RS website <http://env.threerunwaysystem.com/en/ep-submissions.html>
5. The Action and Limit Levels for the two representative heavy metals chosen will be the same as that for the intensive DCM monitoring.

Table 2.9: The Control and Impact Stations during Flood Tide and Ebb Tide for General Water Quality Monitoring and Regular DCM Monitoring

Control Station	Impact Stations
Flood Tide	
C1	IM1, IM2, IM3, IM4, IM5, IM6, IM7, IM8, SR3
SR2 ¹	IM7, IM8, IM9, IM10, IM11, IM12, SR1A, SR3, SR4A, SR5A, SR6, SR6A, SR8
Ebb Tide	
C1	SR4A, SR5A, SR6, SR6A
C2	IM1, IM2, IM3, IM4, IM5, IM6, IM7, IM8, IM9, IM10, IM11, IM12, SR1A, SR2, SR3, SR7, SR8

Note:

1. As per findings of Baseline Water Quality Monitoring Report, the control reference has been changed from C3 to SR2 from 1 Sep 2016 onwards.

2.3.2 Summary of Monitoring Results

The summary of results within their corresponding Action and Limit Levels in the reporting period are presented in **Table 2.10**. The weather and sea conditions in the last month of the previous quarter and this reporting period were recorded and summarised in **Table 2.11**.

Table 2.10: Percentage of Water Quality Monitoring Results within Action and Limit Levels

	General Water Quality Monitoring				Regular DCM Monitoring		
	DO (Surface and Middle)	DO (Bottom)	SS	Turbidity	Alkalinity	Chromium	Nickel
Jul 2019	98.5%	91.4%	100.0%	100.0%	100.0%	100.0%	100.0%
Aug 2019	100.0%	100.0%	99.6%	100.0%	100.0%	100.0%	98.7%
Sep 2019	99.5%	100.0%	98.7%	100.0%	100.0%	100.0%	99.7%
Overall	99.3%	97.1%	99.5%	100.0%	100.0%	100.0%	99.5%

Note: The percentages are calculated by dividing the number of depth-averaged results complying with their corresponding Action and Limit Levels by the total number of depth-averaged results.

Table 2.11: General Weather Condition and Sea Condition During Impact Water Quality Monitoring

	Weather	Sea Condition
Jun 2019	Sunny to Rainy	Calm to Rough
Jul 2019	Sunny to Rainy	Calm to Rough
Aug 2019	Sunny to Rainy	Calm to Rough
Sep 2019	Sunny to Cloudy	Calm to Rough

The monitoring results for turbidity, total alkalinity, and chromium obtained in the reporting period were within their corresponding Action and Limit Levels stipulated in the EM&A programme. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered. For DO, SS and nickel, some of the testing results triggered the relevant Action or Limit Level in the reporting period, and investigations were conducted accordingly.

Summaries of results triggering Action or Limit Level for DO and nickel are presented in **Table 2.12** to **Table 2.19**.

Details of the investigation findings were presented in Construction Phase Monthly EM&A Report No. 43, 44 and 45, which concluded that all results triggering the Action or Limit Level were not related to the Project.

Table 2.12: Summary of DO (Surface and Middle) Results Triggering Action or Limit Level (Mid-Ebb Tide)

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR2	SR3	SR4A	SR5A	SR6/ SR6A*	SR7
11/7/2019		D	D	D											D			
No. of result triggering Action or Limit Level	0	1	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR2	SR3	SR4A	SR5A	SR6/ SR6A*	SR7
11/7/2019	D	D	D	D							D				D			D
13/7/2019			D	D											D			
27/7/2019		D	D	D											D			D
No. of result triggering Action or Limit Level	1	2	3	3	1	3	2	0	0	0	1	0	0	1	3	0	0	2

[illegible]

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12	SR2	SR3	SR4A	SR5A	SR6/ SR6A*	SR7
11/7/2019					D	D												
13/7/2019																		
27/7/2019																		
No. of result triggering Action or Limit Level	1	3	3	3	1	1	0	0	0	0	1	0	0	0	3	0	0	1

[illegible][illegible]

Table 2.18: Summary of Nickel Results Triggering Action or Limit Level (Mid-Ebb Tide)

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12
12/9/2019				D								
No. of result triggering Action or Limit Level	0	0	0	1	0	0	0	0	0	0	0	0

Table 2.19: Summary of Nickel Results Triggering Action or Limit Level (Mid-Flood Tide)

	IM1	IM2	IM3	IM4	IM5	IM6	IM7	IM8	IM9	IM10	IM11	IM12
10/8/2019					D	D	D					
No. of result triggering Action or Limit Level	1	0	0	0	1	1	1	0	0	0	0	0

Note: The monitoring results on monitoring dates not presented in the above tables did not trigger their corresponding Action or Limit Levels. Detailed results are presented in **Appendix C**.

Note*: SR6 has been relocated to SR6A starting from 8 August 2019	
Legend:	
	Result within corresponding Action and Limit Levels
	Result triggered the Action Level at monitoring station located upstream of the Project based on dominant tidal flow
D	Result triggered the Action Level at monitoring station located downstream of the Project based on dominant tidal flow
	Result triggered the Limit Level at monitoring station located upstream of the Project based on dominant tidal flow
D	Result triggered the Limit Level at monitoring station located downstream of the Project based on dominant tidal flow
	Upstream station with respect to the Project during the respective tide based on dominant tidal flow
	Downstream station with respect to the Project during the respective tide based on dominant tidal flow

2.3.3 Conclusion

In the reporting period, it is noted that most monitoring results were within their corresponding Action and Limit Levels, while number of results triggered their corresponding Action or Limit Level, and investigations were conducted accordingly. Based on the findings presented in Construction Phase Monthly EM&A Report No. 43, 44 and 45, all cases that triggered the corresponding Action or Limit Level were not related to the Project; hence, the Project did not introduce adverse impact to all water quality sensitive receivers. All required actions under the Event and Action Plan were followed.

Nevertheless, the non-project related triggers were attended to and initiated corresponding action and measures. As part of the EM&A programme, the construction methods and mitigation measures for water quality will continue to be monitored and opportunities for further enhancement will continue to be explored and implemented where possible, to strive for better protection of water quality and the marine environment.

In the meantime, the contractors were reminded to implement and maintain all mitigation measures during weekly site inspections and regular environmental management meetings. These include maintaining mitigation measures properly for reclamation works including DCM works, marine filling, and seawall construction as recommended in the Manual.

2.4 Waste Monitoring

In accordance with the Manual, waste generated from construction activities was audited once per week to determine if wastes were being managed in accordance with the Waste Management Plan (WMP) prepared for the Project, contract-specific WMP, and any statutory and contractual requirements. All aspects of waste management including waste generation, storage, transportation, and disposal were assessed during the audits.

2.4.1 Action and Limit Levels

The Action and Limit Levels of the construction waste are provided in **Table 2.20**.

Table 2.20: Action and Limit Levels for Construction Waste

Monitoring Stations	Action Level	Limit Level
Construction Area	When one valid documented complaint is received	Non-compliance of the WMP, contract-specific WMPs, any statutory and contractual requirements

2.4.2 Summary of Monitoring Results

Weekly monitoring of the Project construction works was carried out by the ET in the reporting period to check and monitor the implementation of proper waste management practices.

Recommendations made by the ET included provision and maintenance of proper chemical waste storage area, as well as handling, segregation, and regular disposal of general refuse. The contractors had taken actions to implement the recommended measures.

Based on updated contractors' information, summary of construction waste generated in the reporting period is presented in **Table 2.21**.

There were no complaints, non-compliance of the WMP, contract-specific WMPs, statutory and contractual requirements that triggered Action and Limit Levels in the reporting period.

Table 2.21: Construction Waste Statistics

	C&D ¹ Material Stockpiled for Reuse or Recycle (m ³)	C&D Material Reused in the Project (m ³)	C&D Material Reused in other Projects (m ³)	C&D Material Transferred to Public Fill (m ³)	Chemical Waste (kg)	Chemical Waste (L)	General Refuse (tonne)
Jul 2019 ²	4,821	4,568	665	4,627	200	9,040	399
Aug 2019 ²	7,766	5,568	0	3,447	200	7,200	827
Sep 2019 ²	4,369	499	11,672	3,963	75	3,600	748
Total	16,956	10,635	12,337	12,037	475	19,840	1,974

Notes:

1. C&D refers to Construction and Demolition.
2. Paper, metals and/or plastics were recycled in the reporting period.

2.5 Chinese White Dolphin Monitoring

CWD monitoring was conducted by vessel line transect survey at a frequency of two full surveys per month, supplemented by land-based theodolite tracking survey and PAM. The frequency of the land-based theodolite tracking survey during the construction phase was one day per month at both Sha Chau (SC) and Lung Kwu Chau (LKC) stations as stipulated in the Manual. Since

January 2019, additional theodolite tracking survey for one day at LKC station was conducted on a voluntary basis to collect supplementary information for the Project, such that a total of one tracking day at SC station and two tracking days at LKC station were conducted per month. The vessel survey transects followed the transect lines proposed in the Manual and are consistent with those used in the Agriculture, Fisheries and Conservation Department (AFCD) long-term CWD monitoring programme. The transect locations of CWD monitoring by vessel line transect survey conducted from July to September 2019 are shown in **Figure 2.3**, whilst the land-based theodolite tracking survey stations are described in **Table 2.22** and depicted in **Figure 2.4**. The location of the PAM device is shown in **Figure 2.10**.

Table 2.22: Land-based Theodolite Tracking Survey Station Details

Stations	Location	Geographical Coordinates	Station Height (m)	Approximate Tracking Distance (km)
D	Sha Chau (SC)	22° 20' 43.5" N 113° 53' 24.66" E	45.66	2
E	Lung Kwu Chau (LKC)	22° 22' 44.83" N 113° 53' 0.2" E	70.40	3

2.5.1 Action and Limit Levels

The Action Level and Limit Level for CWD monitoring were formulated by an action response approach using the running quarterly dolphin encounter rates (STG and ANI) derived from baseline monitoring data, as presented in the CWD Baseline Monitoring Report. The derived values of Action and Limit Levels for CWD monitoring are shown in **Table 2.23**.

Table 2.23: Derived Values of Action Level and Limit Level for Chinese White Dolphin Monitoring

NEL, NWL, AW, WL and SWL as a Whole	
Action Level	Running quarterly STG < 1.86 & ANI < 9.35
Limit Level	Two consecutive running quarterly (3-month) STG < 1.86 & ANI < 9.35

2.5.2 Summary of Monitoring Results

2.5.2.1 Vessel Line Transect Survey

Survey Effort

During the July to September 2019 reporting period, a total of six sets of vessel line transect survey covering all transects in Northeast Lantau (NEL), Northwest Lantau (NWL), Airport West (AW), West Lantau (WL) and Southwest Lantau (SWL) survey areas were conducted at a frequency of twice per month, in each survey area.

A total of around 1,347 km of survey effort was collected from these surveys, with around 95.6% of the total survey effort being conducted under favourable weather condition (i.e. Beaufort Sea State 3 or below with favourable visibility). Details of the survey effort data are presented in **Appendix C**.

CWD Sighting

From July to September 2019, there were a total of 69 sightings of CWDs, with 283 dolphins sighted (**Table 2.24**). All these sightings were made during on-effort searches under favourable weather condition.

When breaking down the sightings by survey areas, 3 sightings with 4 dolphins, 41 sightings with 182 dolphins and 25 sightings with 97 dolphins were recorded in NWL, WL and SWL survey areas respectively during the current reporting period. No CWD was sighted in NEL or AW survey areas.

Compared with the last quarter (i.e. April to June 2019), there is an overall increase in terms of both number of CWD sightings and number of dolphins (increased by around 97% and 110% respectively). WL and SWL both showed drastic increases in terms of both number of CWD sightings and number of dolphins, and such increases were most remarkable in SWL as the number of CWD sightings and number of dolphins increased by around 317% and 471% respectively. On the other hand, NWL experienced an observable decline in terms of both number of CWD sightings and number of dolphins by about 67% and 82% respectively.

Compared with the same quarter of last year in 2018 (i.e. July to September 2018), there were an overall increase in both number of CWD sightings and number of dolphins by 8% and 41% respectively. The increase is mainly contributed by SWL waters with the number of CWD sightings and number of dolphins increased by around 108% and 185% respectively. On the other hand, NWL showed a decline in both numbers of sightings and dolphins by 73% and 86% respectively.

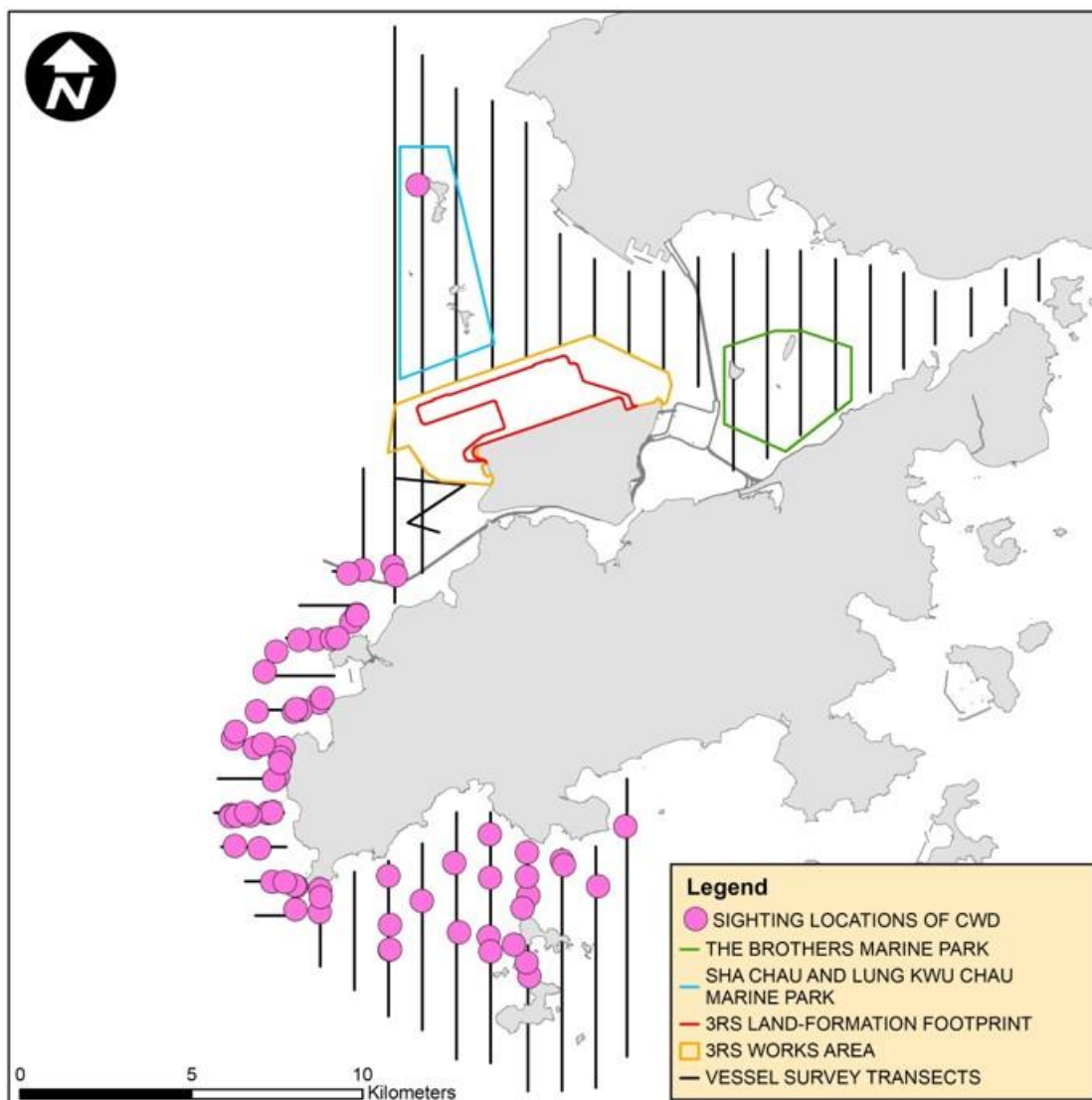
Table 2.24 below shows the comparison of the numbers of sightings and dolphins amongst the current reporting period, last quarter, and the same quarter of year 2018.

Table 2.24: Summary of Number of CWD Sightings and Number of Dolphins for the Same Quarter Last Year, Previous Quarter, and Current Reporting Period

	Same Quarter of Last Year July to September 2018	Previous Reporting Period April to June 2019	Current Reporting Period July to September 2019
NEL	1 (1)	0 (0)	0 (0)
NWL	11 (29)	9 (22)	3 (4)
AW	0 (0)	0 (0)	0 (0)
WL	40 (137)	20 (96)	41 (182)
SWL	12 (34)	6 (17)	25 (97)
Total	64 (201)	35 (135)	69 (283)

Note: Values in () represent number of dolphins

The distribution of CWD sightings recorded from July to September 2019 is illustrated in **Figure 2.5**. In NWL, one CWD sighting was recorded off the northwestern corner of Lung Kwu Chau while the remaining two CWD sightings were recorded at the southwestern corner of the survey area. In WL, CWD sightings distributed from the northern part of survey area around the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road to Fan Lau, with more sightings clustered at waters near Tai O, Yi O, Peaked Hill and Fan Lau. In SWL, CWD sightings scattered over the relatively inshore waters from Fan Lau to Shui Hau, with more sightings recorded at waters around the Soko Islands. No CWD sightings were recorded in NEL or in close vicinity of the 3RS works area. Details of the sighting data are presented in **Appendix C**.

Figure 2.5: Sightings Distribution of Chinese White Dolphins from Jul to Sep 2019

Remarks: Please note that there are 69 pink circles on the map indicating the sighting locations of CWD. Some of them were very close to each other and therefore appear overlapped on this sighting distribution map.

Encounter Rate

The dolphin encounter rates for the number of on-effort dolphin sightings per 100 km survey effort (STG) and for the total on-effort number of dolphins per 100 km survey effort (ANI) in the whole survey area (i.e. NEL, NWL, AW, WL and SWL) for July, August and September 2019 are summarised in **Table 2.25**.

In this reporting period, both the monthly STG and ANI decreased from the exceptionally high records in July to August, but rebounded in September. Both running quarterly STG and ANI increased from July to September 2019.

Compared with the previous reporting period, there are increases in both running quarterly STG (from 2.73 to 5.36) and running quarterly ANI (from 10.54 to 21.98). While comparing with the same quarter of last year (i.e. July to September 2018), both the running quarterly STG and ANI increased from 4.82 to 5.36 and from 15.32 to 21.98 respectively.

Table 2.25: Summary of Monthly and Running Quarterly STG and ANI of Chinese White Dolphin for the Same Quarter Last Year, Previous Quarter, and Current Reporting Period

	Same Quarter of Last Year			Previous Reporting Period			Current Reporting Period		
	Jul 18	Aug 18	Sep 18	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19
Monthly STG	5.04	4.48	4.97	2.86	2.33	3.02	7.64	3.95	4.47
Monthly ANI	13.86	15.67	16.26	10.78	10.72	10.07	31.72	16.50	17.63
Running Quarterly STG	3.74	4.66	4.82	2.10	2.37	2.73	4.37	4.92	5.36
Running Quarterly ANI	11.57	15.58	15.32	7.47	9.80	10.54	17.72	19.69	21.98

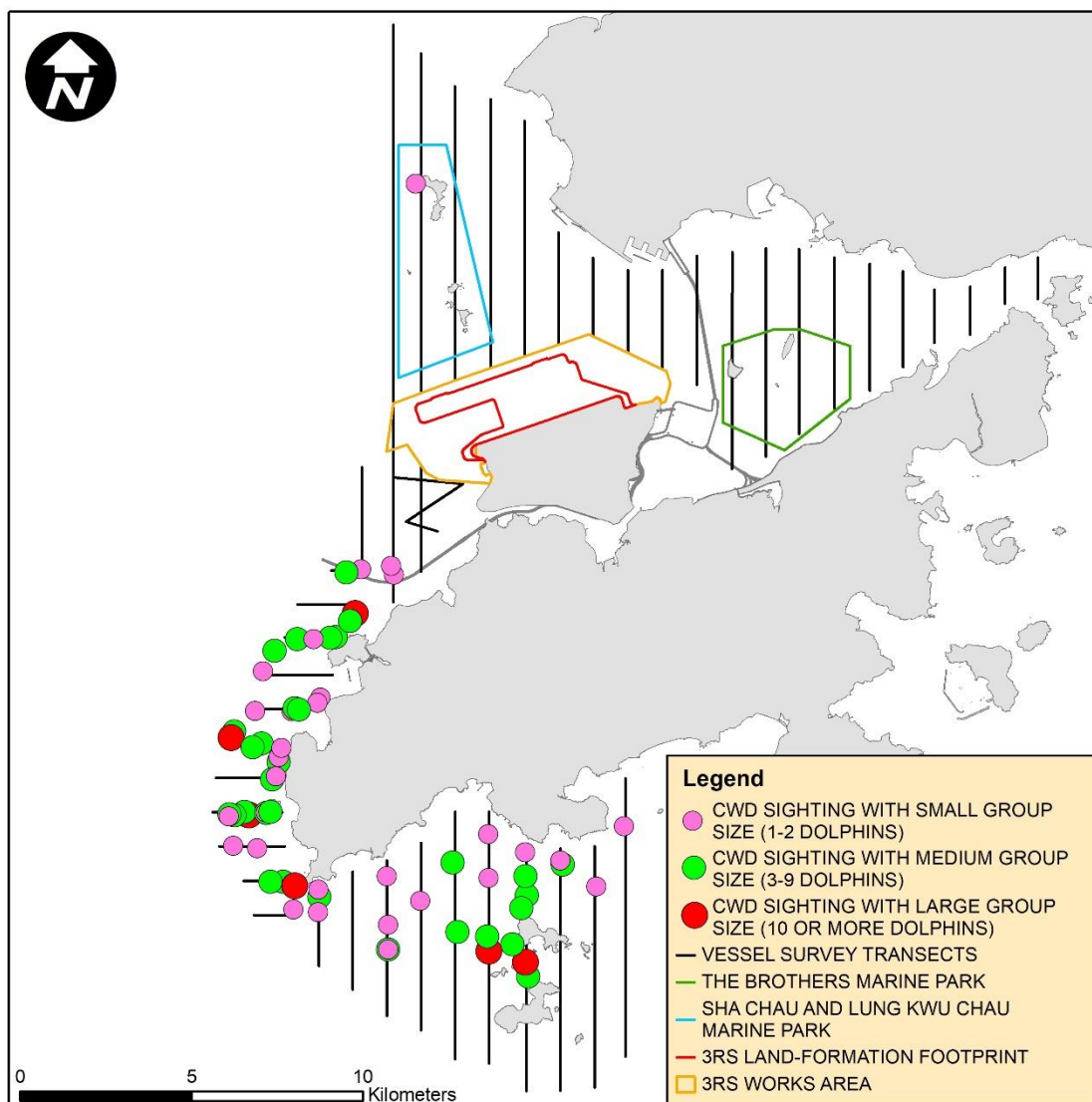
Note: For detailed calculations of encounter rates STG and ANI for the current reporting period, please refer to the Construction Phase Monthly EM&A Report No. 43, 44 and 45.

Group Size

Between July and September 2019, the group size of CWD sightings ranged from 1 to 17 dolphins. The average group size of CWDs was 4.1 dolphins per group which is slightly larger than that of the last quarter which was 3.9. The average group size of CWDs in this reporting quarter is also larger than that of the same quarter of last year (3.1 dolphins per group).

In this reporting quarter, the numbers of CWD sightings with small group size (i.e. 1-2 dolphins) and medium group size (i.e. 3-9 dolphins) were similar. Amongst all 69 sightings, there were six sightings with large group size (i.e. 10 or more dolphins). The large CWD groups were sighted in WL and SWL. In WL, there were four CWD sightings with large group size and they scattered from Tai O to Fan Lau. In SWL, the two CWD sightings with large group size were recorded at the central and western side of the Soko Islands.

There were no distinct distribution patterns of small-sized and medium-sized CWD groups observed in the current reporting period. However, all CWD groups recorded in NWL were small-sized. Sighting locations of CWD groups with different group sizes are depicted in **Figure 2.6**.

Figure 2.6: Sighting Locations of Chinese White Dolphins with Different Group Sizes

Remarks: Please note that there are 69 circles on the map indicating the sighting locations of CWD. Some of them were very close to each other and therefore appear overlapped on this sighting distribution map.

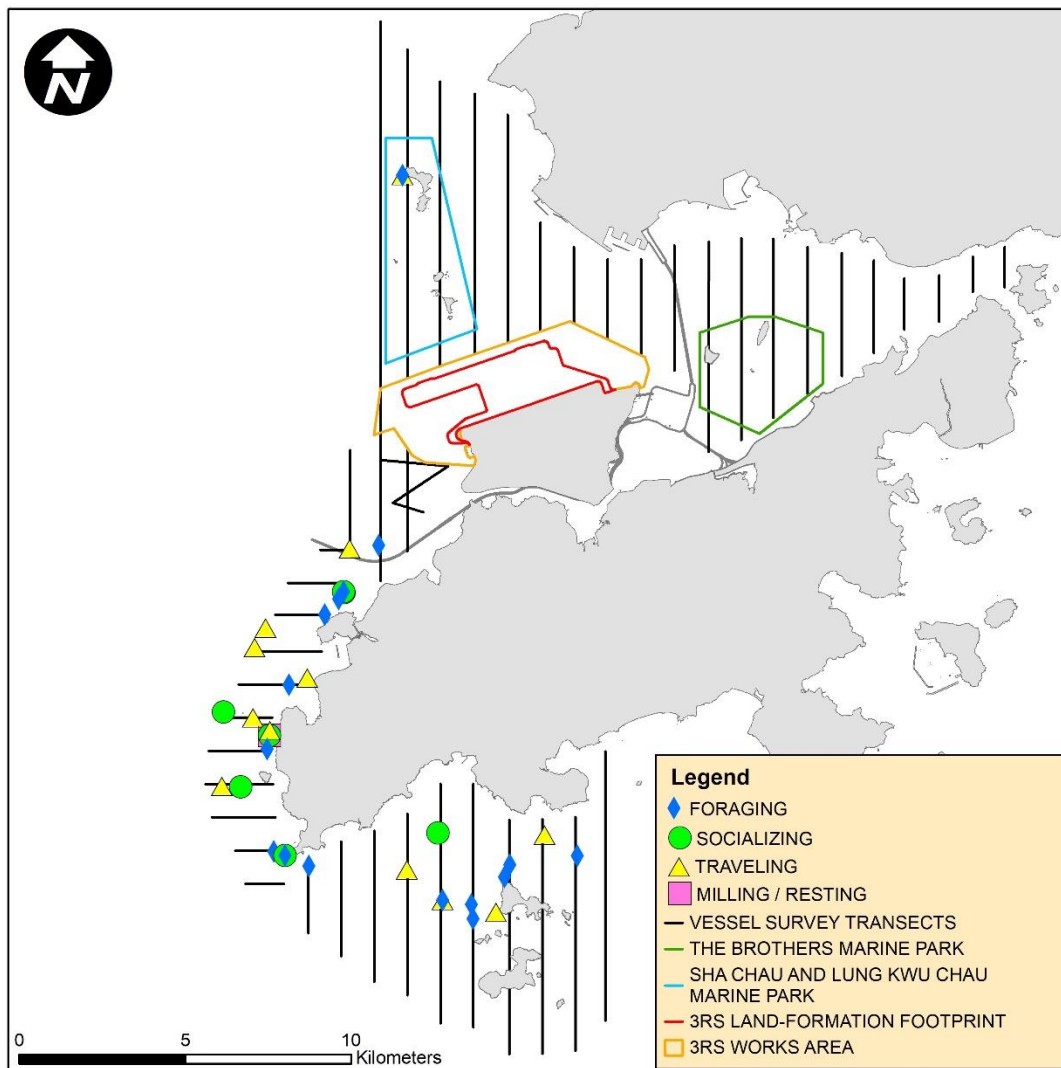
Activities and Association with Fishing Boats

During July to September 2019, 18 sightings of CWDs were recorded with feeding activities. None of these sightings were observed in association with operating fishing boats.

The number of sightings with feeding recorded in the current reporting period is higher than the last reporting period (11 sightings involved feeding activities with two sightings associated with operating fishing boat in April to June 2019). The number of CWD sightings with feeding activities is higher when compared with the data in the same quarter of last year (i.e. 12 sightings in July to September 2018).

The sighting locations of CWDs engaged in different behaviour during the current reporting period are illustrated in **Figure 2.7**.

Figure 2.7: Sighting Locations of Chinese White Dolphins Engaged in Different Behaviours



Mother-calf Pairs

From July to September 2019, 11 sightings of CWDs were recorded with the presence of mother-and-unspotted calf and/or mother-and-unspotted juvenile, which is more than that of the last reporting quarter (i.e. 8 sightings between April and June 2019). The number is equal to that recorded in the same quarter of last year (i.e. 11 sightings between July and September 2018). The majority of these sightings were recorded in WL survey area.

The locations of CWD sightings with the presence of mother-and-unspotted calf and/or mother-and-unspotted juvenile are shown in **Figure 2.8**.

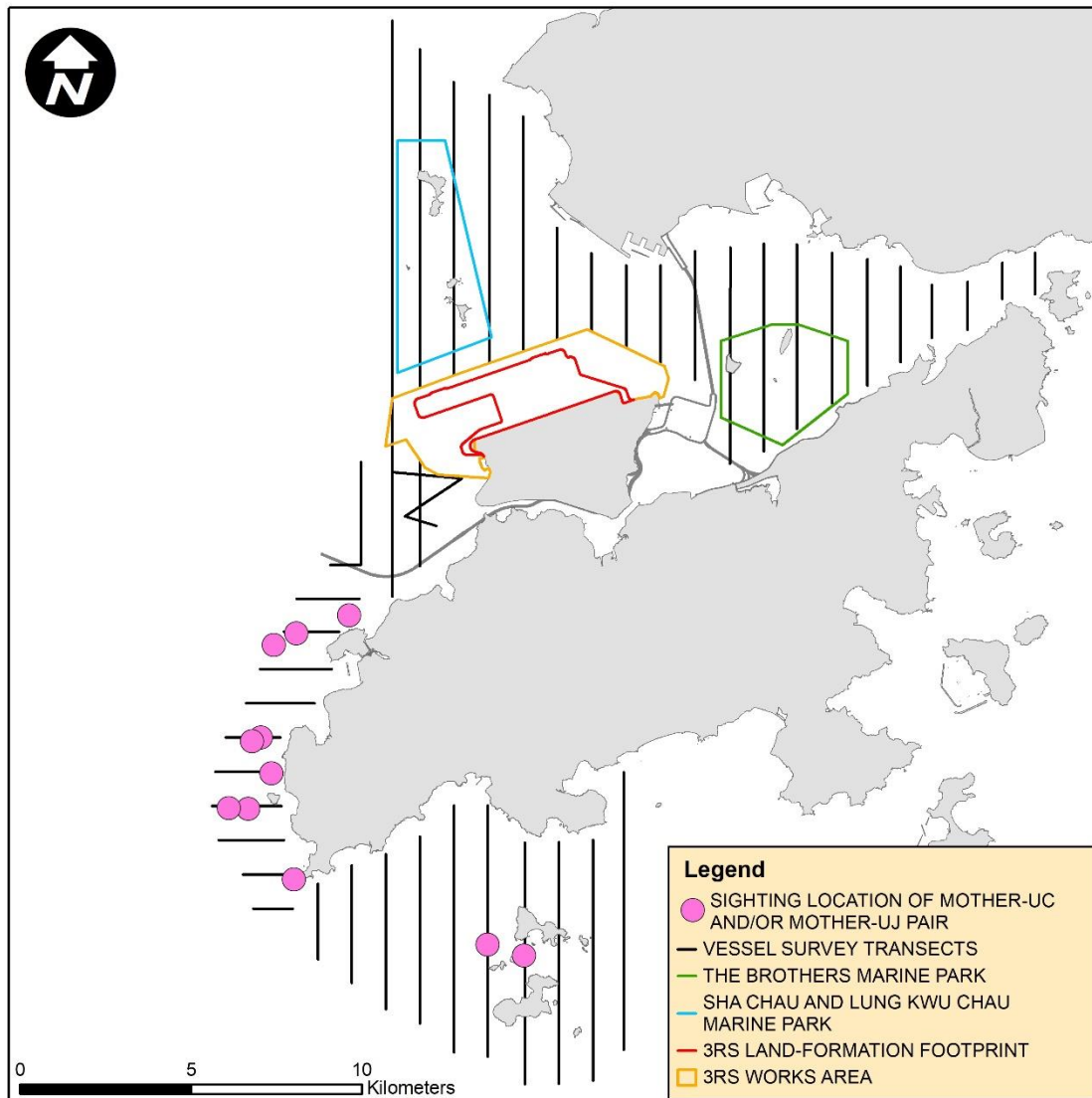
Figure 2.8: Sighting Locations of Mother-calf Pairs

Photo Identification

During July to September 2019, a total number of 104 different CWD individuals were identified altogether for 166 times. Re-sighting information of CWD individuals provides an initial idea of their range use and apparent connection between different areas around Lantau. Amongst these 104 different CWD individuals, 36 animals (i.e. NLMM001, NLMM015, NLMM063, SLMM003, SLMM007, SLMM012, SLMM022, SLMM029, SLMM037, SLMM049, SLMM052, SLMM053, SLMM062, SLMM064, SLMM070, WLMM004, WLMM027, WLMM039, WLMM043, WLMM049, WLMM056, WLMM065, WLMM067, WLMM069, WLMM078, WLMM079, WLMM081, WLMM082, WLMM090, WLMM094, WLMM104, WLMM115, WLMM122, WLMM131, WLMM132 and WLMM147) were sighted for more than once.

Fourteen individuals including NLMM001, NLMM015, NLMM063, SLMM049, SLMM053, SLMM064, WLMM004, WLMM056, WLMM065, WLMM067, WLMM078, WLMM079, WLMM104 and WLMM115 were re-sighted in different survey areas during this reporting period. NLMM063

and WLMM115 had cross-area movement between NWL and WL survey areas, while the others had cross-area movement between WL and SWL survey areas. The most frequently re-sighted individual in this reporting quarter was WLMM079 which has been encountered altogether for 6 times. The number of re-sighted CWD individuals and the number of CWD individuals showing cross-area movement from July to September 2019 are both higher than those of the last reporting quarter (29 and 12 individuals respectively).

A summary of photo identification works is presented in **Table 2.26**. Representative photos of the 104 identified individuals and figures depicting the sighting locations of the aforementioned 36 re-sighted individuals recorded in this reporting period are presented **Appendix C**.

