

### Environmental Complaint Form

<b>RECEIPT OF COMPLAINT</b>		<b>Ref: ENPO-C0139</b>
Date:	3 October 2018	
Time:	N/A	
Via:	EPD/ENPO	
<b>COMPLAINANT</b>		
Name:	Not specified in complaint	Address: N/A
Contact no.:	N/A	
<b>DETAILS OF COMPLAINT</b>		
Date:	-	
Time:	-	
Parameter:	Air quality	Other (specify): N/A
Description:	The complaint referred to a large amount of dust generated due to lack of water spraying on dirt road at HKBCF Island site. As informed by EPD, the location under complaint was near the exit/entrance of Contract No. HY/2013/04 as advised by the complainant.	
<b>INVESTIGATION RESULT &amp; RESPONSE</b>		
IEC, ER and ET notified on: 3 October 2018		
Result of investigation:		
<p>The relevant mitigation measures for access roads for the HZMB BCF Island site, as required in the EMIS and statutory requirements in the Air Pollution Control (Construction Dust) Regulations and other applicable environmental legislation, are consolidated as follows:</p> <ul style="list-style-type: none"> <li>• Immediately before leaving a construction site, every vehicle shall be washed to remove any dusty materials from its body and wheels and to ensure that no earth, mud or debris is deposited by them on roads.</li> <li>• Vehicle washing facilities with high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores.</li> <li>• Every main haul road shall be paved with concrete, bituminous materials, hardcores or metal plates, and kept clear of dusty materials, or sprayed with water or a dust suppression chemical so as to maintain the entire road surface wet.</li> <li>• The portion of any road leading only to construction site that is within 30m of a vehicle entrance or exit should be kept clear of dusty materials.</li> <li>• The Contractor should undertake proper watering on all exposed spoil (with at least 8 times per day) throughout the construction phase.</li> </ul> <p>The Contractor's site watering record for 2 and 3 October 2018 as checked by ET was normal with watering provided 8 times per day (see <b>Attachment 1</b>).</p> <p>As informed by the Contractor of HY/2013/04, water spray was provided by water truck for the HY/2013/04 site on the morning of 3 October 2018 (photos presented in <b>Attachment 2</b>).</p> <p>During ET's regular weekly site inspection on 3 October 2018 (between 14:00 and 15:00), a site observation regarding air quality was made, namely dust emission was observed along haul road near bridge D12 area; the Contractor was reminded to provide water spraying to ensure wet surface (photos presented in <b>Attachment 2</b>). Other haul roads within HY/2013/04 site were found to have been</p>		

provided with water spray.

The vehicular entrance of and the wheel wash facility at the vehicular exit of HY/2013/04 site boundary were also inspected and found to be operating normally (photos presented in **Attachment 2**) with no fugitive dust observed.

The Contractor's site watering plan (annotated with locations of the abovementioned photos) and wheel wash facility are presented in **Attachments 3 and 4** respectively.

#### **RECOMMENDATIONS / MITIGATION MEASURES / ACTIONS**

The Contractor was reminded to properly implement all necessary air quality mitigation measures identified in the EM&A Manual. Proper implementation of the site watering plan should be maintained to prevent potential dust dispersion due to site vehicles. Also, all site vehicles leaving HY/2013/04 site should be properly washed at the wheel washing facilities at HY/2013/04 site exit to prevent dust nuisance on the access roads and public roads thereafter.

Prepared by: Gary Chow

Title: Environmental Team Leader

Signature:



Date: 31 October 2018

#### **ATTACHMENTS**

1. Contractor's site watering record for 2 and 3 October 2018.

2. Photo record:

- Water spray provided by water truck for the HY/2013/04 site – on the morning of 3 October 2018 (by Contractor)
- Site observation; other haul roads within HY/2013/04 site; and the vehicular entrance of and the wheel wash at the vehicular exit of HY/2013/04 site boundary – on the afternoon of 3 October 2018 (by ET, during weekly site inspection)

3. Contractor's site watering plan including locations of photo records.

4. Figure showing Contractor's wheel wash facility at the vehicular exit of HY/2013/04 site boundary.

## **Attachment 1**



中國建築工程(香港)有限公司  
CHINA STATE CONSTRUCTION ENGINEERING (HONG KONG) LTD.

Contract No. HY/2013/04  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Boundary Crossing Facilities --  
Infrastructure Works Stage II (Southern Portion)

## 每日灑水記錄表

合約編號: HY/2013/04

地點: BCF

日期: 2/10/2018

天氣: 晴

次數	時間	車牌號	司機簽名	管工簽名
1	08:10	TW4312	✍	Au
2	09:05	TW4312	✍	Au
3	10:12	TW4312	✍	Au
4	11:11	TW4312	✍	Au
5	13:05	TW4312	✍	Au
6	14:15	TW4312	✍	Au
7	15:00	TW4312	✍	Au
8	16:08	TW4312	✍	Au
9	17:11	TW4312	✍	Au
10				
11				
12				





中國建築工程(香港)有限公司  
CHINA STATE CONSTRUCTION ENGINEERING (HONG KONG) LTD.

