

Annex I

Reprovisioning of FMO Kwun Tong Wholesale Fish Market and CED Maintenance Depot

1

INTRODUCTION

Western Coast Road (WCR) is the proposed coastal link road which will connect Tseung Kwan O (TKO) with South East Kowloon (SEK) to meet anticipated increases in traffic demands resulting from future developments in the Tseung Kwan O area.

The proposed WCR would include reclamation of a section of land from Victoria Harbour between Sam Ka Tsuen Typhoon Shelter and Yau Tong Bay. This reclamation would interfere with the operations of the existing FMO Kwun Tong Wholesale Fish Market (hereafter referred to as the 'Fish Market') which is currently located within the Yau Tong Industrial Area (*Figure I1.1a*) and requires marine access to the site.

Where WCR approaches South East Kowloon Route T2, local access to the WCR would be provided by slip roads connecting to the roundabout linking it with Cha Kwo Ling Road. The provision of the roundabout would require the resumption of land currently occupied by a Civil Engineering Department Maintenance Depot (hereafter referred to as the 'CED Depot') (*Figure I1.1a*).

In view of the need for reprovisioning of the Fish Market and the CED Depot, TDD has provided proposals for the possible reprovisioning of these facilities to be located side by side on the waterside edge of the WCR reclamation, between the shore line and WCR (*Figure I1.1b*).

This section presents the findings of the air and noise environmental assessment undertaken for the two reprovisioned facilities.

It has been assumed that the reprovisioning shall be on a like-for-like basis, with the re-provisioned facilities similar to the existing ones. In particular, the following planned parameters for the re-provisioned sites have been assumed:

- (i) FMO Wholesale Fish Market:
 - Site area: 4,400 sq. metres
 - Marine access: 95 m seafront with vertical seawall and berthing facilities for the berthing of fishing vessels.
 - Land access: Vehicular ingress/egress points to be provided, with easy road access.
 - Building height: Not exceeding 12 m
- (ii) CED Maintenance Depot:
 - Site area: 4,100 sq. metres
 - Marine access: 120 m seafront with vertical seawall and berthing facilities for the loading and unloading of construction materials.
 - Land access: Vehicular ingress/egress points to be provided, with easy road access.
 - Building height: Not exceeding 12 metres.

3.1 AIR QUALITY

The principal legislation for the management of air quality is the *Air Pollution Control Ordinance (APCO) (Cap 311)*. The whole of the Hong Kong Special Administrative Region (HKSAR) is covered by the *Hong Kong Air Quality Objectives (HKAQOs)* which stipulate the statutory limits of typical air pollutants and the maximum allowable numbers of exceedance over specific periods.

The *Air Pollution Control (Construction Dust) Regulation* stipulates the mitigation measures for construction sites and should be employed in the worksite to minimise potential dust nuisance arising from construction works. The Hong Kong Planning Standards and Guidelines (HKPSG) has recommended a 20 m buffer distance requirement for trunk road for active and passive recreational uses.

3.2 FIXED PLANT NOISE

Noise assessments of fixed plant noise sources are conducted with reference to the *Technical Memorandum For The Assessment of Noise From Places Other Than Domestic Premises, Public Places Or Construction Sites (IND-TM)*, published under the NCO.

According to the EIAO-TM, all fixed noise sources should be so located and designed that the noise levels at the façade of any NSRs would be at least 5 dB(A) lower than the appropriate Acceptable Noise Level (ANL) stipulated in the IND-TM.

The proposed location of the Fish Market and the CED Depot are located close to the proposed Western Coast Road. Since the anticipated annual average daily traffic on this road will exceed 30,000 vehicles per day it is considered to be an Influencing Factor when determining the sensitivity of the area. As a result any NSR in the vicinity will be allocated an Area Sensitivity Rating (ASR) of "C". The appropriate fixed plant noise criteria, in accordance with EIAO-TM, are, therefore, 65 dB(A) during daytime and evening and 55 dB(A) during the night-time period.

4 AIR AND NOISE SENSITIVE RECEIVERS

The reprovisioned Fish Market and CED Depot will be located on the proposed WCR reclamation area in the vicinity of the existing Yau Tong Industrial Area. The existing Yau Tong Industrial Area is considered to be an Air Sensitive Receiver (ASR). No Noise Sensitive Receivers (NSRs) are identified in the existing environment.

