

28 June 2017

By Fax (3468 2076) and By Post

AECOM Asia Co. Ltd.  
The PRE's Office  
5 Ying Hei Road, Tung Chung, Lantau  
Hong Kong

Attention: Mr. W.S. Ng

Dear Sir,

**Re: Agreement No. CE 48/2011 (EP)  
Environmental Project Office for the  
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities,  
and Tuen Mun-Chek Lap Kok Link – Investigation**

**Contract No. HY/2013/03 – HZMB HKBCF – Vehicle Clearance Plazas and  
Ancillary Buildings and Facilities  
Regular Marine Travel Routes Plan (Rev. 14)**

Reference is made to the Environmental Team's submission of Regular Marine Travel Routes Plan (Rev. 14) certified by the ET Leader (ET's ref.: "MCL/ED/0351/2017/C" dated 23 June 2017) and provided to us via e-mail on 24 June 2017.

We are pleased to inform you that we have no further comment on the captioned plan. We write to verify the captioned submission in accordance with Condition 2.8 of EP-353/2009/K.

Please be reminded that it is the Contractor's/ET's responsibility to ensure the plan is effectively implemented by all the relevant parties, monitored and appropriately recorded for on-going checking of the travel route and vessel speed. To ensure proper implementation, all training to caption and supervising staff shall include but not limited to the standard operating procedures and the specific precautionary measures when passing through the Brothers Islands as per Section 3.2 and Section 3.3 respectively.

Please be also reminded that any proposed changes to the marine travel route(s) should be documented in an updated plan and be approved by EPD in accordance with EP Condition 1.9 before the changes are implemented.

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours faithfully,  
For and on behalf of  
Ramboll Environ Hong Kong Limited



Raymond Dai  
Independent Environmental Checker

c.c.	HyD	Mr. Vico Cheung	(By Fax: 3188 6614)
	HyD	Mr. Ken Woo	(By Fax: 3188 6614)
	MCL	Mr. Arthur Cheng	(By Fax: 2450 8032)
	CHEC	Mr. Johnason Ko	(By Fax: 2887 3014)

Internal: DY, YH, ENPO Site

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Date 23 June 2017  
Our Ref. MCL/ED/0351/2017/C

China Harbour Engineering Company Limited  
19/F., China Harbour Building,  
370-374 King's Road,  
North Point,  
Hong Kong

BY HAND

Attn.: Mr. Johnason Ko, Project Manager

Dear Sir,

**EP Condition 2.8 – Regular Marine Travel Routes Plan for  
Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities –  
Vehicle Clearance Plazas and Ancillary Buildings and Facilities (HY/2013/03)**

We refer to your Regular Marine Travel Routes Plan (Rev.14) submitted on 23 June 2017 for the captioned project and are pleased to certify the captioned submission pursuant to EP No. EP-353/2009/K Condition 2.8.

Should you require further information, please do not hesitate to contact our Ms. Jamie Tam at 3565 4157 or the undersigned at 3565 4115.

Assuring you of our best attention at all times.

Yours faithfully,  
for and on behalf of  
MATERIALAB CONSULTANTS LIMITED



Arthur Cheng  
Environmental Team Leader

AC/jt

c.c. AECOM – Mr. P.K. Lee, Mr. W.S. Ng, Mr. Patrick Ko  
RAMBOLL ENVIRON – Mr. Raymond Dai, Mr. Ray Yan, Mr. Andy Wong  
CHEC – Mr. Marko Chan

**CHINA HARBOUR ENGINEERING COMPANY LIMITED**

CONTRACT NO. HY/2013/03  
HONG KONG-ZHUHAI-MACAO BRIDGE  
HONG KONG BOUNDARY CROSSING  
FACILITIES –  
VEHICLE CLEARANCE PLAZAS AND  
ANCILLARY BUILDINGS AND FACILITIES

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REGULAR MARINE TRAVEL  
ROUTES PLAN



# REGULAR MARINE TRAVEL ROUTES PLAN

14	23/06/2017	Initial issue				
Rev.	Date	Status	Prepared By Marko Chan Environmental Officer	Reviewed By Fred Ho Safety Manager	Approved By Paul Pui Site Agent	Approved By Johnason Ko Project Manager



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## 1 INTRODUCTION

### 1.1 Purpose

The purpose of this Regular Marine Travel Routes Plan is to detail the planning, implementation and monitoring method to be taken by China Harbour Engineering Company Limited (CHEC), and its subcontractors and suppliers during construction of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities – Vehicle Clearance Plazas and Ancillary Buildings and Facilities under Highways Department Contract number HY/2013/03 which is a part of the Hong Kong – Zhuhai – Macao Bridge during the construction activities that involve using the marine travel routes within Hong Kong.

The purpose of this plan is to minimize the chance of vessel collision and the disturbance to the Chinese White Dolphins. The preparation and implementation of this Regular Marine Travel Routes Plan is a mandatory requirement under Condition 2.8 of the Environmental Permit No. EP-353/2009/K.

### 1.2 Scope of the Plan

This Regular Marine Travel Routes Plan applies to the activities of the CHEC during the construction of Contract HY/2013/03.