Contract No. HY/2013/04  
Hong Kong-Zhuhai-Macao Bridge  
Hong Kong Boundary Crossing Facilities --  
Infrastructure Works Stage II (Southern Portion)

## 每日灑水記錄表

合約編號: HY/2013/04

地點: BCF

日期: 3/10/2018

天氣: 晴

次數	時間	車牌號	司機簽名	管工簽名
1	08:05	TW4312	\$	Au
2	09:07	TW4312	\$	Au
3	10:13	TW4312	\$	Au
4	11:00	TW4312	\$	Au
5	13:08	TW4312	\$	Au
6	14:18	TW4312	\$	Au
7	15:05	TW4312	\$	Au
8	16:07	TW4312	\$	Au
9	17:13	TW4312	\$	Au
10				
11				
12				

## **Attachment 2**

**Photo record on the morning of 3 October 2018 (by Contractor)**



1(a)



1(b)

1. Water spray by water truck for HY/2013/04 site.

**Photo record on the afternoon of 3 October 2018 (by ET, during weekly site inspection)**



1. Site observation: Dust emission was observed along haul road near bridge D12 area. The Contractor was reminded to provide water spraying to ensure wet surface.



2(a)



2(b)

**Photo record on the afternoon of 3 October 2018 (by ET, during weekly site inspection)**



2(c)



2(d)

2. Other haul roads within HY/2013/04 site were provided with water spray.



3(a)



3(b)

3. The vehicular entrance of HY/2013/04 site boundary was also inspected and found to be operating normally with no fugitive dust observed.



4(a)



4(b)

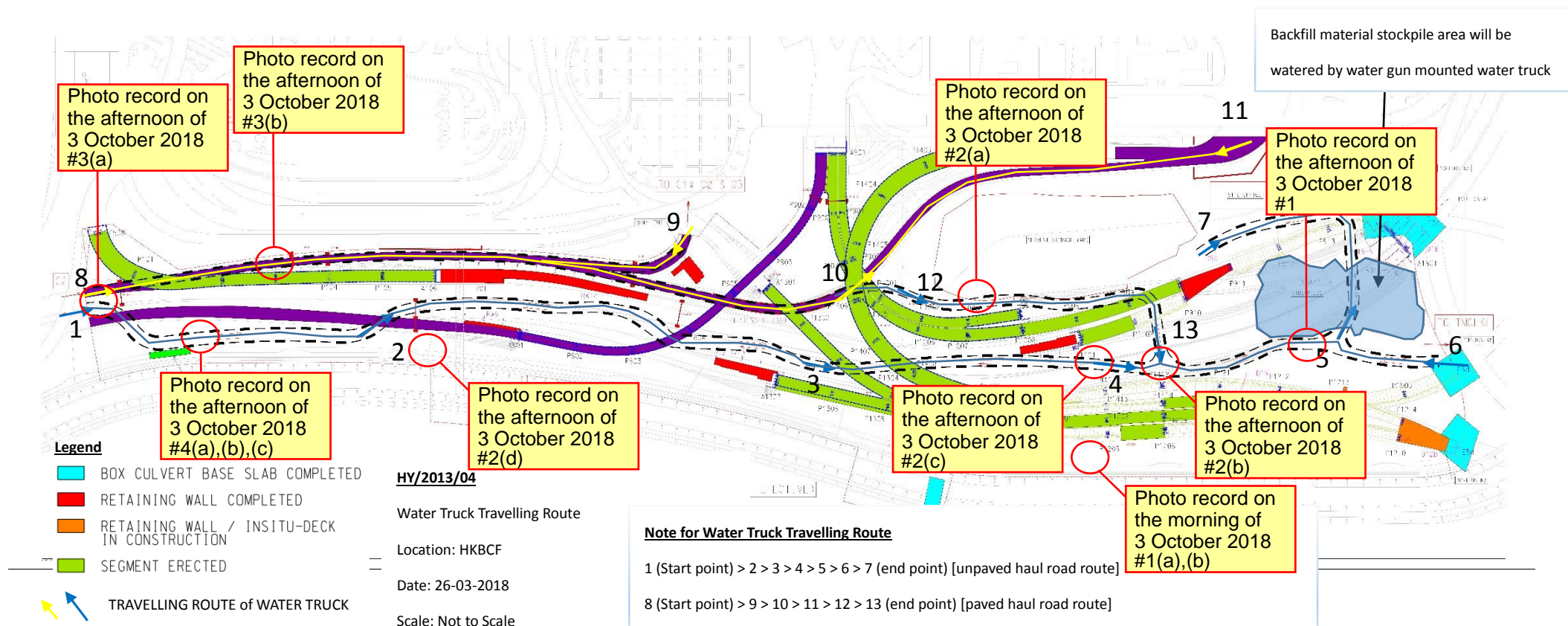


4(c)

4. The wheel wash facility at the vehicular exit of HY/2013/04 site boundary was also inspected and found to be operating normally with no fugitive dust observed.