Future Air and Noise Sensitive Receivers which are likely to be those most affected by the reprovisioned Fish Market and the CED Depot include residential

developments at Yau Tong Bay and the existing Yau Tong Industrial Area which is to be rezoned as CDA site (*Figure 11.3a*).

The reprovisioned fish market and the CED Depot are also considered to be ASRs from potential traffic emissions generated from WCR.

5 IDENTIFICATION OF POTENTIAL IMPACTS

5.1 NOISE

5.1.1 Construction Phase

The construction of the reprovisioned facilities will be undertaken during the construction phase of the WCR and, as such, has already been considered within the *Noise* section of the main *EIA Report* (*Section 3*). Potential construction noise impacts will therefore not be considered any further in this Section.

5.1.2 Operational Phase

Fish Market

The Fish Market will operate between 01:00 and 15:00 hours. Potential noise sources include the following:

- vessel loading and unloading activities;
- vehicle loading and unloading activities;
- aeration pumps; and
- vehicle movements.

CED Depot

The CED Depot will operate between 07:00 and 19:00 hours. Potential noise sources include the following:

- painting works;
- vessel loading and unloading activities;
- vehicle loading and unloading activities; and
- vehicle movements.

5.2 AIR QUALITY

5.2.1 Construction Phase

The construction of the reprovisioned facilities will be undertaken during the construction phase of the WCR and thus has already been considered within the *Air* section of the main *EIA Report* (*Section 4*). Potential construction air quality impacts will therefore not be considered any further in this Section.

5.2.2 Operational Phase

Potential impacts associated with the operation of the fish market and the CED Depot include:

- possible odour and industrial emissions to surrounding environment from operations;
- vehicle exhaust emissions from the reprovisioned site traffic affecting ASRs; and
- vehicle exhaust emissions from WCR affecting the reprovisioned sites.

6 EVALUATION OF IMPACTS

6.1 NOISE

6.1.1 Methodology of Noise Assessment

To determine the potential noise sources and noise emissions from the Fish Market and the CED Depot, a series of noise measurements were taken at each of the existing sites during the peak periods as identified by FMO and CED (Details provided in the Appendix to this Section).

CED Depot

For the CED Depot the results of the measurements were used to estimate the sound power levels (SWL) of the individual noise sources operating within the depot. The contribution that each source would generate at the nearest NSR was then calculated and, where one or more sources was likely to operate simultaneously, the individual contributions were combined to calculate the overall noise generated (by the reprovisioned facilities) at the NSR. Noise levels were predicted for the peak (ie busiest) daytime and night-time periods assuming that the sources operate continuously over a 30 minute period.

The noise calculations do not include potential screening effects provided by the WCR and its associated noise mitigation. In addition, predictions have been made to the nearest NSR only, as this represents the most critical case. If predicted noise levels at the nearest NSR are within the established criteria, it can confidently be assumed that no criteria exceedances will arise as a result of operations within the reprovisioned CED Depot.

FMO Fish Market

Since the Fish Market will be partially enclosed a slightly different methodology has been used to predict the noise levels that will be generated at the nearest NSR.

It is anticipated that the design of the reprovisioned fish market will include the following features:

- a roof/canopy covering the entire site except the fish landing area;
- a boundary wall extending the full height of the fish market (with no gap between wall and roof/canopy) along the rear of the site with two 6 m wide openings for egress and ingress;
- a boundary wall (approximately 30 m in length) along the northern side; and

- a boundary wall (approximately 30 m in length) along the southern side.

The seaward end of the fish market will be completely open to allow access for fishing vessels. The fish landing area will remain uncovered for a width of approximately 6 m to facilitate crane operations during loading and unloading activities.

Each of the open areas (six in total) are treated as individual area sources. The Sound Power Level (SWL) of each opening (area source) has been estimated by adding an appropriate corrections to the noise level recorded at the measurement point considered to be most representative of the particular area source. The correction applied is dependent on the degree to which the noise level measured is affected by reflection from either the building structure or other objects close to the measurement point. Two types of measurement point have been used in this assessment. These are as follows:

- *Internal measurement point* - as for measurement points representing AS1, AS2, AS4 and AS5. The correction applied in this case is $10 \times \log(\text{area of source}) - 6 \text{ dB(A)}$; and
- *External (non free-field) measurement point* - as for measurement points representing AS3 and AS6. The correction applied in this case is $10 \times \log(\text{area of source}) - 3 \text{ dB(A)}$.