### 1.3 Description of Works

The works to be executed under the Contract comprise the following major items of Works:-

- Cargo clearance facilities including kiosks for clearance of good vehicles, customs inspection platforms, X-ray building, etc.;
- Passenger related facilities including processing kiosks and examination facilities for private cars and coaches, annexure for examination of accompanying passengers of private cars, etc.;
- Accommodation/offices for the facilities (like fire station, police station, buildings for ImmD, C&ED, AFCD, FHED, DofH etc.) of the Government departments providing services in connection with the Hong Kong Boundary Crossing Facilities (HKBCF).
- Provision of transport and miscellaneous facilities inside the HKBCF including



public transport interchange (PTI), transport drop-off and pick-up areas, vehicle holding areas, passenger queuing areas, road networks, footbridges, fencing, sewerage and drainage systems, sewage treatment plant and treated effluent disposal facilities, water supply system, building services works, electronic system, and traffic control and information system including traffic control and surveillance system (TCSS), etc.;

- Provision of roads connecting the Hong Kong Boundary Crossing Facilities (HKBCF) to the Hong Kong Link Road (HKLR), the Tuen Mun – Chek Lap Kok Link (TM-CLKL) and the Hong Kong International Airport (HKIA), except the part of road works in HKIA entrusted to the HKLR project;
- Reprovisioning of the affected HKIA's facilities, except those affected by the Automated People Mover (APM) system such as the existing east rescue berth;

The works mainly include the construction of vehicle clearance plazas, ancillary buildings and facilities, vehicular bridges, at-grade roads, drainage, sewerage, water supplies, landscape, utilities and electrical and mechanical works, etc. for Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities.

The main scope of works under the Contract does not include marine construction or vessel operation related to construction works.

## 2 Planning on Regular Marine Travel Routes

### 2.1 Construction Works involves the Marine Travel Routes

The work scope of this Contract does not include marine construction or vessel operation related to construction works.

With reference to AECOM letter “Environmental Permit No. EP-353/2009/I EP Condition 2.8 – Marine Travel Route Plan” (Ref: HKBCF/(VCP)(HY/2013/03)/M45/100(0013)/B300436) dated on 4 August 2015, it was confirmed that all materials would be delivered from land and no marine transportation required. However, referring to Engineer’s Representative instruction (AECOM), (Ref: HKBCF/(VCP)(HY/2013/03)/C15/450(0001)/B301226) dated on 16 October 2015(Appendix B), CHEC is required to dispose the excavated marine sediment generated at designated disposal sites within Hong Kong as allocated by the Marine Fill Committee. Dumping permit has been applied under the Dumping at Sea Ordinance issued by EPD for the marine disposal works.

With reference to submission of Variation to Environmental Permit (6th Submission – Version 2.4) (Ref: CHEC300/OUT/2016/01/04.06/003897) dated on 5 January 2016, floating concrete batching plant will be used for providing concrete supply to construction on HKBCF. Raw material for concrete production will be delivered to the floating concrete batching plant from mainland by pelican barge.

After reviewing of the construction programme, the oversize precast segment will be transported from mainland by dry cargo barge. Also, temporary asphalt mixing facility will be used for providing asphalt supply to construction on HKBCF. Raw material for asphalt production will be delivered from mainland by pelican barge.

With reference to AECOM letter (Ref: HKBCF/(VCP)(HY/2013/03)/C15/440()/B314281) dated on 8 May 2017 (Appendix B), CHEC was requested to deliver surplus filling material from HKBCF project to the TM-CLKL project by marine access.

With reference to Airport Authority Hong Kong’s Consent letter (Ref: PSU/3206/O/205) dated on 12 June 2017 (Appendix C), CHEC was approved to deliver surplus filling material from HKBCF project to the Airport Authority Hong Kong’s Three Runway Project by marine access, the disposal location at Three Runway Project is only sand blanket filling area which presented in Figure 1 and Figure 3.



## 2.2 Design Criteria of Regular Marine Travel Routes (RMTR)

The design criteria of RMTR are summarized as follows:

### 2.2.1 Hotspots of Chinese White Dolphin in Brothers Island

Latest Chinese White Dolphin monitoring results collected under the HZMB Hong Kong Projects EM&A and the latest relevant Agriculture, Fisheries and Conservation Department report published in 2016 were used as reference information to align the marine travel routes of project related work fleets. The fundamental principle is that the routes will not go through the dolphin hotspots in Brothers Island.

### 2.2.2 Existing Navigation Channel and Marine Traffic

Existing Fairway Urmston Road Channel will be selected as the main travel route for delivery of material to HKBCF site. Please refer to Figure 3 for the Fairway Layout.

### 2.2.3 Practice of Navigation Safe

The licensed captain is the authorized person to control the working fleet under safe marine operation. He will follow all safe navigation requirements and international practice with assistance from navigation aids as well as support from marine traffic control team of Marine Department.

### 2.2.4 Restricted Areas of Hong Kong International Airport

Regarding Airport Height Restriction and Airport Restricted Area, there are eight prohibited and restricted areas in the vicinity of Hong Kong International Airport where working fleets are not allowed to pass through unless authorization is granted. Details could be referred to Figure 1.

### 2.2.5 Types of Working Vessels

Please refer to Appendix A for the Working Fleets Particulars.

