



FORM 5
ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE
(CHAPTER 499)
SECTION 13(1)

Application for Variation of an Environmental Permit

PART A PREVIOUS APPLICATIONS

No previous application for variation of an environmental permit.
 The environmental permit was previously amended.
Application No. : VEP-542/2018

PART B DETAILS OF APPLICANT

B1. Name : (person or company)
MTR Corporation Limited
[Note : In accordance with section 13(1) of the Ordinance, the person holding an environmental permit or a person who assumes responsibility for the designated project may apply for variation of the environmental permit.]
B2. Business Registration No. : [Redacted]
(if applicable)
B3. Correspondence Address : [Redacted]
B4. Name of Contact Person : [Redacted]
B5. Position of Contact Person : [Redacted]
B6. Telephone No. : [Redacted]
B7. Fax No. : [Redacted]
B8. E-mail Address : (if any) [Redacted]

PART C DETAILS OF CURRENT ENVIRONMENTAL PERMIT

C1. Name of the Current Environmental Permit Holder :
MTR Corporation Limited
C2. Application No. of the Current Environmental Permit : VEP-542/2018
C3. The Current Environmental Permit was Issued in : month / year
06 / 2018

Important Notes : Please submit the application together with
(a) 3 copies of this completed form; and
(b) appropriate fee as stipulated in the Environmental Impact Assessment (Fees) Regulation
to the Environmental Protection Department at the following address :
The EIA Ordinance Register Office,
27th floor, Southorn Centre, 130 Hennessy Road,
Wan Chai, Hong Kong.

Tick (✓) the appropriate box



PART D PROPOSED VARIATIONS TO THE CONDITIONS IN CURRENT ENVIRONMENTAL PERMIT

D1. Condition(s) in the Current Environmental Permit :	D2. Proposed Variation(s) :	D3. Reason for Variation(s) :	D4. Describe the environmental changes arising from the proposed variation(s) :	D5. Describe how the environment and the community might be affected by the proposed variation(s) :	D6. Describe how and to what extent the environmental performance requirements set out in the EIA report previously approved or project profile previously submitted for this project may be affected :	D7. Describe any additional measures proposed to eliminate, reduce or control any adverse environmental impact arising from the proposed variation(s) and to meet the requirements in the Technical Memorandum on Environmental Impact Assessment Process :
Condition 2.27 in Part C of EP.	The XRL Operation Hours will be varied as per the enclosed supplementary information.	Please refer to the enclosed supplementary information.	Please refer to the enclosed supplementary information.	Please refer to the enclosed supplementary information.	Please refer to the enclosed supplementary information.	Please refer to the enclosed supplementary information.

PART E DECLARATION BY APPLICANT

E1. I hereby certify that the particulars given above are correct and true to the best of my knowledge and belief. I understand the environmental permit may be suspended, varied or cancelled if any information given above is false, misleading, wrong or incomplete.



Signature of Applicant



Full Name in Block Letters



Position



on behalf of MTR Corporation Limited
Company Name and Chop (as appropriate)

6 August 2018

Date

NOTES :

1. A person who constructs or operates a designated project in Part I of Schedule 2 of the Ordinance or decommissions a designated project listed in Part II of Schedule 2 of the Ordinance without an environmental permit or contrary to the permit conditions commits an offence under the Ordinance and is liable to a maximum fine of \$5,000,000 and to a maximum imprisonment for 2 years.
2. A person for whom a designated project is constructed, operated or decommissioned and who permits the carrying out of the designated project in contravention of the Ordinance commits an offence and is liable to a maximum fine of \$5,000,000 and to a maximum imprisonment for 2 years.

EIAO
COPY

Supplementary Information to Support the Application of Variation
of Environmental Permit (EP-349/2009/M)

HONG KONG SECTION OF GUANGZHOU – SHENZHEN –
HONG KONG EXPRESS RAIL LINK

VEP- 544/2018
Total: 1
d.d 6.8. 2018

Form 5
Environmental Impact Assessment Ordinance (Chapter 499) Section 13(1)
Application for Variation of an Environmental Permit