A screening correction of -10 dB(A) has also been applied for noise sources which do not directly face the NSR while a -5 dB(A) correction has been applied to sources which will be partially screened from the NSR.

The noise sources and their locations, as well as the location of the closest NSR are identified in Figure I4.3. The contribution to the noise level that will be generated at the NSR by each source is calculated and the results summed to give the total noise level.

6.1.2 *Noise Impact*

The closest NSR to the proposed facility will be within the future residential development in the Yau Tong Industrial Area. The minimum distance from the NSR to the reprovisioned facilities will be approximately 55 m. The combined daytime noise contribution at the NSR from the Fish Market and the Depot operation is predicted to be 7 dB(A) below the EIAO-TM daytime noise criteria of 65 dB(A) at the closest NSR. The night-time noise level at the closest NSR will comply with the EIAO-TM night-time criteria of 55 dB(A). Details of the calculation are presented in *Tables I1 to I4* in the *Appendix* to this Section

Access to the reprovisioned sites will be provided by a purpose built one-way route below the elevated WCR structure with entry from Ko Fai Road and exit along Shung Wo Path. The access routes shall therefore be screened to a large extent by the WCR and its associated noise mitigation. In addition, it is anticipated that traffic accessing the sites will not exceed 100 vehicles per day consequently traffic noise impacts are considered unlikely.

6.2 *AIR QUALITY*

6.2.1 *Methodology of Air Quality Assessment*

To determine the potential odour and industrial air pollution sources from the Fish Market and the CED Depot, field visits to the site were undertaken during peak hours of operation to observe fish market activities and identify any polluting sources (odour and industrial emissions) and site operators were contacted to obtain information on fish market activities.

Air quality pollutants generated from WCR were modelled as part of the impact assessment of WCR (Section 4 of the EIA) and pollutant contour plots (Figures 4.6a and 4.6b) were provided to determine if WCR would impact the reprovisioning areas.

6.2.2

Air Quality Impacts

In regard to the Fish Market, it was found that no processing activities were carried out at the site which would result in odorous or industrial emissions. The market activities include the delivery by fishing vessels and immediate collection, after transaction, by lorry of boxed fresh marine fish (which are boxed on the fishing vessels in advance, placed on ice and stored in foam containers) between the hours of 02:00 and 06:00 and the delivery and collection of live fish (which are contained in aquariums) between the hours of 9:00 and 14:00. The live fish are delivered in containers which are transferred to shore, alive, and are placed in aquariums inside the market or transported directly to waiting lorries which are equipped with aquariums inside. It was further observed that the site is cleaned daily which was confirmed by the operations manager at AFD.

From discussions with AFD, it is understood that there are no current plans to modify the operations of the fish market once the site is relocated to the new waterfront area and there are no expected increases in the volume of catch that would arrive at the reprovisioned site. The Fish Market is to be established in a similar manner to the existing site and will be covered on top with openings on two sides to facilitate natural ventilation along the water front. However, the site will be larger in size in order to accommodate separate ingress and egress of vehicles and to accommodate current marshalling activities. The existing site would be relocated further from future sensitive receivers (approximately 50 - 60 m from any proposed developments). During the field visits to the site, no significant odours from the Fish Market activities were found to be present. Therefore, with incorporation of existing general waste management practices, (daily clean up, collection and transfer of waste to refuse collection areas) future odour emissions are not anticipated to affect existing or future ASRs in the proximity of the reprovisioning site.

The CED Depot will be used primarily for parking of maintenance vehicles and no major processing facilities will be expected within the site. Only minor mechanical works are carried out in the workshops. It is therefore expected that gaseous emissions from the CED Depot operations will be minimal.

Vehicular emission that will arise from the vehicles generated from the Fish Market and CED Depot are expected to be very low (maximum 20 vehicles per hour for the CED Depot and 20 per hour for the Fish Market). Therefore, potential impacts associated with vehicular emissions are considered to be minimal and would not affect neighbouring ASRs.