- Split-bottom Barge
- Tug boat
- Floating Concrete Batching Plant
- Pelican Barge
- Dry Cargo Barge
- Derrick Lighter



### **2.2.6 Other Site Constraints**

Existing marine parks, anchorage areas in Sham Shui Kok and Tuen Mun and the like are also considered during designing the proper marine routes for this Project.

Regarding the use of surplus filling material for reclamation, there are no sufficient of barge point located at the TM-CLKL and no barge point located at Three Runway Project, the surplus filling material to TM-CLKL and Three Runway Project should be delivered by marine access.

### **2.3 Selected Regular Marine Travel Routes**

Based on the abovementioned designed criteria, the marine travel routes are proposed and presented in Figure 1 and Figure 2.

### **3 IMPLEMENTATION AND MONITORING**

#### **3.1 Supervision Staff**

The Project Director is the ultimate person for minimizing any ecological impacts including dolphin monitoring and marine traffic control. The supervising staff including Project Manager, Construction Manager, Superintendent, Site Foreman and the representative of subcontracts and specialist will assist the Project Director onsite to implement all precautionary and mitigation measures approved by the Statutory Authority and the Engineer.

#### **3.2 Method of Implementation and Monitoring**

The construction works are offsite works for marine dumping to East of Sha Chau Contaminated Mud Pit (CMP Vd) or (CMP Va), precast segment transportation and material delivery for concrete batching and asphalt mixing. Raw material for concrete production will be delivered from mainland to the floating concrete batching plant. The location of floating concrete batching plant could be referred to Figure 4. These working fleets will pass through part of Urmston Road Channel but not marine parks, hotspots of CWD in Northeast and Northwest of Lantau Island, tight marine travel routes control will still be implemented. When typhoon signal no. 3 or above is hoisted, the floating concrete batching plant will be anchored in Tuen Mun river trade terminal.

The vessel for transporting the materials will be installed with GPS system or course recorder system for the purposes of recording the marine travel route.

The daily records of marine travel route(s) of all offsite working fleets shall be collected and filed by supervising staff for inspection and monitoring purposes. Warning will be noticed to the captain and his shipping company or material supplier if vessel track log showed the approved marine travel route is not followed.

The marine traffic records and geographical plots of all the vessels tracks overlaid on HK base map will be provided at monthly interval to ER, ETL, IEC/ENPO to demonstrate the conformance of the vessel to the proposed route.

#### **3.3 Precautionary Measures**

##### **a) Considerations of Operation Procedure**

The main issue with the Chinese White Dolphin is a moving vessel striking and injuring an animal during the period of travel. Information regarding the locations of frequent sighting near the proposed vessel routes indicated that the following would

also be needed to minimize the chance of a vessel striking a dolphin.

If any dolphins are sighted within 250m of a vessel then the vessel will slow to a speed no greater than 5 knots for at least 3 minutes after the last sighting

#### **b) Training**

All captains of project related working fleets and the supervising staff should undergo training to learn about local dolphins and porpoises. They should be trained to be aware of the protocol for “dolphin friendly” vessel operation (refer to the Code of Conduct for Dolphin Watching Activities from AFCD) shown below:

- Maintain forward progress at a slow, steady speed or stop with no sudden course changes. Boat speed should not exceed 10 knots;
- Only one dolphin watching vessel should be within 500 meters of a group of dolphins;
- Always slow down to no-wake speed, or stop if animals appear directly ahead within 100 meters;
- Never approach the dolphins head on; approach at an angle;
- Never conduct reverse throttling in the vicinity of dolphins;
- Never chase or cut across the course of dolphins, separate mothers and calves, split up groups or 'corner' dolphins between boats, nets or shore;
- Never attempt to touch, swim with, or feed the dolphins;
- Do not litter or dispose of any fuel, oil or other pollutants in the waters;
- Respect the dolphins and let them make the choice to approach or flee. If a group of dolphins is difficult to observe and elusive, leave them alone and try to find a more cooperative group;
- When observing, always parallel the dolphin's course at slow speed;
- When observing dolphins which are following pair trawlers, the following need to be observed:
  - the position of the dolphin watching vessel relative to the marker buoy of the trawl net should change as slowly as possible
  - Do not move away immediately or at high speed after trawlers have hauled up the net Move away from the area at low speed very cautiously and ONLY after the dolphins have dispersed

The dolphin specialist is responsible to provide training to the trainers - the project approved Environmental Officer / assigned person, with over 3 years construction site and EM&A experience (Train the Trainer Scheme).



This training course has been well developed by Contract No. HY/2010/02, Contract No. HY/2013/03 will follow and provide the same training course (Including the considerations of operation procedure mentioned in Section 3.3a) to captains before the commencement works and refreshment course will be provided in every quarter.

#### **4 SUMMARY AND CONCLUSION**

This RMTR Plan presents a review of major construction works, working fleets particulars and design criteria of marine travel routes. Based on this review, preferred marine travel routes for sediment disposal and material delivery are proposed. Method of implementation and monitoring as well as precautionary measures are proposed to minimize any potential impacts to Chinese White Dolphin.