Proposed Variations to the Conditions in Current Environmental Permit

D1. Condition(s) in the Current Environmental Permit

2.27 The train operation shall be confined within 0600 to 2400 hours daily with operation details given below:

Train Length 列車長度	Long haul train: not more than 427m long 長程列車:車長不超過 427 米 Short haul train: not more than 241m long 短途列車:車長不超過 241 米
Daily Operation 每日運作	Not more than a total of 280 short haul trains and 66 long haul trains 總計不超過 280 班短途列車及 66 班長程列車。
Operation Period from 0700 to 2300 hours 由 0700 時至 2300 時的運作時段	Hourly frequency: not more than 13 short haul and 4 long haul trains at northbound and not more than 12 short haul and 3 long haul trains at southbound 每小時最高班次量: 北行短途 13 班及長程 4 班, 以及南行短途 12 班及長程 3 班。
Operation Periods of 0600 to 0700 hours and 2300 to 2400 hours 介乎 0600 時至 0700 時及 2300 時至 2400 時的運作時段	Hourly frequency: not more than 6 short haul trains at northbound and 6 short haul trains at southbound; no long haul train movements in these periods. 每小時最高班次量: 北行短途 6 班及南行短途 6 班, 不設長程列車。
Train Speed 車速	Not faster than 200 km/hr 最高每小時 200 公里

D2. Proposed Variation(s):

2.27 Unless otherwise approved by the Director, the train operation shall be confined within 0415 to 0015 hours daily with operation details given below:

Train Length 列車長度	Long haul train: not more than 427m long 長程列車:車長不超過 427 米
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	Short haul train: not more than 241m long 短途列車:車長不超過 241 米
Daily Operation 每日運作	Not more than a total of 280 short haul trains and 66 long haul trains 總計不超過 280 班短途列車及 66 班長程列車。
Operation Period from 0700 to 2300 hours 由 0700 時至 2300 時的運作時段	Hourly frequency: not more than 13 short haul and 4 long haul trains at northbound and not more than 12 short haul and 3 long haul trains at southbound 每小時最高班次量: 北行短途 13 班及長程 4 班, 以及南行短途 12 班及長程 3 班。
Operation Periods of 0415 to 0700 hours and 2300 to 0015 hours 介乎 0415 時至 0700 時及 2300 時至 0015 時的運作時段	<p><i>Frequency of 0415 to 0515 hours: not more than 1 short haul train at northbound and 1 short haul train at southbound;</i></p> <p><i>Frequency of 0515 to 0600 hours : not more than 1 short haul train at northbound and 2 short haul train at southbound;</i></p> <p><i>Frequency of 2400 to 0015 hours: not more than 1 short haul train at northbound</i></p> <p><i>No long haul train movements in these periods.</i> 介乎 0415 時至 0515 時: 不多於北行短途 1 班及南行短途 1 班;</p> <p>介乎 0515 時至 0600 時: 不多於北行短途 1 班及南行短途 2 班;</p> <p>介乎 2400 時至 0015 時: 不多於北行短途 1 班</p> <p>不設長程列車。</p> <p>Hourly frequency of 0600 to 0700 hours and 2300 to 2400 hours: not more than 6 short haul trains at northbound and 6 short haul trains at southbound; no long haul train movements in these periods. 介乎 0600 時至 0700 時及 2300 時至 2400 時的每小時最高班次量: 北行短途 6 班及南行短途 6 班, 不設長程列車。</p>
Train Speed 車速	Not faster than 200 km/hr 最高每小時 200 公里

D3. Reason for Variation(s):

The assumptions of train operation details in the approved EIA Report (AEIAR-143/2009) and subsequent application for variation of environmental permit (VEP) No. VEP-377/2012 were based on the preliminary train schedule available at the time of preparation. Under the latest arrangement, there will be 3 short haul train at southbound and 2 short haul train at northbound at 0415 to 0600 hours and 1 short haul train at northbound at 2400 to 0015 hours for the personnel working for railway system assurance, operation, customs, immigration and quarantine arriving at and departing from Hong Kong to facilitate the preparation works

of daily train services. It is proposed to vary EP Condition 2.27 to cater for the above.

D4. Describe the environmental change arising from the proposed variation(s):

For the proposed variation, no additional construction works is required, thus, no environmental change during construction phase would be arising from the proposed variation.

The proposed variation would extend the night-time train operation hours with 3 short haul train at southbound and 2 short haul train at northbound at 0415 to 0600 hours and 1 short haul train at northbound at 2400 to 0015 hours. There is neither change to the operation details from 0600 to 2400 hours, nor a physical addition / alteration to the project. The table below indicates the potential environmental changes arising from the proposed variation.

