







吉寶西格斯 - 振華聯營公司  
KEPPEL SEGHERS - ZHEN HUA JOINT VENTURE

## PROPOSAL FOR RELOCATING IMPACT WATER MONITORING LOCATIONS C1, C2 and S2

### Document No.

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	Prepared by:	Certified by:	Verified by:	Agreed by:
<b>Name</b>	Nelson Tsui	Gabriel Lam	Mandy To	Kenny Yu
<b>Position</b>	Environmental Team	Environmental Team Leader	Independent Environmental Checker	Project Manager
<b>Signature</b>				
<b>Date:</b>	7 March 2019	7 March 2019	7 March 2019	7 March 2019


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Contract No. EP/SP/66/12

Integrated Waste Management Facilities, Phase 1

### Revision History

C	Revise as per EPD's comment issued on 1 Mar 2019 under letter ref. no. (8) in Ax(1) to EP2/G/G/131 Pt.22	7 March 2019
B	Revise as per EPD's comment issued on 10 Dec 2018 under letter ref. no. (4) in Ax(1) to EP2/G/G/131 Pt.21	8 January 2019
A	First Issue	22 October 2018
<b>Rev.</b>	<b>Description of Modification</b>	<b>Date</b>

	<b>SUMMARY OF RESPONSE TO COMMENTS</b>	Page 1 of 1
	Submission Title:	Issue Date: 1 March 2019
	Proposal for Relocating Impact Water Monitoring Locations C1, C2 and S2 (Rev B)	Reviewer: EPD

COMMENT ITEM REF.	REVIEWER'S COMMENT	ET'S RESPONSE
1. /	<p><u>Section 1.1</u> is suggested to be amended  <del>“1.1 As existing monitoring ... passing through. Since Marine Management Liaison Group (MMLG) Meeting No.7 dated 13 September 2018 raised out Marine Department and other stakeholders had raised out safety concern on marine traffic issues regarding shuttle boats travelling near Adamasta Channel where having frequent High Speed Ferry transit along in the Marine Management Liaison Group (MMLG) Meeting held in September 2018. (Attachment no.3 – MMLG minute no.7 item 3.3). In addition, there are marine constrains for this project. The vessel of ... Speed Ferry transits (See Attachment no.3 Presentation Slides no.9 &amp; 34 for the MMLG meeting).”</del></p>	Noted and revised.
2	To delete the extract of MMLG meeting minutes in Attachment 3.	Noted and removed.

End

# Proposal for Relocating Impact Water Monitoring Locations. Rev C

## 1. Introduction

### Rationale of Proposing for Relocating Water Monitoring Locations C1, C2 and S2

- 1.1 As existing monitoring locations C1, C2 and S2 are situated at fairway, see below Figure 1.1, performing water monitoring at such locations possesses marine safety problem, especially turbojet vessel passing through. Marine Department and other stakeholders had raised out safety concern on marine traffic near Adamasta Channel in the Marine Management Liaison Group (MMLG) Meeting held in September 2018. The vessel of the project shall strictly follow traffic separation schemes and not obstruct any major traffic streams where fairway along Adamasta Channel with daily 300-400 no. of High Speed Ferry transits.
- 1.2 In order to enhance the marine safety but without adversely affecting the quality and accuracy of water monitoring, we are proposing to relocate the water monitoring locations C1 to C1A, C2 to C2A and S2 to S2A.