# Figures



Figure 1: Regular Marine Travel Route

- ENTRY RESTRICTED AREA NO. 7-8 : No vessel which has a height exceeding 30 metres above sea level shall enter or pass through.
- ENTRY RESTRICTED AREA NO. 5-6 : No vessel which has a height exceeding 15 metres above sea level shall enter or pass through.
- ENTRY PROHIBED AREA NO. 1-4 : No vessel shall enter or pass through.






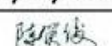

Client:  路政署 HIGHWAYS DEPARTMENT	Main Contractor:  中國港灣工程有限責任公司 CHINA HARBOUR ENGINEERING COMPANY LTD	Sub Contractor:  中交第二航務工程局有限公司 CCCC SECOND HARBOUR ENGINEERING COMPANY LTD	Project Title: Contract No. H1/2013/00 Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities - Vehicle Clearance Plaza And Ancillary Building And Facilities Drawing Title: Navigation route for materials barge	Drawing No: HY2013.03/C300/CCCC2/SG/ 01007 (Rev.A) Date: 05/01/2016 Drawn By:  Approved By: 
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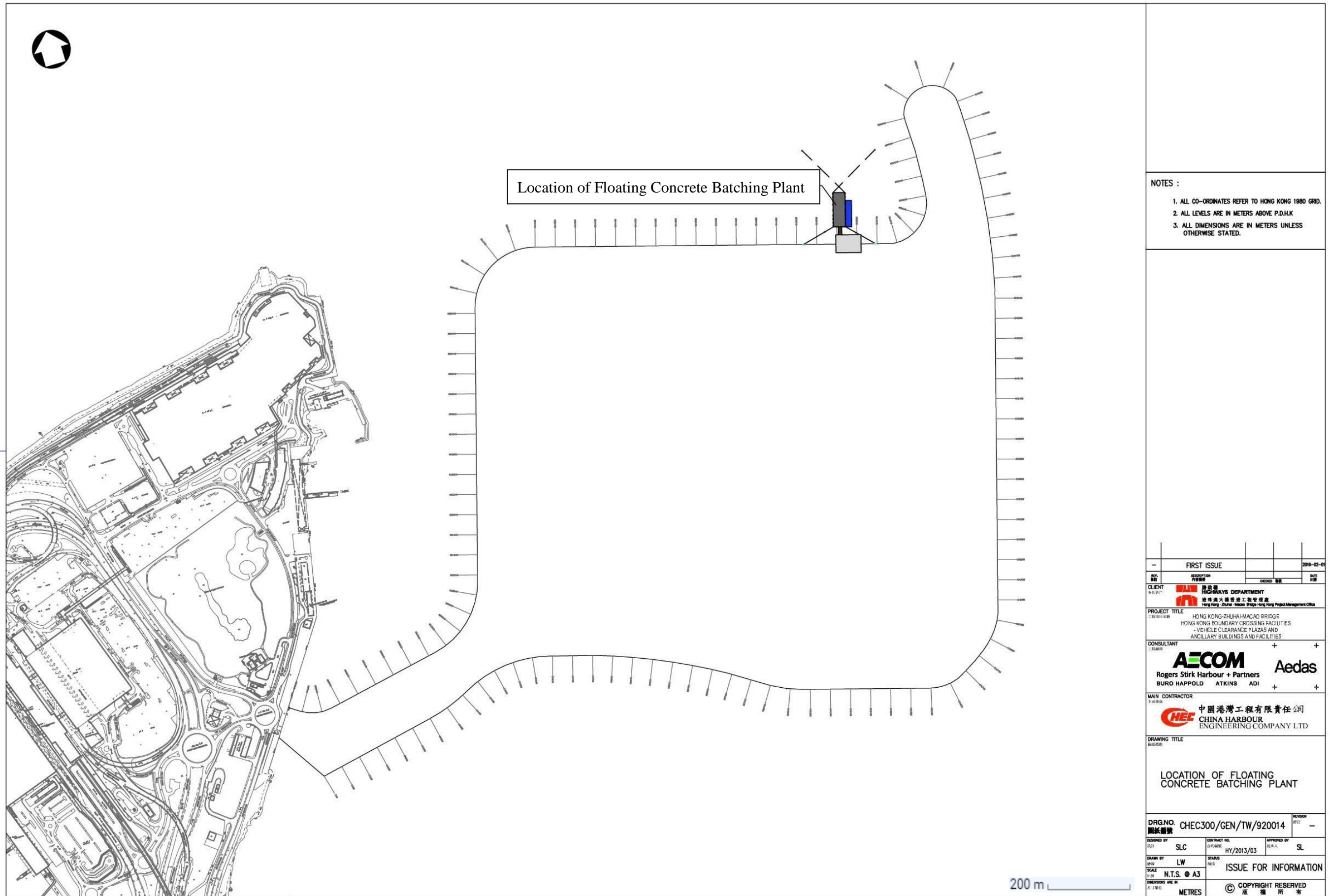
Figure 2 Marine Travel Route for Materials Delivery





Figure 3: Existing Fairway Plan

	ENTRY RESTRICTED AREA NO. 7-8 :	No vessel which has a height exceeding 30 metres above sea level shall enter or pass through.
	ENTRY RESTRICTED AREA NO. 5-6 :	No vessel which has a height exceeding 15 metres above sea level shall enter or pass through.
	ENTRY PROHIBED AREA NO. 1-4 :	No vessel shall enter or pass through.