Table 2.26: Summary of Photo Identification

Individual ID	Date of sighting	Sighting Group No.	Area	Individual ID	Date of sighting	Sighting Group No.	Area
NLMM001	16-Jul-19	6	WL	WLMM039	16-Jul-19	5	WL
	18-Jul-19	1	SWL		8-Aug-19	7	WL
		3	SWL		21-Aug-19	3	WL
NLMM012	21-Aug-19	1	WL	WLMM040	17-Jul-19	6	SWL
NLMM015	9-Sep-19	6	SWL	WLMM043	16-Jul-19	1	WL
	12-Sep-19	1	WL		25-Sep-19	6	WL
NLMM020	9-Sep-19	6	SWL	WLMM046	18-Jul-19	3	SWL
NLMM021	21-Aug-19	2	WL	WLMM049	16-Jul-19	3	WL
NLMM027	21-Aug-19	2	WL		25-Sep-19	5	WL
NLMM033	8-Aug-19	1	WL	WLMM051	8-Aug-19	1	WL
NLMM037	24-Jul-19	1	NWL	WLMM052	16-Jul-19	5	WL
NLMM040	8-Aug-19	2	WL	WLMM054	9-Sep-19	1	SWL
NLMM041	8-Aug-19	2	WL	WLMM056	17-Jul-19	2	SWL
NLMM043	25-Sep-19	1	WL		21-Aug-19	5	WL
NLMM046	8-Aug-19	2	WL		9-Sep-19	6	SWL
NLMM049	23-Jul-19	6	WL	WLMM060	12-Sep-19	3	WL
NLMM056	8-Aug-19	1	WL	WLMM062	25-Sep-19	2	WL
NLMM061	17-Jul-19	9	SWL	WLMM063	17-Jul-19	10	SWL
NLMM063	24-Jul-19	1	NWL	WLMM065	17-Jul-19	9	SWL
	21-Aug-19	5	WL		12-Sep-19	3	WL
	12-Sep-19	1	WL		25-Sep-19	5	WL
NLMM067	8-Aug-19	1	WL	WLMM067	17-Jul-19	2	SWL
SLMM002	25-Sep-19	9	WL		25-Sep-19	9	WL
SLMM003	16-Jul-19	6	WL	WLMM069	17-Jul-19	4	SWL
	21-Aug-19	5	WL		18-Jul-19	3	SWL
	12-Sep-19	2	WL	WLMM071	12-Sep-19	5	WL
3		WL	WLMM075	25-Sep-19	2	WL	
SLMM007	16-Jul-19	6	WL	WLMM078	18-Jul-19	4	SWL
	12-Sep-19	2	WL		25-Sep-19	8	WL
	25-Sep-19	9	WL	WLMM079	18-Jul-19	1	SWL
SLMM010	21-Aug-19	5	WL			3	SWL
SLMM012	17-Jul-19	2	SWL		23-Jul-19	7	WL
	18-Jul-19	1	SWL		21-Aug-19	5	WL
	9-Sep-19	6	SWL		12-Sep-19	2	WL
3	WL						
SLMM014	18-Jul-19	4	SWL	WLMM081	16-Jul-19	4	WL
SLMM022	23-Jul-19	7	WL		8-Aug-19	4	WL
	25-Sep-19	8	WL	WLMM083	16-Jul-19	1	WL
		9	WL	WLMM085	17-Jul-19	4	SWL
SLMM025	21-Aug-19	2	WL				

Individual ID	Date of sighting	Sighting Group No.	Area	Individual ID	Date of sighting	Sighting Group No.	Area
SLMM027	25-Sep-19	9	WL	WLMM082	16-Jul-19	4	WL
SLMM028	18-Jul-19	4	SWL		23-Jul-19	3	WL
SLMM029	17-Jul-19	3	SWL		8-Aug-19	4	WL
	18-Jul-19	1	SWL	WLMM086	17-Jul-19	11	SWL
SLMM031	17-Jul-19	1	SWL	WLMM090	8-Aug-19	7	WL
SLMM037	17-Jul-19	5	SWL		12-Sep-19	1	WL
	18-Jul-19	1	SWL	WLMM094	16-Jul-19	5	WL
		3	SWL		8-Aug-19	7	WL
SLMM045	12-Sep-19	5	WL		25-Sep-19	2	WL
SLMM049	17-Jul-19	4	SWL	WLMM095	23-Jul-19	1	WL
	18-Jul-19	1	SWL	WLMM100	8-Aug-19	1	WL
		3	SWL	WLMM102	23-Jul-19	1	WL
	25-Sep-19	9	WL	WLMM104	18-Jul-19	2	SWL
SLMM050	23-Jul-19	5	WL		23-Jul-19	6	WL
SLMM052	17-Jul-19	2	SWL		8-Aug-19	7	WL
		5	SWL	WLMM106	25-Sep-19	9	WL
	18-Jul-19	1	SWL	WLMM109	23-Jul-19	5	WL
		3	SWL	WLMM114	25-Sep-19	9	WL
SLMM053	18-Jul-19	4	SWL	WLMM115	22-Jul-19	1	NWL
	21-Aug-19	2	WL		23-Jul-19	1	WL
	25-Sep-19	8	WL			3	WL
SLMM058	25-Sep-19	7	WL	WLMM120	17-Jul-19	10	SWL
SLMM062	17-Jul-19	4	SWL	WLMM121	8-Aug-19	4	WL
	18-Jul-19	3	SWL	WLMM122	16-Jul-19	1	WL
SLMM064	17-Jul-19	4	SWL		8-Aug-19	1	WL
	8-Aug-19	1	WL	WLMM131	17-Jul-19	2	SWL
SLMM068	17-Jul-19	2	SWL			7	SWL
SLMM069	17-Jul-19	4	SWL			10	SWL
SLMM070	17-Jul-19	4	SWL	WLMM132	17-Jul-19	4	SWL
	18-Jul-19	3	SWL		18-Jul-19	3	SWL
SLMM071	18-Jul-19	1	SWL	WLMM133	25-Sep-19	2	WL
SLMM072	22-Aug-19	2	SWL	WLMM136	16-Jul-19	5	WL
WLMM001	25-Sep-19	7	WL	WLMM137	16-Jul-19	5	WL
WLMM004	17-Jul-19	4	SWL	WLMM139	16-Jul-19	4	WL
	12-Sep-19	2	WL	WLMM140	16-Jul-19	4	WL
		3	WL	WLMM141	16-Jul-19	5	WL
WLMM005	25-Sep-19	8	WL	WLMM142	23-Jul-19	5	WL
WLMM006	18-Jul-19	4	SWL	WLMM143	8-Aug-19	4	WL
WLMM007	25-Sep-19	9	WL	WLMM144	8-Aug-19	7	WL
WLMM008	17-Jul-19	3	SWL	WLMM145	21-Aug-19	2	WL
WLMM027	17-Jul-19	6	SWL	WLMM146	12-Sep-19	2	WL
	9-Sep-19	2	SWL	WLMM147	12-Sep-19	2	WL
WLMM029	18-Jul-19	4	SWL			3	WL
WLMM030	8-Aug-19	4	WL	WLMM148	12-Sep-19	4	WL

2.5.2.2 Land-based Theodolite Tracking Survey

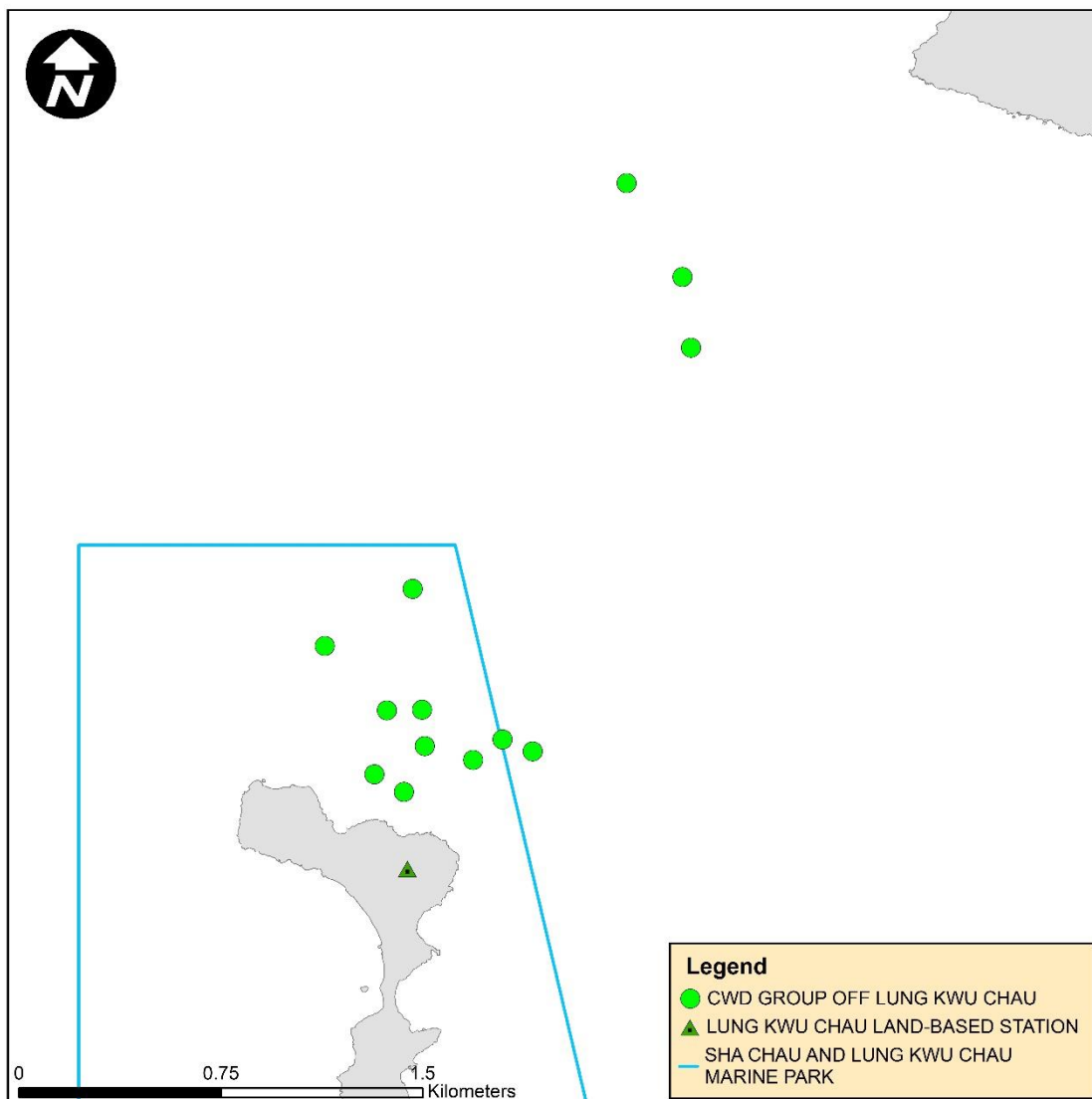
Survey Effort

During July to September 2019, a total of nine days of land-based theodolite tracking survey effort were completed, including six days on Lung Kwu Chau and three days on Sha Chau. In total, 13 CWD groups were tracked from the Lung Kwu Chau station while no CWD groups were tracked from the Sha Chau station, with an overall 0.24 CWD groups sighted per survey hour.

Information on survey effort and CWD groups sighted during land-based theodolite tracking surveys are presented in **Table 2.27**. Details on the survey effort and CWD groups tracked are presented in **Appendix C**. The first sighting locations of CWD groups tracked between July and September 2019 are shown in **Figure 2.9**.

Table 2.27: Summary of Survey Effort and CWD Group of Land-based Theodolite Tracking Survey

Land-based Station	# of Survey Sessions	Survey Effort (hh:mm)	# CWD Groups Sighted	CWD Group Sighting per Survey Hour
July 2019				
Lung Kwu Chau	2	12:00	3	0.25
Sha Chau	1	06:00	0	0
TOTAL	3	18:00	3	0.17
August 2019				
Lung Kwu Chau	2	12:00	5	0.42
Sha Chau	1	06:00	0	0
TOTAL	3	18:00	5	0.28
September 2019				
Lung Kwu Chau	2	12:00	5	0.42
Sha Chau	1	06:00	0	0
TOTAL	3	18:00	5	0.28
OVERALL	9	54:00	13	0.24

Figure 2.9: Plots of First Sightings of All CWD Groups from Land-based Stations

2.5.2.3 Progress Update on PAM

An Ecological Acoustic Recorder (EAR) has been deployed and positioned to the south of Sha Chau Island inside the SCLKCMP (**Figure 2.10**) with 20% duty cycle, while data from the EAR intended primarily to supplement the data collected from the land-based theodolite tracking survey station on Sha Chau. In this reporting period, the EAR has been retrieved on 16 July and 11 September 2019 for data collection and subsequently redeployed. The EAR deployment is generally for 6 weeks prior to data retrieval for analysis. As the period of data collection and analysis takes more than four months, PAM results could not be reported in quarterly intervals but report for supplementing the annual CWD monitoring analysis.

2.5.2.4 Site Audit for CWD-related Mitigation Measures

During the reporting period, silt curtains were in place by the contractors for marine filling works (similar to the previous reporting period), in which dolphin observers were deployed by each contractor in accordance with the Marine Mammal Watching Plan (MMWP). Teams of at least two

dolphin observers were deployed at 5 to 12 dolphin observation stations by the contractors for continuous monitoring of the DEZ by all contractors for DCM works and seawall construction that were similar to the previous reporting period in accordance with the DEZ Plan. Trainings for the proposed dolphin observers on the implementation of MMWP and DEZ monitoring were provided by the ET prior to the aforementioned works, with a cumulative total of 679 individuals being trained and the training records were kept by the ET. From the contractors' MMWP observation records and DEZ monitoring records, no dolphin or other marine mammals were observed within or around the silt curtains or the DEZ in this reporting period. The contractors' records were also audited by the ET during site inspection.

Audits of acoustic decoupling for construction vessels were carried out during weekly site inspection and summarised in **Section 2.6**. Summary of audits of SkyPier HSFs route diversion and speed control and construction vessel management are presented in **Section 2.7** and **Section 2.8** respectively.

2.6 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. Bi-weekly site inspections were also conducted by the IEC. Besides, *ad-hoc* site inspections were conducted by ET and IEC if environmental problems were identified, or subsequent to receipt of an environmental complaint, or as part of the investigation work. These site inspections provided a direct means to reinforce the specified environmental protection requirements and pollution control measures in construction sites.

During site inspections, environmental situation, status of implementation of pollution control and mitigation measures were observed. Environmental documents and site records, including waste disposal record, maintenance record of environmental equipment, and relevant environmental permit and licences, were also checked on-site. Observations were recorded in the site inspection checklist and passed to the contractor together with the appropriate recommended mitigation measures where necessary in order to advise contractors on environmental improvement, awareness and on-site enhancement measures. The observations were made with reference to the following information during the site inspections:

- The EIA and EM&A requirements;
- Relevant environmental protection laws, guidelines, and practice notes;
- The EP conditions and other submissions under the EP;
- Monitoring results of EM&A programme;
- Works progress and programme;
- Proposal of individual works;
- Contract specifications on environmental protection; and
- Previous site inspection results.

Good site practices were implemented in the project to enhance environmental performance. Key examples are highlighted here:

1. An incentive scheme, called Pay for Environmental Scheme, has been initiated by AAHK to promote best environmental implementation practices and to enhance contractors' environmental awareness and performance. Incentive payments have been distributed to contractors fulfilling various environmental requirements of their contract and providing green initiatives.
2. Safety sand berm was constructed along the partially completed seawall by a reclamation contractor. While originally designed for safety reason, the sand berm could also serve

as a barrier to prevent site runoff from reaching the marine waters thus mitigating potential water quality impact.

3. As part of the Marine Ecology and Fisheries Enhancement Strategy, pilot tests on re-stocking suitable fish fry have commenced with an aim of contributing to enhancing marine ecology and fisheries resources in North Lantau waters. Before the bulk release of fish fry, the fingerlings (yellowfin seabream, black seabream and green grouper) were acclimatised at a local fish farm, and their health and sizes were closely monitored. Bulk fish fry release was conducted in May and September 2019 in waters close to the western artificial seawall of Hong Kong International Airport. Post-release monitoring is on-going to determine the effectiveness of the pilot tests.

<p>Pay for Environmental Scheme Checklist</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Weekly environmental walk report <input checked="" type="checkbox"/> Timely Environmental Report <input checked="" type="checkbox"/> Attending Environmental Meetings <input checked="" type="checkbox"/> No Prosecution/ Public Complaint <input checked="" type="checkbox"/> Rectification of Environmental Defects <p>Pay for Environmental Scheme to Promote Contractors' Environmental Performance</p>	 <p>Safety Sand Berm Constructed along Seawall</p>	 <p>Support and Enhance On-going Fisheries Operations</p>
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Besides, advices were given when necessary to ensure the construction workforce were familiar with relevant procedures, and to maintain good environmental performance on site. Regular toolbox talks on environmental issues were organised for the construction workforce by the contractors to ensure understanding and proper implementation of environmental protection and pollution control mitigation measures.

During the reporting period, implementation of recommended landscape and visual mitigation measures (CM1 – CM10) where applicable was monitored weekly in accordance with the Manual and no non-conformity was recorded. In case of non-conformity, specific recommendations will be made, and actions will be proposed according to the Event and Action Plan. The monitoring status is summarised in **Appendix B**.

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 B**.

2.7 Audit of SkyPier High Speed Ferries

In total, 1,852 ferry movements between HKIA SkyPier and Zhuhai / Macau were audited in the reporting period. The daily movements of all SkyPier HSFs in the reporting period ranged between 33 and 95, which fell within the maximum daily cap number of 125.

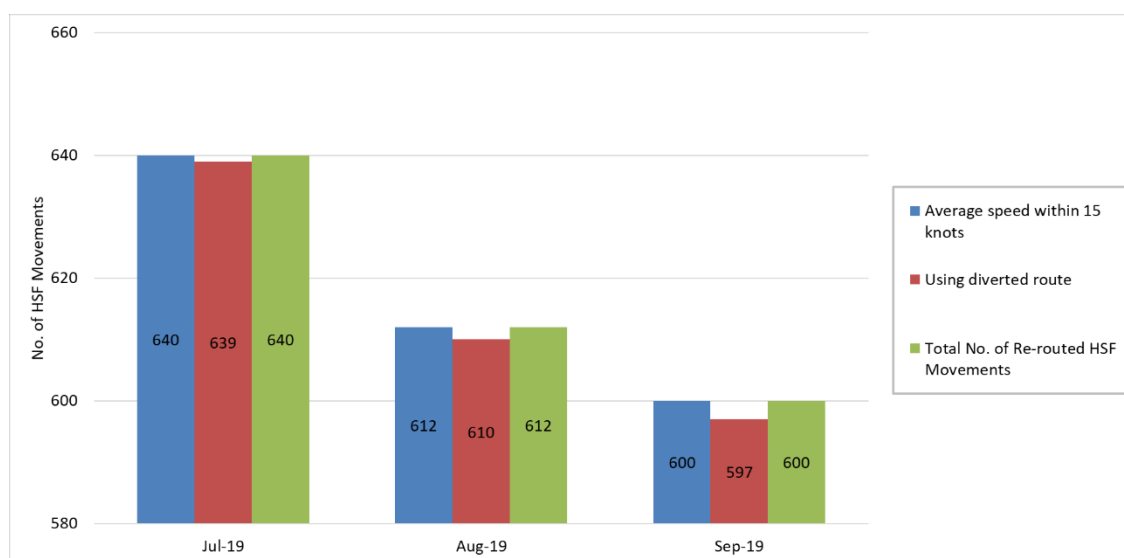
The average speeds of all HSFs travelling through the Speed Control Zone (SCZ) ranged from 9.8 to 14.4 knots. All HSFs travelled through the SCZ with average speed within 15 knots in compliance with the Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (the SkyPier Plan).

Six ferry movements were recorded with deviations from the diverted route. Notices of deviation were sent to the ferry operators and the cases were investigated. Five of the cases involved giving way to other vessels to ensure public safety, and one was due to an emergency condition (failure

at one of the HSF's engines). The summary of the SkyPier Plan monitoring result is presented in **Graph 1**.

Insufficient AIS data cases were received from some HSFs during the reporting period. After investigation, it was found that AIS data for the concerned ferries were missing due to signal interference as reported by the ferry operators after checking the condition of the AIS transponders. Vessel captains were requested to provide the radar track photos which indicated the vessels entered the SCZ through the gate access points and there was no speeding in the SCZ. Ferry operators' explanations were accepted.

Graph 1: Summary of SkyPier High Speed Ferries Monitoring Results



2.8 Audit of Construction and Associated Vessels

On the implementation of the updated Marine Travel Routes and Management Plan for Construction and Associated Vessels (MTRMP-CAV), the Maritime Surveillance System (MSS) automatically recorded deviation cases such as speeding, entering no entry zone, and not traveling through the designated gates. ET conducted bi-weekly audit of relevant information including AIS data, vessel tracks and other relevant records to ensure sufficient information were provided by the system and the contractors complied with the requirements of the MTRMP-CAV. The contractors submitted endorsed 3-month rolling vessel plans for construction vessel activities to AAHK in order to help maintain the number of construction vessels to a practicable minimum. The IEC also performed audit on the compliance of the requirements as part of the EM&A programme.

During the reporting period, deviations including speeding within the works area, entry from non-designated gates, and entering no-entry zones were identified. After investigation by the contractor's MTCC representatives, all the concerned captains were reminded to comply with the requirements of the MTRMP-CAV.

A total of two skipper training workshops were held by ET during the reporting period with four concerned captains of construction vessels associated with the 3RS contracts to familiarise them with the predefined routes, general education on local cetaceans, guidelines for avoiding adverse water quality impact, the required environmental practices / measures while operating construction and associated vessels under the Project, and guidelines for operating vessels safely in the presence of CWDs. Another 11 skipper training workshops were held with 22 captains by

contractors' Environmental Officers and competency tests were conducted subsequently with the trained captains by ET.

2.9 Review of the Key Assumptions Adopted in the EIA Report

With reference to Appendix E of the 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 Compliance with Other Statutory Environmental Requirements

During the reporting period, environmental related licenses and permits required for the construction activities were checked. No non-compliance with environmental statutory requirements was recorded.

3.2 Analysis and Interpretation of Complaints, Notification of Summons and Status of Prosecutions

3.2.1 Complaints

No construction activities-related complaint was received during the reporting period.

3.2.2 Notifications of Summons or Status of Prosecution

No notification of summons nor prosecution was received during the reporting period.

3.3 Cumulative Statistics

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

Table 3.1: Statistics for Valid Exceedances for the Environmental Monitoring

		Total No. Recorded in the Reporting Period	Total No. Recorded since the Project Commenced
1-hr TSP	Action Level	0	0
	Limit Level	0	0
Noise	Action Level	0	0
	Limit Level	0	0
Waste	Action Level	0	0
	Limit Level	0	0
Water	Action Level	0	0
	Limit Level	0	0
CWD	Action Level	0	0
	Limit Level	0	0

Remark: Non-project related triggers of Action or Limit Level 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	17	1	1

4 Conclusion and Recommendation

In this quarterly period from 1 July 2019 to 30 September 2019, the EM&A programme has been implemented as planned, including 96 sets of air quality measurements, 52 sets of construction noise measurements, 38 sets of water quality measurements, 6 complete sets of vessel line transect surveys and 9 days of land-based theodolite tracking survey effort for CWD monitoring, as well as environmental site inspections and waste monitoring for the Project's construction works.

The key activities of the Project carried out in the reporting period included reclamation works and land-side works. Reclamation works included DCM works, marine filling and seawall construction. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for APM and BHS, and preparation work for utilities, with activities include site establishment, site office construction, road and drainage works, cable ducting, demolition of existing facilities, piling, and excavation works.

Monitoring results of construction dust, construction noise, construction waste, and CWD did not trigger the corresponding Action and Limit Levels in the reporting period. 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.

For water quality, the water quality monitoring results for turbidity, total alkalinity and chromium obtained during the reporting period were within the corresponding Action and Limit Levels stipulated in the EM&A programme. Relevant investigation and follow-up actions will be conducted according to the EM&A programme if the corresponding Action and Limit Levels are triggered. For DO, SS and nickel, some testing results triggered the relevant Action or Limit Levels, and the corresponding investigations were conducted accordingly. The investigation findings concluded that the cases were not related to the Project. To conclude, the construction activities in the reporting period did not introduce adverse impact to all water quality sensitive receivers.

In total, 1,852 ferry movements between HKIA SkyPier and Zhuhai / Macau were audited in the reporting period. All HSFs travelled through the SCZ with average speed within 15 knots in compliance with the SkyPier Plan. Six ferry movements had minor deviations from the diverted route during the reporting period. ET investigated the deviation cases and confirmed that all of them were related to public safety.

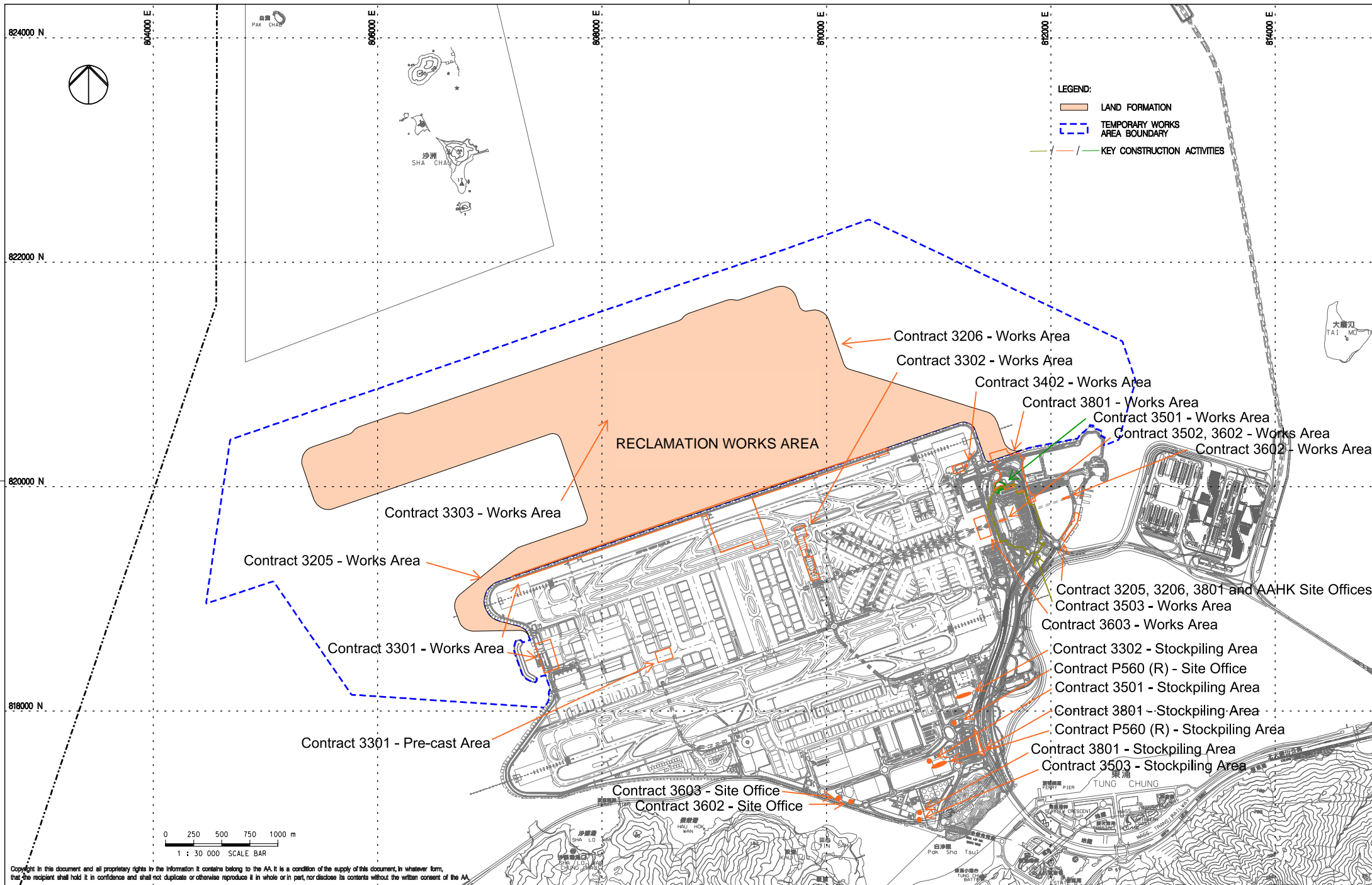
During the reporting period, ET conducted bi-weekly audit of the MSS to ensure the system recorded all deviation cases accurately and the contractors fully complied with the requirements of the MTRMP-CAV. A total of two skipper training workshops were held by ET during the reporting period for captains of construction vessels associated with 3RS contracts. Another 11 skipper training workshops were held by contractors' Environmental Officers and competency tests were conducted subsequently with the trained captains by ET.

On the implementation of MMWP, dolphin observers were deployed by the contractors for laying of silt curtains for marine filling works in accordance with the plan. On the implementation of DEZ Plan, dolphin observers were deployed for continuous monitoring of the DEZ by the contractors for DCM works and seawall construction in accordance with the DEZ Plan. Trainings for the proposed dolphin observers were provided by the ET prior to the aforementioned works, with the training records kept by the ET. From the contractors' MMWP observation records and DEZ monitoring records, no dolphin or other marine mammals were observed within or around the silt

curtains or the DEZ in this reporting period. Audits of acoustic decoupling for construction vessels were also carried out by ET.

The recommended environmental mitigation measures, as included in the EM&A programme, were effectively implemented during the reporting period. Also, the EM&A programme implemented by the ET has effectively monitored the construction activities and ensured the proper implementation of mitigation measures.

Figures



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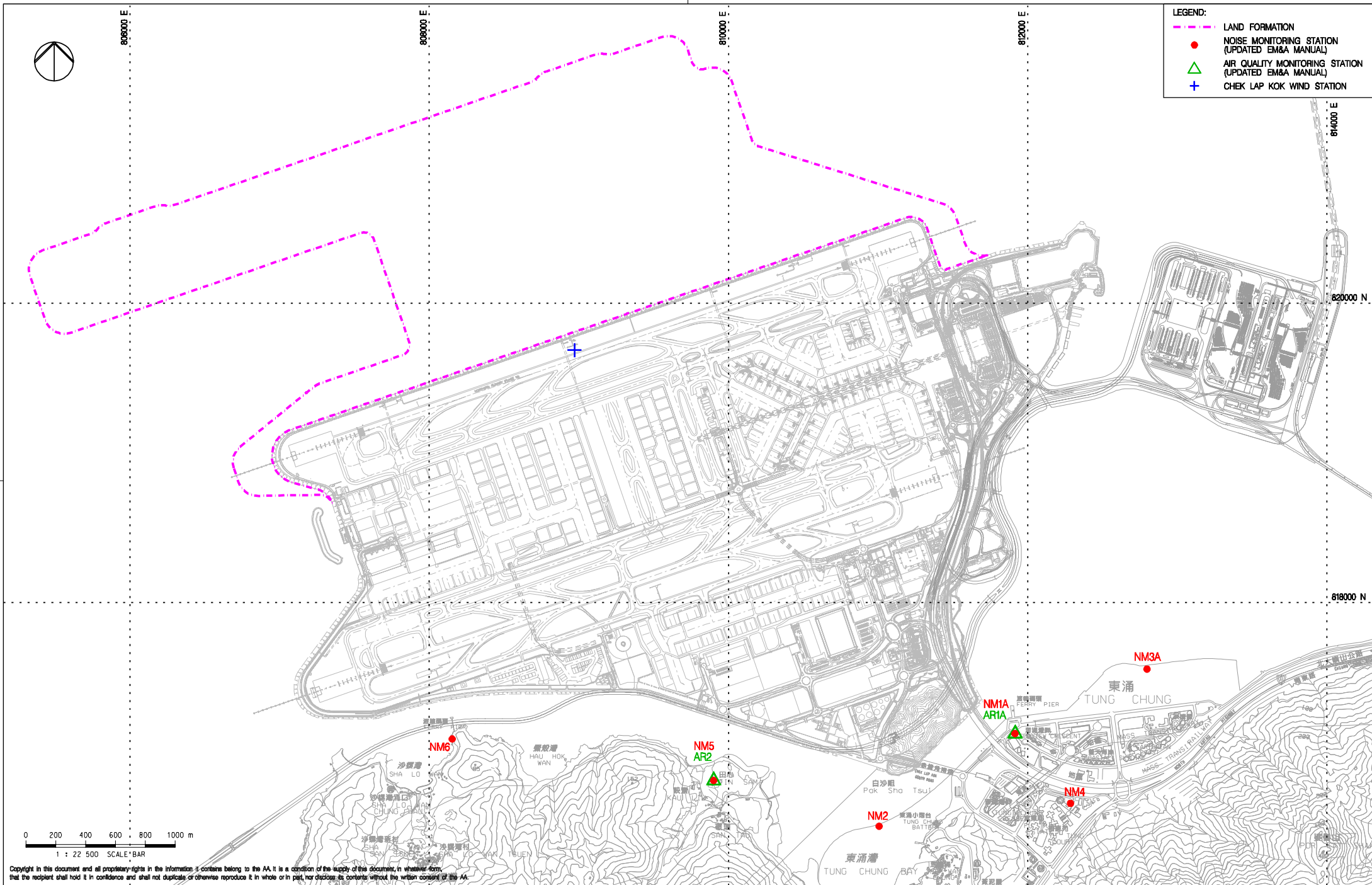
Rev.	Date	Description	Checked
A	31AUG15	FIRST ISSUE	DC
B	04APR19	GENERAL REVISION	JL




Title
LOCATIONS OF KEY CONSTRUCTION ACTIVITIES

Consultant's Signatures for Approval		Date
Design	JC	04APR19
Checkers	JC / TK	04APR19
Approver	EC	04APR19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM		Scale at A3 1 : 30000
Drawing No.	FIGURE 1.1	Rev. B



Rev.	Date	Description	Checked
A	06JAN16	FIRST ISSUE	RO
B	29JAN16	GENERAL REVISION	RO
C	11FEB16	GENERAL REVISION	RO
D	29OCT18	GENERAL REVISION	SH



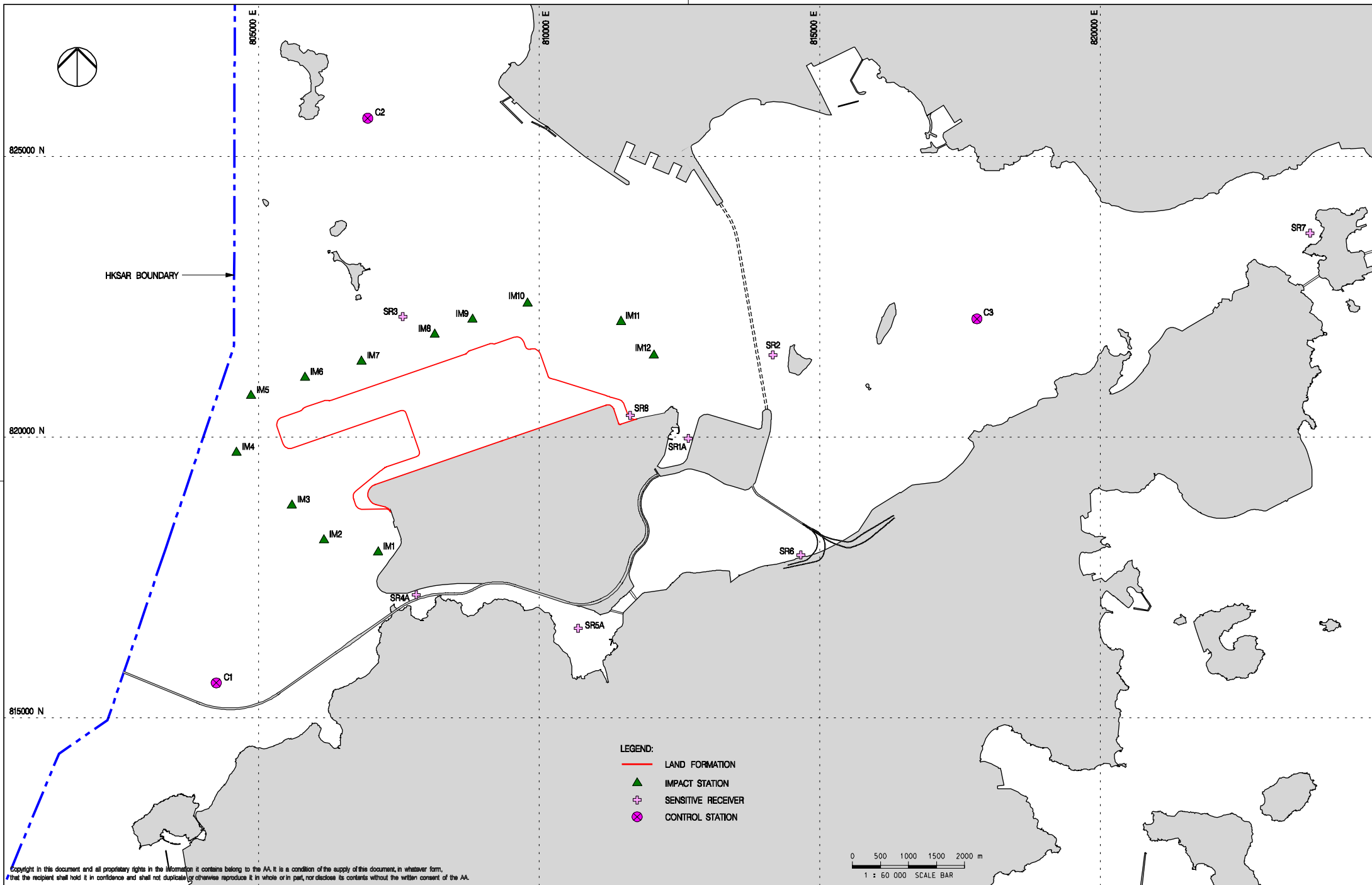
HONG KONG
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Airport Authority 香港國際機場管理局
1 Sky Plaza Road Hong Kong International Airport, Kowloon, Hong Kong
Tel: (852) 2886 7788 Fax: (852) 2886 8747



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

Consultant's Signatures for Approval		Date
Design	TK	29OCT18
Checkers	TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
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FIGURE 2.1	
Rev.	D