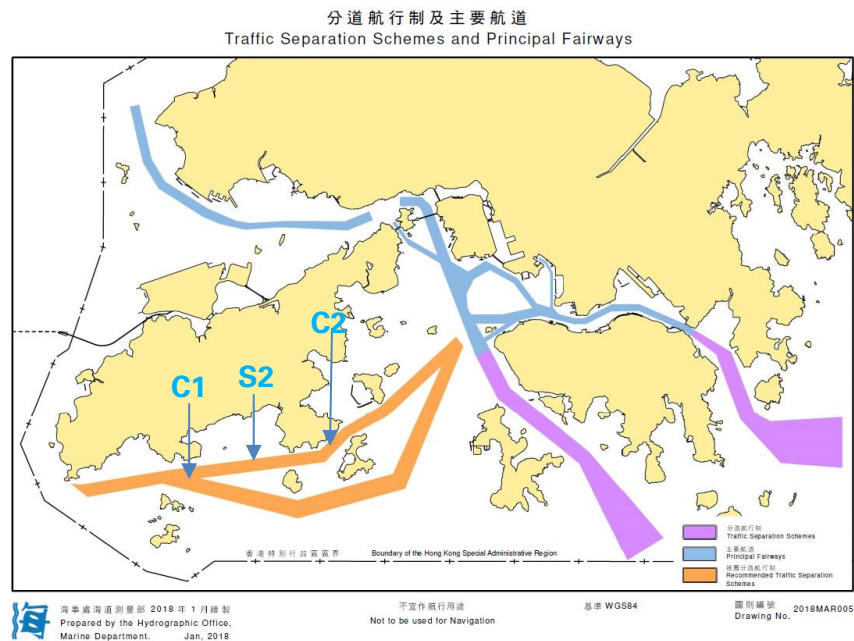


Figure 1.1 - Existing monitoring locations and fairway

## **2. Requirement of Updating Water Monitoring Locations**

2.1 According to EM&A Manual paragraph 4.3.1 of Water Quality Impact “The proposed water quality monitoring stations for construction phase impact assessment are shown in Table 4.1 and Figure 4.1. The status and locations of water sensitive receivers and the marine activities may change after issuing this Manual. If such case exists, the ET Leader shall propose updated monitoring locations and seek approval from the IEC and EPD.”

## **3. Water Monitoring Locations for the Project**

3.1 Marine water quality monitoring stations have been proposed at different water quality sensitive receivers to monitor the water quality impact due to the proposed marine works under this Project.

3.2 Monitoring stations B1 to B4 would be located at 4 beaches respectively at the southern shore of Lantau Island.

3.3 Monitoring station H1 is located at the horseshoe crab habitat at northern SKC, while CR1 and CR2 are located at the coral communities at southwestern shore of SKC.

3.4 Monitoring station F1 is located at the Cheung Sha Wan Fish Culture Zone while monitoring station M1 is located at Tung Wan at Cheung Chau.

3.5 Water quality monitoring at the northern landing site, midway and southern landing site of the proposed submarine cable is proposed at monitoring stations S1, S2 and S3 for monitoring the SS impact due to the laying of submarine cable.

3.6 Control stations C1 and C2 have been proposed at far field locations for comparison.

3.7 Following tabulation summarizes the 14 nos. of monitoring stations for Marine Water Quality for Baseline and Impact Monitoring during Construction Phase

Station	Description	Easting	Northing
B1	Beach - Cheung Sha Lower	813342	810316
B2	Beach - Pui O	815340	811025
B3	Beach - Yi Long Wan	817210	808395
B4	Beach - Tai Long Wan	817784	808682
H1	Horseshoe Crab - Shek Kwu Chau	816477	806953
C1	Control Station	810850	806288
C2	Control Station	819421	808053
F1	Cheung Sha Wan Fish Culture Zone	818631	810966
S1	Submarine Cable Landing Site	814245	810335
S2	Submarine Cable	815076	807747
S3	Submarine Cable Landing Site	816420	805621
CR1	Coral	817144	805597
CR2	Coral	816512	805882
M1	Tung Wan	821572	807799

## 4. Considerations on Relocating C1, C2 and S2 to C1A, C2A and S2A

4.1 As explained in the introduction, the following factors have been considered in proposing the relocations.

- i. Control Points C1A and C2A are kept in upstream of the construction site in ebb/flood condition (See Attachment No. 1);
- ii. Control points C1A and C2A are kept sufficient distance as far-field from shore, construction site or any pollutant source (See Attachment No. 2);

Locations	Distance between Control Point & IWMF site boundary
C1	5 km
C1A	3 km
C2	3.4km
C2A	2.3km

- iii. Control points C1A and C2A are kept similar tidal condition (See Attachment No. 1);
- iv. S2A is relocated along same alignment and midway of landing site of the proposed submarine cable as S2

## 5. Coordinates of C1A, S2A and C2A

Locations	Northing	Easting
C1A	806,300	812,823
S2A	808,515	814,808
C2A	806,808	818,869

## 6. Conclusion

5.1 After relocation of the monitoring locations, marine safety could be enhanced due to monitoring work will be avoided nearby the fairways as in Figure 5.1.