NOTES :

1. ALL CO-ORDINATES REFER TO HONG KONG 1980 GRID.
2. ALL LEVELS ARE IN METERS ABOVE P.D.H.K
3. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.

REV. NO.	DESCRIPTION	DATE
—	FIRST ISSUE	2016-02-01
CLIENT	HONG KONG HIGHWAYS DEPARTMENT 香港路政處 Hong Kong - Zhuhai - Macao Bridge Hong Kong Project Management Office	
PROJECT TITLE	HONG KONG-ZHUHAI-MACAO BRIDGE HONG KONG BOUNDARY CROSSING FACILITIES - VEHICLE CLEARANCE PLAZAS AND ANCILLARY BUILDINGS AND FACILITIES	
CONSULTANT	AECOM Rogers Stirk Harbour + Partners BURO HAPPOLD ATKINS ADI	Aedas
MAIN CONTRACTOR	中國港灣工程有限責任公司 CHINA HARBOUR ENGINEERING COMPANY LTD	
DRAWING TITLE	LOCATION OF FLOATING CONCRETE BATCHING PLANT	
DRG. NO.	CHEC300/GEN/TW/920014	REVISION
DESIGNED BY	SLC	APPROVED BY
DRAWN BY	LW	SL
SCALE	N.T.S. @ A3	STATUS
DIMENSIONS ARE IN	METRES	ISSUE FOR INFORMATION
		© COPYRIGHT RESERVED

Figure 4: Location of Floating Concrete Batching Plant

## **Appendix A**

### **Working Fleets Particulars**



**Split Bottom Barge**

Length	65.05m
Breadth	12.05m
Draught	3.56m
Capacity:	1,001 m <sup>3</sup>



**Tug Boat**

Length	24m
Beam	7m
Draught	2.7m
Air-draft	16m



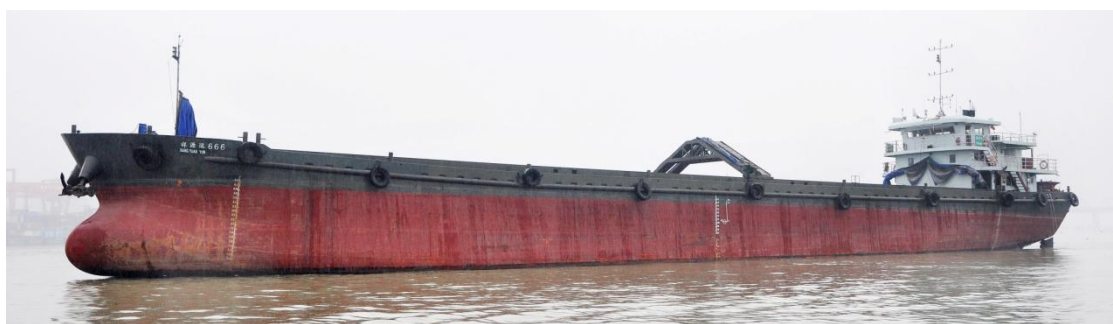
**Floating Concrete Batching Plant**

Length	86 m
Beam	23m
Air-draft	29m
Capacity	6982 tonnes (Full tonnage)



**Pelican Barge**

Length	85m
Breadth	18m
Draught	3.5m
Capacity	3500 tonnes (Full tonnage)



**Dry Cargo Barge**

Length	72m
Breadth	14m
Draught	18.5m
Capacity	3100 tonnes (Full tonnage)



**Derrick Lighter**

Length	44m
Breadth	20m
Draught	16.5m
Capacity	1371 tonnes (Full tonnage)

## **Appendix B**

### **Engineer's Representative Instruction Letter**



AECOM  
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138 Shatin Rural Committee Road,  
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香港新界沙田鄉事會路 138 號  
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PRE's Office  
5 Ying Hei Road, Tung Chung  
新界東涌迎禧路 5 號  
Tel: 3958 7200  
Fax: 3902 6800

Your Ref. :  
Our Ref. : HKBCF/(VCP)/(HY/2013/03)/C15/450(0001)/B301226

16 October 2015

China Harbour Engineering Company Ltd.  
19/F, China Harbour Building  
370-374 King's Road  
North Point  
Hong Kong

Attn: Mr. Johnason Ko

Dear Sirs,

**Contract No. HY/2013/03**  
**Hong Kong-Zhuhai-Macao Bridge**  
**Hong Kong Boundary Crossing Facilities –**  
**Vehicle Clearance Plazas and Ancillary Buildings and Facilities**

**Arrangement for Disposal of Excavated Marine Mud**

I refer to the recent discussions and at the Site Safety and Environmental Management Committee Meeting of 16 September 2015 regarding the arrangement for disposal of excavated Marine Mud.

I confirm that the treatment for Marine Mud excavated from the Works, including but not limited to the Pilot Scale Trials and subsequent Full Scale Cement Solidification / Stabilization process (PS Section C28 refers) are NOT required under the Contract at this stage. The commencement of the treatment process will be subject to further advice by the Engineer.