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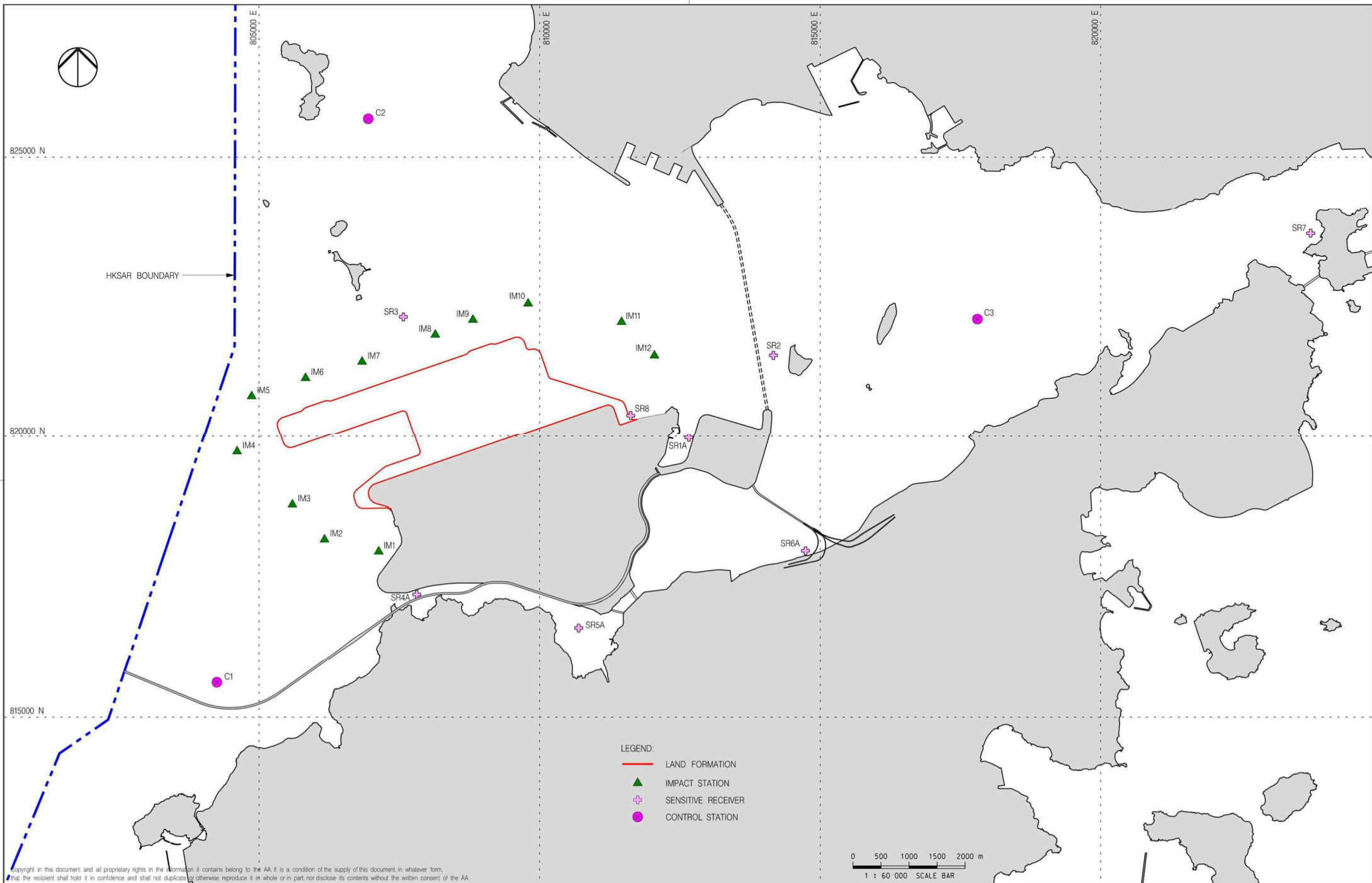
Rev.	Date	Description	Checked
A	25MAY17	FIRST ISSUE	HY
B	07AUG17	GENERAL REVISION	JL
C	25MAY18	GENERAL REVISION	SH
D	29OCT18	GENERAL REVISION	SH
E	23JAN19	GENERAL REVISION	SH



WATER QUALITY MONITORING STATIONS

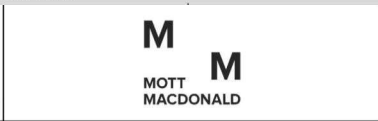
Consultant's Signatures for Approval		Date
Design	DC	23JAN19
Checkers	DC / TK	23JAN19
Approver	EC	23JAN19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 60000
FIGURE 2.2a	
Rev.	E



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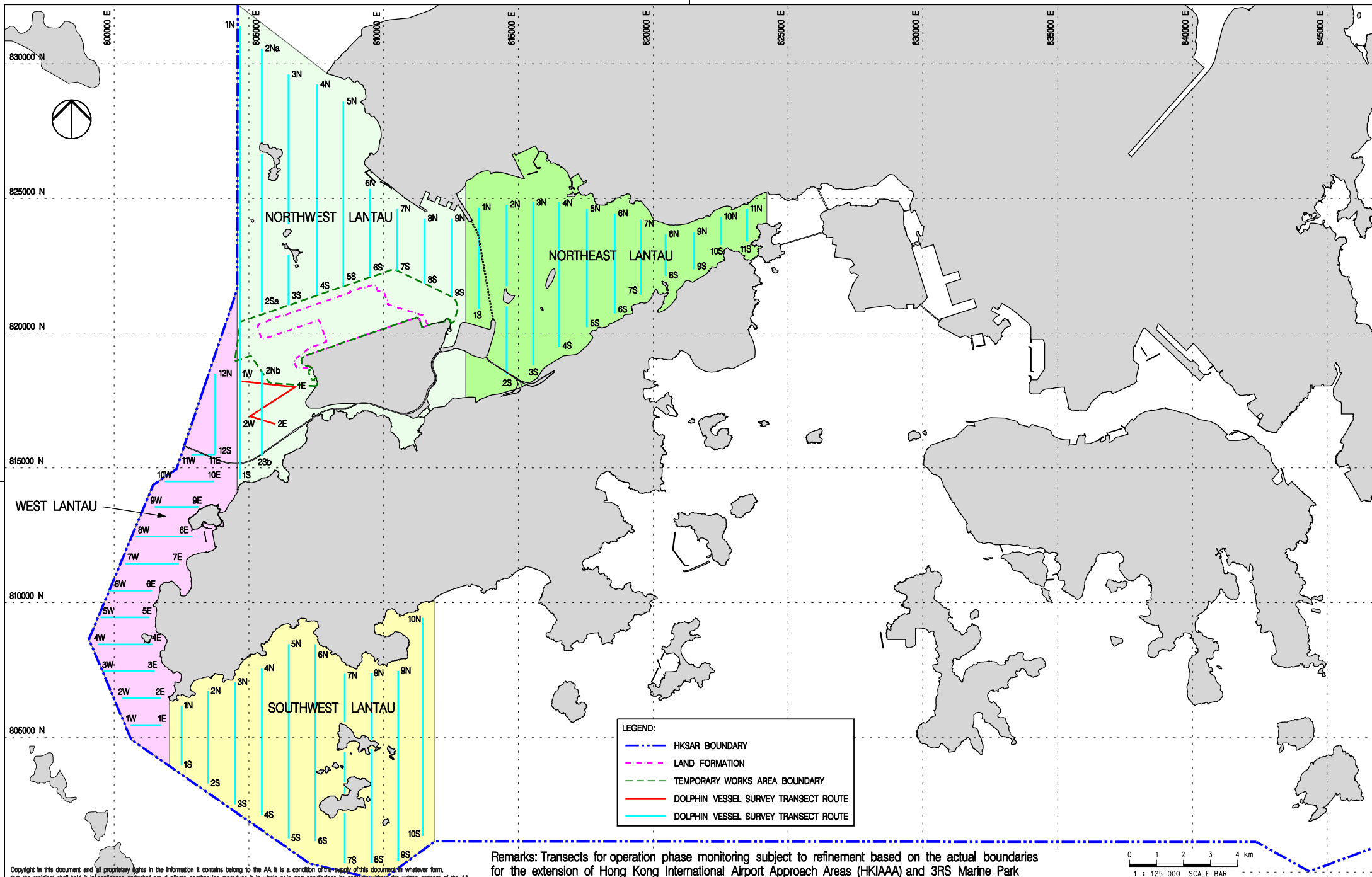
Rev.	Date	Description	Checked
A	21AUG19	FIRST ISSUE	VL



Title
UPDATED WATER QUALITY MONITORING STATIONS (SINCE 8 AUGUST 2019)

Consultant's Signatures for Approval		Date
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Checkers	DC / TK	21AUG19
Approver	EC	21AUG19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM		Scale at A3
Drawing No.	FIGURE 2.2b	1 : 60000
Rev.	A	



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Remarks: Transects for operation phase monitoring subject to refinement based on the actual boundaries for the extension of Hong Kong International Airport Approach Areas (HKIAAA) and 3RS Marine Park

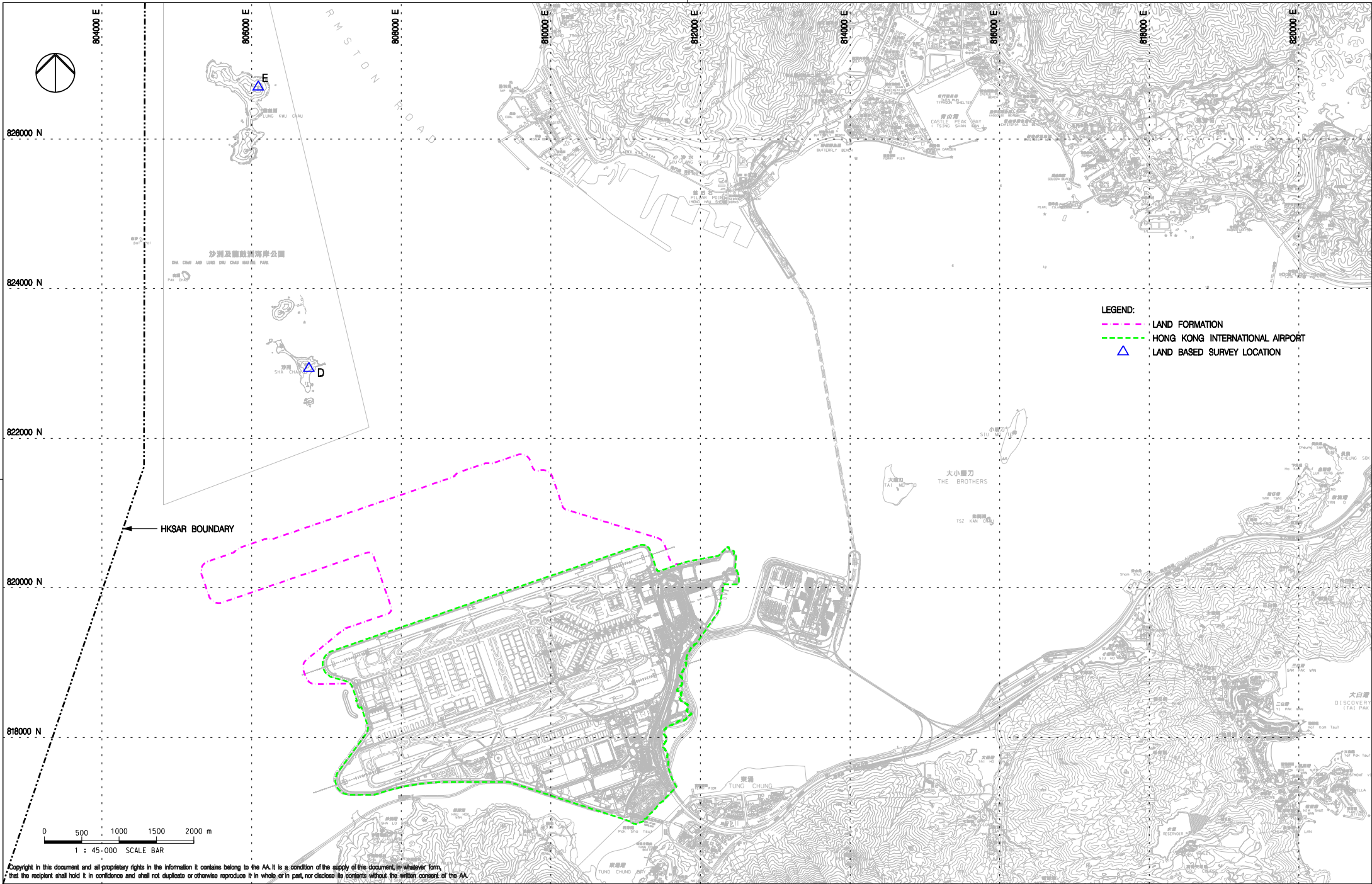
Rev.	Date	Description	Checked
B	27JUL16	GENERAL REVISION	JT
C	06FEB17	GENERAL REVISION	JT
D	01MAR17	GENERAL REVISION	JT
E	29OCT18	GENERAL REVISION	SH
F	04APR19	GENERAL REVISION	SH



Title
VESSEL BASED DOLPHIN MONITORING
TRANSECTS IN CONSTRUCTION,
POST-CONSTRUCTION AND OPERATION PHASES

Consultant's Signatures for Approval		Date
Design	JC	04APR19
Checkers	JC / TK	04APR19
Approver	EC	04APR19

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1 : 125000
FIGURE 2.3	Rev. F



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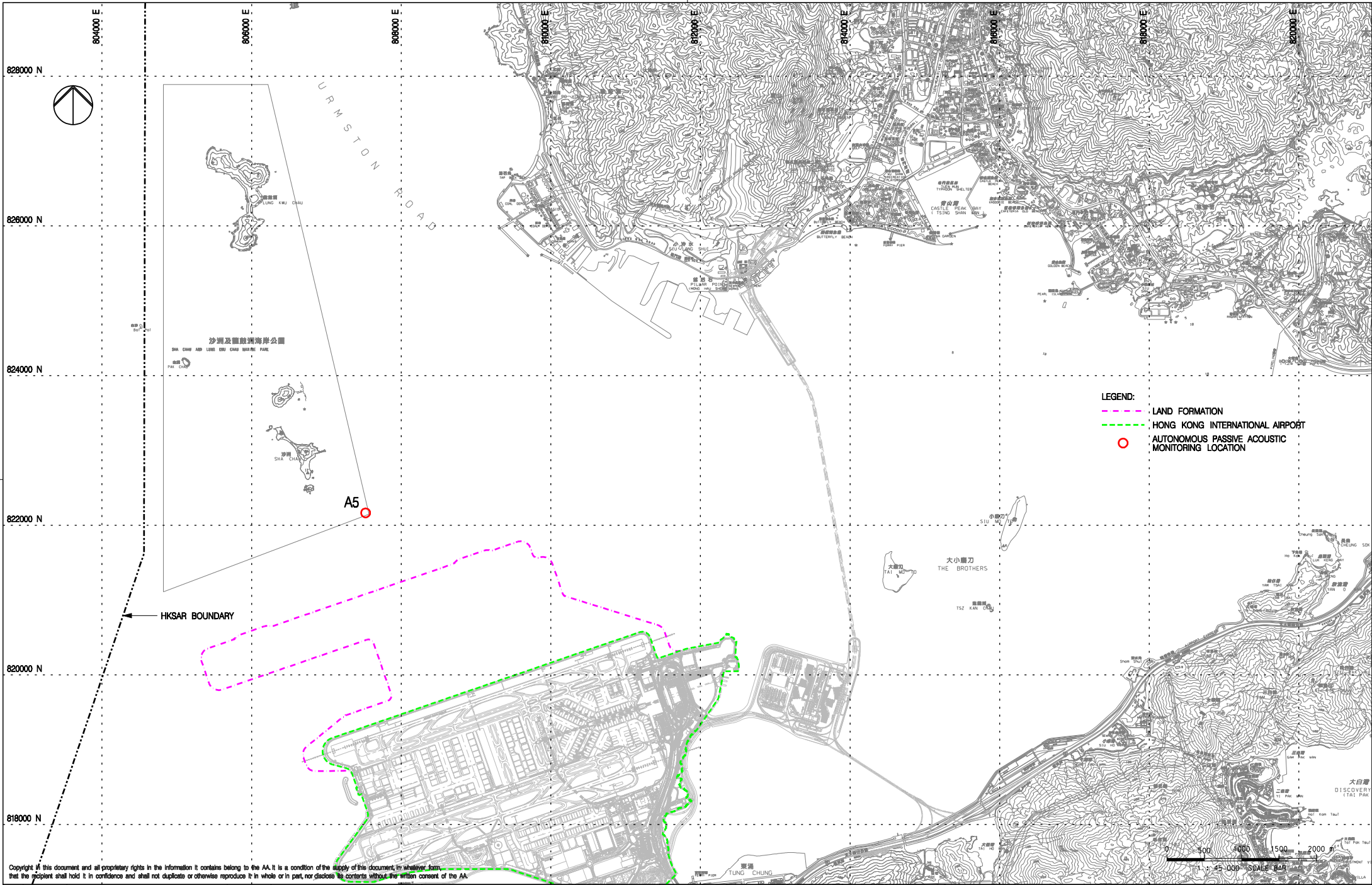
Rev.	Date	Description	Checked
A	02DEC15	FIRST ISSUE	JC
B	06FEB17	GENERAL REVISION	JC
C	29OCT18	GENERAL REVISION	SH



Title
LAND BASED DOLPHIN MONITORING
IN BASELINE AND CONSTRUCTION PHASES

Consultant's Signatures for Approval		Date
Design	JC	29OCT18
Checkers	JC / TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM	
Drawing No.	Scale at A3 1:45000
FIGURE 2.4	Rev. C



- LEGEND:
- LAND FORMATION
 - HONG KONG INTERNATIONAL AIRPORT
 - AUTONOMOUS PASSIVE ACOUSTIC MONITORING LOCATION

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Rev.	Date	Description	Checked
A	29AUG17	FIRST ISSUE	JT
B	10OCT17	GENERAL REVISION	PL
C	29OCT18	GENERAL REVISION	SH

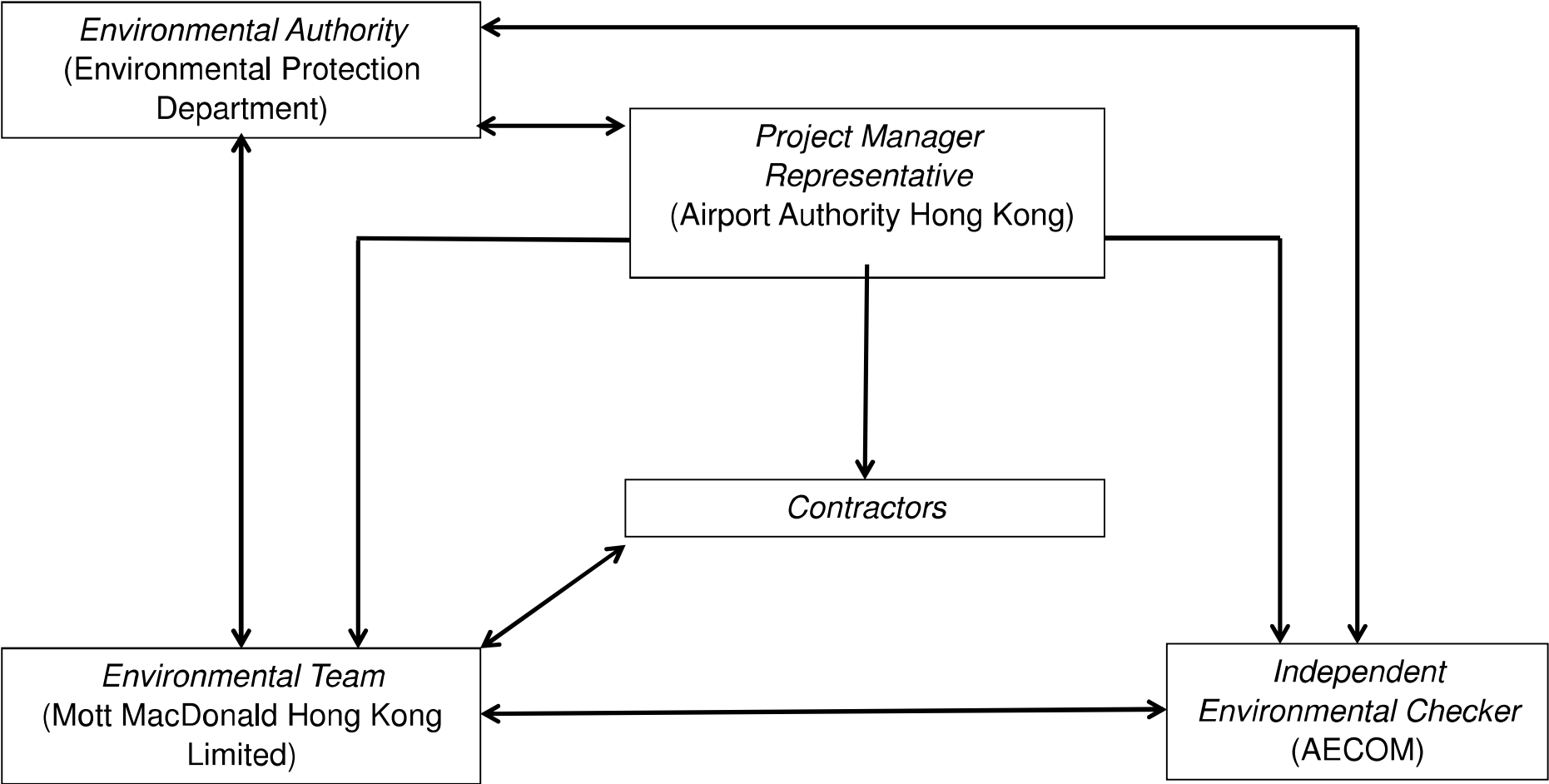


LOCATION FOR AUTONOMOUS PASSIVE ACOUSTIC MONITORING

Consultant's Signatures for Approval		Date
Design	JC	29OCT18
Checkers	JC / TK	29OCT18
Approver	EC	29OCT18

EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM		Scale at A3 1:45000
Drawing No.		Rev.
FIGURE 2.10		C

Appendix A. Project Organization Chart



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

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. 	Within construction site / Duration of the construction phase	I
			<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. 	Within construction site / Duration of the construction phase	I
			<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. 	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?^
			Loading, Unloading or Transfer of Dusty Materials <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. 	Within construction site / Duration of the construction phase	I
			Debris Handling <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. 	Within construction site / Duration of the construction phase	I
			Transport of Dusty Materials <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. 	Within construction site / Duration of the construction phase	I
			Wheel washing <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. 	Within construction site / Duration of the construction phase	I
			Use of vehicles <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. 	Within construction site / Duration of the construction phase	I
			Site hoarding <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. 	Within construction site / Duration of the construction phase	I
5.2.6.5	2.1	-	Best Practices for Concrete Batching Plant 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: Cement and other dusty materials	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?^
			<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 operate, and after 1 minute or less the material filling line will be closed; ▪ 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; 	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?^
			<ul style="list-style-type: none"> 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> <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: <ol style="list-style-type: none"> 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 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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
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; 	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?^
			<ul style="list-style-type: none"> 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 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; 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>Within Concrete Batching Plant / Duration of the construction phase</p>	N/A
			<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; 	<p>Within Concrete Batching Plant / Duration of the construction phase</p>	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 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 where there are regular movements of vehicles shall be paved or hard surfaced; and Haul roads inside the Works shall be adequately wetted with water and/or chemical suppressants by water trucks or water sprayers. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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 <p>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>	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
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>	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>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> <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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			<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. 	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?^
			Storage piles and bins <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. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
			Rock drilling equipment <ul style="list-style-type: none"> Appropriate dust control equipment such as a dust extraction and collection system shall be used during rock drilling activities. 	Within Concrete Batching Plant / Duration of the construction phase	N/A
Hazard to Human Life – Construction Phase					
Table 6.40	3.2	-	<ul style="list-style-type: none"> Precautionary measures should be established to request barges to move away during typhoons. 	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> An appropriate marine traffic management system should be established to minimize risk of ship collision. 	Construction Site / Construction Period	I
Table 6.40	3.2	-	<ul style="list-style-type: none"> Location of all existing hydrant networks should be clearly identified prior to any construction works. 	Construction Site / Construction Period	I
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; 	Within the Project site / During construction phase / Prior to commencement of operation	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"> ▪ 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. 		
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 commencement of operation	I
Water Quality Impact – Construction Phase					

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
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. 	Within construction site / Duration of the construction phase	I
			<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; 	Within construction site / Duration of the construction phase	I
			<ul style="list-style-type: none"> ▪ 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; 		I
			<ul style="list-style-type: none"> ▪ 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 		N/A *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> ▪ The Silt Curtain Deployment Plan shall be implemented. 		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<u>Specific Measures to be Applied to Land Formation Activities prior to Commencement of Marine Filling Works</u> <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; 	Within construction site / Duration of the construction phase	N/A *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> 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 		For C7a, I For C8, I *(The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> The silt curtains and silt screens should be regularly checked and maintained. 		I
			<u>Specific Measures to be Applied to Land Formation Activities during Marine Filling Works</u> <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; 	Within construction site / Duration of the construction phase	I *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> Double layer silt curtains to be applied at the south-western opening prior to commencement of marine filling activities; 		N/A *(The arrangement of silt curtain has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> 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 		N/A *(The requirement of silt curtain / screen has been modified. The details can be referred to Silt Curtain Deployment Plan)
			<ul style="list-style-type: none"> The silt curtains and silt screens should be regularly checked and maintained. 		I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
			<u>Specific Measures to be Applied to the Field Joint Excavation Works for the Submarine Cable Diversion</u> <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 at Sea Ordinance (DASO) permit conditions; and Silt curtains surrounding the closed grab dredger to be deployed as a precautionary measure. 	Within construction site / Duration of the construction phase	N/A
8.8.1.4	5.1	-	Modification of the Existing Seawall <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	-	Construction of New Stormwater Outfalls and Modifications to Existing Outfalls <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
8.8.1.6 8.8.1.7	5.1	2.27	Piling Activities for Construction of New Runway Approach Lights and HKIAAA Marker Beacons <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	-	Construction of Site Runoff and Drainage <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 	Within construction site / Duration of the construction phase	I

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EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
8.8.1.12 8.8.1.13	5.1	2.28	<ul style="list-style-type: none"> ▪ 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. <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 ▪ 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>At the airport island side of the drilling works, the following measures shall be applied for treatment of wastewater:</p> <ul style="list-style-type: none"> ▪ 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 ▪ 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. 	Within construction site / During construction phase	I
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> <ul style="list-style-type: none"> ▪ 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; ▪ 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; ▪ 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; ▪ 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 	Project Site Area / During design and construction phase	I
					I
					I
					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"> 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. 		I
10.5.1.1	7.1	-	<p>The following good site practices should be performed during the construction activities include:</p> <ul style="list-style-type: none"> 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; Training of site personnel in proper waste management and chemical waste handling procedures; 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. 	Project Site Area / Construction Phase	I
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; 	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?^
			<ul style="list-style-type: none"> 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. 		
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 reputable licensed recyclers whereas the non-recyclable waste materials should be disposed of at the designated landfill site by a reputable licensed waste collector. 	Project Site Area / Construction Phase	I
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; 	Project Site Area / Construction Phase	I
			<ul style="list-style-type: none"> 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; 		I
			<ul style="list-style-type: none"> All practical measures, including but not limited to speed control for vehicles, should be taken to minimise dust emission; 		I
			<ul style="list-style-type: none"> Good housekeeping should be maintained at all times at the sediment treatment facility and storage area; 		I
			<ul style="list-style-type: none"> Treated and untreated sediment should be clearly separated and stored separately; and 		I
			<ul style="list-style-type: none"> 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. 		I
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</p>	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?^
			<p>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. 		
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 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. 	Project Site Area / Construction Phase	I
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	I
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. 	Project Site Area inaccessible during site reconnaissance / Prior to Construction Phase	I
			<ul style="list-style-type: none"> 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. 		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"> 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. 		I *(CAR for golf course)
			<ul style="list-style-type: none"> 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. 		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 release of contaminated wastewater; 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. 	Project Site Area / Construction Phase	N/A
Terrestrial Ecological – Construction Phase					
12.10.1.1	9.2	2.14	<p>Pre-construction Egret Survey</p> <ul style="list-style-type: none"> Conduct ecological survey for Sha Chau egret to update the latest boundary of the egret. 	Breeding season (April - July) prior to commencement of HDD drilling works at HKIA	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
12.7.2.3 and 12.7.2.6	9.1	2.30	Avoidance and Minimisation of Direct Impact to Egret <ul style="list-style-type: none"> The daylighting location will avoid direct encroachment to the Sheung Sha Chau egret. The daylighting location and mooring of flat top barge, if required, will be kept away from the egret; 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	Preservation of Nesting Vegetation <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	Timing the Pipe Connection Works outside Ardeid's Breeding Season <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	-	Ecological Monitoring <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
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	I
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; 	During construction phase at marine works area	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"> Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; 		N/A
			<ul style="list-style-type: none"> Avoid bored piling during CWD peak calving season (Mar to Jun); 		I
			<ul style="list-style-type: none"> Prohibition of underwater percussive piling; and 		I
			<ul style="list-style-type: none"> 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. 		I
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; 	All works area during the construction phase	I
			<ul style="list-style-type: none"> 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); 		I
			<ul style="list-style-type: none"> Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and 		N/A
			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.		I
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 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; Fines for infractions should be implemented; and Unscheduled, on-site audits shall be implemented. 	All works area during the construction phase	I
13.11.1.13	-	-	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	I
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	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
				to completion of construction	
13.11.5.4 to 13.11.5.13	10.3.1	-	SkyPier High Speed Ferries' Speed Restrictions and Route Diversions <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. 	Area between the footprint and SCLKC Marine Park during construction phase	I
			Other mitigation measures <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	Dolphin Exclusion Zone <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; 	Marine waters around land formation works area during construction phase	I
			<ul style="list-style-type: none"> 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 		I
			<ul style="list-style-type: none"> A DEZ would also be implemented during bored piling work but as a precautionary measure only. 		N/A
13.11.5.19	10.4	2.31	Acoustic Decoupling of Construction Equipment <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 Specific acoustic decoupling measures shall be specified during the detailed design of the project for use during the land formation works. 	Around coastal works area during construction phase	I
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	I

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
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	I
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	I
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; 	During construction phase at marine works area	I
			<ul style="list-style-type: none"> 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; 		I
			<ul style="list-style-type: none"> Use of bored piling in short duration to form the new approach lights and marker beacons for the new runway; and 		N/A
			<ul style="list-style-type: none"> 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. 		I
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; Fines for infractions should be implemented; and Unscheduled, on-site audits shall be implemented. 	All works area during the construction phase	I
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 	All works area during 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?^
14.9.1.13 to 14.9.1.18	-		▪ 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	
			Mitigation for Indirect Disturbance due to Deterioration of Water Quality		
			▪ 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		N/A
			▪ 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.		
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.	
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.	
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.	
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 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. –	

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
				may be disassembled in phases	
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	I
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.	I
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; Upon handover and completion of works.	N/A
Cultural Heritage Impact – Construction Phase					
Not applicable.					

EIA Ref.	EM&A Ref.	EP Condition	Environmental Protection Measures	Location / Duration of measures Timing of completion of measures	Mitigation Measures Implemented?^
Health Impact – Aircraft Emissions					
Not applicable.					
Health Impact – Aircraft Noise					
Not applicable.					

Notes:

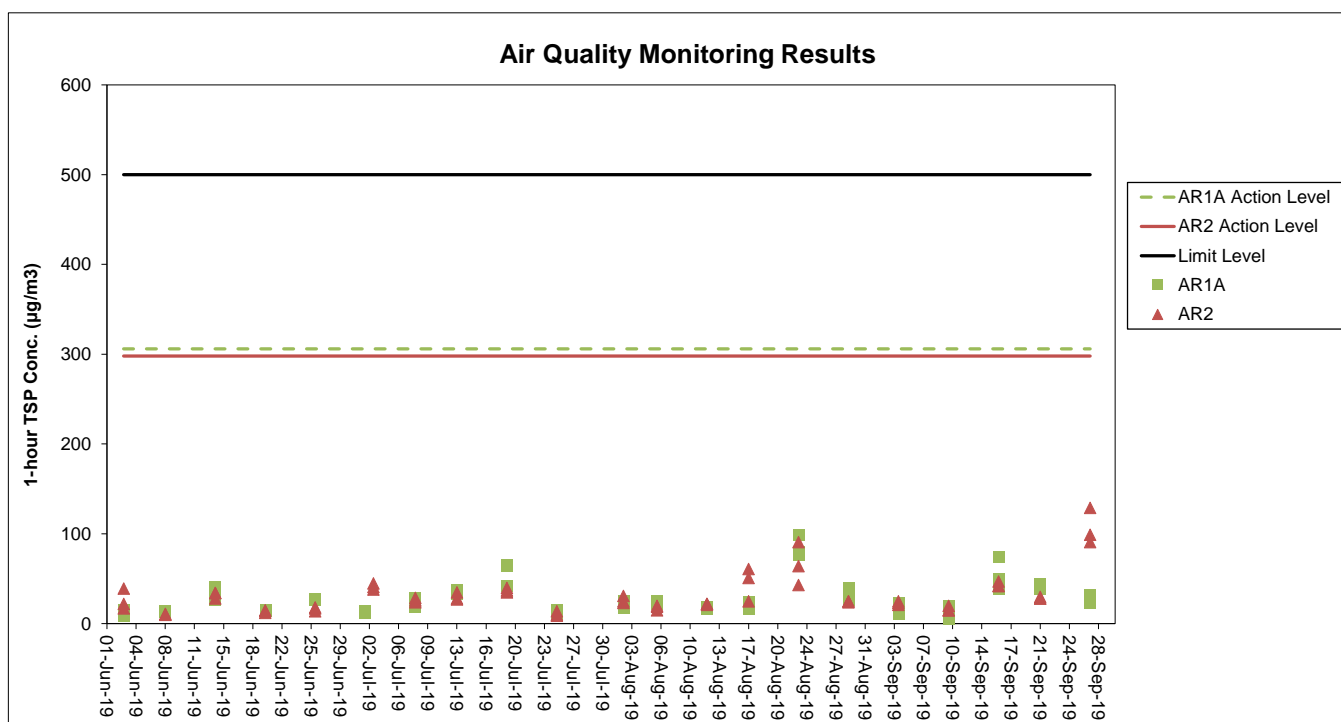
I= implemented where applicable;

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

^ Checked by ET through site inspection and record provided by the Contractor.