## **Attachment 3**

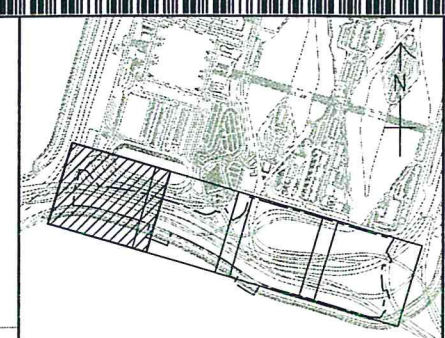
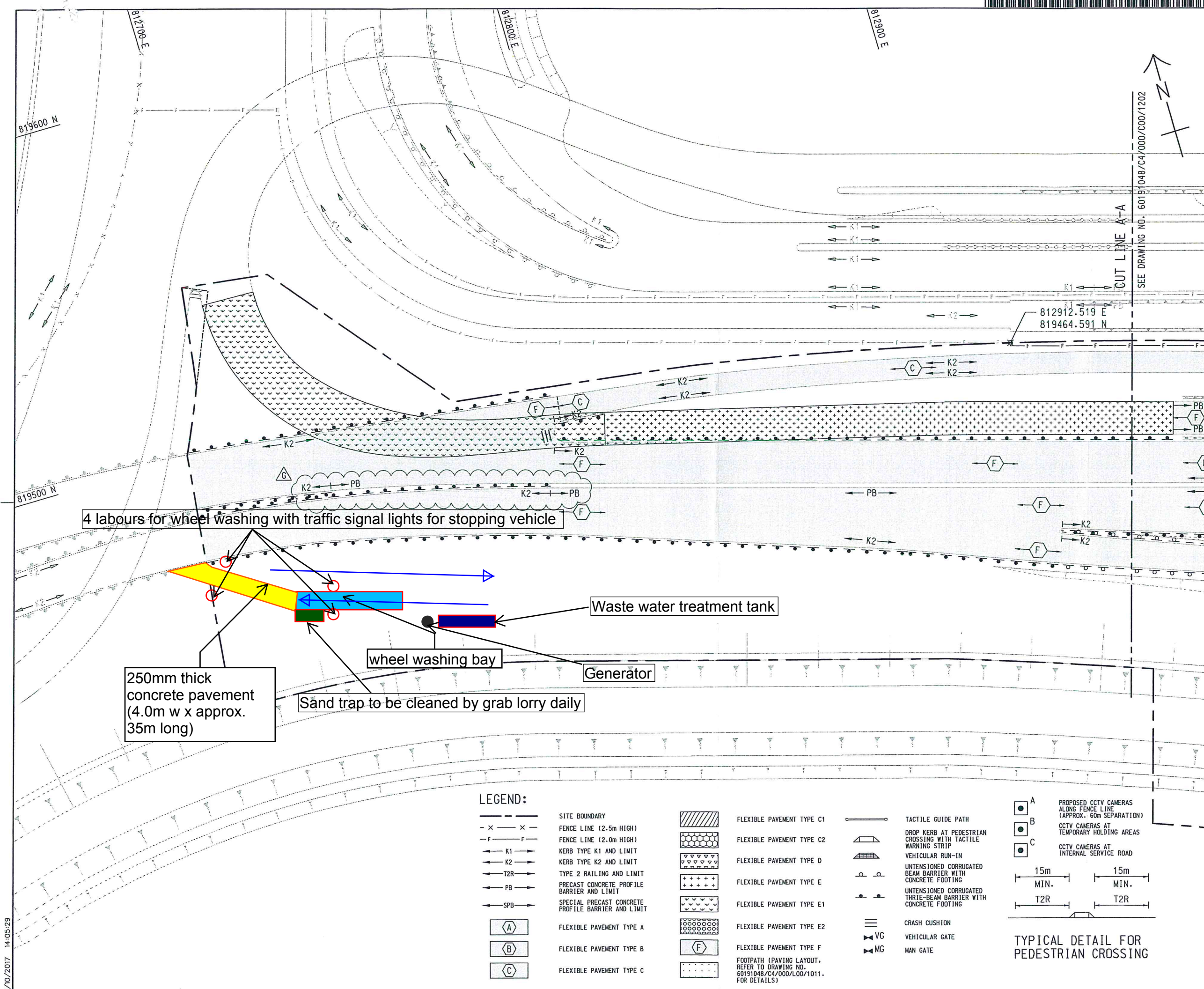