5.2 The proposed relocation will not adversely affect the integrity of water quality monitoring programme.

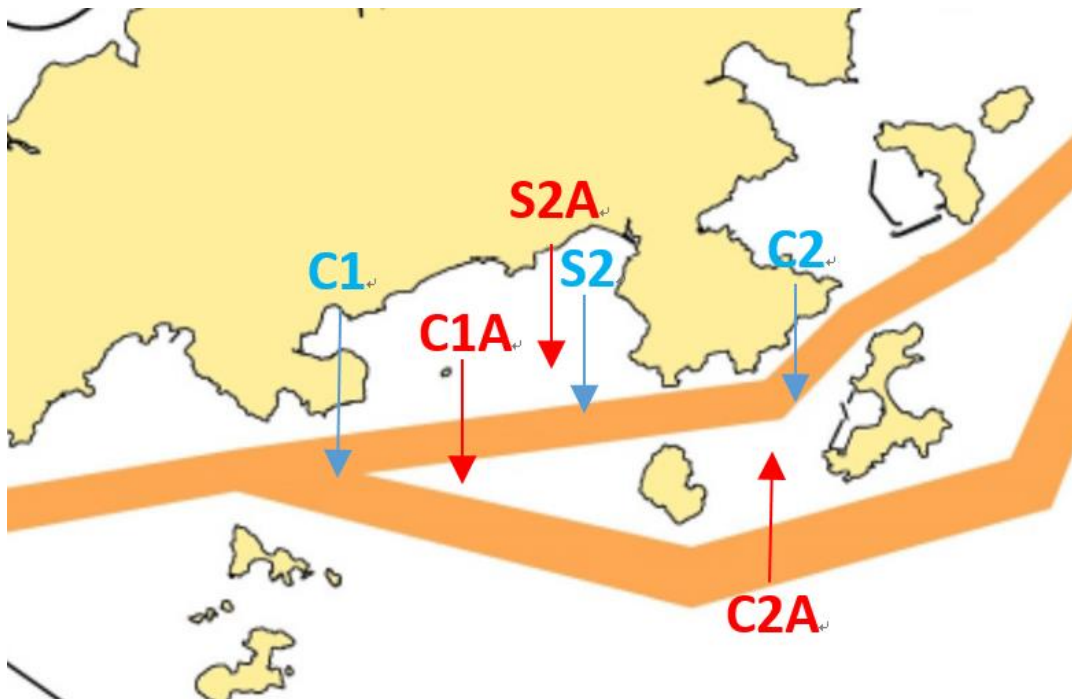
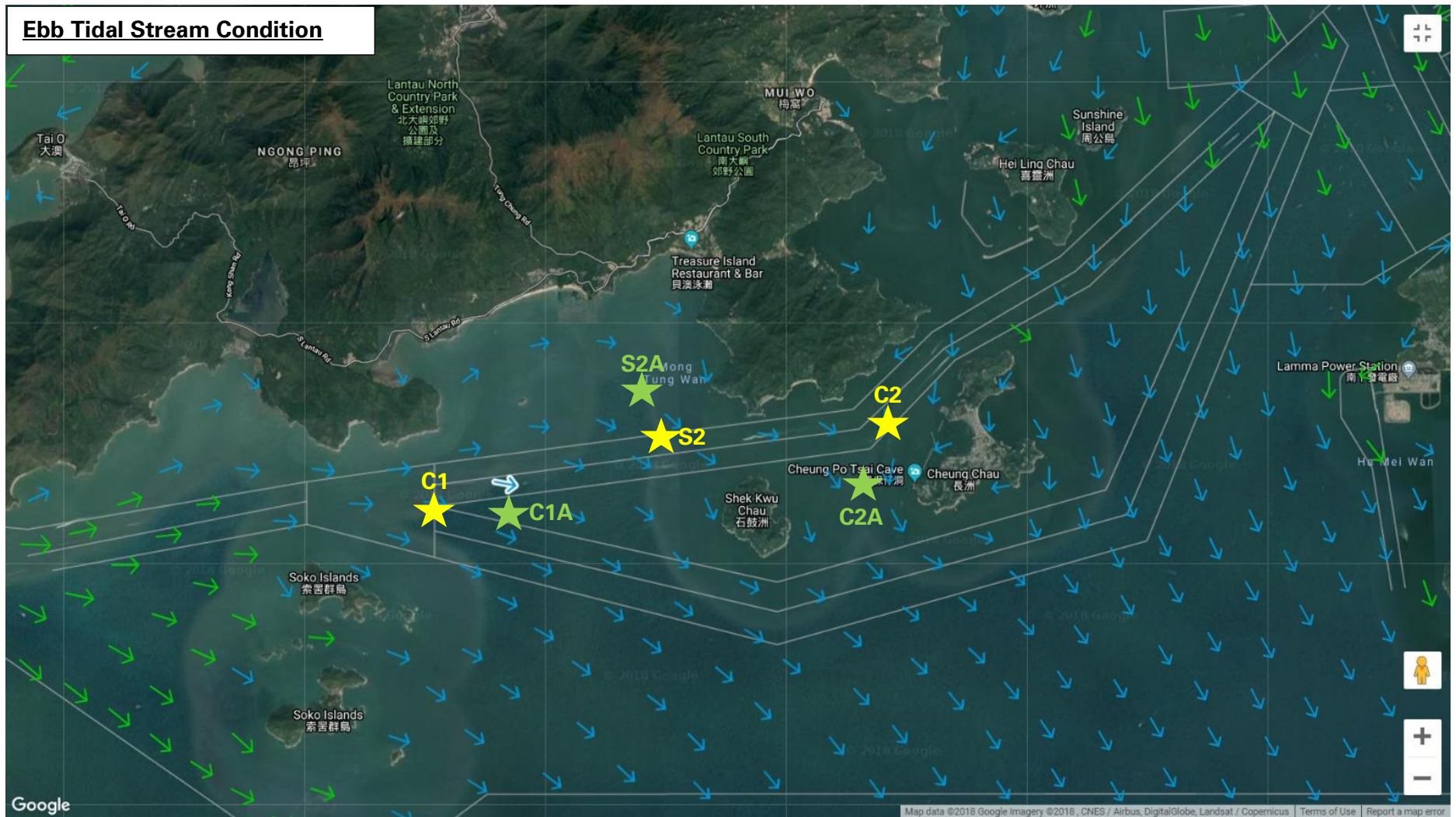