Potential Environmental Changes arising from the Proposed Variation

Potential Impact	Construction Phase	Operation Phase
Airborne Noise	x	√
Groundborne Noise	x	√
Air Quality	x	x
Landscape and Visual	x	x
Water Quality	x	x
Waste Management Implication	x	x
Land Contamination	x	x
Ecology	x	x

“x” - no potential environmental change is anticipated

“√” - potential environmental change is anticipated

D5. Describe how the environmental and the community might be affected by the proposed variation(s):

Under the proposed variation, operational phase airborne and groundborne noises during night-time period are the only concerns of the environmental performance. The proposed variation periods (0415 to 0600 hours and 2400 to 0015 hours) falls within the night-time period. The train types and speed of the short haul trains operating during the proposed variation periods remain the same as those assessed in the approved EIA Report and/or subsequent application for VEP No. VEP-377/2012. Fixed plant operation during night-time also remains the same as those assessed in the approved EIA Report and/or subsequent VEP applications / EP submissions.

Airborne Noise for Railway Operation

West Kowloon Terminus (WKT) and Tunnel Section

The tunnel alignment and the WKT are underground. No NSRs/community will be affected by the airborne noise impacts from the railway operation at WKT and tunnel section.

Ventilation Buildings (VBs)/Shafts along XRL tunnel, and Fixed Plants at WKT and Shek Kong Stabling Sidings (SSS)

The VBs along XRL tunnel include Mai Po (MPV), Nagu Tam Mei (NTM), Pat Heung (PHV), Emergency Rescue Siding Plant Building North and South (SPN/SPS) in SSS, Shing Mun (SMV), Kwai Chung (KCV), Nam Cheong (NCV) and Mong Kok (MKV). The VBs and other fixed plants above ground at WKT and the railway operation at SSS will generate airborne noise during the proposed variation periods and may affect the adjacent NSRs.

Groundborne Noise for Railway Operation

The NSRs/community sit on the tunnel alignment and are adjacent to the WKT may be affected by the groundborne noise impact during the proposed variation periods.

D6. Describe how and to what extent the environmental performance set out in the EIA report previously approved or project profile previously submitted for this project may be affected:

The proposed variation periods (at 0415 to 0600 hours there will be 3 short haul train at southbound and 2 short haul train at northbound and at 2400 to 0015 hours there will be 1 short haul train at northbound) falls within the night-time period. The train frequencies during the proposed variation periods are below the night-time train frequency as assumed in the approved EIA Report and/or subsequent application for VEP No. VEP-377/2012. With other operation parameters (i.e. train types, speed of the short haul trains, and fixed plants, etc.) and all associated mitigation measures remain the same as those in the approved EIA Report and/or subsequent VEP applications / EP submissions, the operational airborne and groundborne noise levels during the proposed variation periods will be well below the criteria as stipulated in the approved EIA Report. The operational airborne and groundborne noise performance as set out in the approved EIA and/or subsequent VEP applications / EP submissions thus remains valid.

As stated under Part D4, no environmental change to air quality, landscape and visual, water quality, waste management, land contamination and ecology arising from the proposed variation is anticipated. Hence, the environmental performance set out in the approved EIA and/or subsequent VEP applications / EP submissions is not affected.

D7. Describe any additional measures proposed to eliminate, reduce or control any adverse environmental impact arising from the proposed variation(s) and to meet the requirements in the Technical Memorandum on Environmental Impact Assessment

Process:

No additional mitigation measures for the proposed variation are required. To cope with the airborne and groundborne noise impacts, the recommended mitigation measures stipulated in XRL EP (EP-349/2009/M) would be maintained in the operation phase for the XRL project. No adverse environmental impact arising from the proposed variation is anticipated and the requirements in the EIAO-TM will be met.

Reference:

Environmental Impact Assessment of HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK (May 2009), MTR
https://www.epd.gov.hk/eia/register/report/eiareport/eia_1692009/cover.html

Environmental Impact Assessment of HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK – Environmental Monitoring and Audit Manual (May 2009), MTR
https://www.epd.gov.hk/eia/register/report/eiareport/eia_1692009/EM&A/Text%20pdf/EM&A_TOC.pdf

Environmental Permit (EP-349/2009/M) (HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK)
<https://www.epd.gov.hk/eia/register/permit/latest/vep5422018.htm>

HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK, Environmental Review Report (ERR) for the Proposed Design Changes at Shek Kong Stabling Sidings (2012), MTR

HONG KONG SECTION OF GUANGZHOU – SHENZHEN – HONG KONG EXPRESS RAIL LINK, Environmental Review Report (ERR) – Design Changes in Ventilation Buildings and Emergency Access Point (Revision 01), (2014), MTR