## HY/2013/04 Water Truck Travelling Route

## **Attachment 4**





# KEY PLAN

SCALE 1 : 12500

- NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  2. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 60191048/C4/000/C00/1202 TO 1204.
  3. FOR ROADWORKS DETAILS, REFER TO DRAWING NOS. 60191048/C4/000/C00/1221 TO 1228.
  4. FOR PRECAST CONCRETE KERB, REFER TO HYD STANDARD DRAWINGS H1118 TO H1119 FOR DETAILS.
  5. FOR STANDARD PRECAST CONCRETE PROFILE BARRIER, REFER TO HYD STANDARD DRAWINGS H2104 FOR DETAILS.
  6. FOR CONCRETE PROFILE BARRIER - TERMINAL SECTION, REFER TO HYD STANDARD DRAWINGS H2103 FOR DETAILS.
  7. FOR UNTENSIONED CORRUGATED BEAM BARRIERS, REFER TO HYD STANDARD DRAWINGS H2117C, H2119D, H2120A, H2121, H2122, H2123, H2124A, H2125B, H2126, H2127A, H2128A AND H2129C FOR DETAILS.
  8. FOR THRIE - BEAM AND TRANSITION DETAILS TO W-BEAM, REFER TO HYD STANDARD DRAWINGS H2190 TO H2197 FOR DETAILS.
  9. FOR TYPE 2 RAILING, REFER TO HYD STANDARD DRAWINGS H2130F TO H2132F FOR DETAILS.
  10. FOR RUN-IN, REFER TO HYD STANDARD DRAWINGS H1113B TO H1114A FOR DETAILS.
  11. FOR PRECAST CONCRETE BLOCK PAVING, REFER TO HYD STANDARD DRAWINGS H1103F, H5102A AND H5114B FOR DETAILS.
  12. FOR CRASH CUSHION, REFER TO HYD STANDARD DRAWING H2265A FOR DETAILS.
  13. FOR TACTILE TILES/SLABS/BLOCKS, REFER TO HYD STANDARD DRAWING H5118C FOR DETAILS.
  14. FOR DROP KERB AT PEDESTRIAN CROSSING WITH TACTILE WARNING STRIP, REFER TO HYD STANDARD DRAWING H1117A FOR DETAILS.
  15. FOR EMERGENCY CRASH GATE, REFER TO HYD STANDARD DRAWING H2108B FOR DETAILS.
  16. THE EXTENT OF THE PAVEMENT RE-SURFACING AND ROAD WORKS AS INDICATED ON THE PLAN IS INDICATIVE ONLY. EXACT EXTENT SHALL BE AGREED WITH THE ENGINEER ON SITE.
  17. ALL KERBS SHOULD BE K1 UNLESS OTHERWISE STATED.
  18. FOR SPECIAL CONCRETE PROFILE BARRIER, REFER TO HYD STANDARD H2102A.

REV.	DATE	DESCRIPTION	DRAWN	PRE.	CHK.
G	07/10/17	CHANGE AS SHOWN	CKL	DKFK	PYFL
F	18/09/17	CHANGE AS SHOWN	CKL	DKFK	PYFL
E	16/08/17	CHANGE AS SHOWN	CKL	DKFK	PYFL
D	14/07/17	CHANGE AS SHOWN	CKL	DKFK	PYFL
C	03/02/17	CHANGE AS SHOWN	CKL	GTCC	PYFL
B	18/10/16	CHANGE AS SHOWN	CKL	DKFK	SC
A	20/05/16	CHANGE AS SHOWN	CKL	DKFK	SC
-	10/07/15	REVISION OF STANDARD DRAWINGS INCORPORATED	LCTK	BYHT	JCY

DRAWING REFERENCE TO LATEST VERSION:

60191048/C4/000/C00/1201

路政署  
HIGHWAYS DEPARTMENT  
港珠澳大桥香港工程管理局  
Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office

**AECOM** Aedas  
Rogers Stirk Harbour + Partners  
BURO HAPPOLD ATKINS ADI

HY/2013/04  
HONG KONG-ZHUHAI-MACAO BRIDGE  
HONG KONG BOUNDARY CROSSING FACILITIES  
- INFRASTRUCTURE WORKS STAGE II  
(SOUTHERN PORTION)

TITLE  
**LAYOUT OF WHEEL  
WASHING BAY AND  
CONCRETE PAVEMENT**

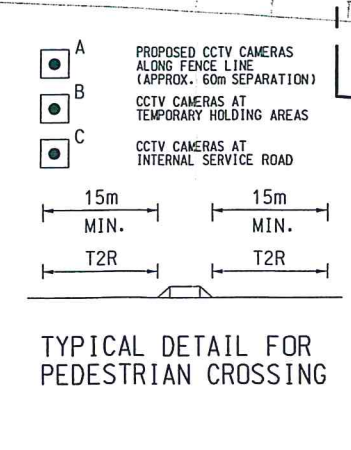
SKETCH NO.  
60191048/C4/SK0211

REV.  
G

SCALE  
1:500 (A1)  
1:1000 (A3)