Appendix C. Monitoring Results

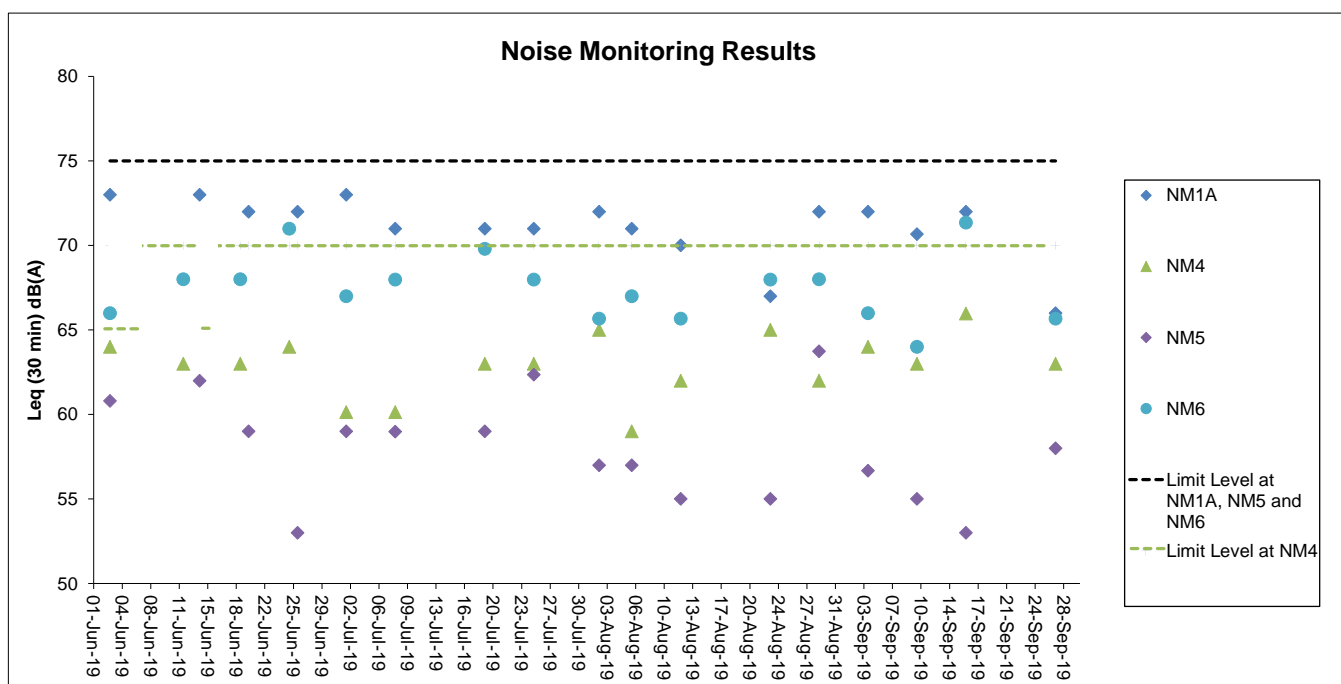
Air Quality Monitoring Results



Notes:

1. The key activities of the Project during monitoring included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, and seawall construction. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage Handling System (BHS), and preparation work for utilities.
2. General weather condition during monitoring ranged from sunny to rainy. Detailed meteorological conditions can be referred to Table 2.3 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

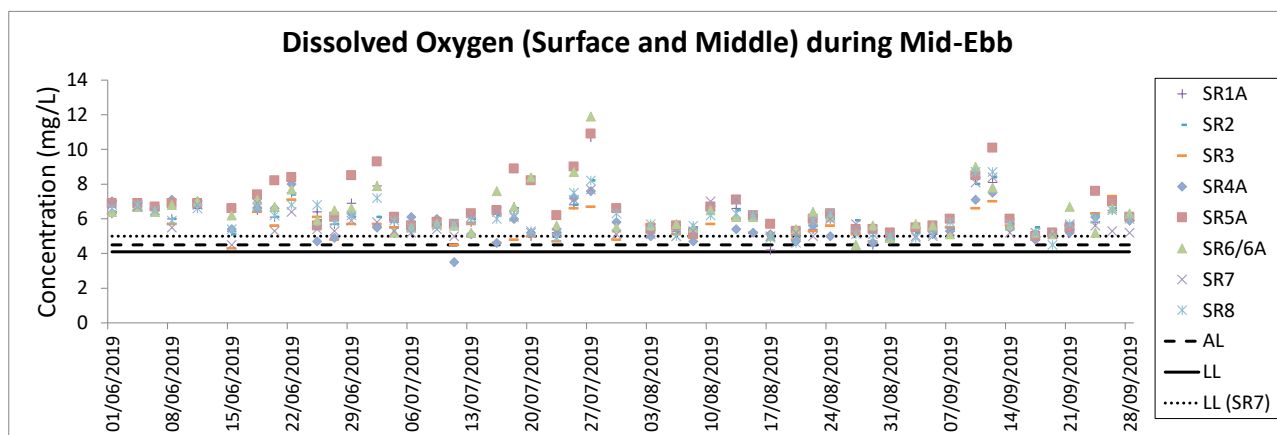
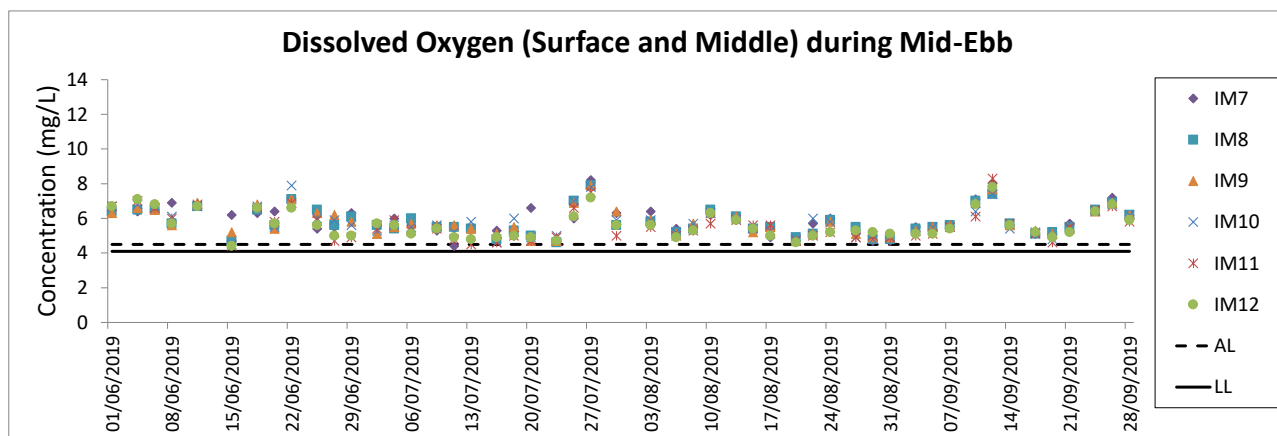
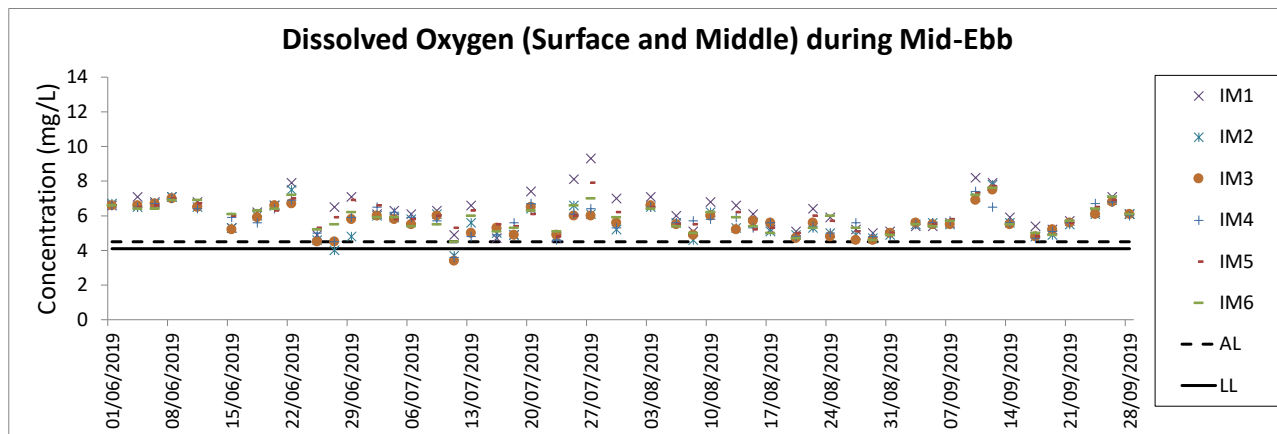
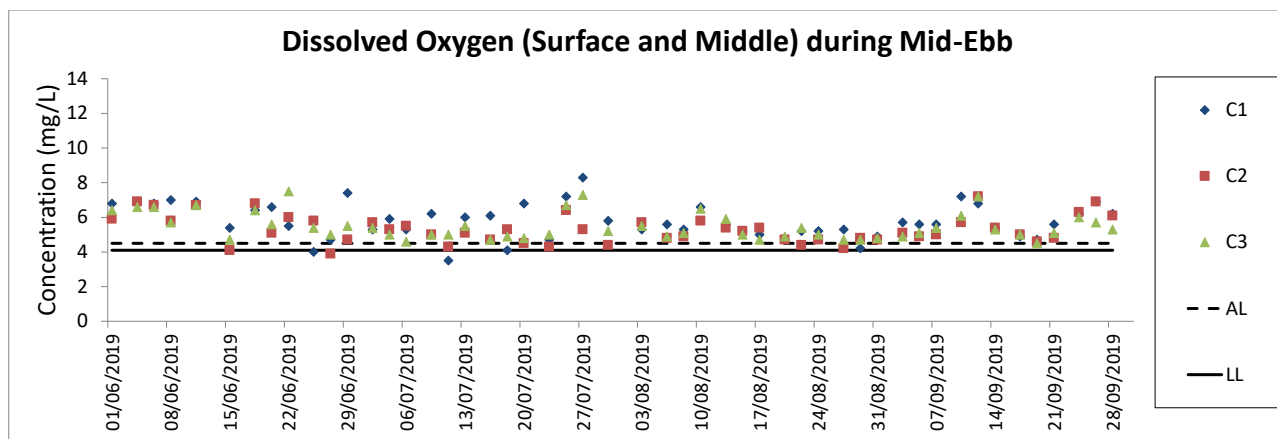
Noise Monitoring Results



Notes:

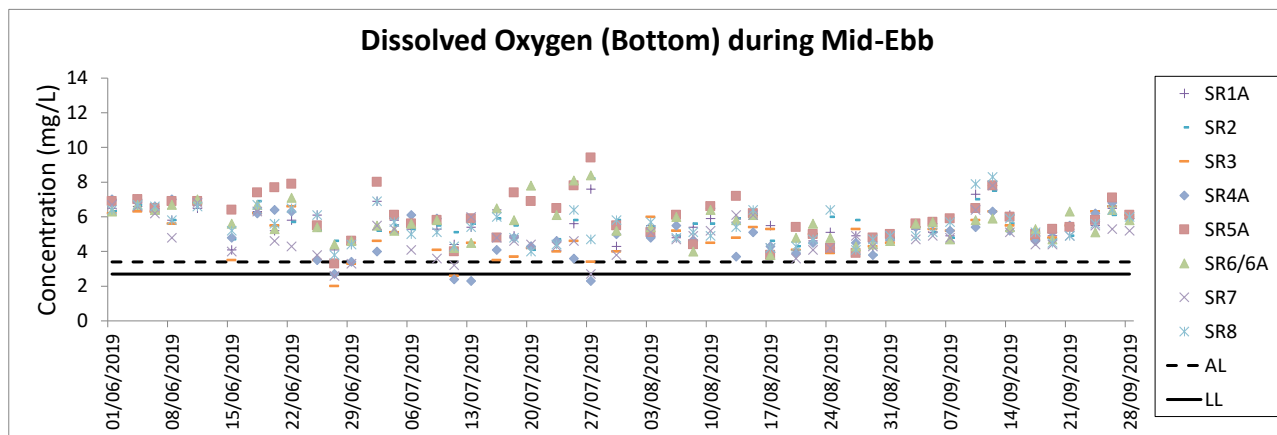
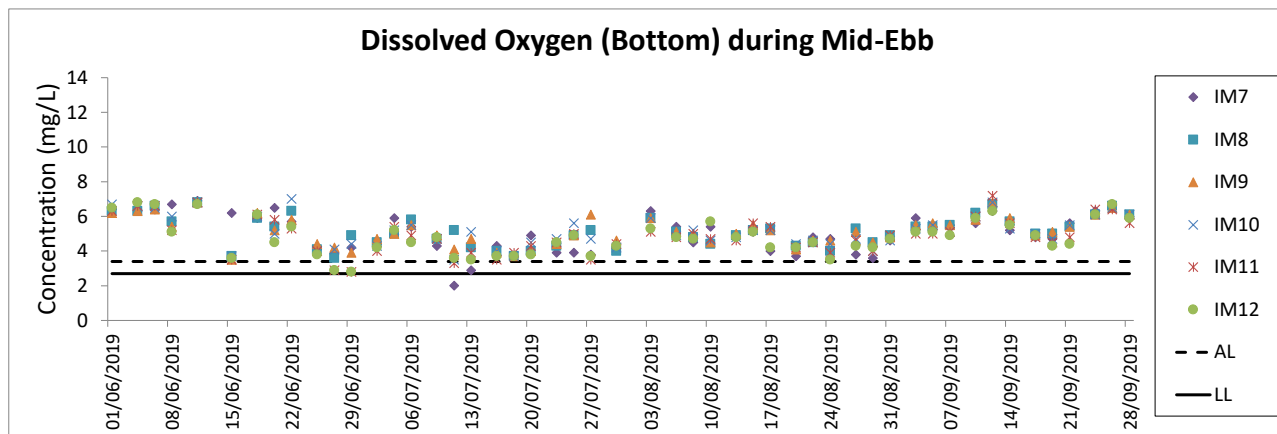
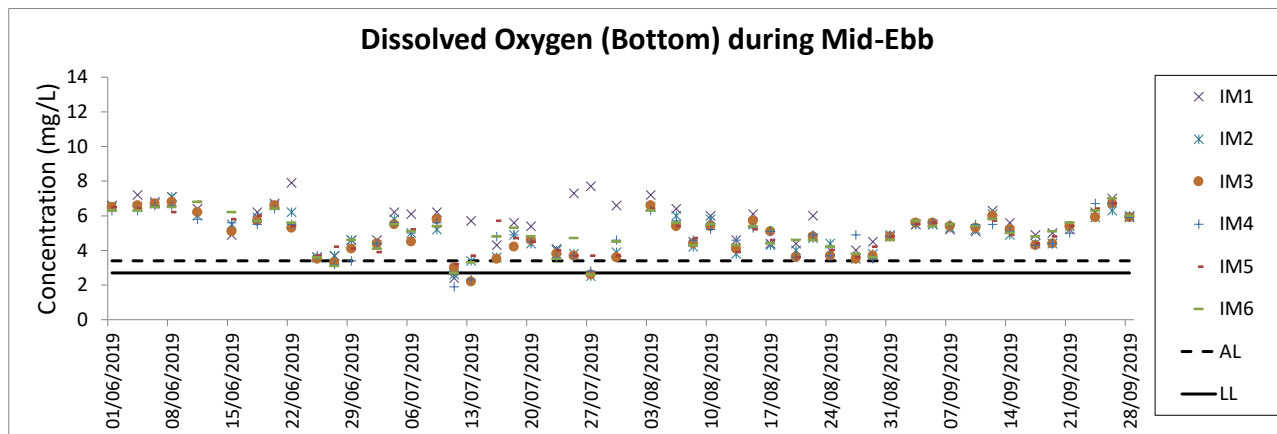
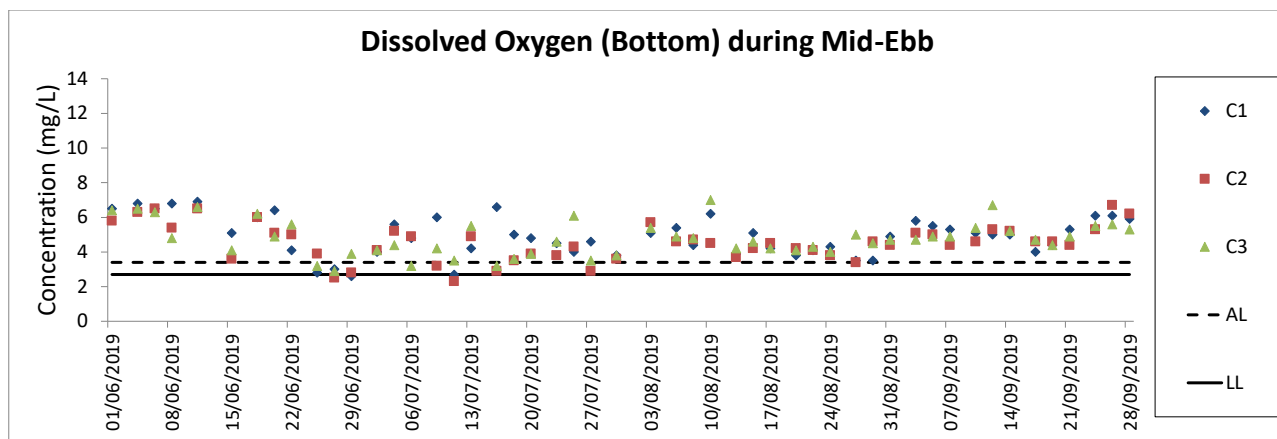
1. The Limit Level is reduced to 70dB(A) for school and 65dB(A) during school examination period at NM4. School examination periods in the reporting period were 1/6 to 6/6 and 11/6 to 12/6.
2. The key activities of the Project during monitoring included reclamation works and land-side works. Reclamation works included deep cement mixing (DCM) works, marine filling, and seawall construction. Land-side works involved mainly foundation and substructure work for Terminal 2 expansion, modification and tunnel work for Automated People Mover (APM) and Baggage
3. General weather condition during monitoring ranged from sunny to drizzle. Detailed meteorological conditions can be referred to Table 2.6 of this Report and corresponding Monthly EM&A
4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.

Water Quality Monitoring Results



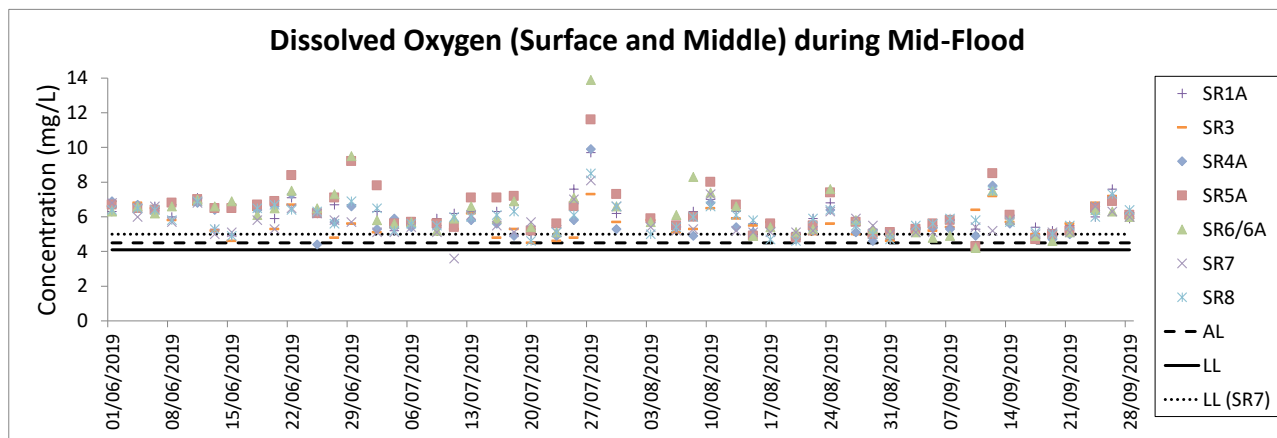
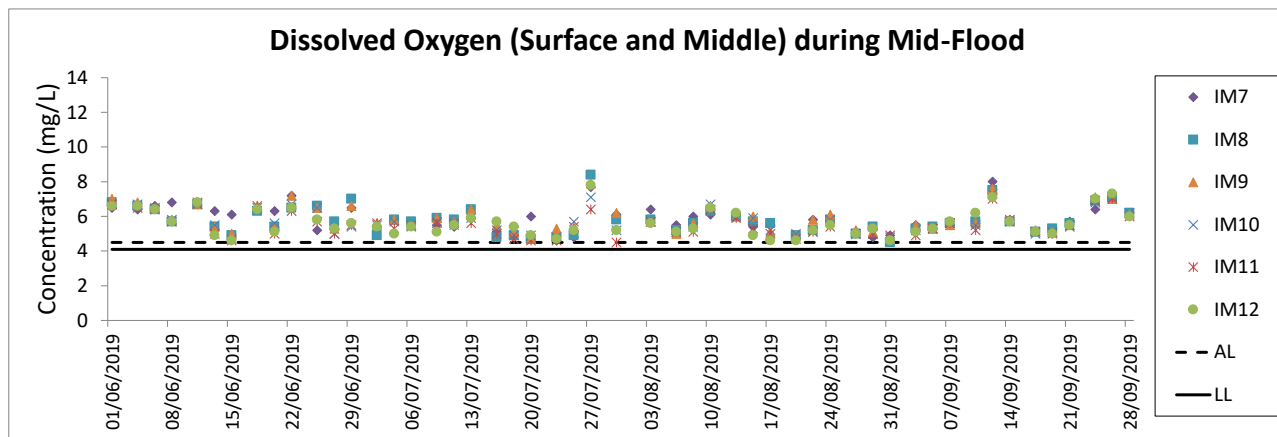
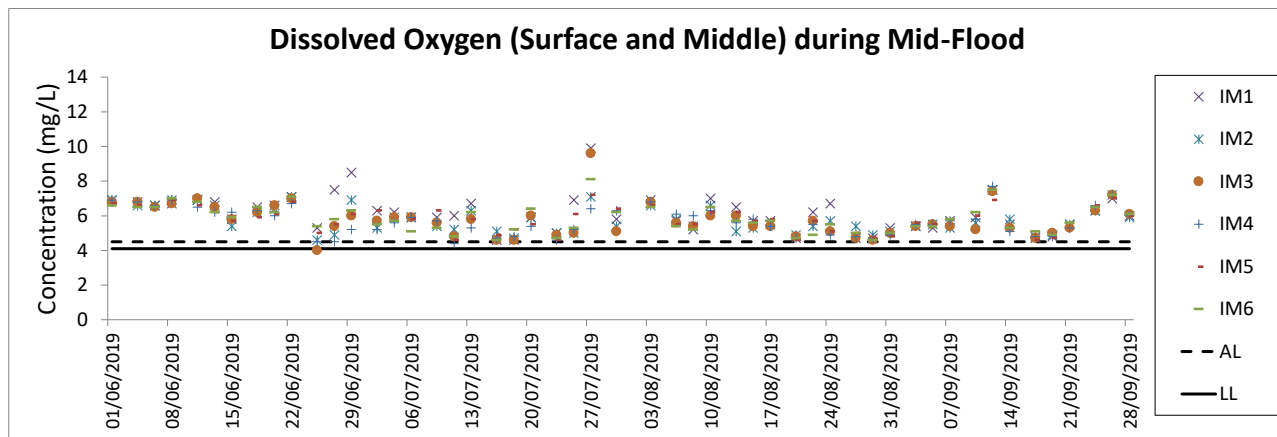
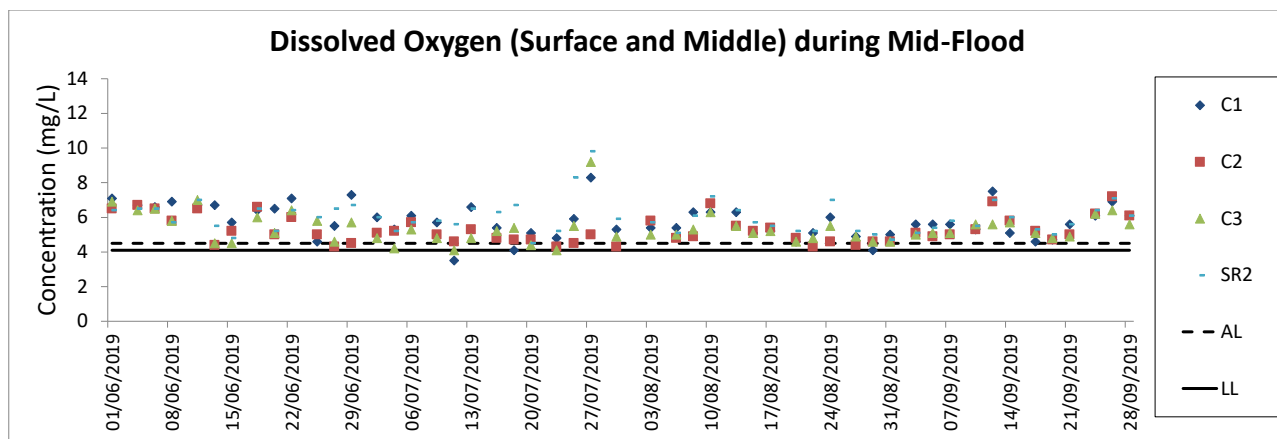
Notes:

1. The key marine works activities of the Project during monitoring included deep cement mixing (DCM) works, marine filling, and seawall construction.
2. General weather condition during monitoring ranged from sunny to rainy, with sea condition ranged from calm to rough. Detailed meteorological conditions can be referred to Table 2.11 of this Report and corresponding Monthly EM&A Reports.
3. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.
4. As the access to SR6 was obstructed by the construction activities and temporary structures for Tung Chung New Town Extension, the monitoring location has been relocated to SR6A starting from 8 August 2019.

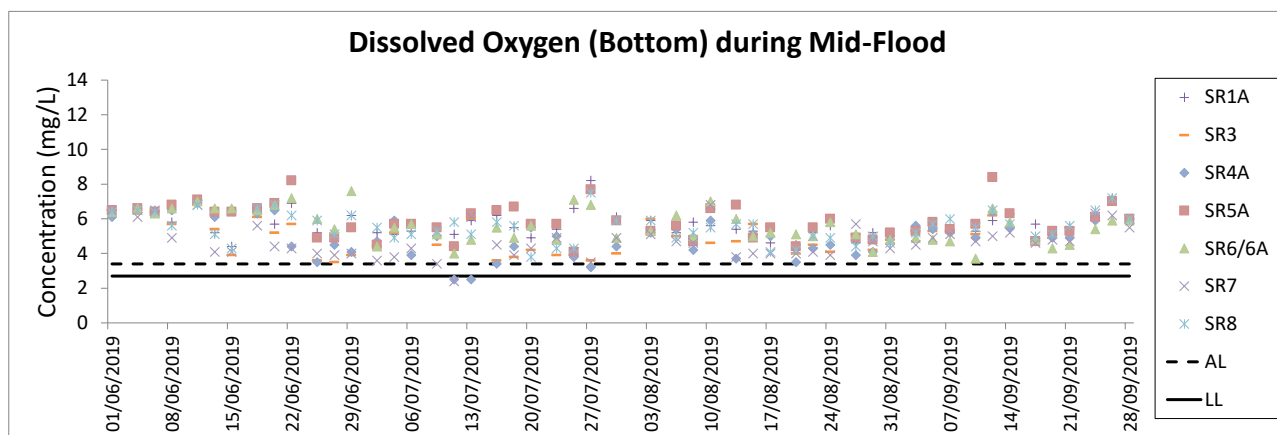
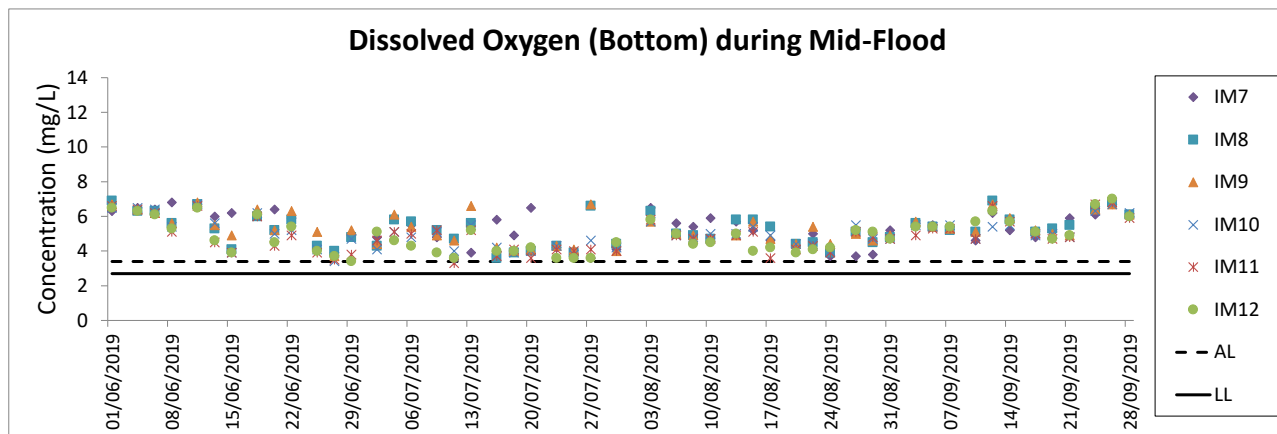
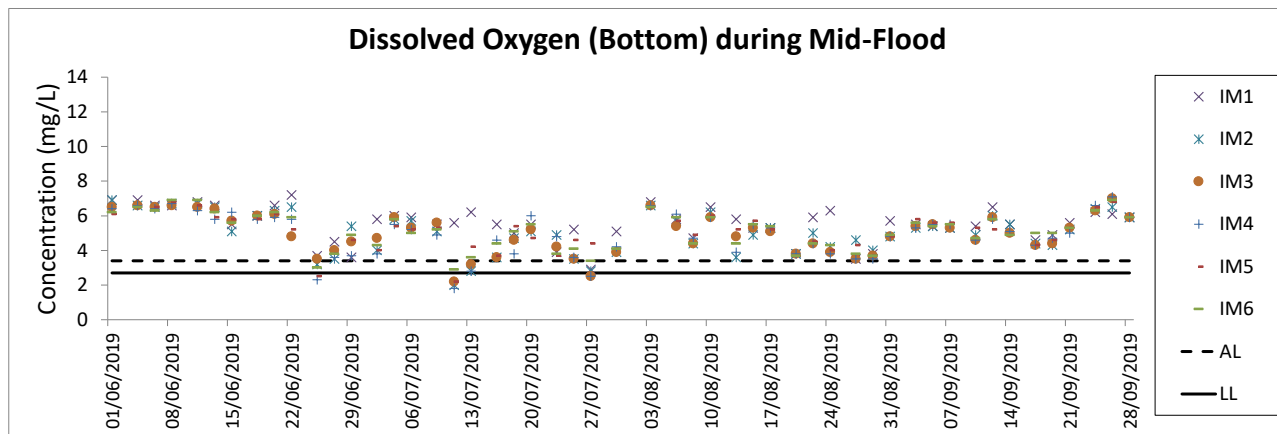
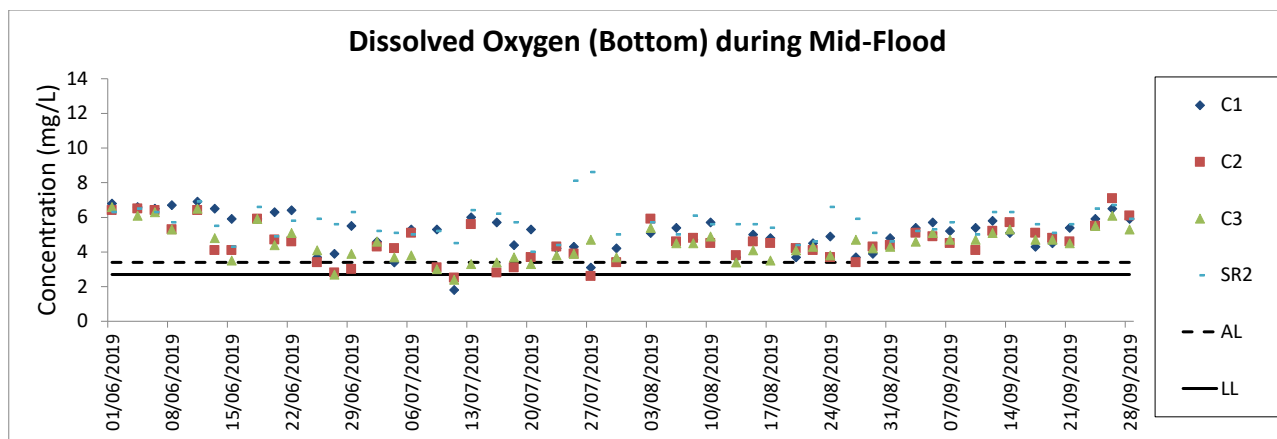


Notes:

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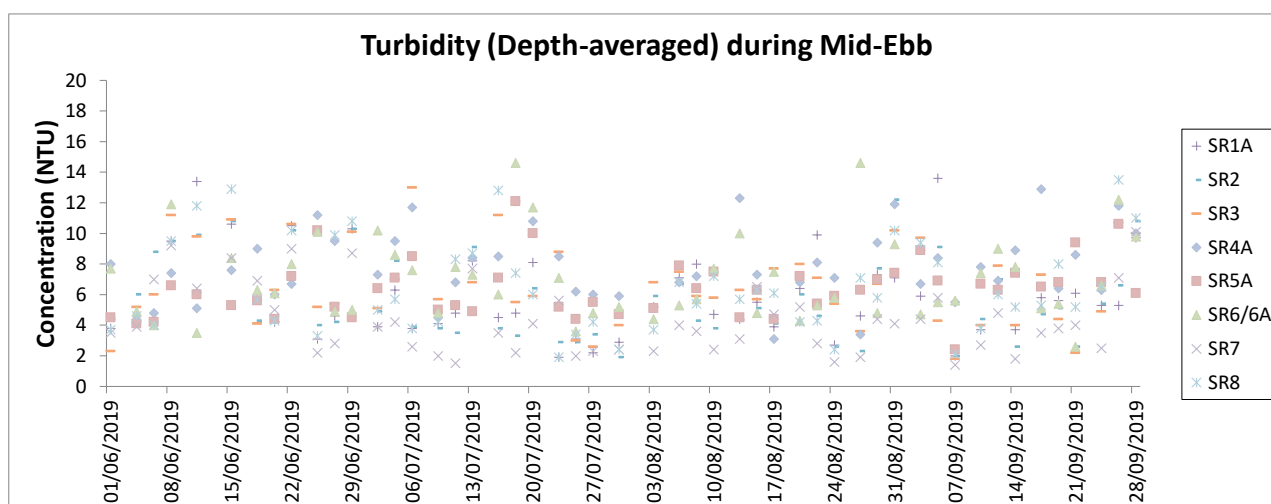
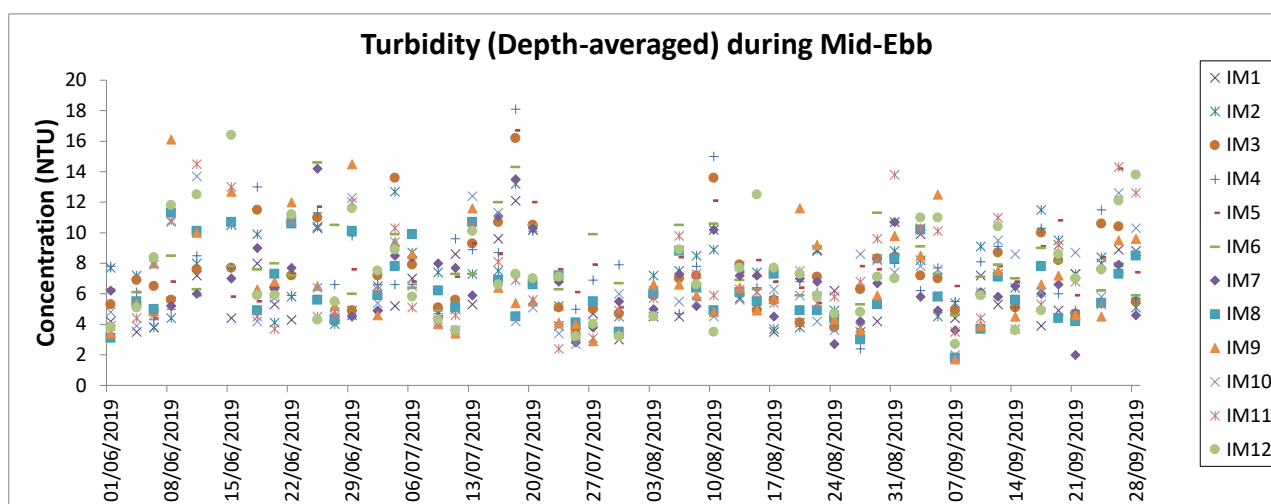
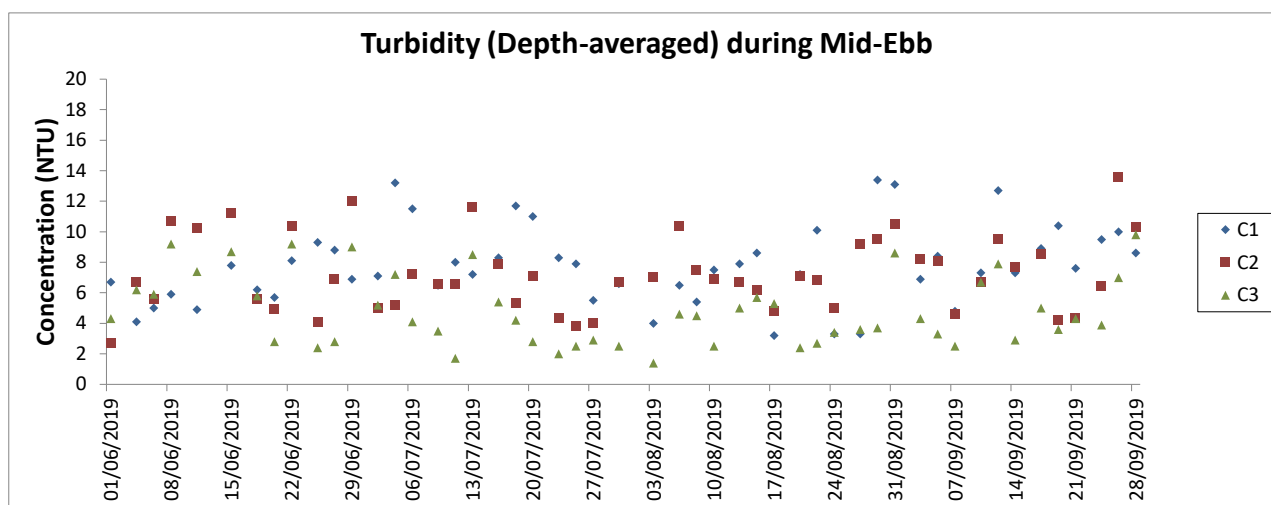