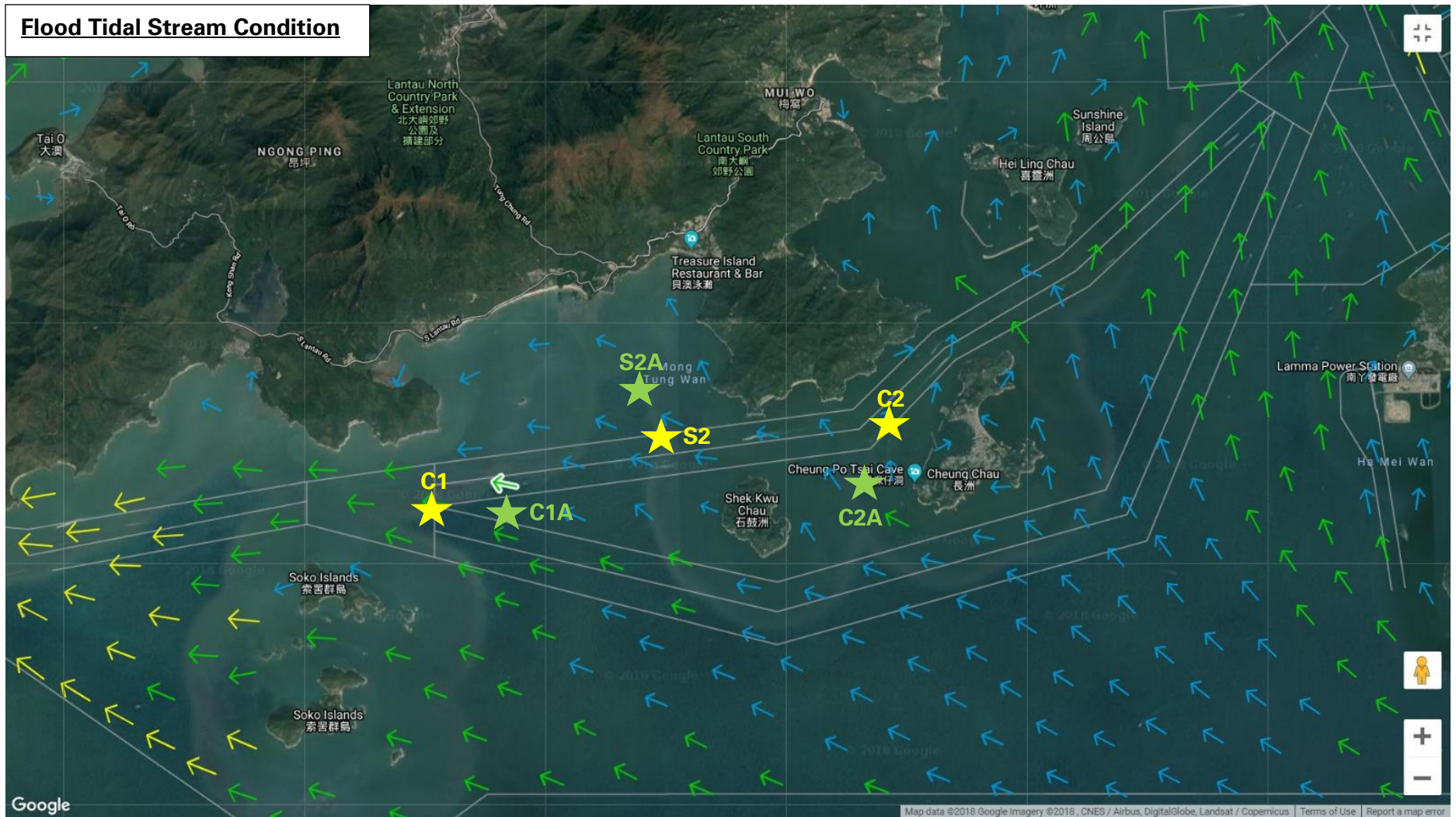


Figure 5.1 - The original and proposed monitoring locations relocation and fairway



# Attachment No. 1





## Attachment No. 2