© COPYRIGHT RESERVED  
版權所有

- LEGEND:
- SITE BOUNDARY
  - FENCE LINE (2.5m HIGH)
  - FENCE LINE (2.0m HIGH)
  - K1
  - K2
  - T2R
  - PB
  - SPB
  - FLEXIBLE PAVEMENT TYPE A
  - FLEXIBLE PAVEMENT TYPE B
  - FLEXIBLE PAVEMENT TYPE C
  - FLEXIBLE PAVEMENT TYPE C1
  - FLEXIBLE PAVEMENT TYPE C2
  - FLEXIBLE PAVEMENT TYPE D
  - FLEXIBLE PAVEMENT TYPE E
  - FLEXIBLE PAVEMENT TYPE E1
  - FLEXIBLE PAVEMENT TYPE E2
  - FLEXIBLE PAVEMENT TYPE F
  - FOOTPATH (PAVING LAYOUT, REFER TO DRAWING NO. 60191048/C4/000/L00/1011, FOR DETAILS)
  - TACTILE GUIDE PATH
  - DROP KERB AT PEDESTRIAN CROSSING WITH TACTILE WARNING STRIP
  - VEHICULAR RUN-IN
  - UNTENSIONED CORRUGATED BEAM BARRIER WITH CONCRETE FOOTING
  - UNTENSIONED CORRUGATED THRIE-BEAM BARRIER WITH CONCRETE FOOTING
  - CRASH CUSHION
  - VEHICULAR GATE
  - MAN GATE
  - CCTV CAMERAS ALONG FENCE LINE (APPROX. 60m SEPARATION)
  - CCTV CAMERAS AT TEMPORARY HOLDING AREAS
  - CCTV CAMERAS AT INTERNAL SERVICE ROAD



7/10/2017 14:05:29



**Incident Report on Action Level or Limit Level Non-compliance**


Contract	Contract No. HY/2013/04 HZMB HKBCF – Infrastructure Works Stage II (Southern Portion)																																																																										
Ref. No.	E093																																																																										
Date	10 October 2018																																																																										
Time (hh:mm)	See below																																																																										
Monitoring Location	SR6																																																																										
Parameter	Water Quality – Suspended Solids (in mg/L)																																																																										
Action Level	See below																																																																										
Limit Level	See below																																																																										
Measured Level	<p>Action &amp; Limit Level (AL &amp; LL) / Measured Level:</p> <table border="1"> <thead> <tr> <th>Param.</th><th>Unit</th><th>Station</th><th>Depth</th><th>Action Level</th><th>Limit Level</th><th>Measurement at Mid-Ebb Tide</th><th>Measurement at Mid-Flood Tide</th></tr> </thead> <tbody> <tr> <td>SS</td><td>mg/L</td><td>SR6</td><td>Depth Averaged</td><td>23.5 and 120% (i.e. 14.9 for mid-flood) of upstream control station's SS at the same tide of the same day</td><td>34.4 and 130% (i.e. 16.2 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes</td><td>17.4</td><td>29.4</td></tr> </tbody> </table> <p>Sampling Time:</p> <table border="1"> <thead> <tr> <th></th><th>Mid-Ebb</th><th>Mid-Flood</th></tr> </thead> <tbody> <tr><td>IS5</td><td>12:07</td><td>08:01</td></tr> <tr><td>IS(Mf)6</td><td>12:13</td><td>07:55</td></tr> <tr><td>IS7</td><td>12:20</td><td>07:48</td></tr> <tr><td>IS8</td><td>12:31</td><td>07:31</td></tr> <tr><td>IS(Mf)9</td><td>12:25</td><td>07:37</td></tr> <tr><td>IS10(N)</td><td>12:55</td><td>07:18</td></tr> <tr><td>IS(Mf)11</td><td>13:00</td><td>07:12</td></tr> <tr><td>IS(Mf)16</td><td>12:54</td><td>07:09</td></tr> <tr><td>IS17</td><td>13:01</td><td>07:03</td></tr> <tr><td>SR3(N)</td><td>12:02</td><td>08:07</td></tr> <tr><td>SR4(N)</td><td>12:38</td><td>07:24</td></tr> <tr><td>SR5(N)</td><td>12:50</td><td>07:24</td></tr> <tr><td>SR6</td><td>12:01</td><td>08:20</td></tr> <tr><td>SR7</td><td>13:08</td><td>07:03</td></tr> <tr><td>SR10A(N)</td><td>13:49</td><td>06:12</td></tr> <tr><td>SR10B(N2)</td><td>13:44</td><td>06:20</td></tr> </tbody> </table> <p>Remarks:            Bold means AL exceedance            Bold with underline means LL exceedance            Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4            Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA</p>								Param.	Unit	Station	Depth	Action Level	Limit Level	Measurement at Mid-Ebb Tide	Measurement at Mid-Flood Tide	SS	mg/L	SR6	Depth Averaged	23.5 and 120% (i.e. 14.9 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 16.2 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	17.4	29.4		Mid-Ebb	Mid-Flood	IS5	12:07	08:01	IS(Mf)6	12:13	07:55	IS7	12:20	07:48	IS8	12:31	07:31	IS(Mf)9	12:25	07:37	IS10(N)	12:55	07:18	IS(Mf)11	13:00	07:12	IS(Mf)16	12:54	07:09	IS17	13:01	07:03	SR3(N)	12:02	08:07	SR4(N)	12:38	07:24	SR5(N)	12:50	07:24	SR6	12:01	08:20	SR7	13:08	07:03	SR10A(N)	13:49	06:12	SR10B(N2)	13:44	06:20
Param.	Unit	Station	Depth	Action Level	Limit Level	Measurement at Mid-Ebb Tide	Measurement at Mid-Flood Tide																																																																				
SS	mg/L	SR6	Depth Averaged	23.5 and 120% (i.e. 14.9 for mid-flood) of upstream control station's SS at the same tide of the same day	34.4 and 130% (i.e. 16.2 for mid-flood) of upstream control station's SS at the same tide of the same day and 10mg/L for WSD Seawater intakes	17.4	29.4																																																																				
	Mid-Ebb	Mid-Flood																																																																									
IS5	12:07	08:01																																																																									
IS(Mf)6	12:13	07:55																																																																									
IS7	12:20	07:48																																																																									
IS8	12:31	07:31																																																																									
IS(Mf)9	12:25	07:37																																																																									
IS10(N)	12:55	07:18																																																																									
IS(Mf)11	13:00	07:12																																																																									
IS(Mf)16	12:54	07:09																																																																									
IS17	13:01	07:03																																																																									
SR3(N)	12:02	08:07																																																																									
SR4(N)	12:38	07:24																																																																									
SR5(N)	12:50	07:24																																																																									
SR6	12:01	08:20																																																																									
SR7	13:08	07:03																																																																									
SR10A(N)	13:49	06:12																																																																									
SR10B(N2)	13:44	06:20																																																																									
Possible reason for Action or Limit Level Non-compliance	<p>On 10 October 2018, 1 no. AL exceedance of SS at station SR6 was recorded during mid-flood tide.</p> <p><u>Contract No. HY/2013/01</u></p> <p>As confirmed with the RSS and ET of Contract No. HY/2013/01, there were no marine transportation and no marine-based works performed under the Contract after January 2018. No site runoff within the Contract site was observed. All wastewater generated from construction site which potentially contained organic matter was collected by the registered collector. No organic matter discharge/accumulation at active works area was observed on 10 October 2018. Therefore, it is concluded that the exceedances were not related to the Contract.</p> <p><u>Contract No. HY/2013/02</u></p> <p>As confirmed with RSS, marine works were completed on 10 September 2017. ET of Contract No. HY/2013/02 confirmed that no organic matter discharge/accumulation was observed at active works areas on the date of exceedance. Therefore, it is concluded that the exceedances was not related to the Contract.</p>																																																																										