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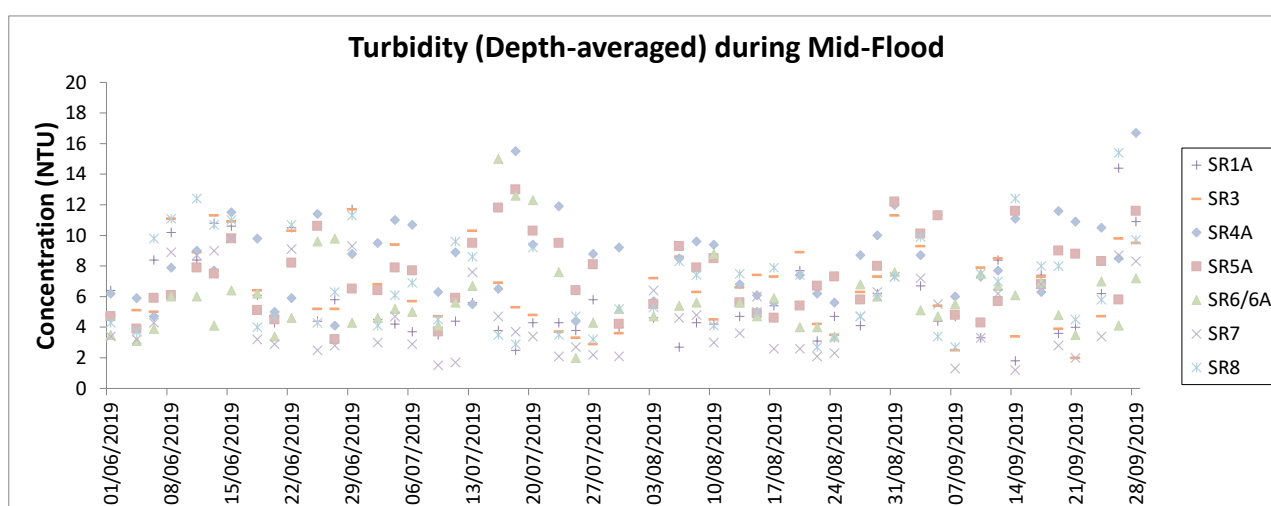
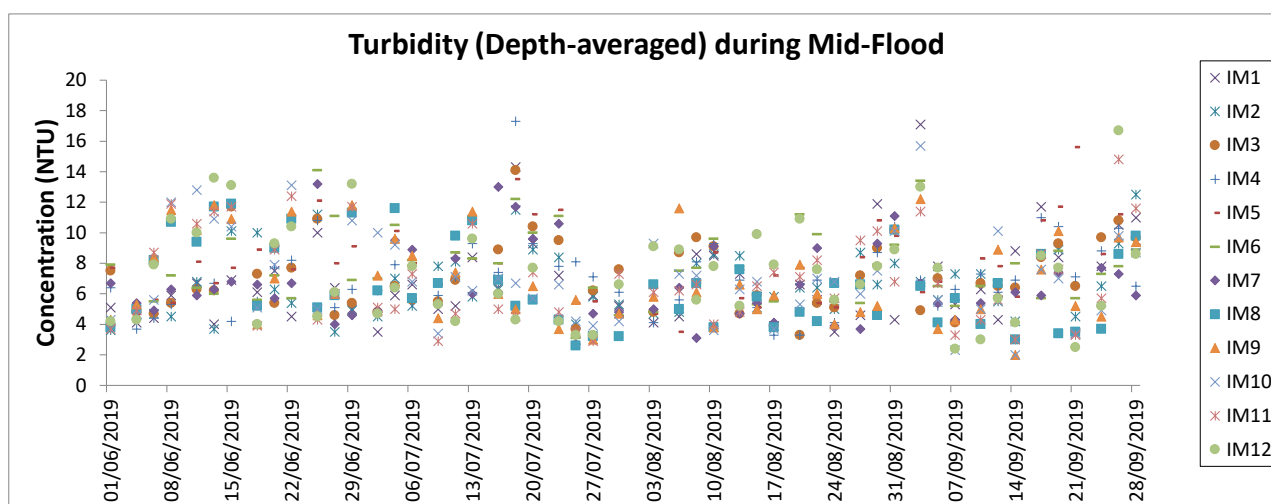
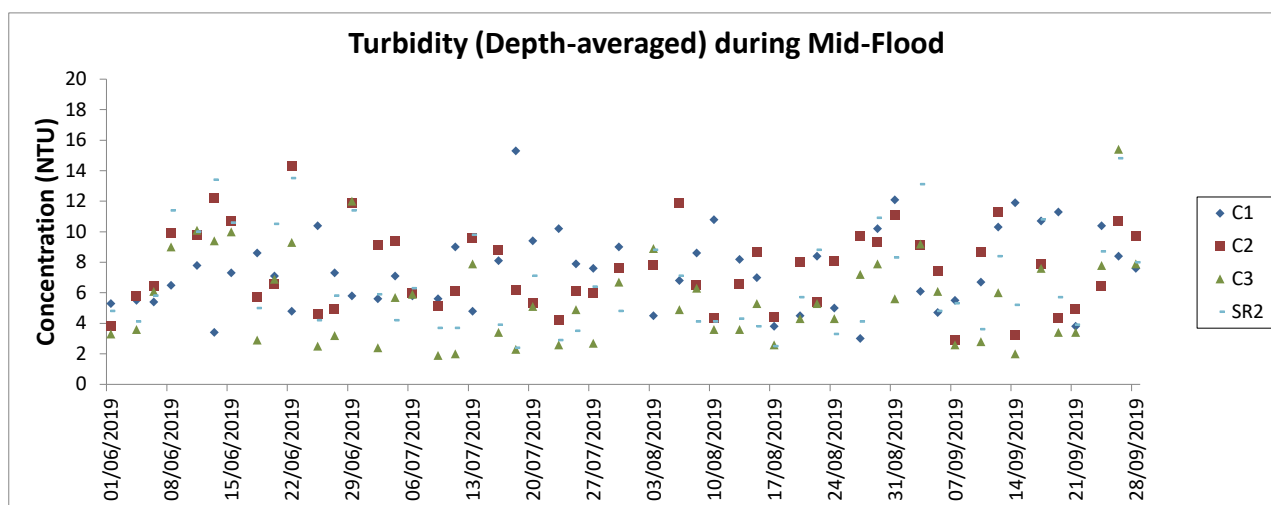
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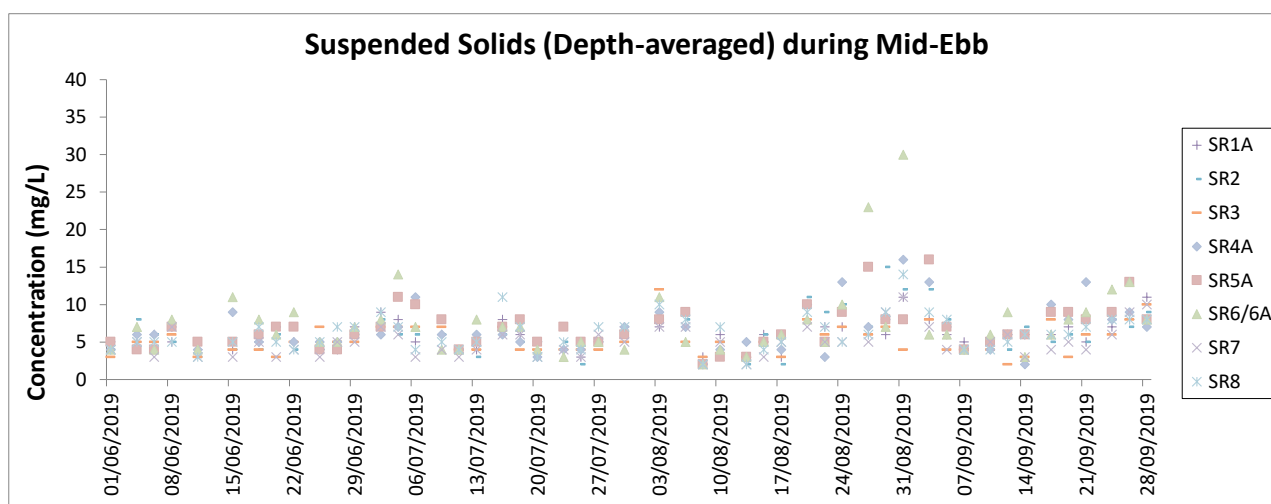
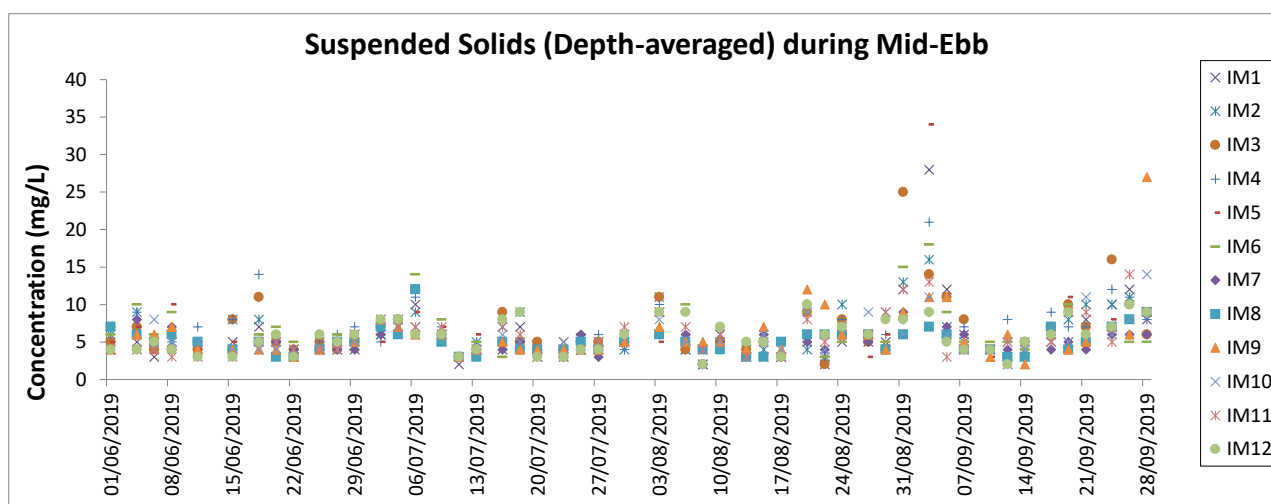
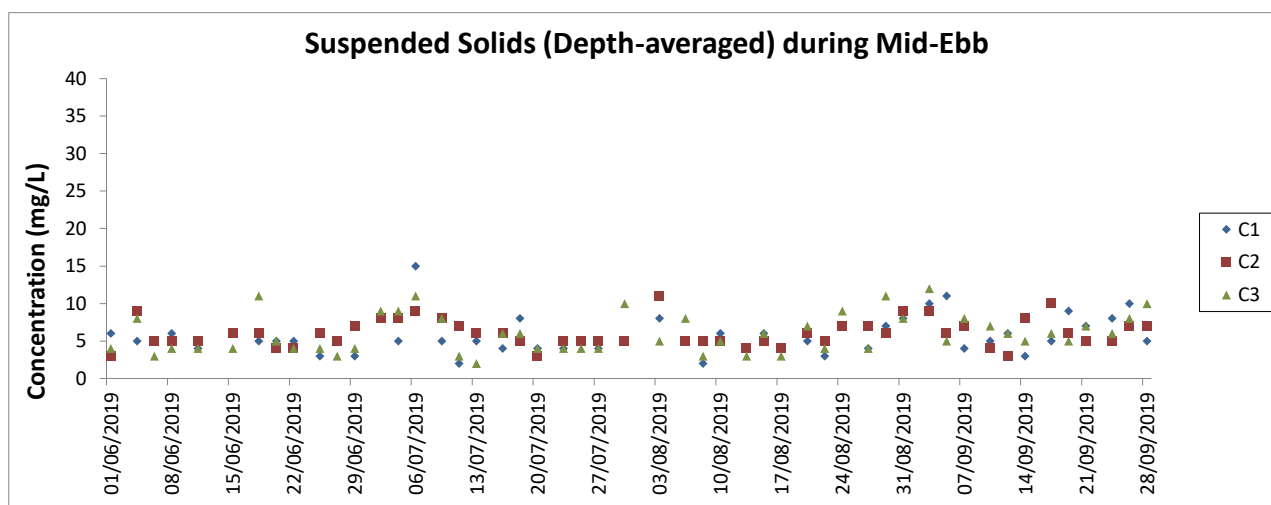
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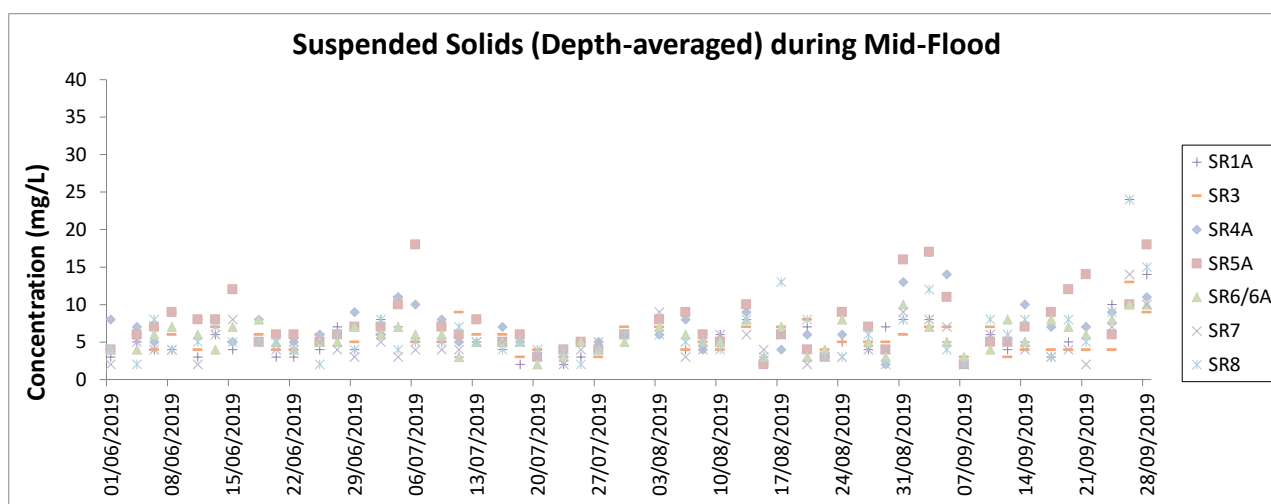
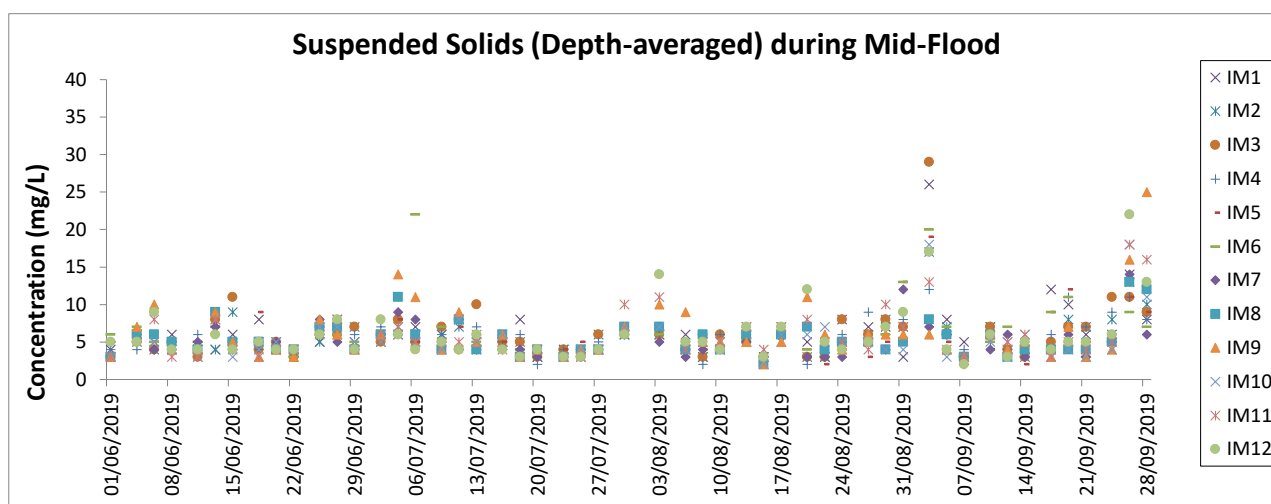
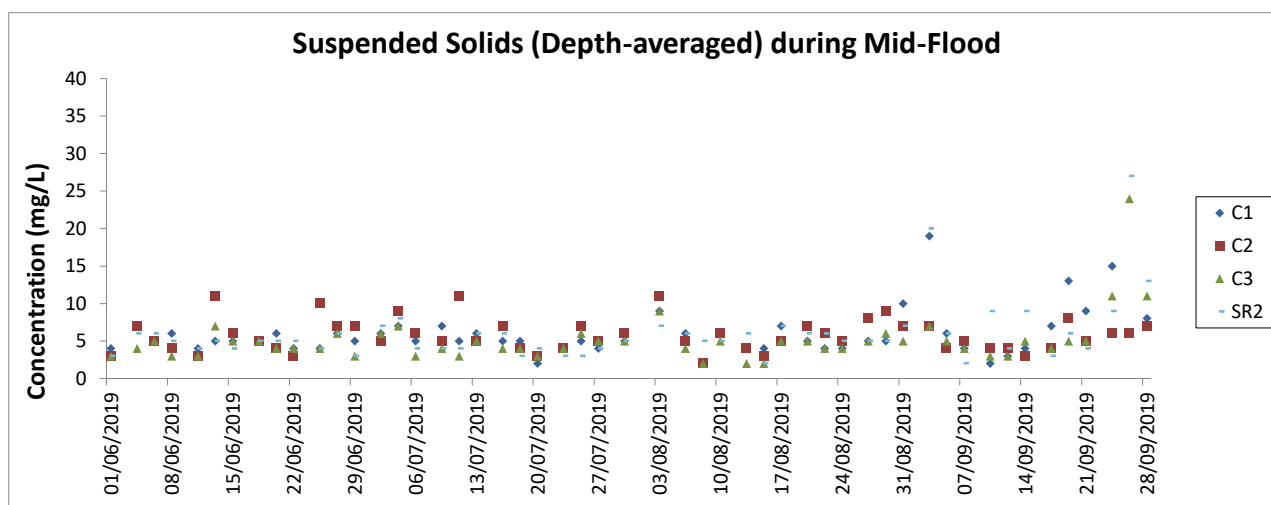
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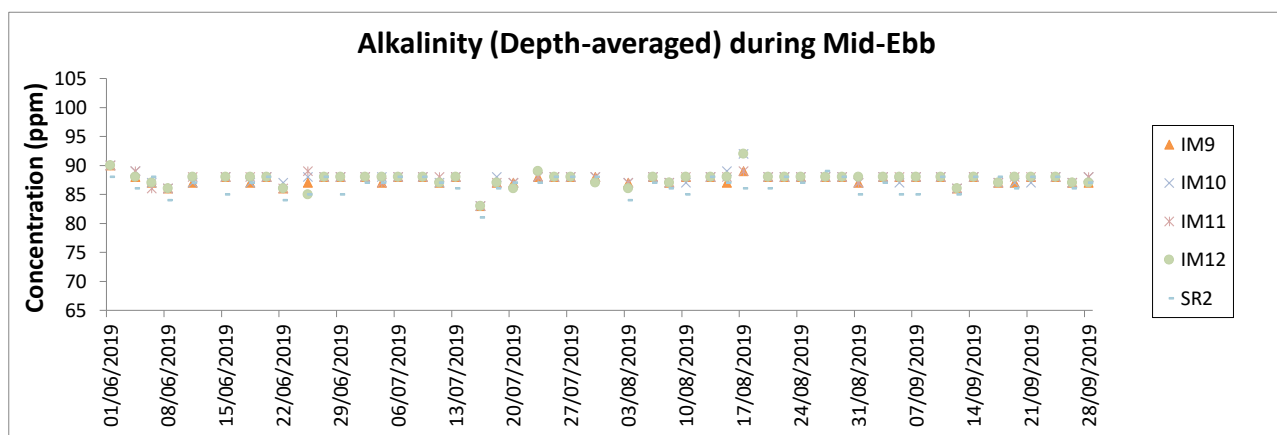
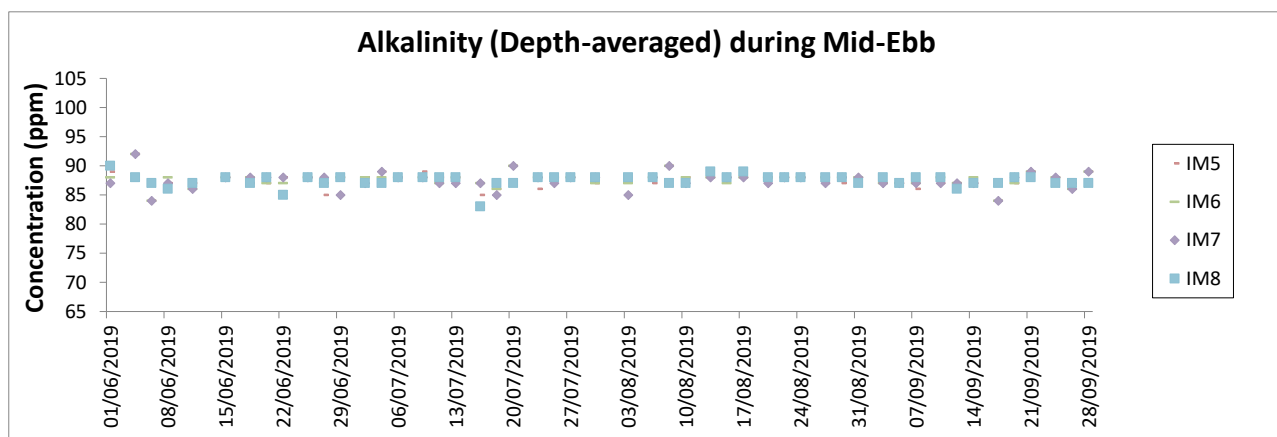
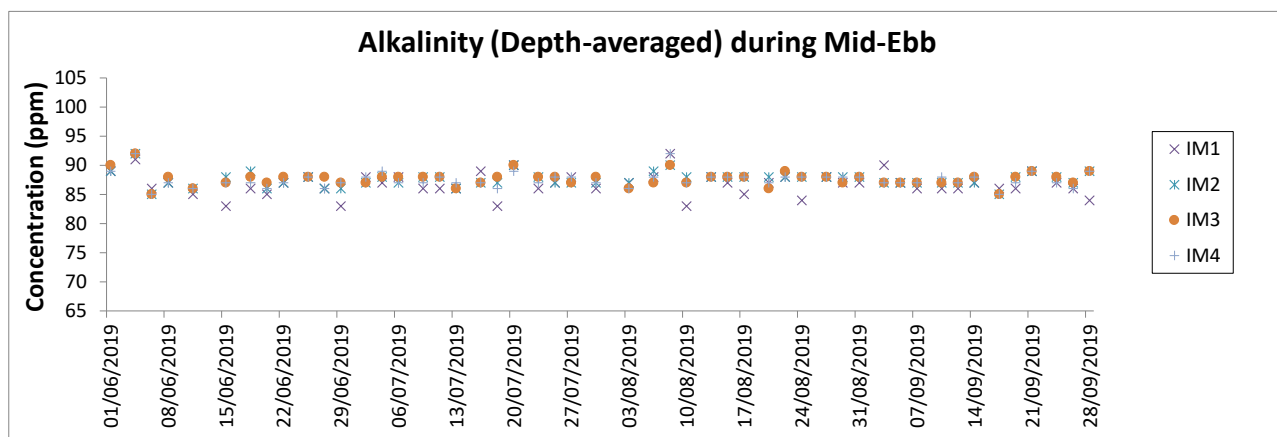
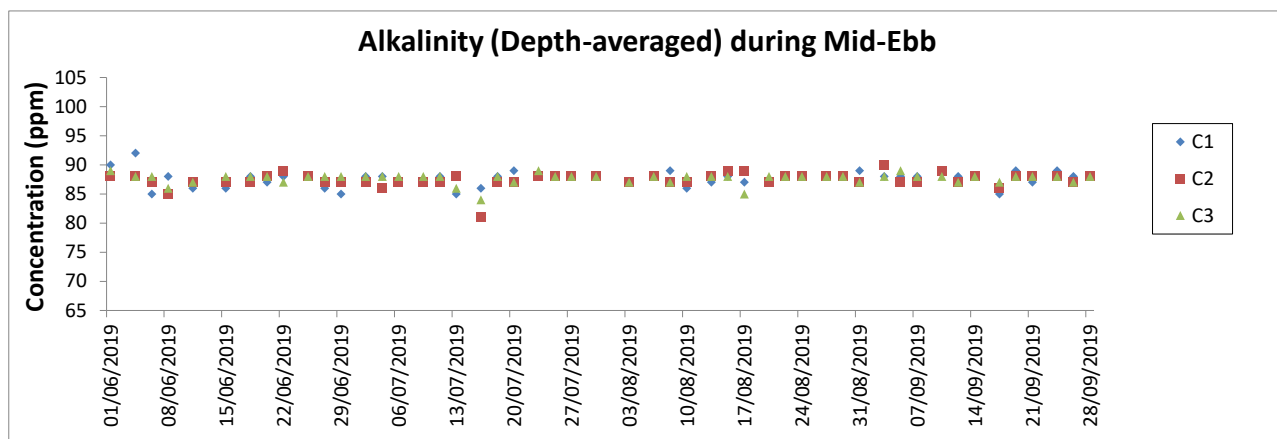
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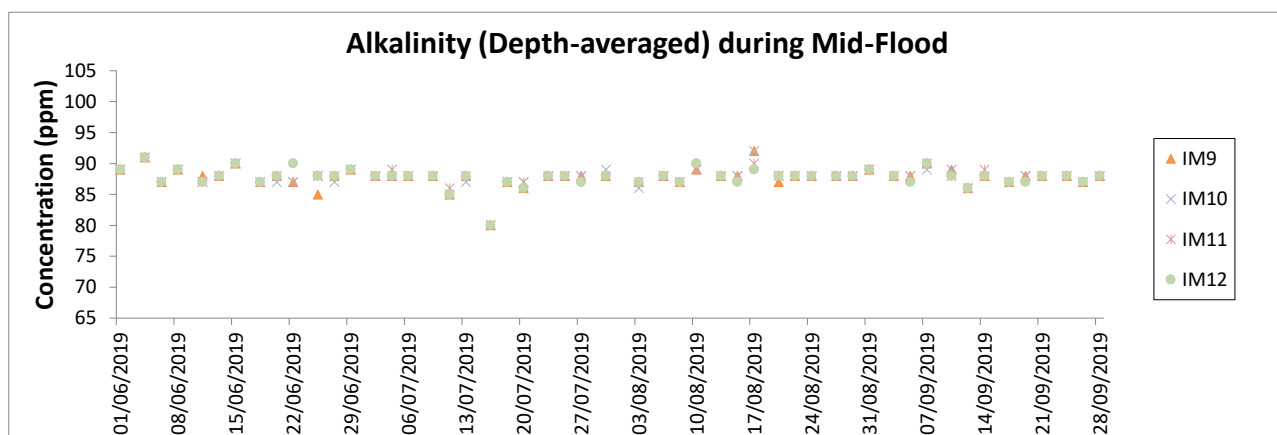
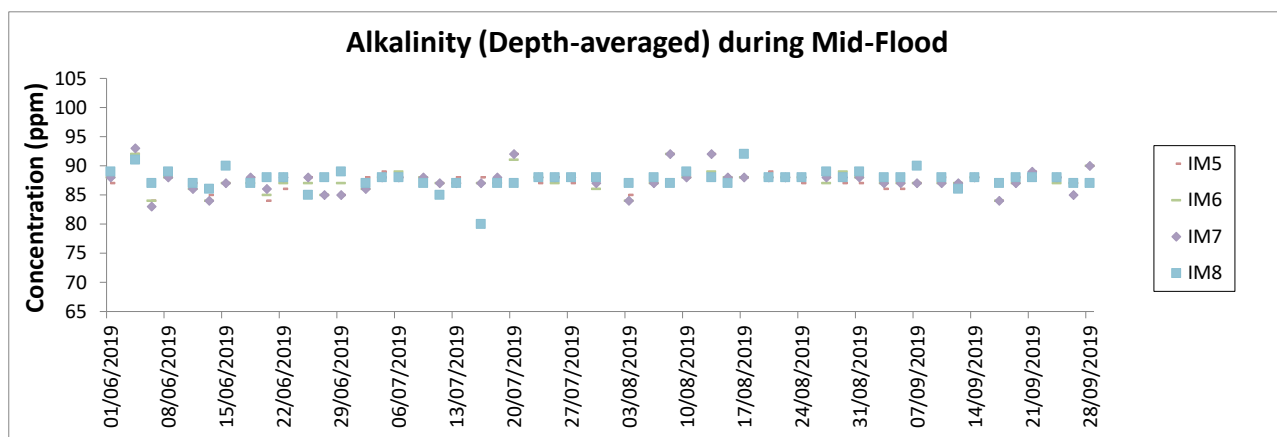
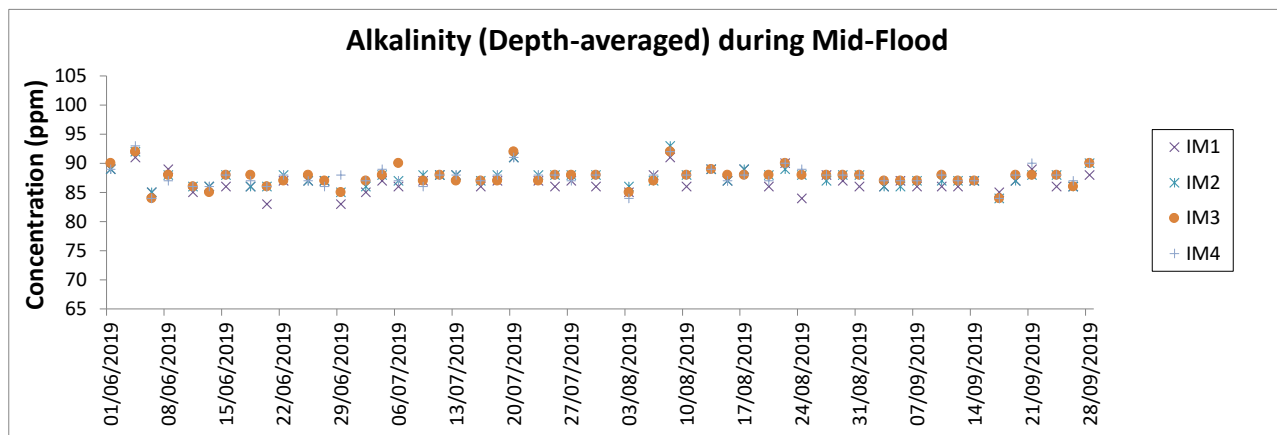
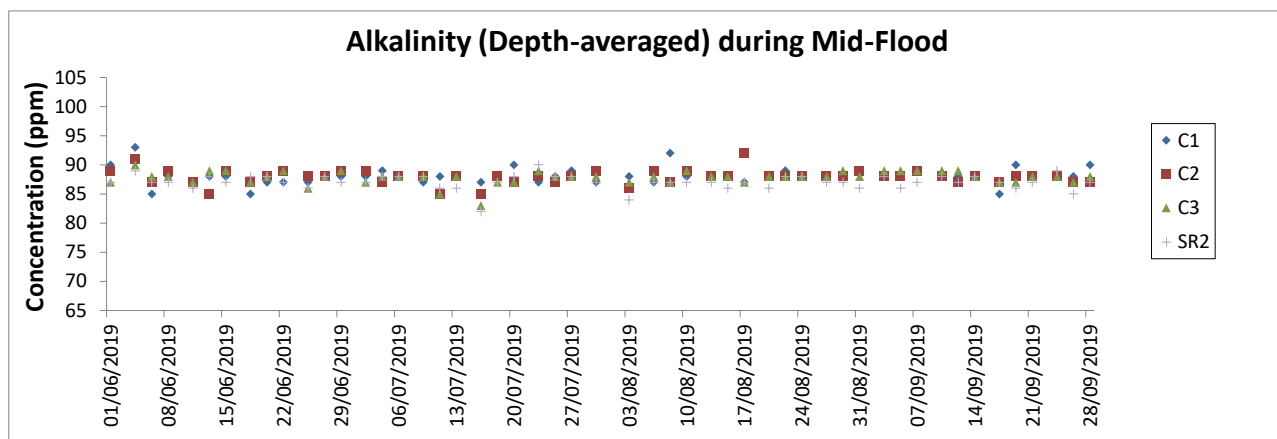
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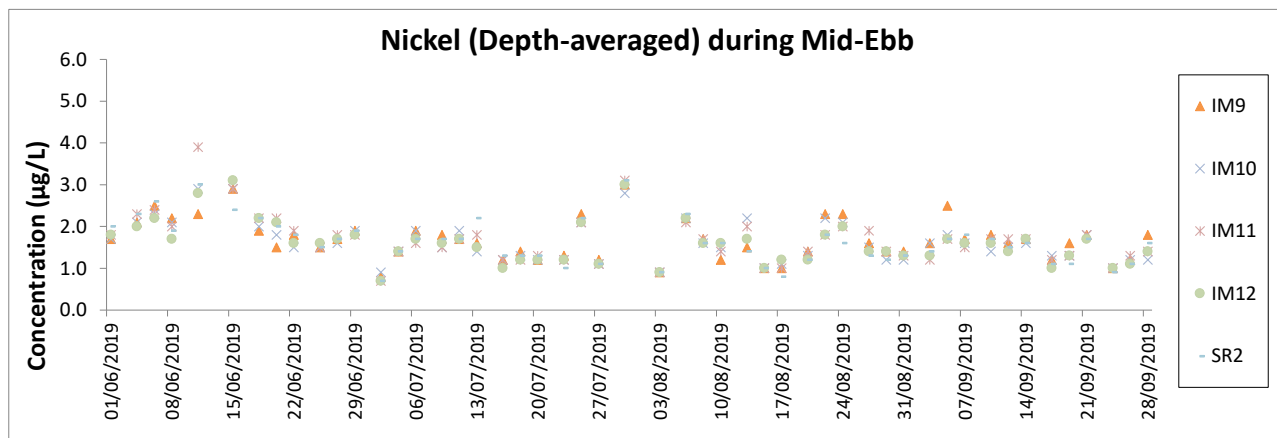
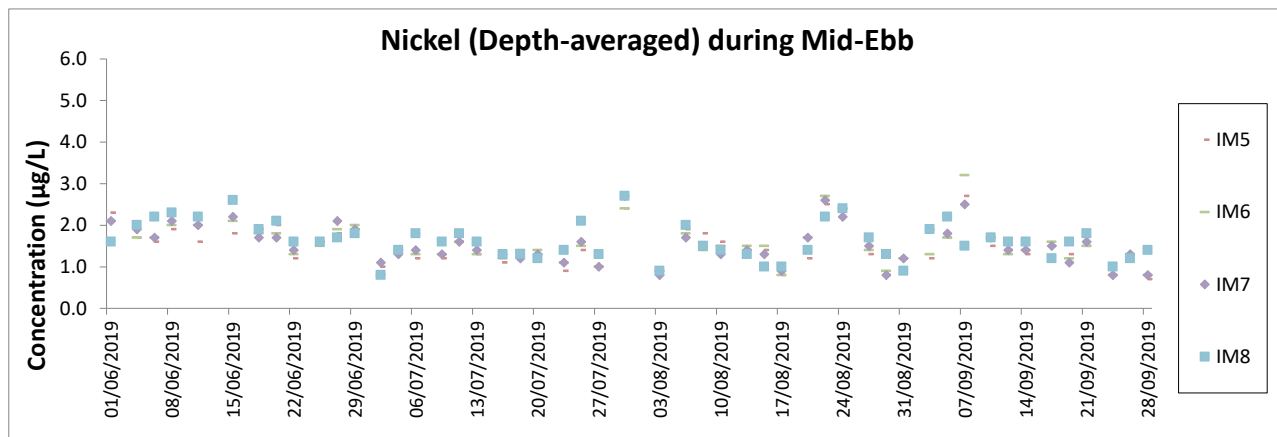
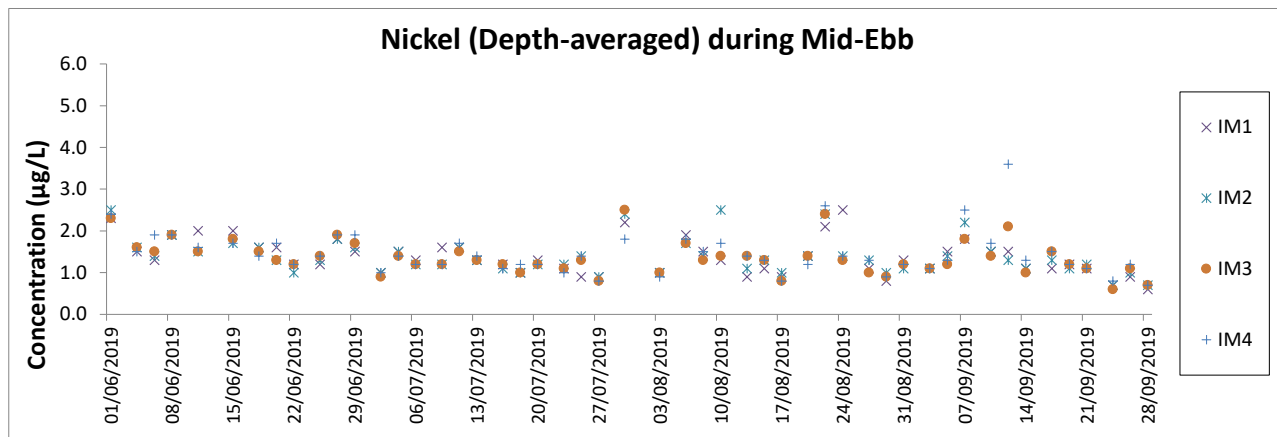
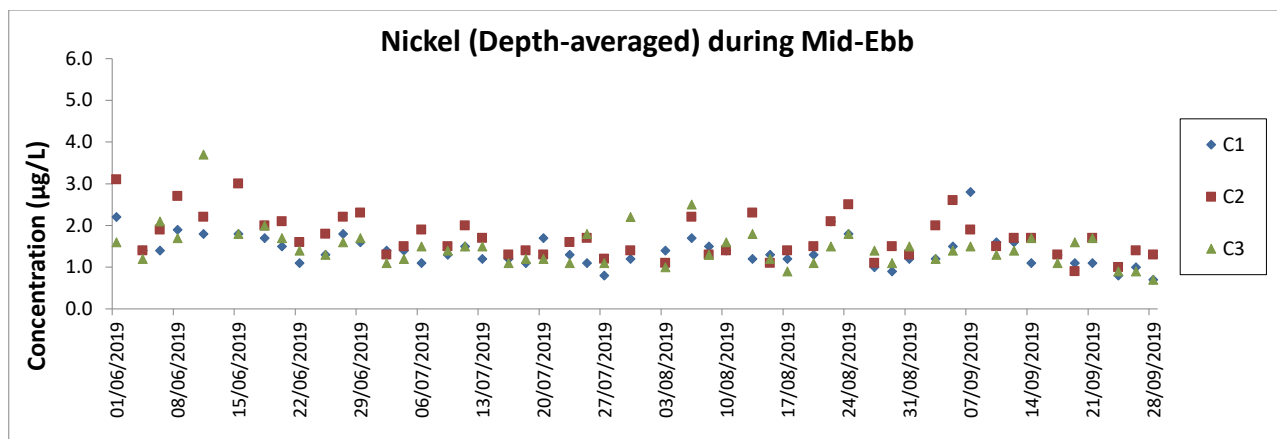
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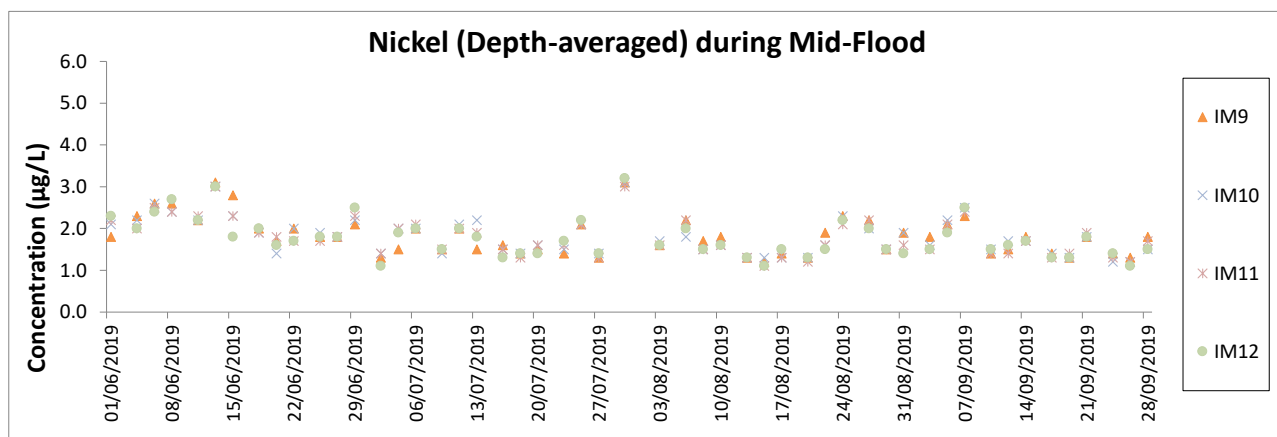
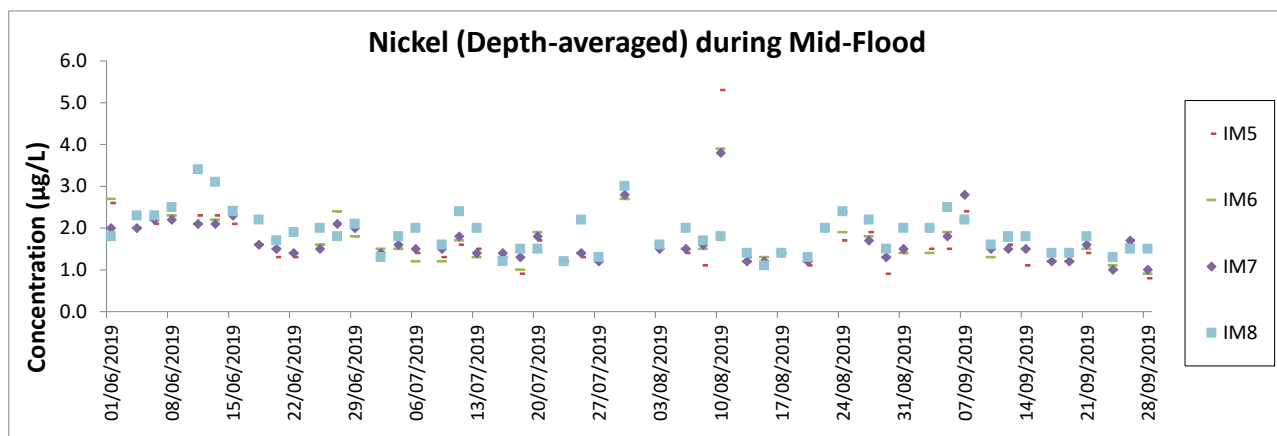
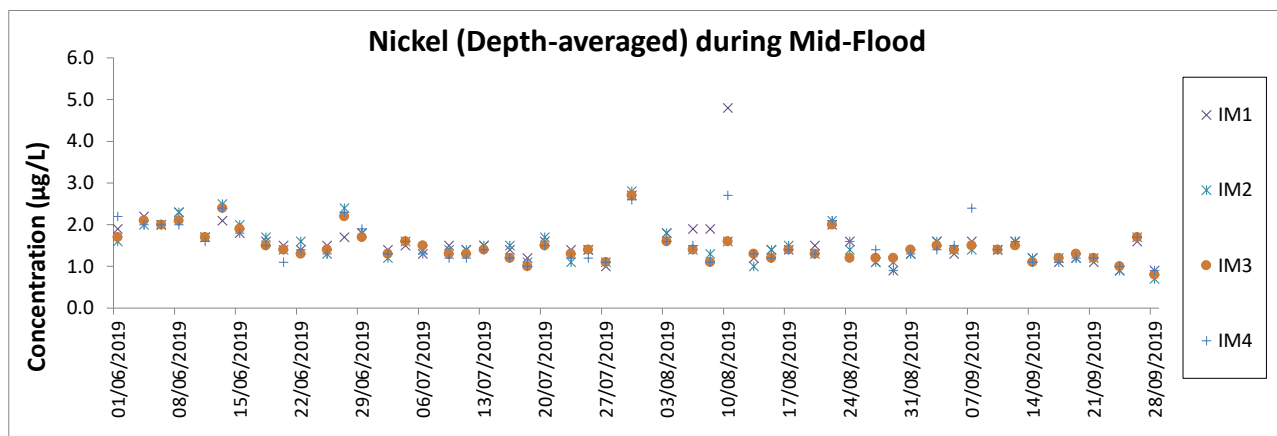
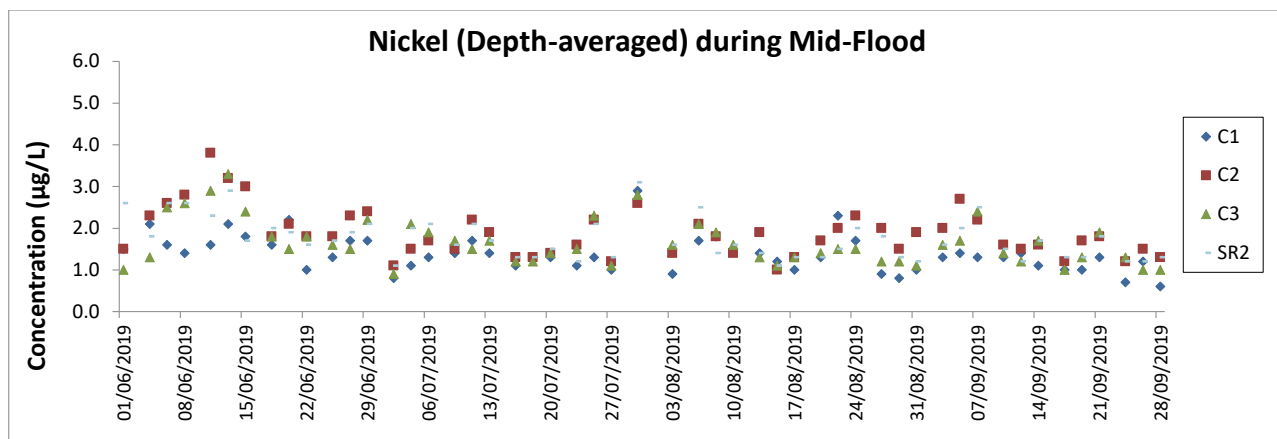
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 4. QA/ QC requirements as stipulated in the EM&A Manual were carried out during measurement.
 5. All chromium results in the reporting period was below the reporting limit 0.2 µg/L.