As described in Section 4 of the main EIA report, potential air quality impacts from WCR will not occur at the CED Depot and Fish Market at their proposed

location as shown in the pollutant contour plots (*Figures 4.6a & b*). Therefore, adverse air quality impact from vehicular emission is not expected. However, any air sensitive uses associated with the CED Depot and Fish Market (such as occupied structures, excluding uses such as car park and storage areas) should comply with the recommended buffer distance of 20 m from the roadway as described in the HKPSG.

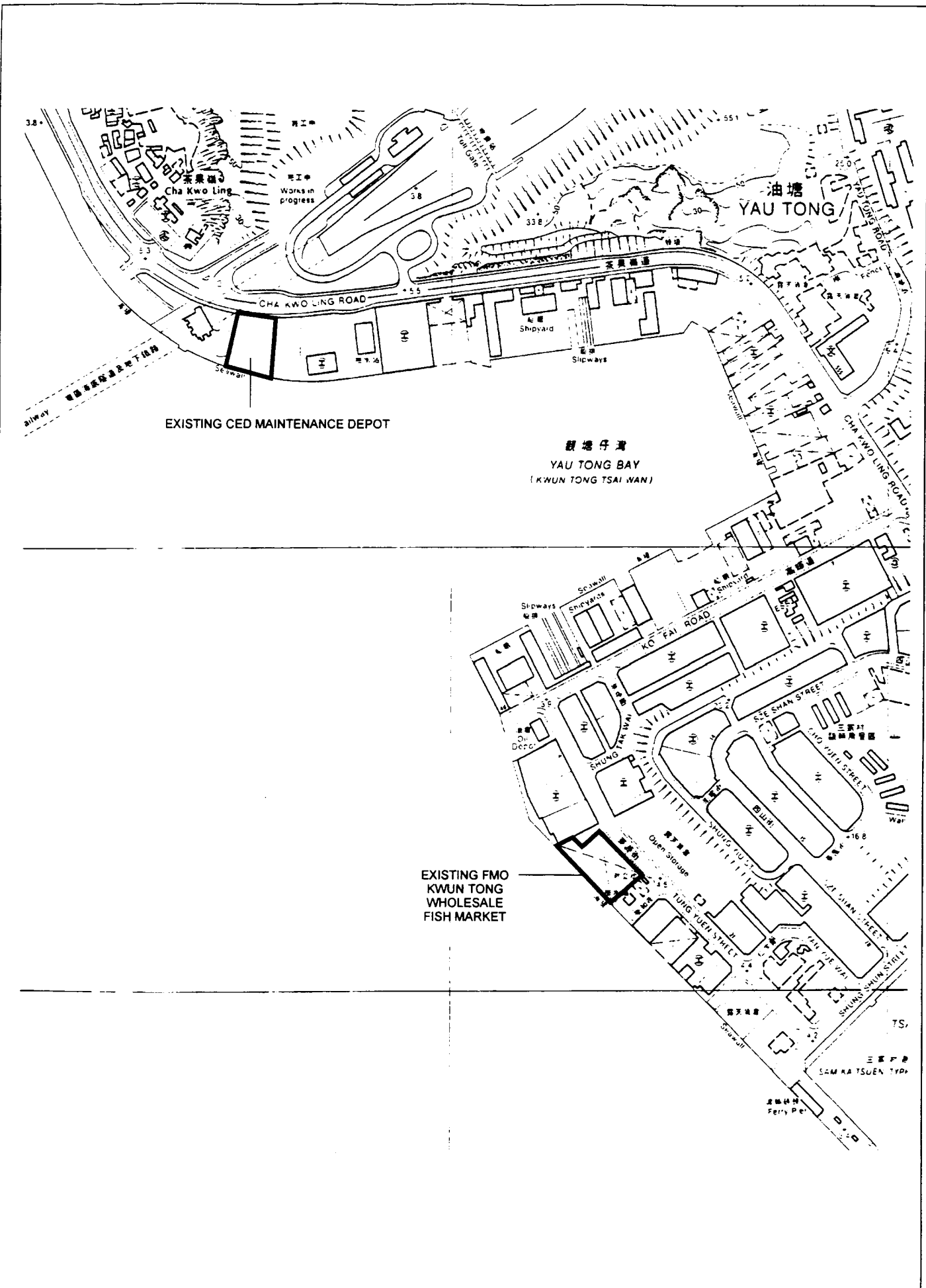
7

CONCLUSIONS

Noise emissions from the Fish Market and CED Depot are predicted to comply with the relevant EIAO-TM daytime and night-time criteria at neighbouring NSRs.