	<p><u>Contract No. HY/2013/03</u></p> <p>During weekly site audit on 4 and 11 October 2018, ET of Contract No. HY/2013/03 confirmed the Contractor had provided workable and effective water quality mitigation measures. There was no marine transportation on the date of exceedance. As confirmed with the Environmental Officer and operation team of this Contract, no organic matter discharge/accumulation at active works areas was observed on the date of exceedance. The marine-based works in Box Culvert B were completed. The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the Contract.</p> <p><u>Contract No. HY/2013/04</u></p> <p>According to the Contractor of HY/2013/04, all marine-based segment deliveries were completed in January 2018 and no marine-based works were conducted under the contract on 10 October 2018. Furthermore, there was no visible observation of any discharge or accumulation of organic matter at the active works areas within HY/2013/04 site area on 10 October 2018.</p> <p>HY/2013/04 site shoreline interfacing with open waters was inspected during ET's regular weekly site inspection on 10 October 2018 (between 14:40 and 14:50). It was observed that the silt curtain at Box Culvert D was installed properly, however the silt curtain at Box Culvert C was not reinstated. The Contractor was reminded to reinstate the silt curtain at Box Culvert C as soon as possible. There were no other observations in relation to the same shoreline.</p> <p>It was concluded that the exceedance was not due to HY/2013/04.</p> <p><u>Contract No. HY/2014/05</u></p> <p>This Contract did not involve any marine transportation or marine-based works. No site runoff within the Contract site was observed. Therefore, it is concluded that the exceedance was not related to the Contract.</p>
Actions taken / to be taken	<p><u>Contract No. HY/2013/01</u></p> <p>Although the exceedance was considered not due to HY/2013/01, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p> <p><u>Contract No. HY/2013/02</u></p> <p>Although the exceedance was considered not due to HY/2013/02, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p> <p><u>Contract No. HY/2013/03</u></p> <p>During weekly site audit on 4 and 11 October 2018, ET of Contract No. HY/2013/03 confirmed that the Contractor had provided workable and effective water quality mitigation measures.</p> <p><u>Contract No. HY/2013/04</u></p> <p>Actions were taken under Event and Action Plan (EAP):</p> <ol style="list-style-type: none"> <li>1. In situ measurement was repeated to confirm findings;</li> <li>2. After considering the above-mentioned investigation results, it appears that it was unlikely that the exceedance was attributed to active construction activities of this Contract;</li> <li>3. IEC, Contractor and ER were informed via email;</li> <li>4. Monitoring data, all plant, equipment and Contractor's working methods were checked;</li> </ol>