You are required to dispose the excavated Marine Mud generated under this Contract and from other contracts of the HZMB project on the HKBCF Island, at the designated disposal sites within Hong Kong as allocated by the Marine Fill Committee. The disposal shall be in compliance to conditions stipulated in the Environmental Permit No. EP-353/2009I and the subsequent version. You are also required to apply for Marine Dumping Permit for the marine disposal in accordance with ETWB TC(W) No. 34/2002 for the disposal of the excavated Marine Mud.

Please liaise with the contractor of Contract No. HY/2010/02, the HKBCF reclamation contract for using their existing floating barge for an agreed schedule and relevant facilities including the haul road leading to the barge at the HKBCF Island for disposal of the excavated Marine Mud. You are also required to receive the excavated Marine Mud generated from other contracts of the HZMB project and dispose. Please coordinate with these contracts and advise them the disposal schedule and haul road alignment.



Your Ref. :  
Our Ref. : HKBCF/(VCP)/(HY/2013/03)/C15/450(000\ )/B301226

A Variation Order covering the above changes will be issued separately.

Yours faithfully,  
For and on behalf of  
AECOM Asia Co. Ltd.



Michael Tovey  
The Engineer's Representative  
HKBCF VCP

MT/WSN/PKL/nmt  


Your Ref. :  
Our Ref. : HKBCF/(VCP)/(HY/2013/03)/C15/440( )/B314281

8 May 2017

China Harbour Engineering Company Ltd.  
19/F, China Harbour Building  
370-374 King's Road  
North Point  
Hong Kong

Attn.: Mr. Johnason Ko

Dear Sirs,

**Contract No. HY/2013/03**  
**Hong Kong-Zhuhai-Macao Bridge**  
**Hong Kong Boundary Crossing Facilities –**  
**Vehicle Clearance Plazas and Ancillary Buildings and Facilities**

**Delivery of Public Fill**

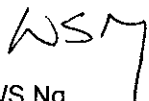
I refer to the recent discussions amongst HyD, CHEC and AECOM regarding the disposal of surplus public fill left behind by the HKBCF reclamation contract, which was tested and confirmed not suitable for the proposed landscaping works on site.

As designated by HyD, you are required to deliver the surplus fill material to reclamation area of HyD Contract No. HY/2012/08 – Tuen Mun – Chek Lap Kok Link – Northern Connection Sub-sea Tunnel Section at Tuen Mun as shown in the attached sketch no. SK/0001. The delivery shall be in compliance to conditions stipulated in the Environmental Permit No. EP-353/2009K and the subsequent version.

Please liaise with the contractor of Contract No. HY/2012/08 and unload the public fill in a coordinated manner.

A Variation Order covering the above work will be issued separately.

Yours faithfully,  
For and on behalf of  
AECOM Asia Co. Ltd.