Air pollution emissions arise from vehicle exhaust are expected to be minimal due to low number of vehicle movements generated from the site and minor impact from the future WCR. However, it is recommended that any air sensitive uses associated with the CED Depot and Fish Market should comply with the HKPSG recommended buffer distance of 20 m from the roadway.

No impacts have been identified in regard to odour or industrial emissions emanating from the fish market or gaseous emission from the CED Depot.



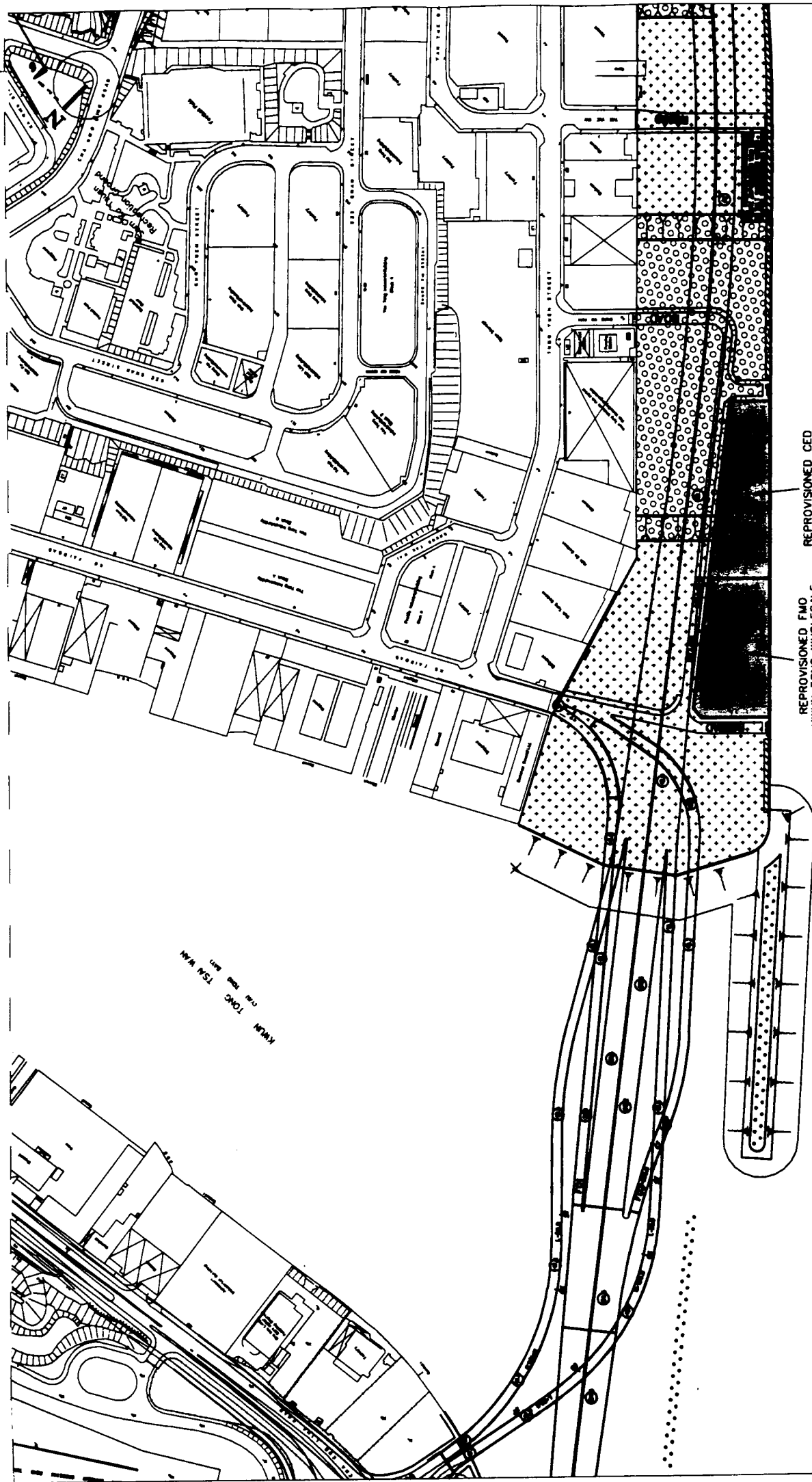
LOCATION OF EXISTING FMO FISH MARKET AND CED DEPOT

© COPYRIGHT RESERVED
 版權所有

MAUNSELL CONSULTANTS ASIA LTD
 茂盛工程顧問有限公司

DATE: JAN 99
 SCALE:

FIGURE No.
 11.1a



REPROVISIONED CED MAINTENANCE DEPOT

REPROVISIONED FMO KWUN TONG WHOLESALE FISH MARKET

PROPOSED LOCATION FOR REPROVISIONED FMO
FISH MARKET AND CED DEPOT

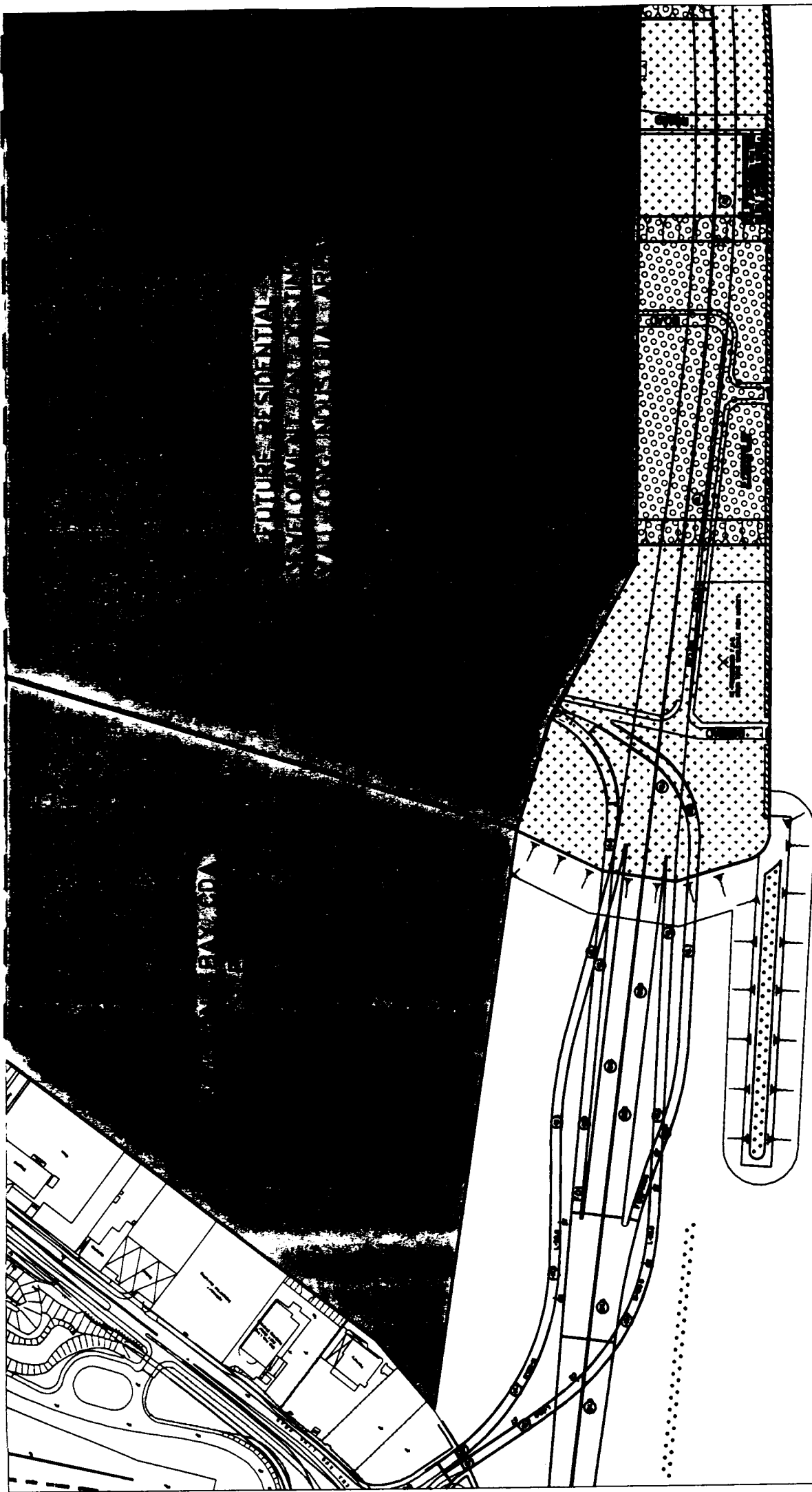
© COPYRIGHT RESERVED
 版權保留

MAJNSELL CONSULTANTS ASIA LTD
 茂進工程顧問有限公司

DATE: JAN 99

SCALE: 1 : 3500

FIGURE NO. 11.1b



NOISE SENSITIVE AREA

圖樣版權保留 圖 樣 號	MALJUNSELL CONSULTANTS ASIA LTD 茂德工程顧問有限公司	
	DATE: JAN 99	FIGURE NO. 11.3a