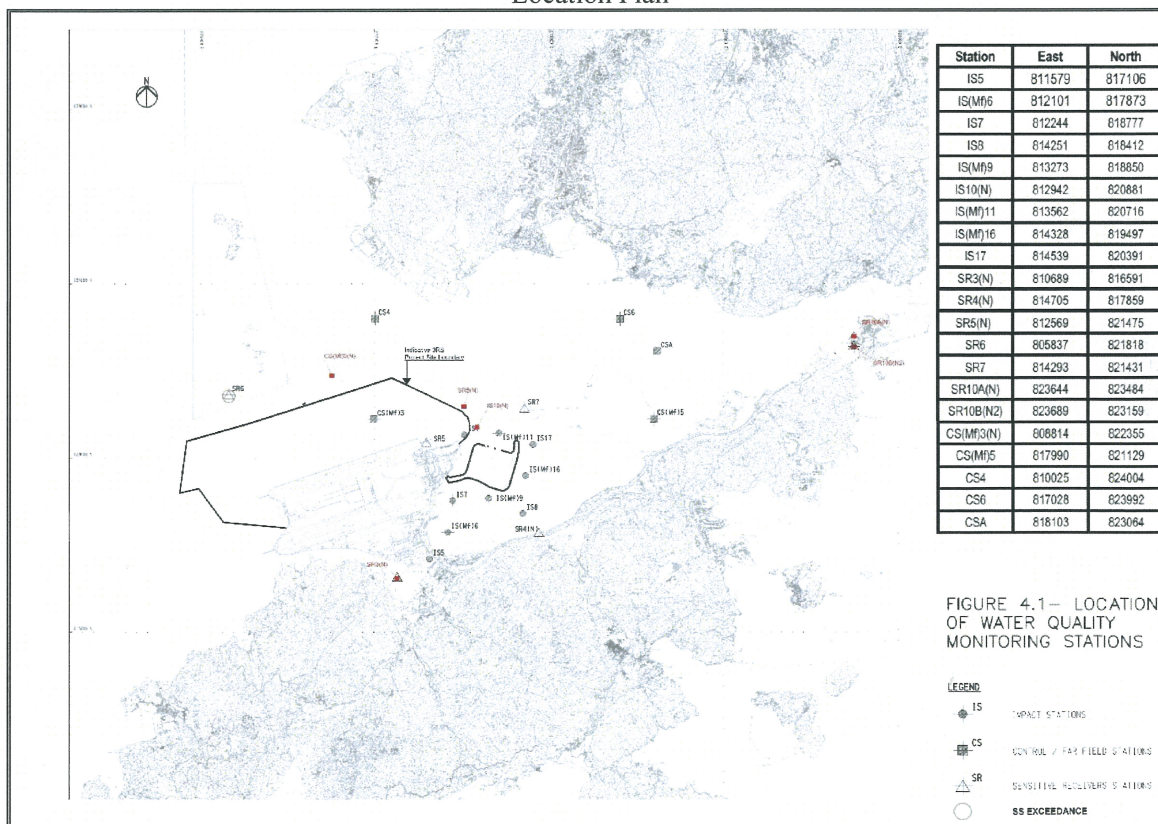


	<p>5. Since it is considered that the exceedance was unlikely to be contract related, as such, Actions 5-7 under the EAP are not considered applicable.</p> <p>However, the Contractor was also reminded to implement environmental mitigation measures in accordance with Environmental Mitigation Implementation Schedule.</p> <p><u>Contract No. HY/2014/05</u></p> <p>Although the exceedance was considered not due to HY/2014/05, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p>
Remarks	<p>ET of HY/2013/04 notified the exceedance as follows:</p> <ul style="list-style-type: none"> <li>24 October 2018 (Notification No. 20181010_NOE_r0)</li> <li>14 November 2018 (Notification No. 20181010_NOE_r1)</li> </ul>

(Location Plan – please refer below)

Prepared by: Gary Chow  
 Designation: Environmental Team Leader (Contract No. HY/2013/04)  
 Signature:   
 Date: 14 November 2018

Location Plan



**Incident Report on Action Level or Limit Level Non-compliance**

Contract	Contract No. HY/2013/04 HZMB HKBCF – Infrastructure Works Stage II (Southern Portion)							
Ref. No.	E094							
Date	24 October 2018							
Time (hh:mm)	See below							
Monitoring Location	IS(Mf)6							
Parameter	Water Quality – Turbidity (in NTU)							
Action Level	See below							
Limit Level	See below							
Measured Level	Action & Limit Level (AL & LL) / Measured Level:							
	Param.	Unit	Station	Depth	Action Level	Limit Level	Measurement at Mid-Ebb Tide	Measurement at Mid-Flood Tide
	TURB	NTU	IS(Mf)6	Depth Averaged	27.5 and 120% (i.e. 11.7 for mid-ebb) of upstream control station's turbidity at the same tide of the same day	47.0 and 130% (i.e. 12.7 for mid-ebb) of upstream control station's turbidity at the same tide of the same day	29.6	7.2
	Sampling Time:							
		Mid-Ebb	Mid-Flood					
	IS5	13:26	17:04					
	IS(Mf)6	13:19	17:11					
	IS7	13:11	17:19					
	IS8	12:55	17:35					
	IS(Mf)9	13:02	17:28					
	IS10(N)	12:38	18:01					
	IS(Mf)11	12:32	18:07					
	IS(Mf)16	12:37	17:52					
	IS17	12:31	17:58					
	SR3(N)	13:32	16:58					
	SR4(N)	12:51	17:39					
	SR5(N)	12:46	17:54					
SR6	13:41	16:58						
SR7	12:24	18:15						
SR10A(N)	11:23	19:00						
SR10B(N2)	11:29	18:56						
Remarks:	Bold means AL exceedance							
	Bold with underline means LL exceedance							
	Upstream control stations of mid-ebb tide: CS(Mf)3(N) and CS4							
	Upstream control stations of mid-flood tide: CS(Mf)5, CS6 and CSA							
Possible reason for Action or Limit Level Non-compliance	<p>On 24 October 2018, 1 no. AL exceedance of turbidity at station IS(Mf)6 was recorded during mid-ebb tide.</p> <p><u>Contract No. HY/2013/01</u></p> <p>As confirmed with the RSS and ET of Contract No. HY/2013/01, there were no marine transportation and no marine-based works performed under the Contract after January 2018. No site runoff within the Contract site was observed. All wastewater generated from construction site which potentially contained organic matter was collected by the registered collector. No organic matter discharge/accumulation at active works area was observed on 24 October 2018. Therefore, it is concluded that the exceedances were not related to the Contract.</p> <p><u>Contract No. HY/2013/02</u></p> <p>As confirmed with RSS, marine works were completed on 10 September 2017. ET of Contract No. HY/2013/02 confirmed that no organic matter discharge/accumulation was observed at active works areas on the date of exceedance. Therefore, it is concluded that the exceedances was not related to the Contract.</p>							