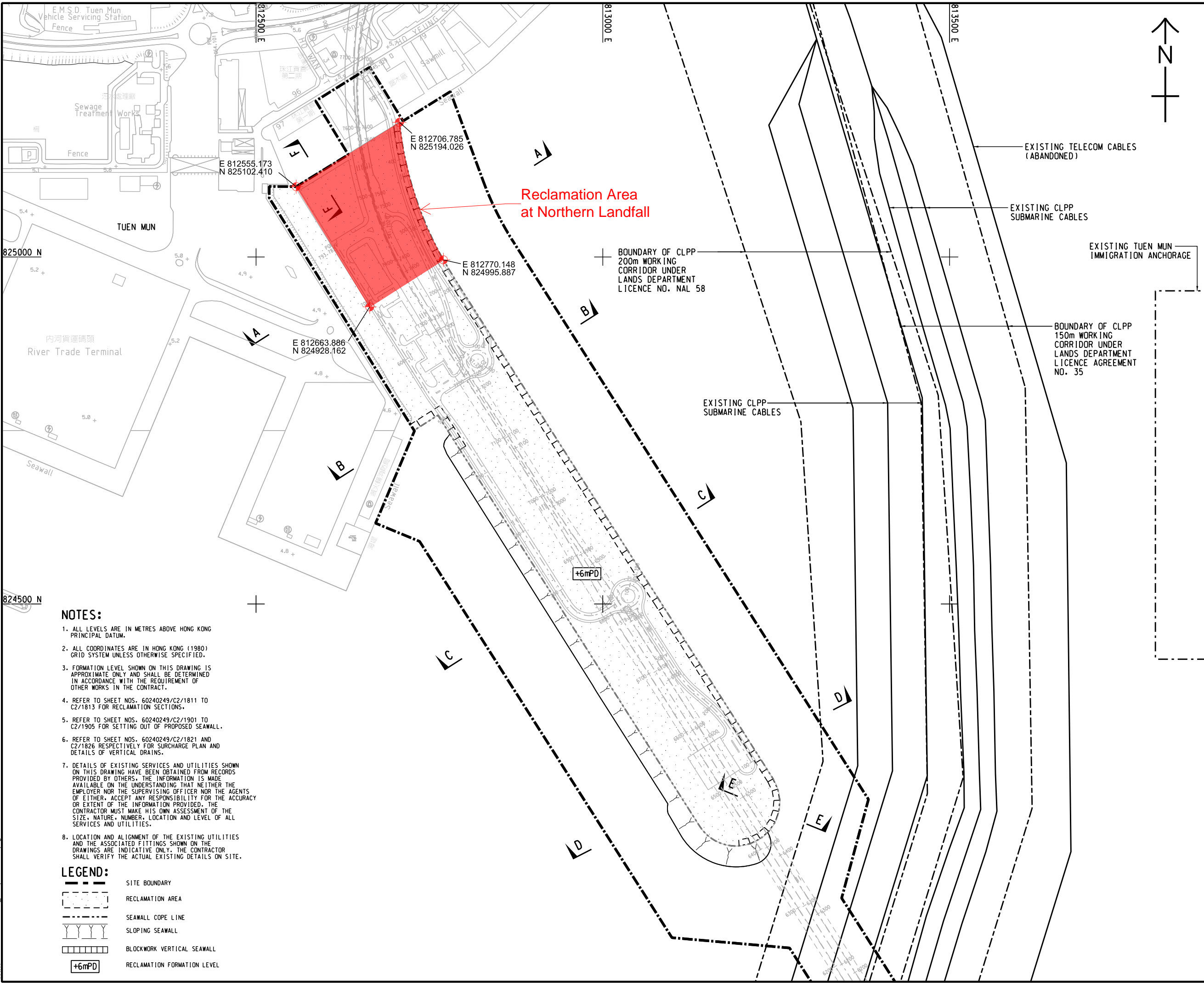


WS Ng  
The Engineer's Representative  
HKBCF VCP

Encl.

  
WSN/SL/ky

c.c. CE/HKBCF, HyD - Attn.: Mr. Ma Kuen  
AECOM - Attn.: Mr. Bevis Mak



**AECOM**

**PROJECT**  
 TUEN MUN - CHEK LAP KOK LINK

**CONTRACT TITLE**  
 TUEN MUN - CHEK LAP KOK LINK - NORTHERN CONNECTION SUB-SEA TUNNEL SECTION

**CLIENT**  
 路政署  
**HIGHWAYS DEPARTMENT**  
 港務處大樓香港工程管理處  
 Hong Kong - Zhuhai - Macao Bridge  
 Hong Kong Project Management Office

**CONSULTANT**  
 AECOM Asia Company Ltd.  
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**SUB-CONSULTANTS**  
 分判工程師公司

**NOTES:**

- ALL LEVELS ARE IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- ALL COORDINATES ARE IN HONG KONG (1980) GRID SYSTEM UNLESS OTHERWISE SPECIFIED.
- FORMATION LEVEL SHOWN ON THIS DRAWING IS APPROXIMATE ONLY AND SHALL BE DETERMINED IN ACCORDANCE WITH THE REQUIREMENT OF OTHER WORKS IN THE CONTRACT.
- REFER TO SHEET NOS. 60240249/C2/1811 TO C2/1813 FOR RECLAMATION SECTIONS.
- REFER TO SHEET NOS. 60240249/C2/1901 TO C2/1905 FOR SETTING OUT OF PROPOSED SEAWALL.
- REFER TO SHEET NOS. 60240249/C2/1821 AND C2/1826 RESPECTIVELY FOR SURCHARGE PLAN AND DETAILS OF VERTICAL DRAINS.
- DETAILS OF EXISTING SERVICES AND UTILITIES SHOWN ON THIS DRAWING HAVE BEEN OBTAINED FROM RECORDS PROVIDED BY OTHERS. THE INFORMATION IS MADE AVAILABLE ON THE UNDERSTANDING THAT NEITHER THE EMPLOYER NOR THE SUPERVISING OFFICER NOR THE AGENTS OF EITHER, ACCEPT ANY RESPONSIBILITY FOR THE ACCURACY OR EXTENT OF THE INFORMATION PROVIDED. THE CONTRACTOR MUST MAKE HIS OWN ASSESSMENT OF THE SIZE, NATURE, NUMBER, LOCATION AND LEVEL OF ALL SERVICES AND UTILITIES.
- LOCATION AND ALIGNMENT OF THE EXISTING UTILITIES AND THE ASSOCIATED FITTINGS SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY. THE CONTRACTOR SHALL VERIFY THE ACTUAL EXISTING DETAILS ON SITE.

**LEGEND:**

- SITE BOUNDARY
- RECLAMATION AREA
- SEAWALL COPE LINE
- SLOPING SEAWALL
- BLOCKWORK VERTICAL SEAWALL
- RECLAMATION FORMATION LEVEL

I/R	DATE	DESCRIPTION	CHK.

**STATUS**  
 WORKING DRAWING

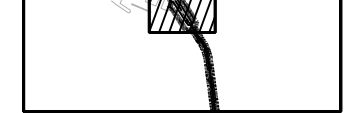
**SCALE**      **DIMENSION UNIT**  
 A1 1 : 2500      METRES

**KEY PLAN**      A1 1 : 100000

**PROJECT NO.**      **CONTRACT NO.**  
 60240249      HY/2012/08

**SHEET TITLE**  
 RECLAMATION LAYOUT PLAN

**SHEET NUMBER**  
 SK/001



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## **Appendix C**

### **Airport Authority Hong Kong's Consent Letter**



**ZHEC - CCCC - CDC JV**  
香港振華 · 中國交建 · 中交疏浚 聯營



Date : 13 June 2017  
Our Ref. : ZCC/3206/OUT/2017/06/01.05/000410  
Your Ref. :