Chinese White Dolphin Monitoring Results

CWD Small Vessel Line-transect Survey

Survey Effort Data

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
8-Jul-19	NEL	2	6.410	SUMMER	32166	3RS ET	P
8-Jul-19	NEL	3	27.530	SUMMER	32166	3RS ET	P
8-Jul-19	NEL	4	3.400	SUMMER	32166	3RS ET	P
8-Jul-19	NEL	2	2.960	SUMMER	32166	3RS ET	S
8-Jul-19	NEL	3	7.500	SUMMER	32166	3RS ET	S
9-Jul-19	NEL	2	4.100	SUMMER	32166	3RS ET	P
9-Jul-19	NEL	3	26.300	SUMMER	32166	3RS ET	P
9-Jul-19	NEL	4	6.700	SUMMER	32166	3RS ET	P
9-Jul-19	NEL	2	2.000	SUMMER	32166	3RS ET	S
9-Jul-19	NEL	3	7.500	SUMMER	32166	3RS ET	S
9-Jul-19	NEL	4	0.900	SUMMER	32166	3RS ET	S
16-Jul-19	AW	1	4.980	SUMMER	32166	3RS ET	P
16-Jul-19	WL	1	5.410	SUMMER	32166	3RS ET	P
16-Jul-19	WL	2	5.206	SUMMER	32166	3RS ET	P
16-Jul-19	WL	3	7.009	SUMMER	32166	3RS ET	P
16-Jul-19	WL	4	1.137	SUMMER	32166	3RS ET	P
16-Jul-19	WL	1	1.570	SUMMER	32166	3RS ET	S
16-Jul-19	WL	2	2.237	SUMMER	32166	3RS ET	S
16-Jul-19	WL	3	4.340	SUMMER	32166	3RS ET	S
16-Jul-19	WL	4	0.223	SUMMER	32166	3RS ET	S
17-Jul-19	SWL	2	39.559	SUMMER	32166	3RS ET	P
17-Jul-19	SWL	3	11.290	SUMMER	32166	3RS ET	P
17-Jul-19	SWL	1	0.930	SUMMER	32166	3RS ET	S
17-Jul-19	SWL	2	10.694	SUMMER	32166	3RS ET	S
17-Jul-19	SWL	3	4.140	SUMMER	32166	3RS ET	S
18-Jul-19	SWL	1	1.882	SUMMER	32166	3RS ET	P
18-Jul-19	SWL	2	40.279	SUMMER	32166	3RS ET	P
18-Jul-19	SWL	3	13.740	SUMMER	32166	3RS ET	P
18-Jul-19	SWL	1	0.398	SUMMER	32166	3RS ET	S
18-Jul-19	SWL	2	10.003	SUMMER	32166	3RS ET	S
18-Jul-19	SWL	3	3.490	SUMMER	32166	3RS ET	S
22-Jul-19	NWL	1	8.700	SUMMER	32166	3RS ET	P
22-Jul-19	NWL	2	53.140	SUMMER	32166	3RS ET	P
22-Jul-19	NWL	3	0.800	SUMMER	32166	3RS ET	P
22-Jul-19	NWL	1	1.100	SUMMER	32166	3RS ET	S
22-Jul-19	NWL	2	9.860	SUMMER	32166	3RS ET	S
23-Jul-19	AW	2	4.840	SUMMER	32166	3RS ET	P
23-Jul-19	WL	2	14.693	SUMMER	32166	3RS ET	P
23-Jul-19	WL	3	3.892	SUMMER	32166	3RS ET	P
23-Jul-19	WL	2	5.815	SUMMER	32166	3RS ET	S
23-Jul-19	WL	3	3.119	SUMMER	32166	3RS ET	S
24-Jul-19	NWL	2	38.660	SUMMER	32166	3RS ET	P
24-Jul-19	NWL	3	23.760	SUMMER	32166	3RS ET	P
24-Jul-19	NWL	2	6.300	SUMMER	32166	3RS ET	S
24-Jul-19	NWL	3	5.780	SUMMER	32166	3RS ET	S

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
7-Aug-19	SWL	2	24.140	SUMMER	32166	3RS ET	P
7-Aug-19	SWL	3	29.880	SUMMER	32166	3RS ET	P
7-Aug-19	SWL	2	6.300	SUMMER	32166	3RS ET	S
7-Aug-19	SWL	3	9.480	SUMMER	32166	3RS ET	S
8-Aug-19	AW	2	4.820	SUMMER	32166	3RS ET	P
8-Aug-19	WL	2	17.412	SUMMER	32166	3RS ET	P
8-Aug-19	WL	3	1.230	SUMMER	32166	3RS ET	P
8-Aug-19	WL	2	6.241	SUMMER	32166	3RS ET	S
8-Aug-19	WL	3	1.330	SUMMER	32166	3RS ET	S
12-Aug-19	NWL	2	3.080	SUMMER	32166	3RS ET	P
12-Aug-19	NWL	3	49.260	SUMMER	32166	3RS ET	P
12-Aug-19	NWL	4	9.700	SUMMER	32166	3RS ET	P
12-Aug-19	NWL	2	1.240	SUMMER	32166	3RS ET	S
12-Aug-19	NWL	3	9.320	SUMMER	32166	3RS ET	S
12-Aug-19	NWL	4	1.400	SUMMER	32166	3RS ET	S
13-Aug-19	NEL	2	32.600	SUMMER	32166	3RS ET	P
13-Aug-19	NEL	3	4.800	SUMMER	32166	3RS ET	P
13-Aug-19	NEL	2	7.900	SUMMER	32166	3RS ET	S
13-Aug-19	NEL	3	2.300	SUMMER	32166	3RS ET	S
16-Aug-19	NEL	2	18.650	SUMMER	32166	3RS ET	P
16-Aug-19	NEL	3	18.620	SUMMER	32166	3RS ET	P
16-Aug-19	NEL	2	8.230	SUMMER	32166	3RS ET	S
16-Aug-19	NEL	3	2.000	SUMMER	32166	3RS ET	S
21-Aug-19	AW	2	1.850	SUMMER	32166	3RS ET	P
21-Aug-19	AW	3	2.850	SUMMER	32166	3RS ET	P
21-Aug-19	WL	2	19.158	SUMMER	32166	3RS ET	P
21-Aug-19	WL	3	1.440	SUMMER	32166	3RS ET	P
21-Aug-19	WL	2	10.752	SUMMER	32166	3RS ET	S
22-Aug-19	SWL	2	54.700	SUMMER	32166	3RS ET	P
22-Aug-19	SWL	2	16.000	SUMMER	32166	3RS ET	S
26-Aug-19	NWL	2	14.600	SUMMER	32166	3RS ET	P
26-Aug-19	NWL	3	38.000	SUMMER	32166	3RS ET	P
26-Aug-19	NWL	4	10.340	SUMMER	32166	3RS ET	P
26-Aug-19	NWL	2	2.000	SUMMER	32166	3RS ET	S
26-Aug-19	NWL	3	10.060	SUMMER	32166	3RS ET	S
9-Sep-19	SWL	2	41.156	AUTUMN	32166	3RS ET	P
9-Sep-19	SWL	3	10.484	AUTUMN	32166	3RS ET	P
9-Sep-19	SWL	2	13.766	AUTUMN	32166	3RS ET	S
9-Sep-19	SWL	3	2.924	AUTUMN	32166	3RS ET	S
11-Sep-19	NWL	2	48.170	AUTUMN	32166	3RS ET	P
11-Sep-19	NWL	3	15.330	AUTUMN	32166	3RS ET	P
11-Sep-19	NWL	2	11.300	AUTUMN	32166	3RS ET	S
11-Sep-19	NWL	3	1.200	AUTUMN	32166	3RS ET	S
12-Sep-19	AW	2	4.730	AUTUMN	32166	3RS ET	P
12-Sep-19	WL	2	14.440	AUTUMN	32166	3RS ET	P
12-Sep-19	WL	3	4.590	AUTUMN	32166	3RS ET	P
12-Sep-19	WL	2	6.600	AUTUMN	32166	3RS ET	S

DATE	AREA	BEAU	KM SEARCHED	SEASON	VESSEL	TYPE	P/S
12-Sep-19	WL	3	2.360	AUTUMN	32166	3RS ET	S
16-Sep-19	SWL	2	30.230	AUTUMN	32166	3RS ET	P
16-Sep-19	SWL	3	4.000	AUTUMN	32166	3RS ET	P
16-Sep-19	SWL	4	19.940	AUTUMN	32166	3RS ET	P
16-Sep-19	SWL	5	1.340	AUTUMN	32166	3RS ET	P
16-Sep-19	SWL	2	10.170	AUTUMN	32166	3RS ET	S
16-Sep-19	SWL	3	1.300	AUTUMN	32166	3RS ET	S
16-Sep-19	SWL	4	4.020	AUTUMN	32166	3RS ET	S
17-Sep-19	NEL	2	24.290	AUTUMN	32166	3RS ET	P
17-Sep-19	NEL	3	12.650	AUTUMN	32166	3RS ET	P
17-Sep-19	NEL	2	10.660	AUTUMN	32166	3RS ET	S
18-Sep-19	NEL	1	3.200	AUTUMN	32166	3RS ET	P
18-Sep-19	NEL	2	33.030	AUTUMN	32166	3RS ET	P
18-Sep-19	NEL	3	1.410	AUTUMN	32166	3RS ET	P
18-Sep-19	NEL	1	0.800	AUTUMN	32166	3RS ET	S
18-Sep-19	NEL	2	6.150	AUTUMN	32166	3RS ET	S
18-Sep-19	NEL	3	2.810	AUTUMN	32166	3RS ET	S
23-Sep-19	NWL	2	24.000	AUTUMN	32166	3RS ET	P
23-Sep-19	NWL	3	37.600	AUTUMN	32166	3RS ET	P
23-Sep-19	NWL	2	9.400	AUTUMN	32166	3RS ET	S
23-Sep-19	NWL	3	4.500	AUTUMN	32166	3RS ET	S
25-Sep-19	AW	2	4.870	AUTUMN	32166	3RS ET	P
25-Sep-19	WL	2	18.147	AUTUMN	32166	3RS ET	P
25-Sep-19	WL	2	9.262	AUTUMN	32166	3RS ET	S

CWD Small Vessel Line-transect Survey

Sighting Data

DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
16-Jul-19	1	1034	CWD	5	WL	1	134	ON	3RS ET	22.2665	113.8595	SUMMER	NONE	S
16-Jul-19	2	1123	CWD	1	WL	3	40	ON	3RS ET	22.2411	113.8416	SUMMER	NONE	P
16-Jul-19	3	1133	CWD	2	WL	3	73	ON	3RS ET	22.2412	113.8312	SUMMER	NONE	P
16-Jul-19	4	1159	CWD	5	WL	2	54	ON	3RS ET	22.2277	113.8378	SUMMER	NONE	S
16-Jul-19	5	1229	CWD	11	WL	3	473	ON	3RS ET	22.2137	113.8294	SUMMER	NONE	P
16-Jul-19	6	1313	CWD	3	WL	3	114	ON	3RS ET	22.1953	113.8420	SUMMER	NONE	P
17-Jul-19	1	1123	CWD	1	SWL	2	565	ON	3RS ET	22.1952	113.9279	SUMMER	NONE	P
17-Jul-19	2	1148	CWD	6	SWL	2	41	ON	3RS ET	22.2008	113.9183	SUMMER	NONE	P
17-Jul-19	3	1244	CWD	4	SWL	2	289	ON	3RS ET	22.1714	113.9086	SUMMER	NONE	P
17-Jul-19	4	1258	CWD	10	SWL	2	24	ON	3RS ET	22.1751	113.9078	SUMMER	NONE	P
17-Jul-19	5	1326	CWD	4	SWL	2	371	ON	3RS ET	22.1927	113.9082	SUMMER	NONE	S
17-Jul-19	6	1339	CWD	3	SWL	2	143	ON	3RS ET	22.1977	113.9078	SUMMER	NONE	P
17-Jul-19	7	1355	CWD	1	SWL	2	35	ON	3RS ET	22.2089	113.8973	SUMMER	NONE	P
17-Jul-19	8	1446	CWD	5	SWL	2	88	ON	3RS ET	22.1830	113.8885	SUMMER	NONE	P
17-Jul-19	9	1519	CWD	2	SWL	3	23	ON	3RS ET	22.1913	113.8780	SUMMER	NONE	P
17-Jul-19	10	1552	CWD	6	SWL	3	97	ON	3RS ET	22.1784	113.8689	SUMMER	NONE	P
17-Jul-19	11	1645	CWD	3	SWL	3	233	ON	3RS ET	22.1922	113.8494	SUMMER	NONE	P
18-Jul-19	1	1220	CWD	8	SWL	2	435	ON	3RS ET	22.1798	113.9042	SUMMER	NONE	S
18-Jul-19	2	1238	CWD	3	SWL	2	16	ON	3RS ET	22.1894	113.9066	SUMMER	NONE	S
18-Jul-19	3	1315	CWD	11	SWL	2	24	ON	3RS ET	22.1780	113.8975	SUMMER	NONE	P
18-Jul-19	4	1409	CWD	9	SWL	2	403	ON	3RS ET	22.2013	113.8871	SUMMER	NONE	P
18-Jul-19	5	1514	CWD	2	SWL	2	31	ON	3RS ET	22.1785	113.8690	SUMMER	NONE	P
18-Jul-19	6	1527	CWD	2	SWL	2	68	ON	3RS ET	22.1850	113.8690	SUMMER	NONE	P
18-Jul-19	7	1542	CWD	1	SWL	2	462	ON	3RS ET	22.1978	113.8685	SUMMER	NONE	P
22-Jul-19	1	1035	CWD	1	NWL	2	131	ON	3RS ET	22.2771	113.8704	SUMMER	NONE	P
23-Jul-19	1	1031	CWD	7	WL	2	142	ON	3RS ET	22.2606	113.8539	SUMMER	NONE	P
23-Jul-19	2	1111	CWD	1	WL	2	85	ON	3RS ET	22.2447	113.8497	SUMMER	NONE	S
23-Jul-19	3	1126	CWD	4	WL	2	77	ON	3RS ET	22.2418	113.8423	SUMMER	NONE	P
23-Jul-19	4	1153	CWD	3	WL	2	1245	ON	3RS ET	22.2357	113.8252	SUMMER	NONE	S
23-Jul-19	5	1203	CWD	3	WL	2	107	ON	3RS ET	22.2325	113.8330	SUMMER	NONE	P
23-Jul-19	6	1230	CWD	3	WL	3	20	ON	3RS ET	22.2145	113.8282	SUMMER	NONE	P

DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
23-Jul-19	7	1305	CWD	5	WL	2	123	ON	3RS ET	22.1962	113.8392	SUMMER	NONE	P
24-Jul-19	1	1129	CWD	2	NWL	2	217	ON	3RS ET	22.3800	113.8764	SUMMER	NONE	P
7-Aug-19	1	1500	CWD	2	SWL	2	511	ON	3RS ET	22.1883	113.8491	SUMMER	NONE	P
8-Aug-19	1	1029	CWD	10	WL	2	78	ON	3RS ET	22.2668	113.8594	SUMMER	NONE	S
8-Aug-19	2	1052	CWD	5	WL	2	272	ON	3RS ET	22.2600	113.8430	SUMMER	NONE	P
8-Aug-19	3	1120	CWD	1	WL	2	611	ON	3RS ET	22.2434	113.8488	SUMMER	NONE	S
8-Aug-19	4	1127	CWD	8	WL	2	836	ON	3RS ET	22.2415	113.8435	SUMMER	NONE	P
8-Aug-19	5	1211	CWD	2	WL	2	48	ON	3RS ET	22.2290	113.8379	SUMMER	NONE	S
8-Aug-19	6	1230	CWD	5	WL	2	413	ON	3RS ET	22.2136	113.8254	SUMMER	NONE	P
8-Aug-19	7	1250	CWD	6	WL	2	140	ON	3RS ET	22.2143	113.8344	SUMMER	NONE	P
8-Aug-19	8	1328	CWD	1	WL	2	333	ON	3RS ET	22.1890	113.8422	SUMMER	NONE	S
12-Aug-19	1	1051	CWD	1	NWL	3	472	ON	3RS ET	22.2794	113.8696	SUMMER	NONE	P
21-Aug-19	1	1039	CWD	3	WL	2	126	ON	3RS ET	22.2604	113.8523	SUMMER	NONE	P
21-Aug-19	2	1137	CWD	10	WL	2	501	ON	3RS ET	22.2340	113.8244	SUMMER	NONE	S
21-Aug-19	3	1203	CWD	5	WL	2	186	ON	3RS ET	22.2231	113.8360	SUMMER	NONE	P
21-Aug-19	4	1231	CWD	1	WL	2	21	ON	3RS ET	22.2144	113.8344	SUMMER	NONE	P
21-Aug-19	5	1251	CWD	7	WL	2	13	ON	3RS ET	22.2145	113.8355	SUMMER	NONE	P
21-Aug-19	6	1310	CWD	2	WL	2	162	ON	3RS ET	22.2057	113.8251	SUMMER	NONE	P
22-Aug-19	1	1106	FP	2	SWL	2	119	ON	3RS ET	22.1563	113.9277	SUMMER	NONE	P
22-Aug-19	2	1511	CWD	2	SWL	2	94	ON	3RS ET	22.1942	113.8492	SUMMER	NONE	P
9-Sep-19	1	1029	CWD	1	SWL	2	173	ON	3RS ET	22.2110	113.9357	AUTUMN	NONE	P
9-Sep-19	2	1146	CWD	1	SWL	2	426	ON	3RS ET	22.2020	113.9177	AUTUMN	NONE	P
9-Sep-19	3	1240	FP	7	SWL	2	2	ON	3RS ET	22.1551	113.9078	AUTUMN	NONE	P
9-Sep-19	4	1312	CWD	1	SWL	2	41	ON	3RS ET	22.2041	113.9078	AUTUMN	NONE	P
9-Sep-19	5	1332	CWD	2	SWL	2	851	ON	3RS ET	22.1974	113.8974	AUTUMN	NONE	P
9-Sep-19	6	1351	CWD	7	SWL	2	1298	ON	3RS ET	22.1819	113.8970	AUTUMN	NONE	P
12-Sep-19	1	1035	CWD	4	WL	2	253	ON	3RS ET	22.2648	113.8579	AUTUMN	NONE	S
12-Sep-19	2	1057	CWD	8	WL	2	687	ON	3RS ET	22.2569	113.8366	AUTUMN	NONE	S
12-Sep-19	3	1137	CWD	9	WL	2	656	ON	3RS ET	22.2315	113.8305	AUTUMN	NONE	P
12-Sep-19	4	1208	CWD	2	WL	2	163	ON	3RS ET	22.2240	113.8372	AUTUMN	NONE	S
12-Sep-19	5	1240	CWD	3	WL	2	92	ON	3RS ET	22.2139	113.8239	AUTUMN	NONE	P
16-Sep-19	1	1422	FP	1	SWL	5	14	ON	3RS ET	22.1717	113.9268	AUTUMN	NONE	P
25-Sep-19	1	1019	CWD	1	WL	2	167	ON	3RS ET	22.2785	113.8611	AUTUMN	NONE	P









DATE	STG #	TIME	CWD/FP	GP SZ	AREA	BEAU	PSD	EFFORT	TYPE	DEC LAT	DEC LON	SEASON	BOAT ASSOC.	P/S
25-Sep-19	2	1037	CWD	6	WL	2	698	ON	3RS ET	22.2776	113.8569	AUTUMN	NONE	P
25-Sep-19	3	1110	CWD	1	WL	2	163	ON	3RS ET	22.2601	113.8477	AUTUMN	NONE	P
25-Sep-19	4	1129	CWD	1	WL	2	2	ON	3RS ET	22.2516	113.8334	AUTUMN	NONE	S
25-Sep-19	5	1207	CWD	2	WL	2	353	ON	3RS ET	22.2315	113.8387	AUTUMN	NONE	P
25-Sep-19	6	1234	CWD	1	WL	2	486	ON	3RS ET	22.2134	113.8238	AUTUMN	NONE	P
25-Sep-19	7	1259	CWD	2	WL	2	24	ON	3RS ET	22.2051	113.8319	AUTUMN	NONE	P
25-Sep-19	8	1320	CWD	6	WL	2	166	ON	3RS ET	22.1962	113.8356	AUTUMN	NONE	P
25-Sep-19	9	1329	CWD	17	WL	2	390	ON	3RS ET	22.1951	113.8424	AUTUMN	NONE	S

Abbreviations: STG# = Sighting Number; GP SZ = Group Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance (in metres); N/A = Not Applicable;
 DEC LAT = Latitude (WGS84 in Decimal), DEC LON = Longitude (WGS84 in Decimal); BOAT ASSOC. = Fishing Boat Association

Sighting data of finless porpoise (FP) are presented for reference only. No relevant figure or text will be mentioned in the quarterly EM&A report. All FP sightings are excluded in calculation.

CWD Small Vessel Line-transect Survey

Photo Identification

 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is dark blue.	 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is greenish-blue.
NLMM001	NLMM012
 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is blue.	 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is dark blue.
NLMM015	NLMM020
 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is dark green.	 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is dark green.
NLMM021	NLMM027
 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is blue.	 A photograph of a dolphin's dorsal fin and back breaking the surface of the water. The dolphin is light pinkish-grey and the water is greenish-blue.
NLMM033	NLMM037



NLMM040



NLMM041



NLMM043



NLMM046



NLMM049











NLMM056



NLMM061



NLMM063

	
<p>NLMM067</p>	<p>SLMM002 (Right)</p>
	
<p>SLMM003</p>	<p>SLMM007</p>
	
<p>SLMM010</p>	<p>SLMM012</p>
	
<p>SLMM014</p>	<p>SLMM022</p>



SLMM025



SLMM027



SLMM028



SLMM029



SLMM031



SLMM037



SLMM045



SLMM049



SLMM050



SLMM052



SLMM053



SLMM058



SLMM062



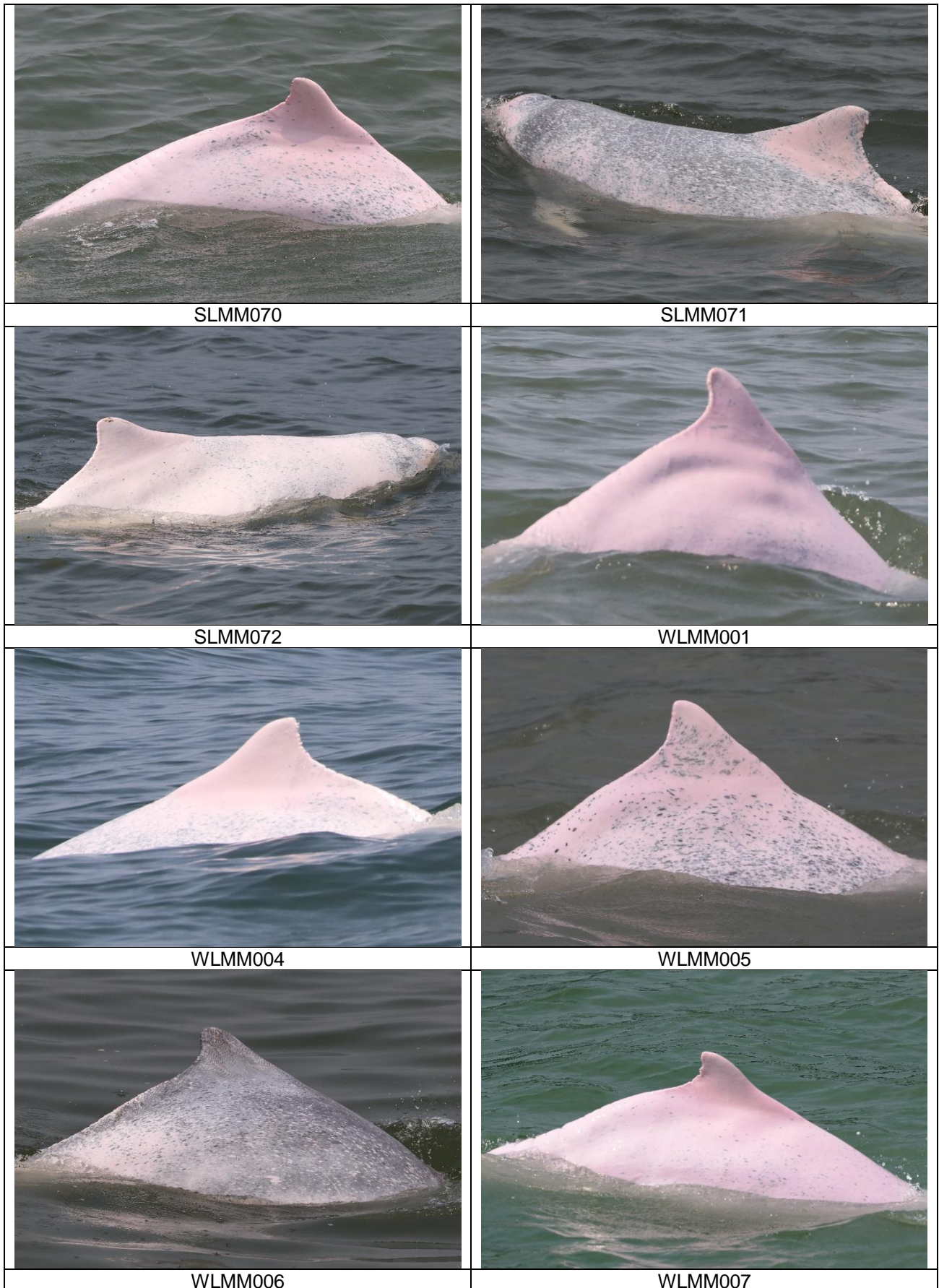
SLMM064



SLMM068



SLMM069





WLMM008



WLMM027



WLMM029



WLMM030



WLMM039



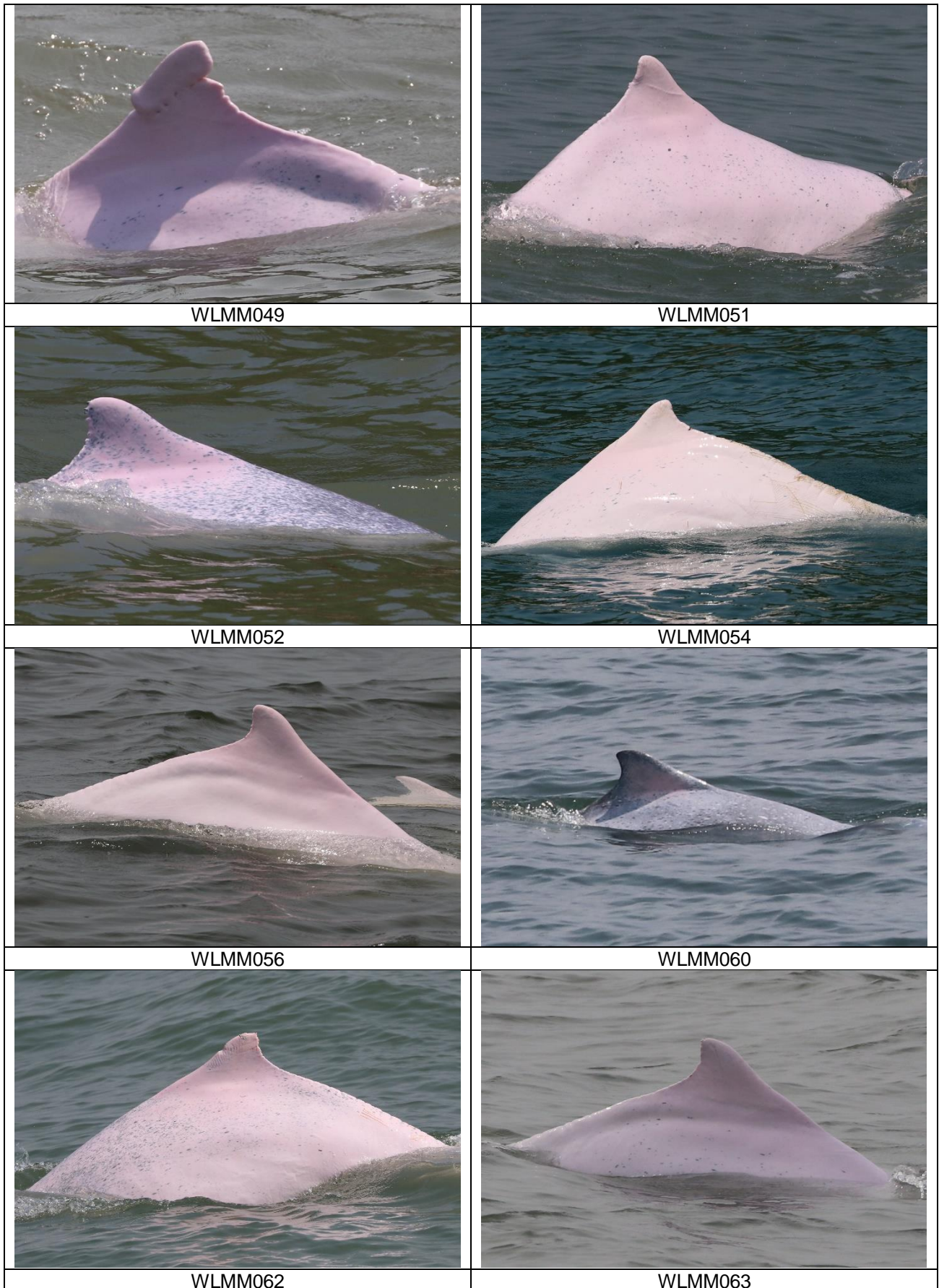
WLMM040


















WLMM043



















WLMM046



 A photograph of a pink dolphin's dorsal fin cutting through the water. The fin is smooth and has a small, pointed tip. The water is dark blue.	 A photograph of a pink dolphin's dorsal fin, showing a white patch on its side. The fin is broad and tapers to a point. The water is greenish.
WLMM065	WLMM067
 A photograph of a pink dolphin's dorsal fin, viewed from a side angle. The fin is white with some dark spots. The water is dark.	 A photograph of a pink dolphin's dorsal fin with a splash of water around it. The fin is pink and pointed. The water is dark.
WLMM069	WLMM071
 A photograph of a pink dolphin's dorsal fin, showing a white patch on its side. The fin is broad and tapers to a point. The water is dark.	 A photograph of a pink dolphin's dorsal fin, showing a white patch on its side. The fin is broad and tapers to a point. The water is dark.
WLMM075	WLMM078
 A photograph of a pink dolphin's dorsal fin, showing a white patch on its side. The fin is broad and tapers to a point. The water is dark.	 A photograph of a pink dolphin's dorsal fin, showing a white patch on its side. The fin is broad and tapers to a point. The water is greenish.
WLMM079	WLMM081