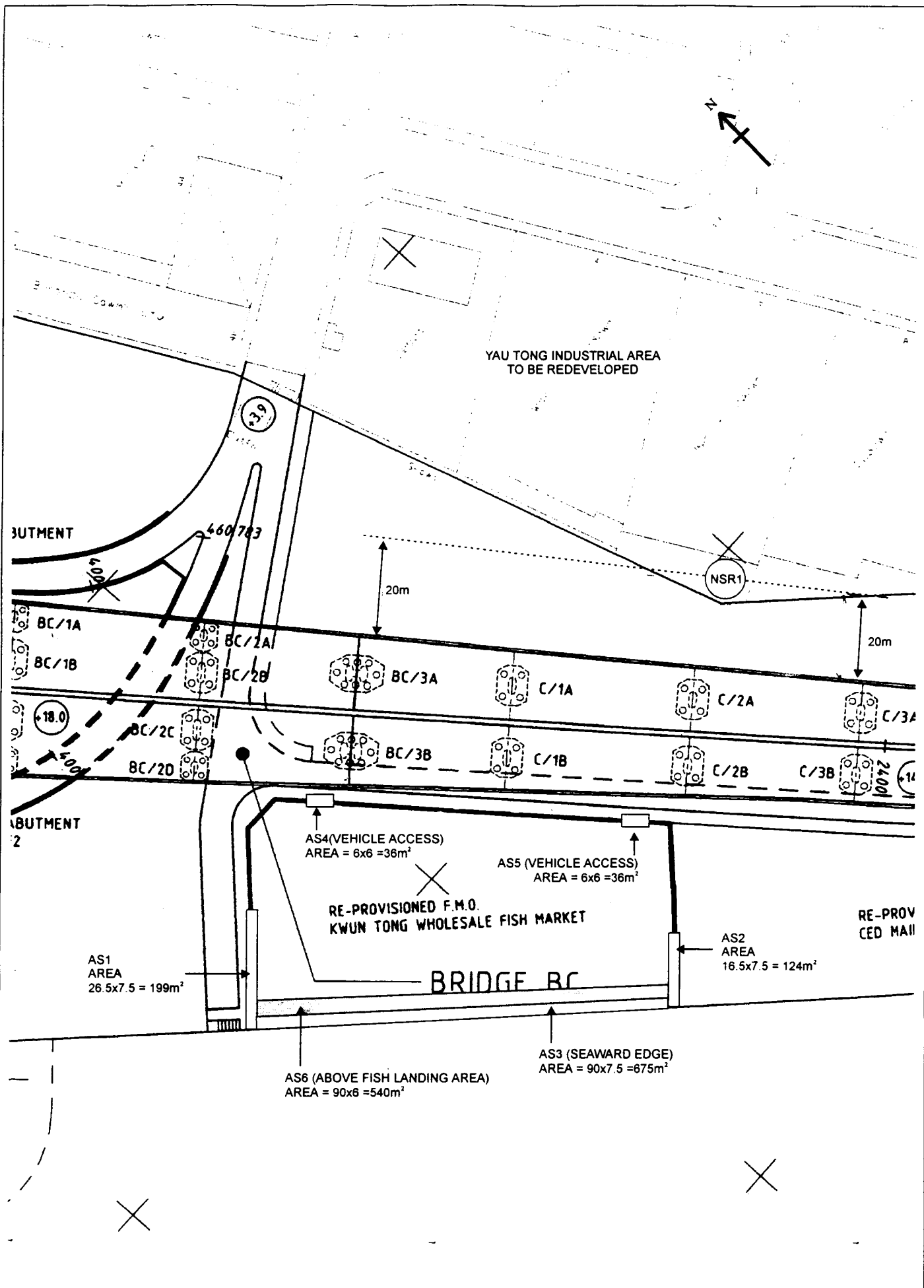


FIGURE 14.3 NOISE SOURCES WITHIN THE REPROVISIONED FMO FISH MARKET

Appendix to Annex I

Operational Details and Noise Calculations

Table I1 - Predictions of Day-time Noise Emissions from CED Depot

Noise Source	$L_{Aeq(5m)}$, dB	$SWL_{(CED)}$, dB(A)	Separation, m	$L_{Aeq(NSR)}$, dB
CED Depot General Activities	72	94	55	51

Table I2 - Predictions of Day-time Noise Emissions from Fish Market

NSR	Description			Xr	Yr	Criterion	Corrections, dB(A)			$L_{Aeq(NSR)}$, dB
NSR-N1	High Rise Residential within Yau Tong Industrial Area			95	95	55 dB(A)				
Sources	Xs	Ys	Area m ²	$L_{Aeq(FM)}$, dB(A)	$SWL_{(FM)}$, dB(A)	Lsr, m	CLsr	Screening	Facade	$L_{Aeq(NSR)}$, dB
AS1	0.0	13.5	199	77.0	94.0	125.2	-49.9	-10	3	37.0
AS2	95.0	13.5	124	78.0	92.9	81.5	-46.2	0	3	49.7
AS3	45.0	0.0	675	78.0	103.3	107.4	-48.6	-10	3	47.7
AS4	17.3	48.0	36	80.0	89.6	90.9	-47.2	0	3	45.4
AS5	87.8	43.5	36	79.0	88.6	52.0	-42.3	0	3	49.2
AS6	45.0	3.0	540	78.0	102.3	104.7	-48.4	-5	3	51.9
Total										56

Table I3 - Cumulative Impacts during the Day-time

Noise Source	CED Depot	Fish Market	Total
Day-time Noise Level, dB(A)	51	56	58

Table I4 - Predictions of Night-time Noise Emissions from Fish Market

NSR	Description			Xr	Yr	Criterion	Corrections, dB(A)			$L_{Aeq(NSR)}$, dB
NSR-N1	High Rise Residential within Yau Tong Industrial Area			95	95	55 dB(A)				