China Harbour Engineering Company Limited  
19/F, China Harbour Building,  
370-374 King's Road, North Point  
Hong Kong

**Attn: Mr. Johnson Ko Chun Wa**

Dear Sir,

**Hong Kong International Airport**  
**Contract No.: 3206 – Main Reclamation Works**  
**Granular Material from Hong Kong Boundary Crossing Facilities (Contract No. HY/2013/03)**

We refer to our letter (ref: ZCC/3206/OUT/2017/06/01.05/000382 and ZCC/3206/OUT/2017/04/01.05/000273) regarding export surplus surcharge (granular material) for our reclamation work, our client (Airport Authority Hong Kong) have no objection. Enclosed the letter (ref: PSU/3206/O/205) issued by our client (Airport Authority Hong Kong) for your consideration and record.

Thank you for your kind attention.

Yours faithfully,

For and on behalf of  
ZHEC – CCCC – CDC Joint Venture

Lim Kim Chuan  
Project Manager

*KL/LH/AM/DK/EC/rs*  
KL/LH/AM/DK/EC/rs

Encl.



香港 HONG KONG  
國際機場 INTERNATIONAL  
AIRPORT

Our ref: PSU/3206/O/205

12 June 2017

ZHEC - CCCC - CDC Joint Venture  
19/F., China Harbour Building  
370-374 King's Road  
North Point, Hong Kong

**BY HAND**

Attention: Mr. Lim Kim Chuan

Dear Sirs,

**Hong Kong International Airport**  
**Contract 3206 - Main Reclamation Works**  
**Granular Material from Contract No. HY/2013/03 - Sand Blanket Laying**

Your submitted information and test reports under your letter, ref.: ZCC/3206/OUT/2017/06/01.05/000382 dated 1 June 2017, refers. We have no objection in principle on your proposed granular material from Contract No. HY/2013/03, as sand blanket material for Contract 3206 – Main Reclamation Works.

You are required to provide us the information including the followings but not limited to:

1. Vessel particulars, NATS, AIS, HAMU, certificate of survey, operation license, temporary exemption of AHR etc. of each vessel to be engaged in transporting the granular material;
2. Details of all permits and authorization documents for MEZ/temporary AHR for granular material;
3. Marine travel route details and arrangements;
4. Approval letter from Highways Department for the disposal of the proposed granular materials, and for our contract's consumption.

Yours sincerely,

K. K. Yin  
Project Manager's Representative

AIRPORT AUTHORITY HONG KONG 香港機場管理局  
HKIA TOWER, 1 SKY PLAZA ROAD, HONG KONG INTERNATIONAL AIRPORT, LANTAU, HONG KONG  
香港國際機場管理局 香港國際機場行政大樓 電話 (852) 2188 7111 傳真 (852) 2824 0717

[www.hongkongairport.com](http://www.hongkongairport.com)



Date : 1 June 2017  
Our Ref. : ZCC/3206/OUT/2017/06/01.05/000382  
Your Ref. :

Airport Authority Hong Kong  
Contract 3206 – Main Reclamation Works  
HKIA Tower 1, 1 Sky Plaza Road,  
Hong Kong International Airport  
Lantau, Hong Kong

**Attn: Mr. K K Yin**  
**Project Manager's Representative**

Dear Sir,

**Hong Kong International Airport**  
**Three Runway System**  
**Contract No. 3206 – Main Reclamation Works**

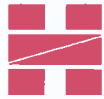
**Letter for Approval of Granular Material from Hong Kong Boundary Crossing Facilities (Contract No. HY/2013/03)**

We are requesting the contractor from another adjacent contract namely “Hong Kong Boundary Crossing - Vehicle Clearance Plazas and Ancillary Buildings and Facilities” under Government Contract No. HY/2013/03 to export approximate 300,000 cu.m of surplus surcharge (granular materials) for our reclamation works. In this regard, we would seek your approval for importing these materials from Contract No. HY/2013/03.

We will arrange pelican barges to collect the granular materials from HY/2013/03 and deliver to 3 Runway System Main Reclamation site subsequently. Derrick lighters shall be deployed to carry out subsequent filling works.

Outlines below are the detailed particulars of the captioned materials.

Contract No.:	HY/2013/03
Contract Title:	Hong Kong Boundary Crossing- Vehicle Clearance Plazas and Ancillary Buildings and Facilities.
Employer:	Highway Department
Contractor:	China Harbour Engineering Company Ltd.
Quantity of filling Material required:	approx. 300,000 m <sup>3</sup> (peak daily demand: approx. 3000m <sup>3</sup> )
Duration:	June 2017 to November 2017
Transportation:	Marine Access



ZHEC - CCCC - CDC JV  
香港振華 · 中國交建 · 中交疏浚 聯營



Enclosed are the supporting documents for your information and reference.

1. 3206 material requirement;
2. Location plan of surplus surcharge;
3. Marine route; and
4. Laboratory testing report.

We look forward to your earliest approval of the captioned materials in order we can commence the works accordingly.

Yours faithfully,

For and on behalf of  
ZHEC – CCCC – CDC Joint Venture

Lim Kim Chuan  
Project Manager

KL/KLY/AM/DK/EC/rs

Encl.