	
WLMM082	WLMM083
	
WLMM085	WLMM086
	
WLMM090	WLMM094
	
WLMM095	WLMM100

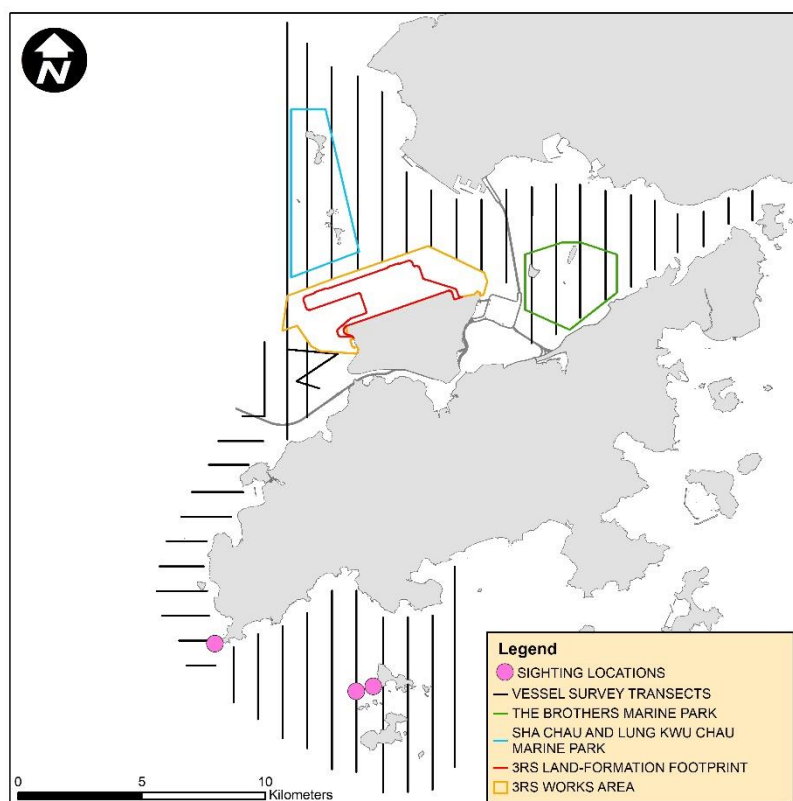
	
<p>WLMM102</p>	<p>WLMM104</p>
	
<p>WLMM106</p>	<p>WLMM109</p>
	
<p>WLMM114 (Right)</p>	<p>WLMM115</p>
	
<p>WLMM120</p>	<p>WLMM121</p>

	
WLMM122	WLMM131
	
WLMM132 (Lower)	WLMM133
	
WLMM136	WLMM137
	
WLMM139	WLMM140

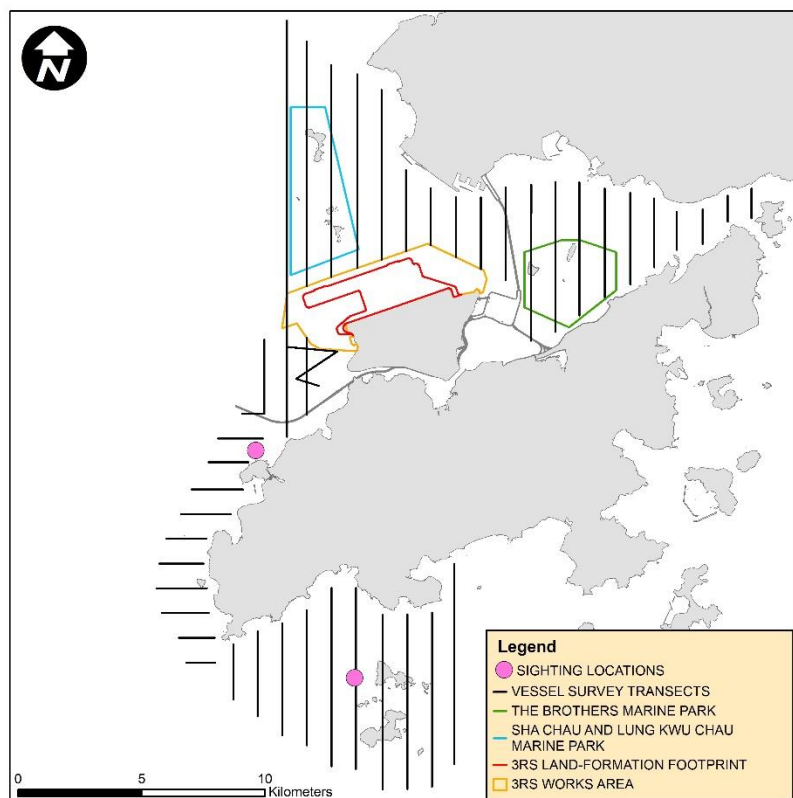
	
<p>WLMM141</p>	<p>WLMM142</p>
	
<p>WLMM143</p>	<p>WLMM144</p>
	
<p>WLMM145</p>	<p>WLMM146</p>
	
<p>WLMM147 (Lower)</p>	<p>WLMM148</p>

Photo Identification – Re-sighting Locations

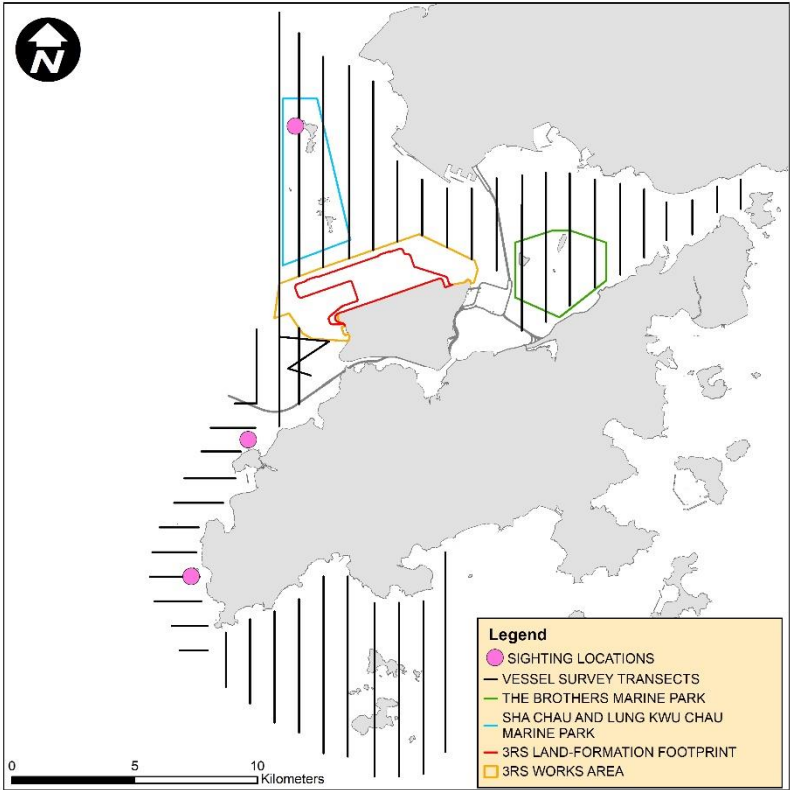
NLMM001



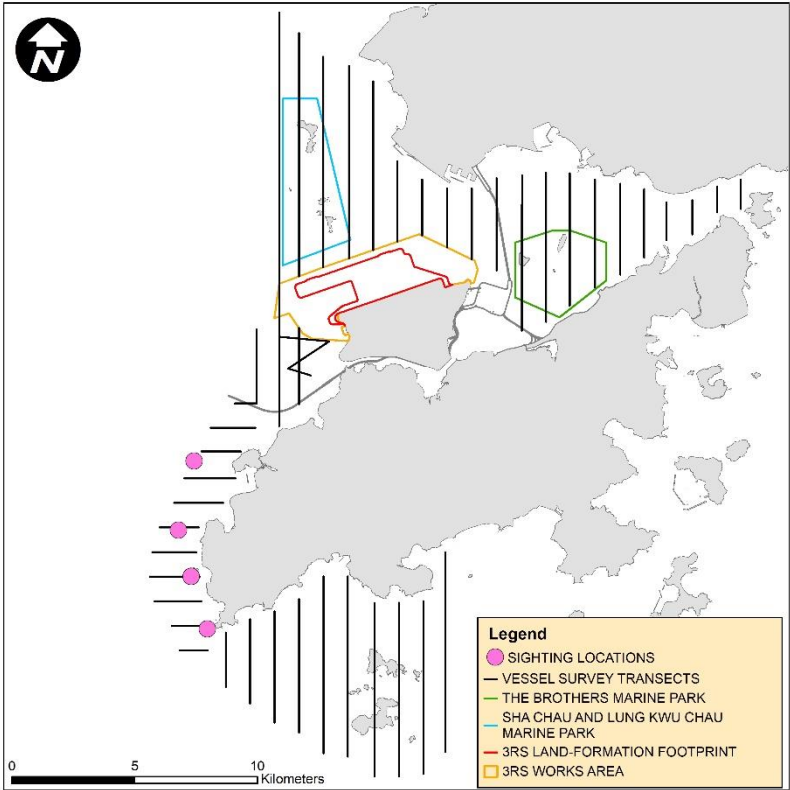
NLMM015



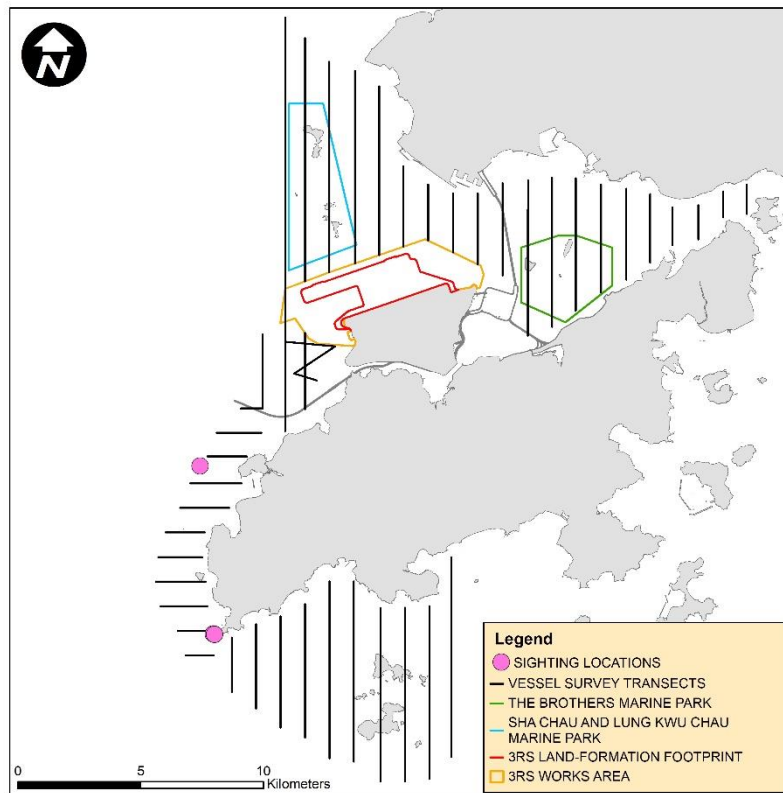
NLMM063



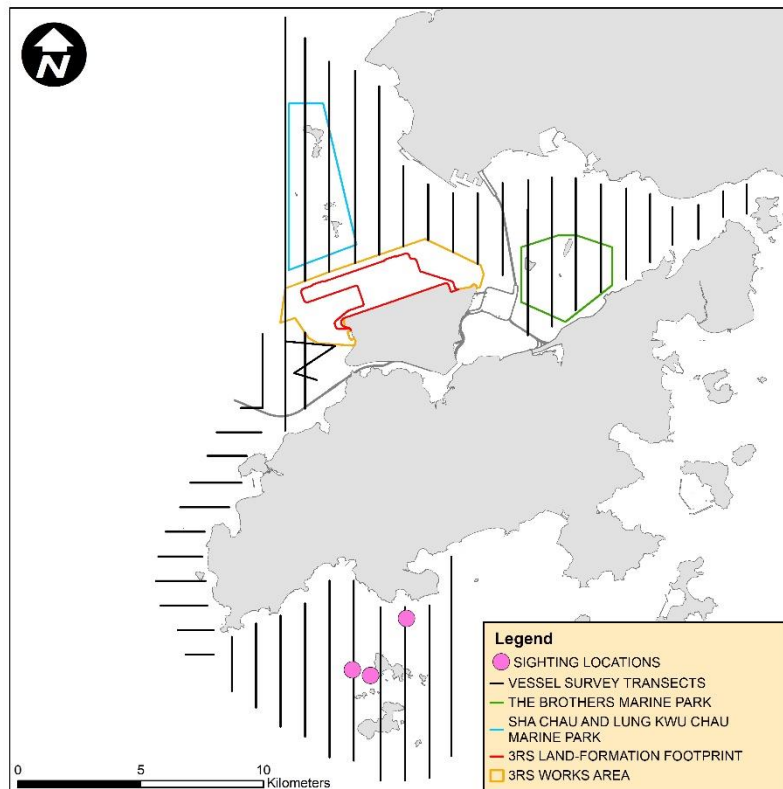
SLMM003



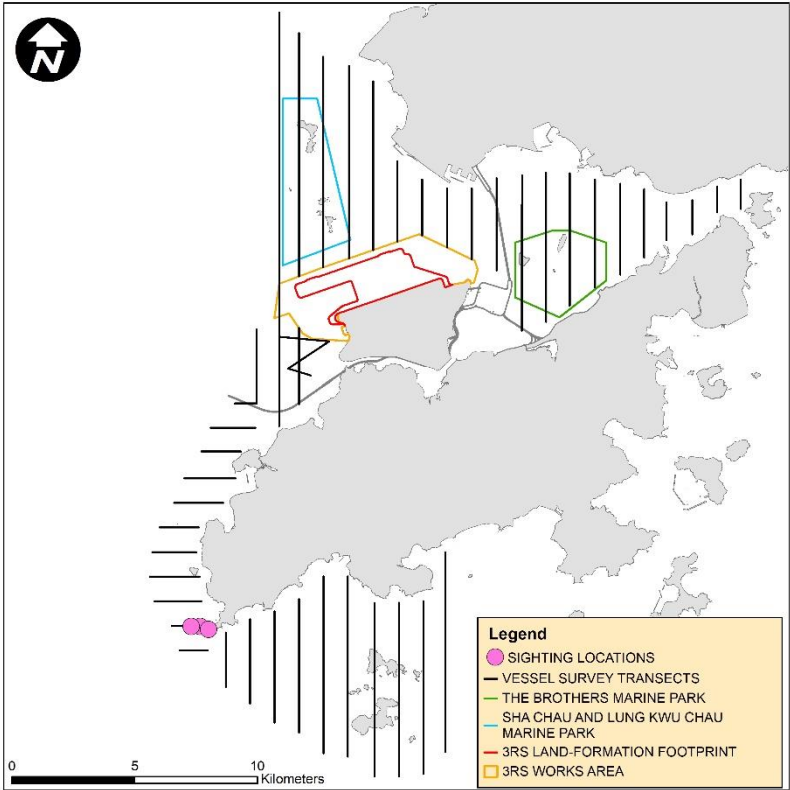
SLMM007



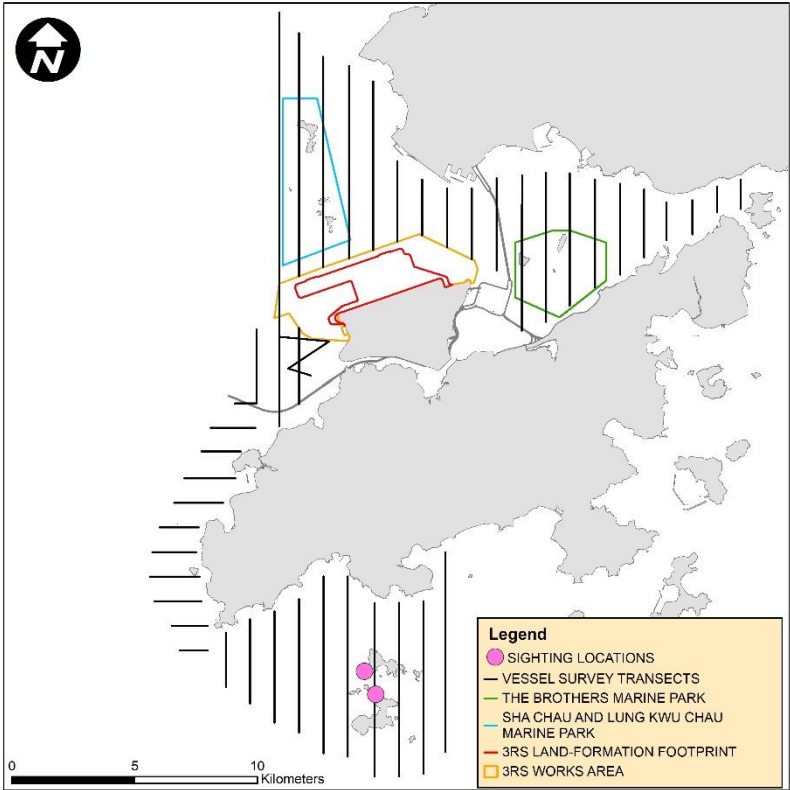
SLMM012



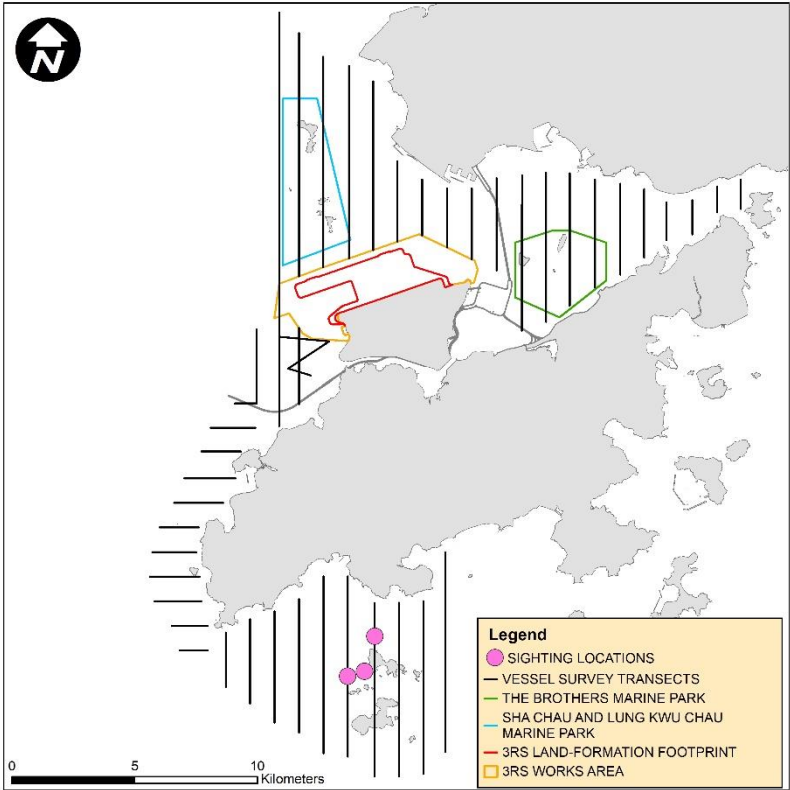
SLMM022



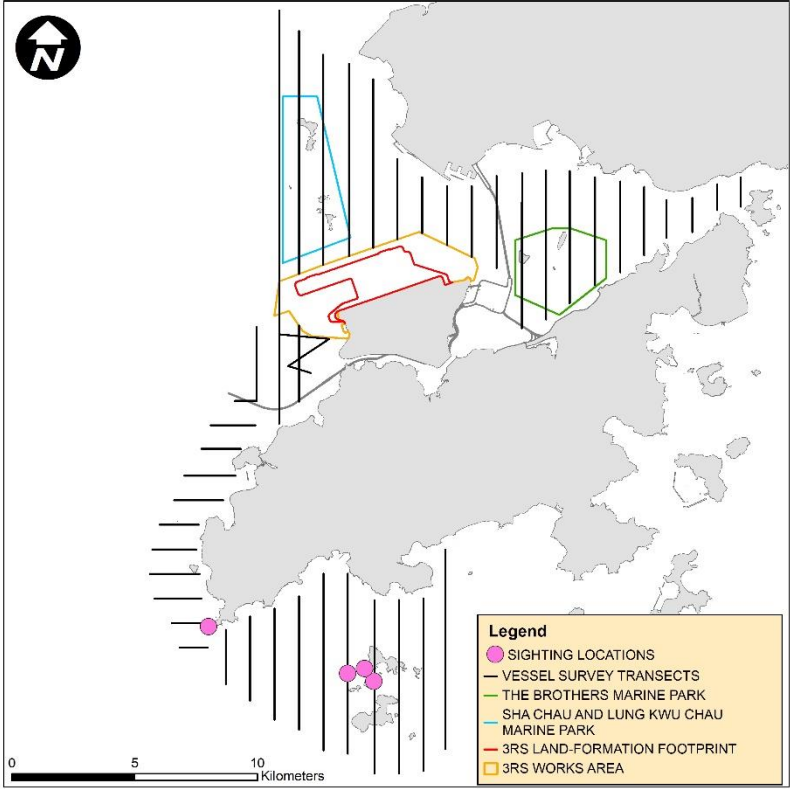
SLMM029



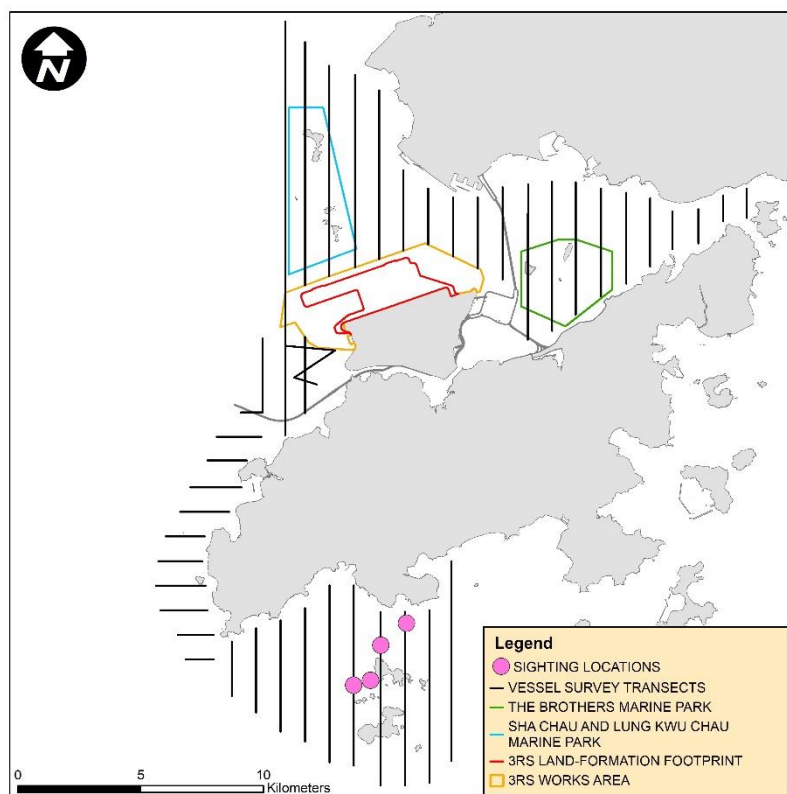
SLMM037



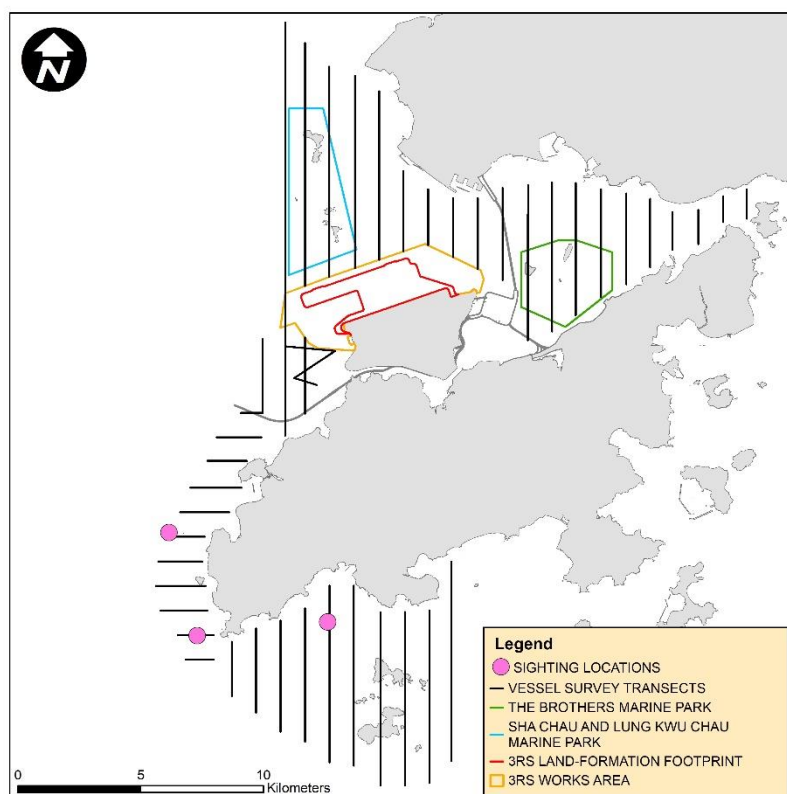
SLMM049



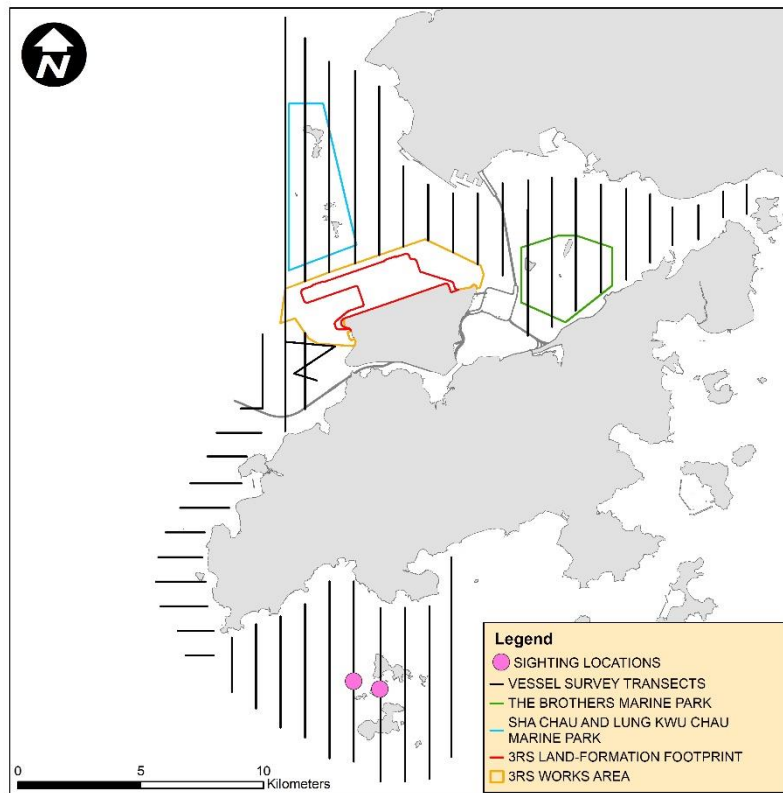
SLMM052



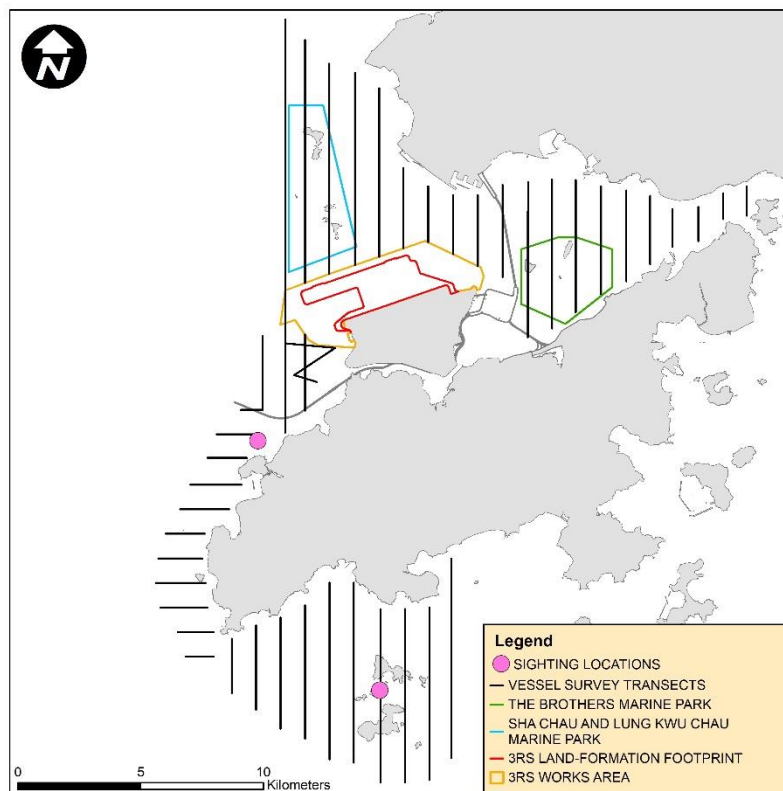
SLMM053



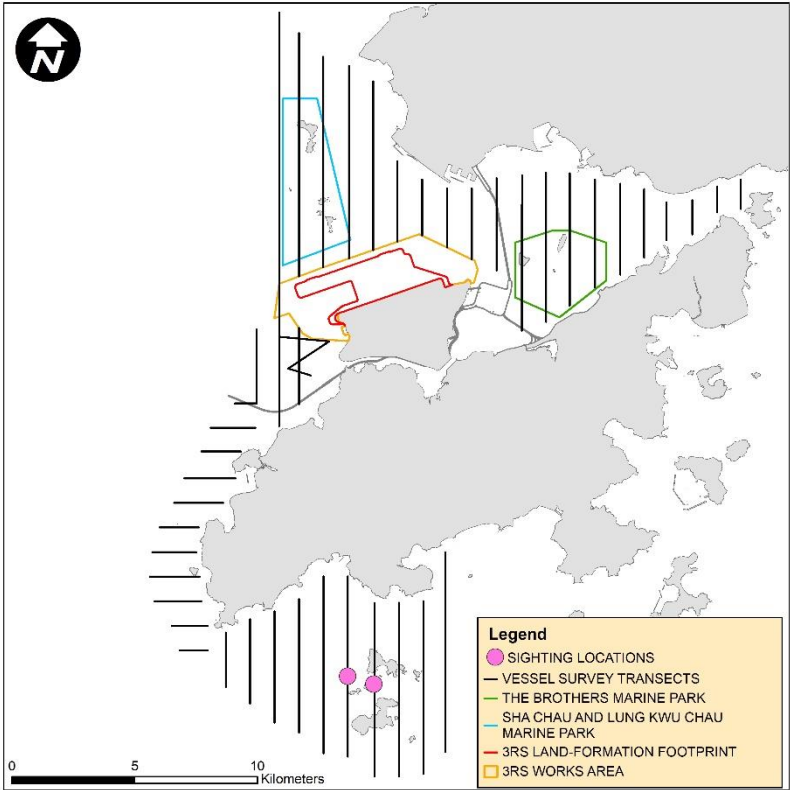
SLMM062



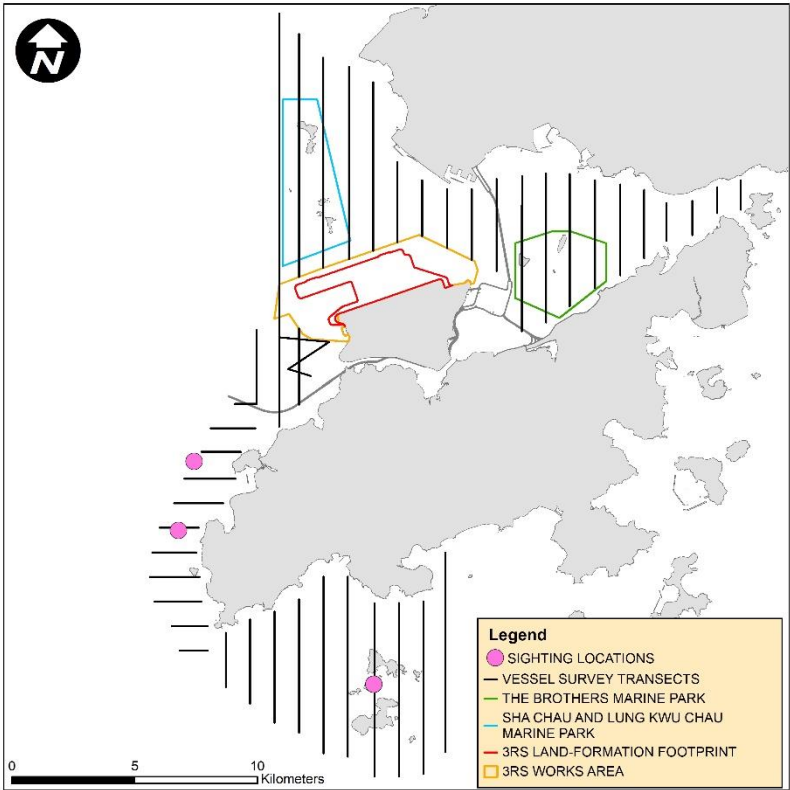
SLMM064



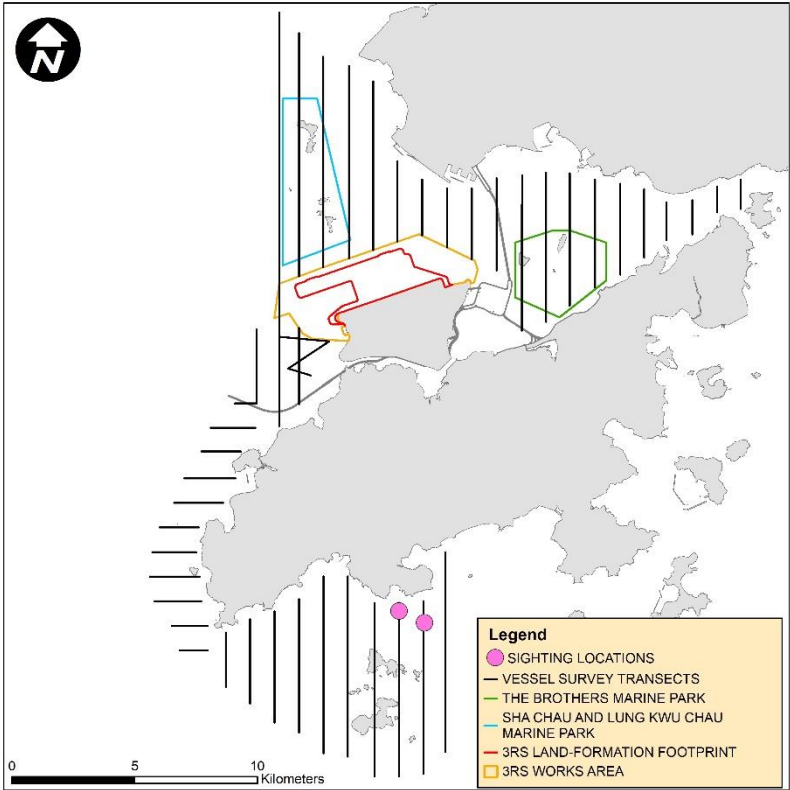
SLMM070



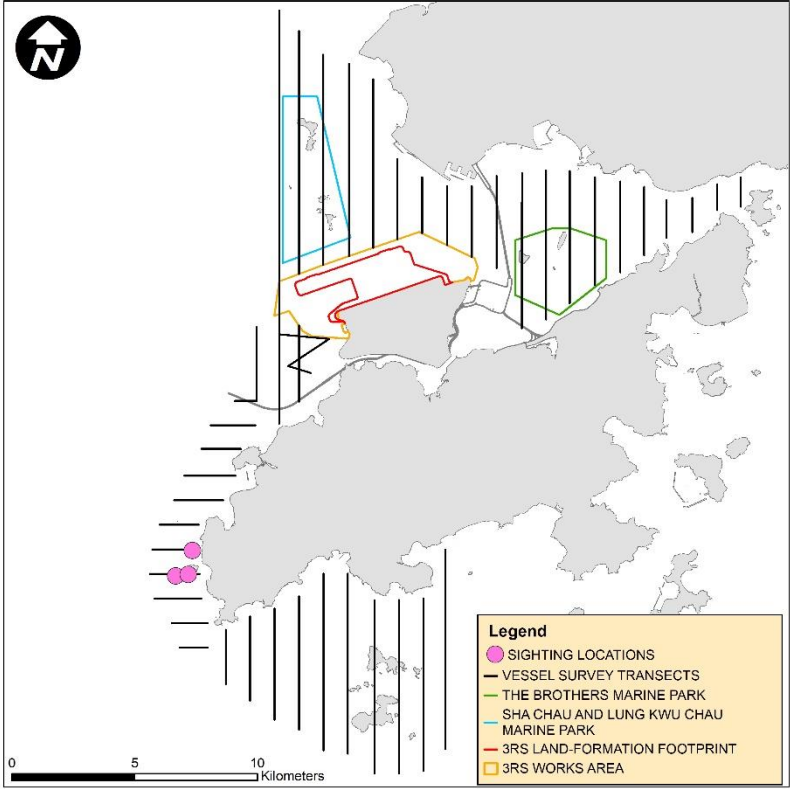
WLMM004



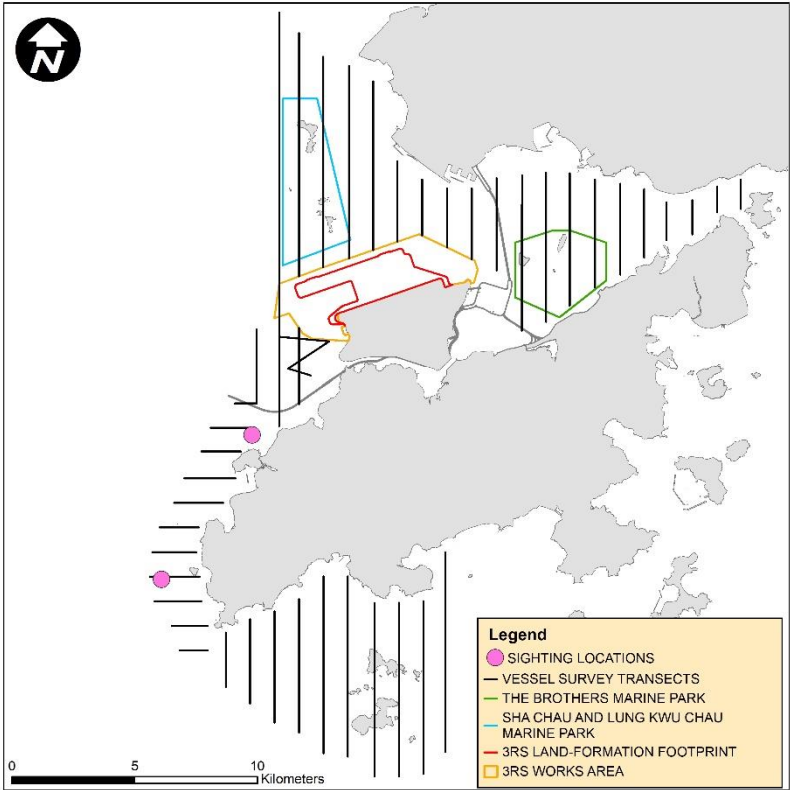
WLMM027



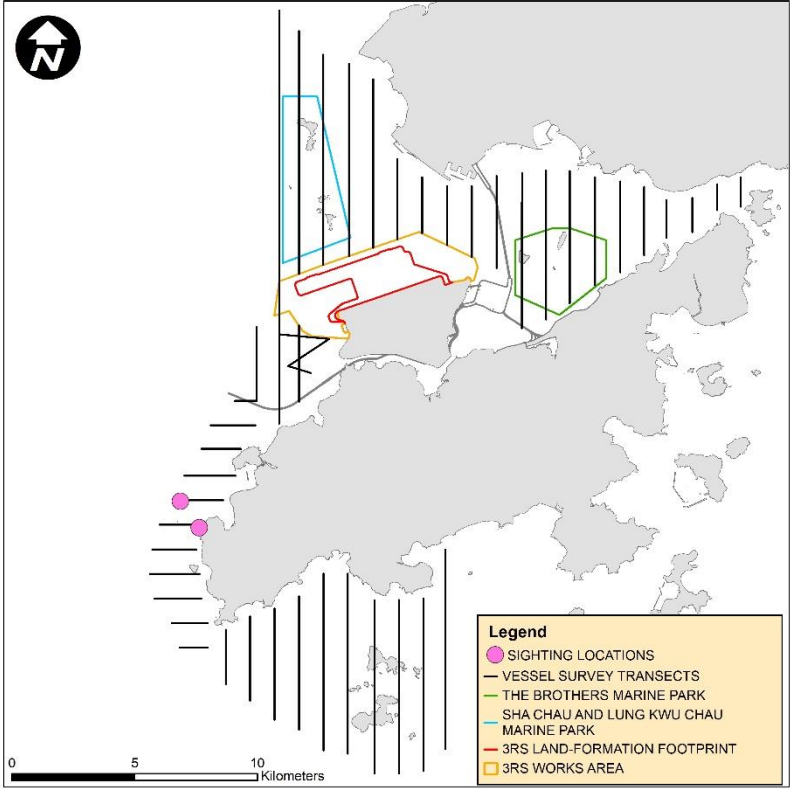
WLMM039



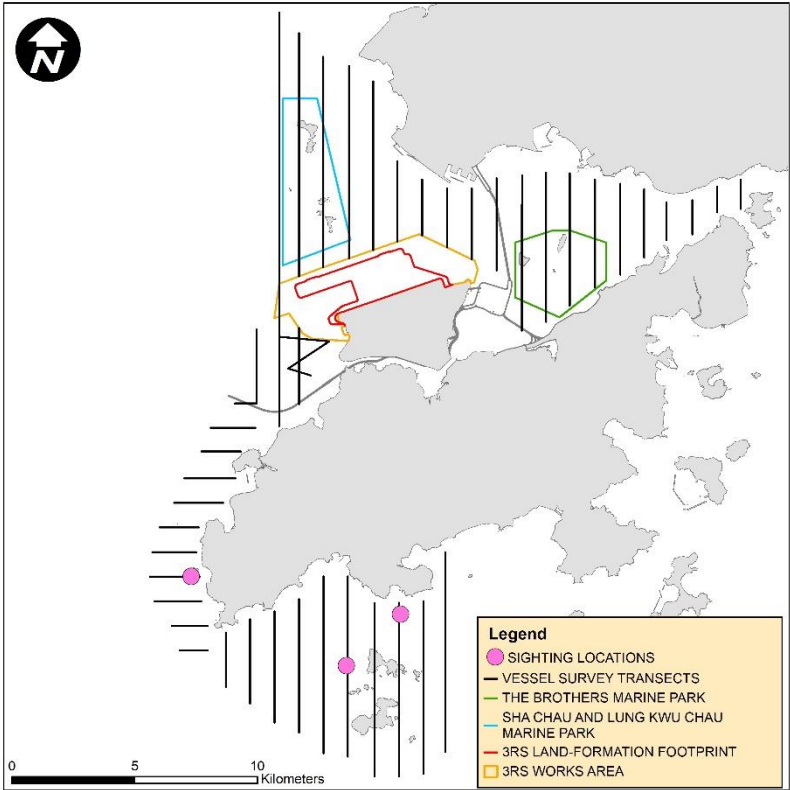
WLMM043



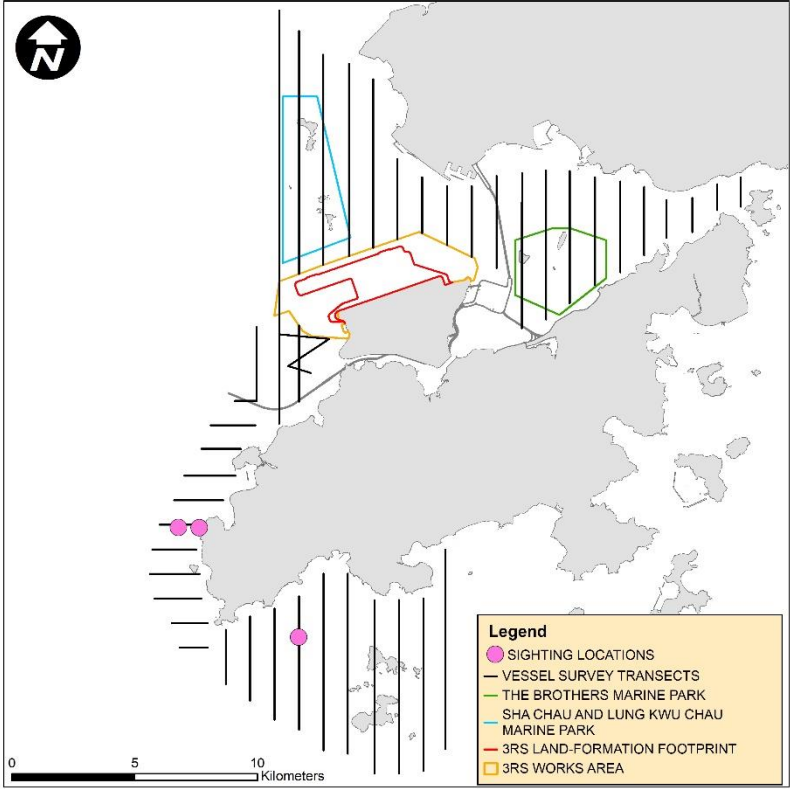
WLMM049



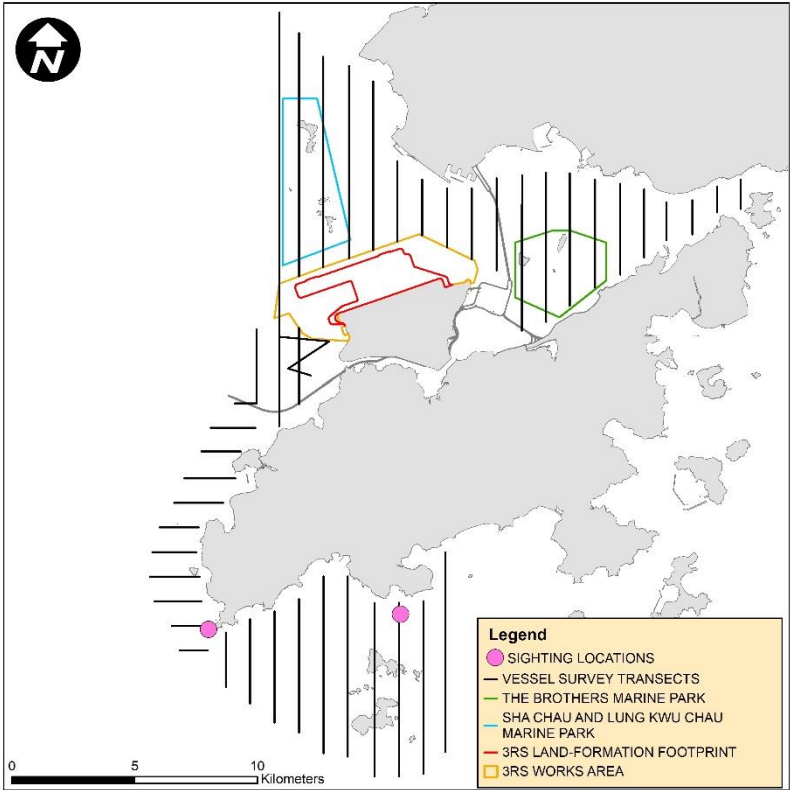