	<p><u>Contract No. HY/2013/03</u></p> <p>During weekly site audits on 18 and 25 October 2018, ET of Contract No. HY/2013/03 confirmed the Contractor had provided workable and effective water quality mitigation measures. There was no marine transportation on the date of exceedance. As confirmed with the Environmental Officer and operation team of this Contract, no organic matter discharge/accumulation at active works areas was observed on the date of exceedance. The marine-based works in Box Culvert B were completed. The ET of Contract No. HY/2013/03 concluded that the captioned exceedance was not related to the construction site activities of the Contract.</p> <p><u>Contract No. HY/2013/04</u></p> <p>According to the Contractor of HY/2013/04, all marine-based segment deliveries were completed in January 2018 and no marine-based works were conducted under the contract on 24 October 2018. Furthermore, there was no visible observation of any discharge or accumulation of organic matter at the active works areas within HY/2013/04 site area on 24 October 2018.</p> <p>HY/2013/04 site shoreline interfacing with open waters was inspected during ET's regular weekly site inspections on 22 October 2018 (between 14:25 and 14:45) and 31 October 2018 (between 14:55 and 15:15). At both site inspections, it was observed that the silt curtain at Box Culvert D was installed properly, however the silt curtain at Box Culvert C was not reinstated. The Contractor was reminded to reinstate the silt curtain at Box Culvert C as soon as possible. There were no other observations in relation to the same shoreline.</p> <p>It was concluded that the exceedance was not due to HY/2013/04.</p> <p><u>Contract No. HY/2014/05</u></p> <p>This Contract did not involve any marine transportation or marine-based works. No site runoff within the Contract site was observed. Therefore, it is concluded that the exceedance was not related to the Contract.</p>
Actions taken / to be taken	<p><u>Contract No. HY/2013/01</u></p> <p>Although the exceedance was considered not due to HY/2013/01, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p> <p><u>Contract No. HY/2013/02</u></p> <p>Although the exceedance was considered not due to HY/2013/02, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p> <p><u>Contract No. HY/2013/03</u></p> <p>During weekly site audits on 18 and 25 October 2018, ET of Contract No. HY/2013/03 confirmed that the Contractor had provided workable and effective water quality mitigation measures.</p> <p><u>Contract No. HY/2013/04</u></p> <p>Actions were taken under Event and Action Plan (EAP):</p> <ol style="list-style-type: none"> <li>1. In situ measurement was repeated to confirm findings;</li> <li>2. After considering the above-mentioned investigation results, it appears that it was unlikely that the exceedance was attributed to active construction activities of this Contract;</li> <li>3. IEC, Contractor and ER were informed via email;</li> <li>4. Monitoring data, all plant, equipment and Contractor's working methods were</li> </ol>



	<p>checked;</p> <p>5. Since it is considered that the exceedance was unlikely to be contract related, as such, Actions 5-7 under the EAP are not considered applicable.</p> <p>However, the Contractor was also reminded to implement environmental mitigation measures in accordance with Environmental Mitigation Implementation Schedule.</p> <p><u>Contract No. HY/2014/05</u></p> <p>Although the exceedance was considered not due to HY/2014/05, the Contractor is reminded to implement all necessary water quality mitigation measures identified in the EM&amp;A Manual.</p>
Remarks	<p>ET of HY/2013/04 notified the exceedance as follows:</p> <ul style="list-style-type: none"> <li>25 October 2018 (Notification No. 20181024_NOE_r0)</li> <li>20 November 2018 (Notification No. 20181024_NOE_r1)</li> </ul>

(Location Plan – please refer below)

Prepared by: Gary Chow  
 Designation: Environmental Team Leader (Contract No. HY/2013/04)  
 Signature: 

Date: 20 November 2018

### Location Plan