WLMM056



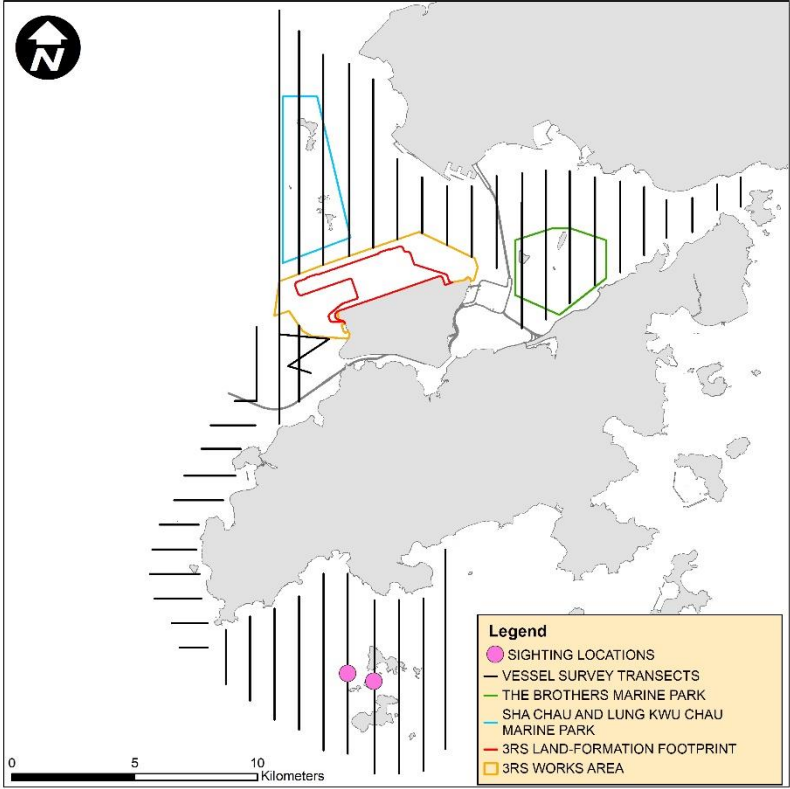
WLMM065



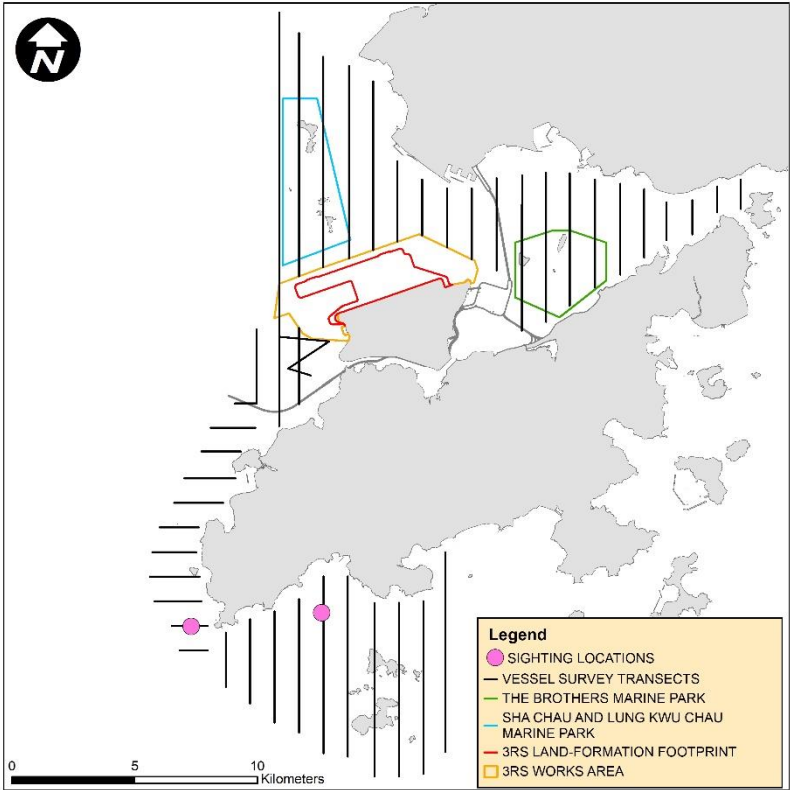
WLMM067



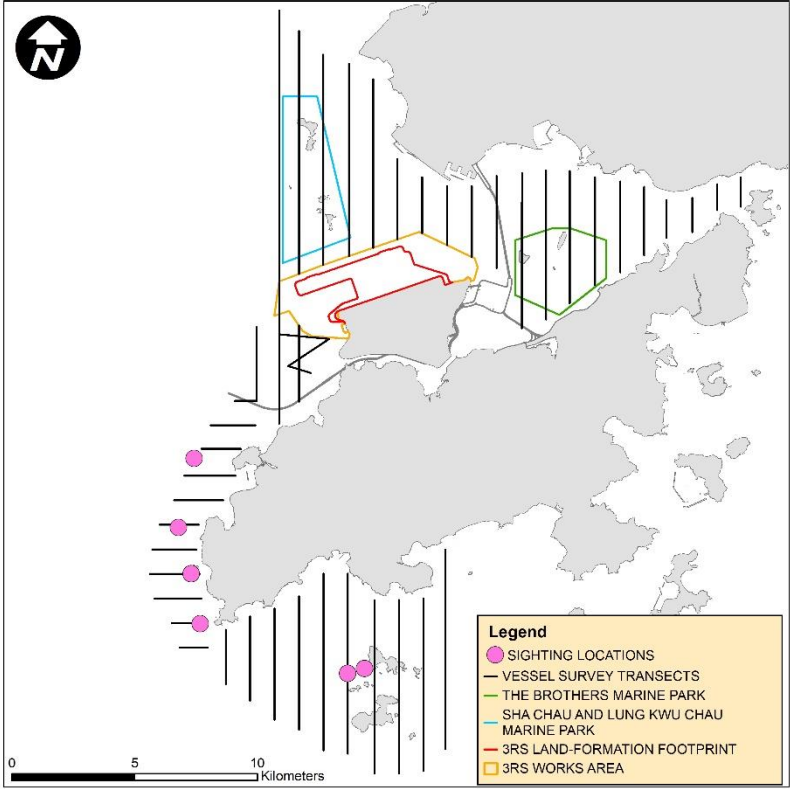
WLMM069



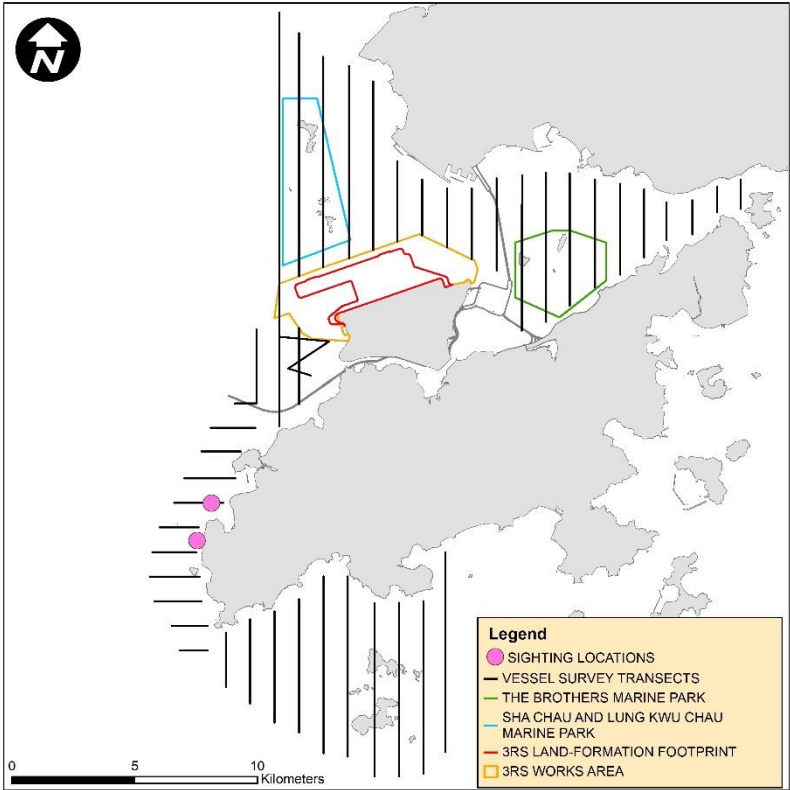
WLMM078



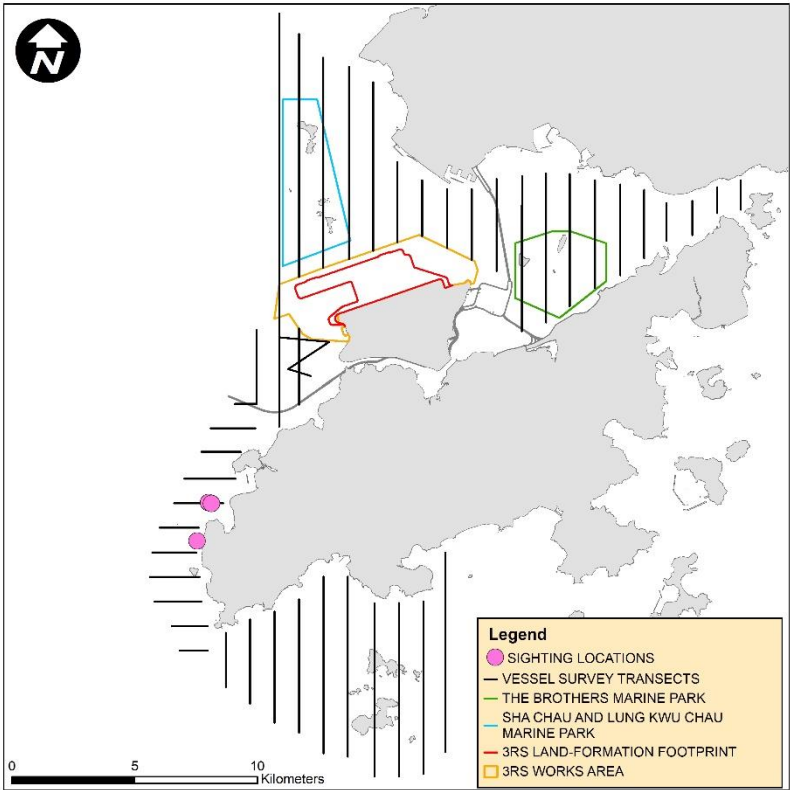
WLMM079



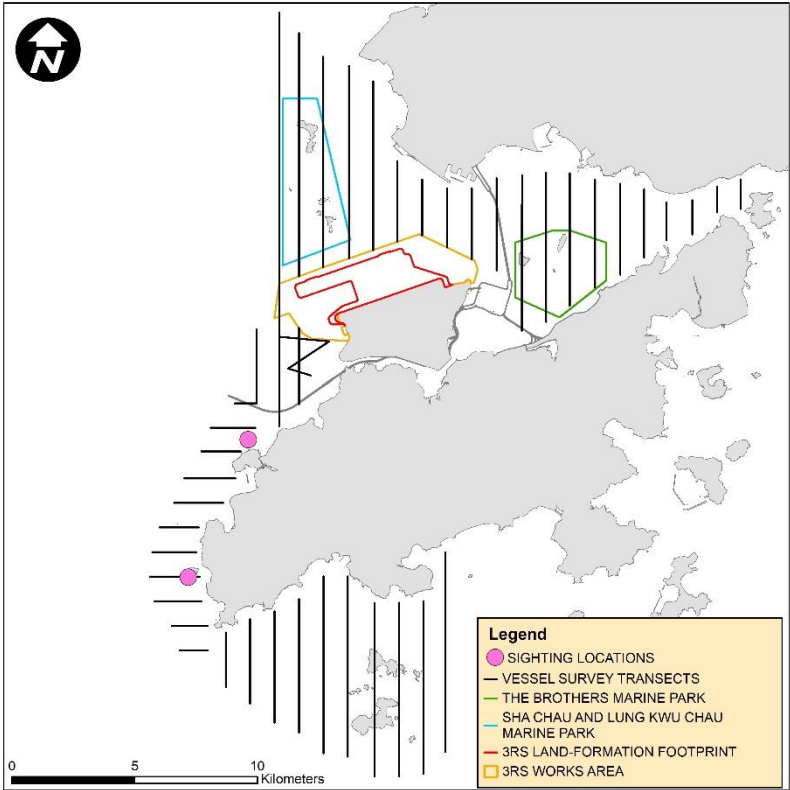
WLMM081



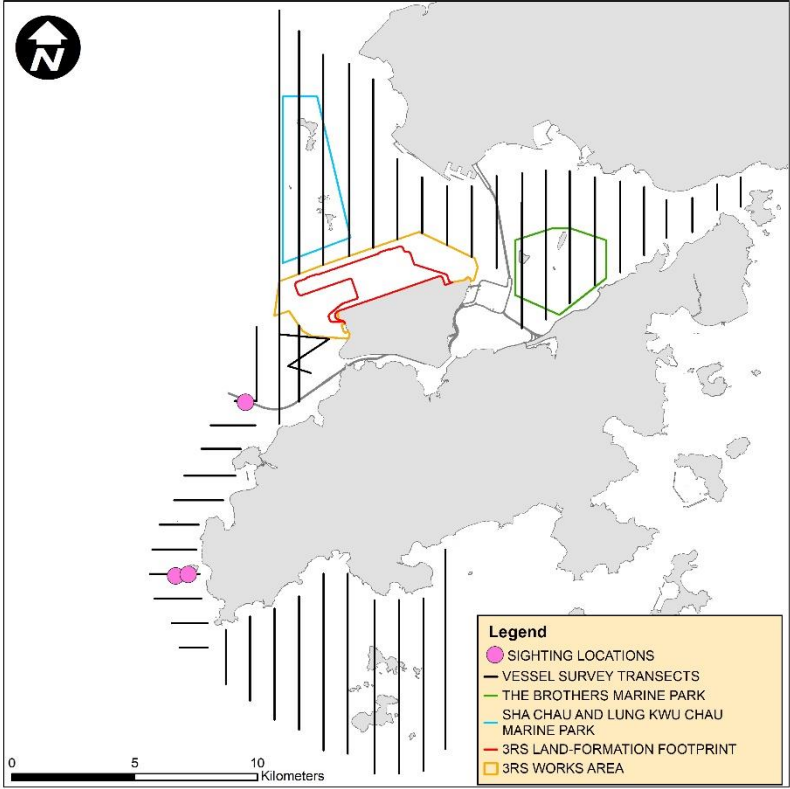
WLMM082



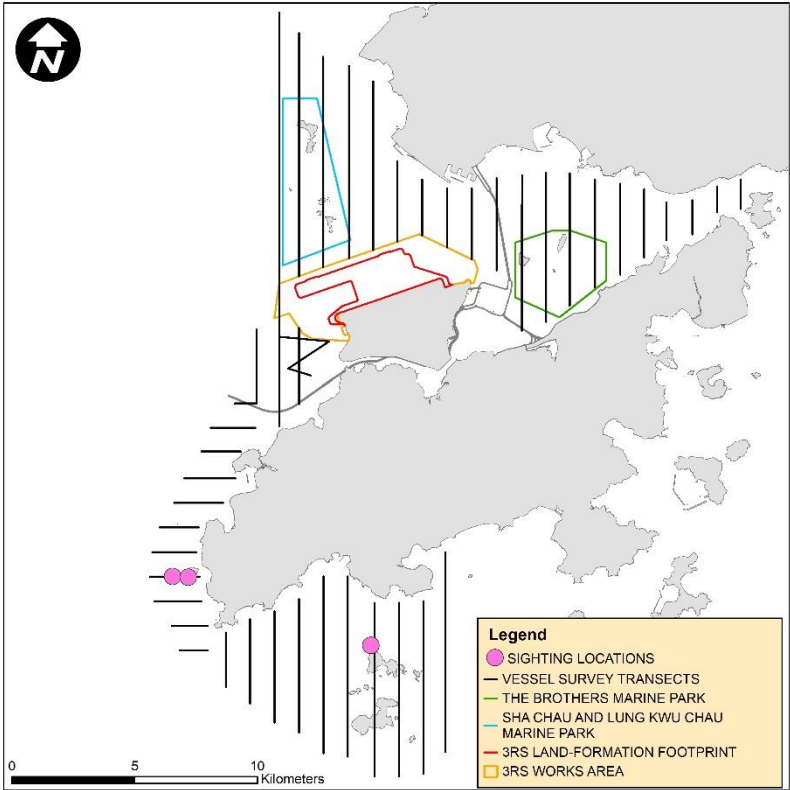
WLMM090



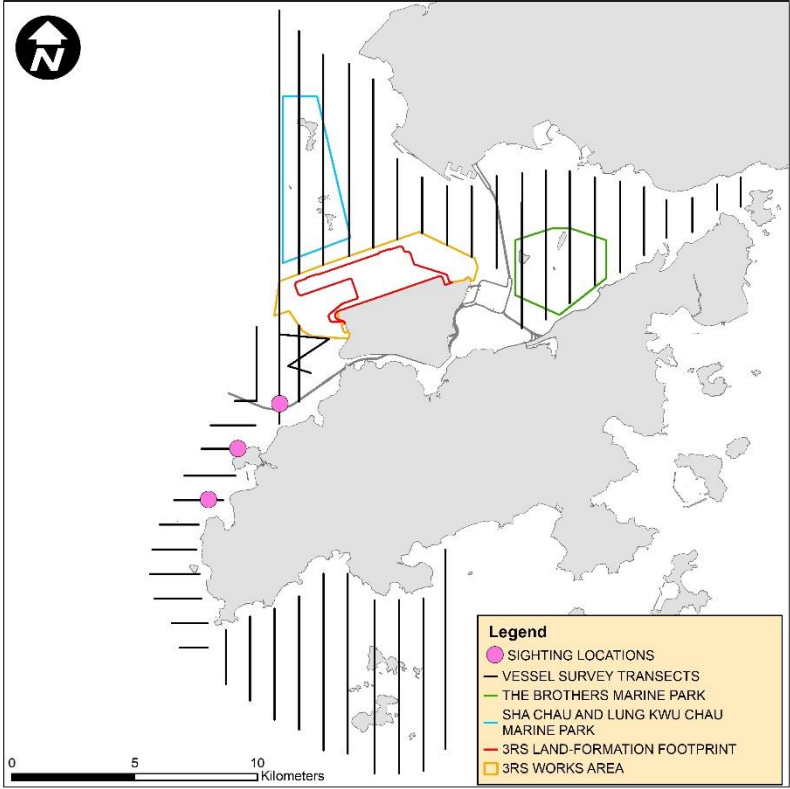
WLMM094



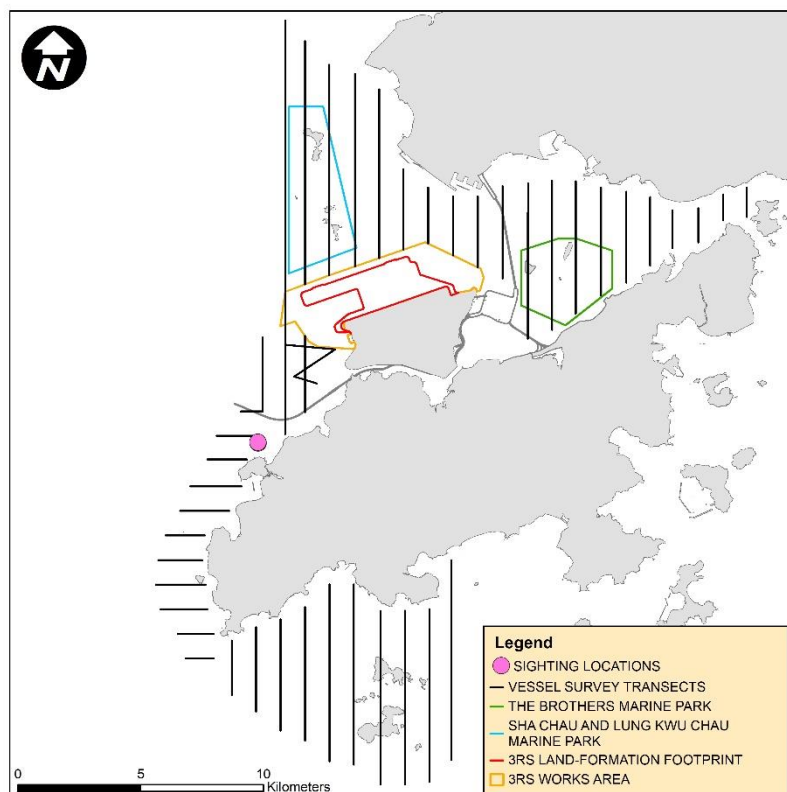
WLMM104



WLMM115

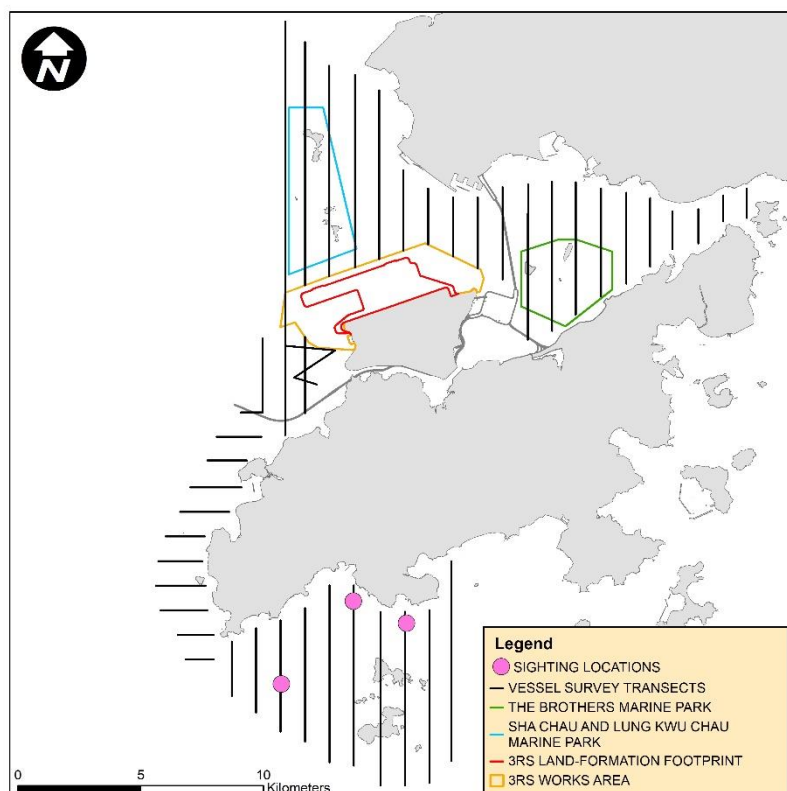


WLMM122

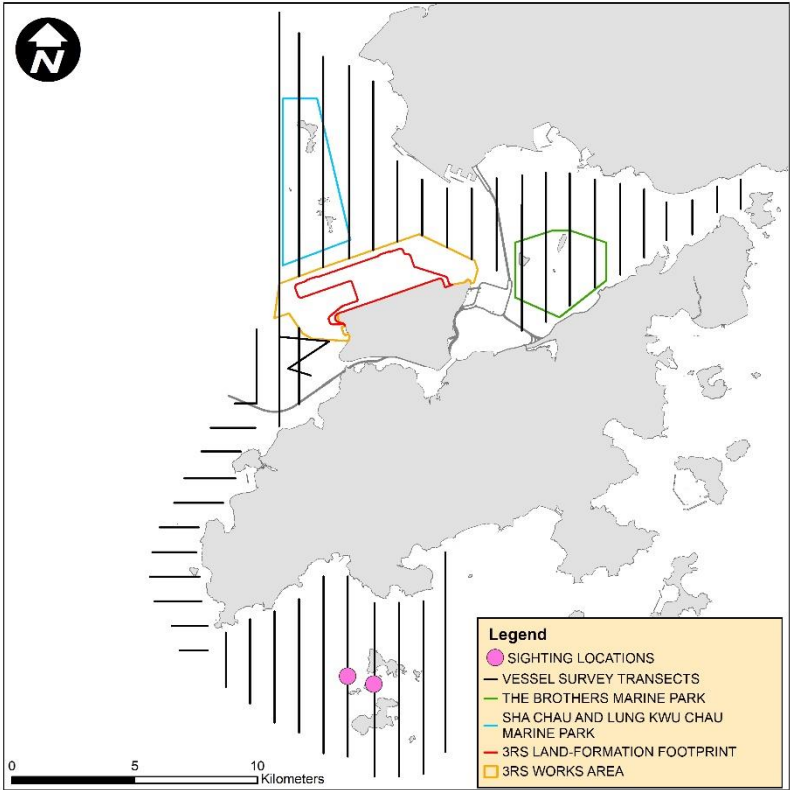


Remarks: Please note that there are two pink spots on the map indicating the sighting locations of WLMM122 in the reporting period. As both sighting locations were very close to each other, therefore they appear overlapped on this sighting distribution map.

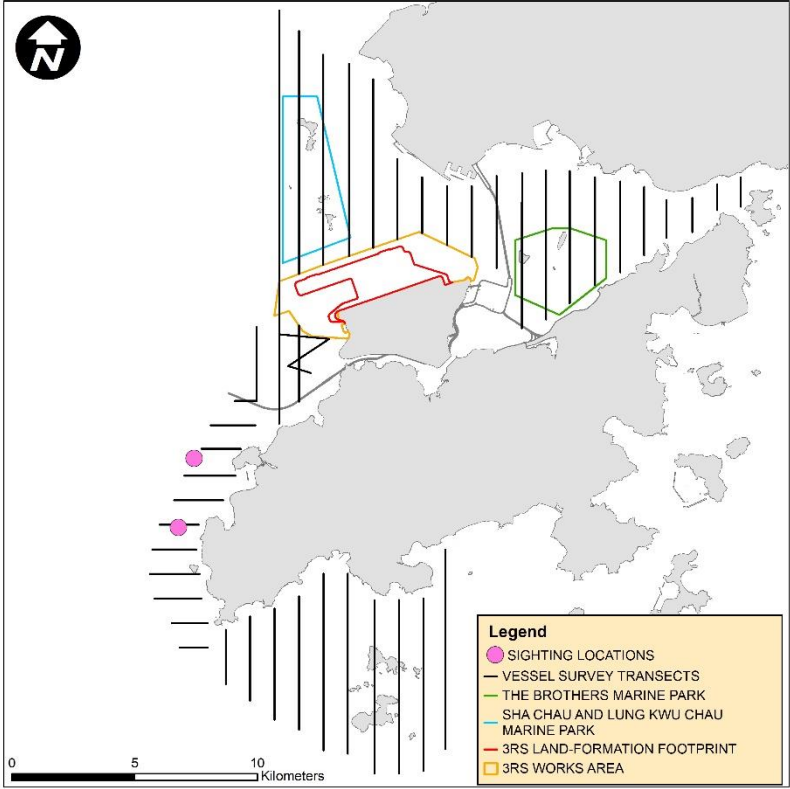
WLMM131



WLMM132



WLMM147



CWD Land-based Theodolite Tracking**CWD Groups by Survey Date**

Date	Station	Start	End	Duration	Beaufort	Visibility	No. of Focal Follow	Dolphin Group Size
16/Jul/19	Lung Kwu Chau	8:45	14:45	6:00	2	1-2	1	1
25/Jul/19	Lung Kwu Chau	8:50	14:50	6:00	2-3	1	2	2
26/Jul/19	Sha Chau	8:45	14:45	6:00	2-3	1	0	-
15/Aug/19	Lung Kwu Chau	8:55	14:55	6:00	2-3	1-2	2	1-3
22/Aug/19	Lung Kwu Chau	8:50	14:50	6:00	2	2	3	1
27/Aug/19	Sha Chau	9:10	15:10	6:00	2-3	1-2	0	-
9/Sep/19	Lung Kwu Chau	8:45	14:45	6:00	2-3	2-3	1	1
16/Sep/19	Lung Kwu Chau	8:54	14:54	6:00	2-3	3	4	1-2
20/Sep/19	Sha Chau	8:53	14:53	6:00	2	2	0	-

Visibility: 1=Excellent, 2=Good, 3=Fair, 4=Poor