Sources	Xs	Ys	Area m ²	$L_{Aeq(FM)}$, dB(A)	$SWL_{(FM)}$, dB(A)	Lsr, m	CLsr	Screening	Facade	$L_{Aeq(NSR)}$, dB
AS1	0.0	13.5	199	77.0	94.0	125.2	-49.9	-10	3	37.0
AS2	95.0	13.5	124	78.0	92.9	81.5	-46.2	0	3	49.7
AS3	45.0	0.0	675	76.0	101.3	107.4	-48.6	-10	3	45.7
AS4	17.3	48.0	36	77.0	86.6	90.9	-47.2	0	3	42.4
AS5	87.8	43.5	36	79.0	88.6	52.0	-42.3	0	3	49.2
AS6	45.0	3.0	540	76.0	100.3	104.7	-48.4	-5	3	49.9
Total										55

Notes:

(1) $L_{Aeq(5m)}$ is the noise level measured at a distance of 5 m from the source.

(2) $L_{Aeq(NSR)}$ is the noise level predicted at the Noise Sensitive Receiver (NSR).

(3) $SWL_{(CED)}$ is an estimate of the Sound Power Level (SWL) of the CED Depot activities back calculated to a source of area 1 m².
 $SWL_{(CED)} = L_{Aeq(r)} + 20\log(r) + 8$ dB.

(4) $SWL_{(FM)}$ of the area source is based on the maximum noise level ($L_{Aeq(FM)}$) recorded at the measurement point within the Fish Market considered to be most representative of the noise emissions from the source. The SWL calculated depends on the type of measurement point.

For internal measurement points (as for AS1,2,4&5) $SWL_{(FM)} = L_{Aeq(FM)} + 10\log(\text{area of source}) - 6$, dB(A).

For external (non-free field) measurement points (as for AS3&6) $SWL_{(FM)} = L_{Aeq(FM)} + 10\log(\text{area of source}) - 3$, dB(A).

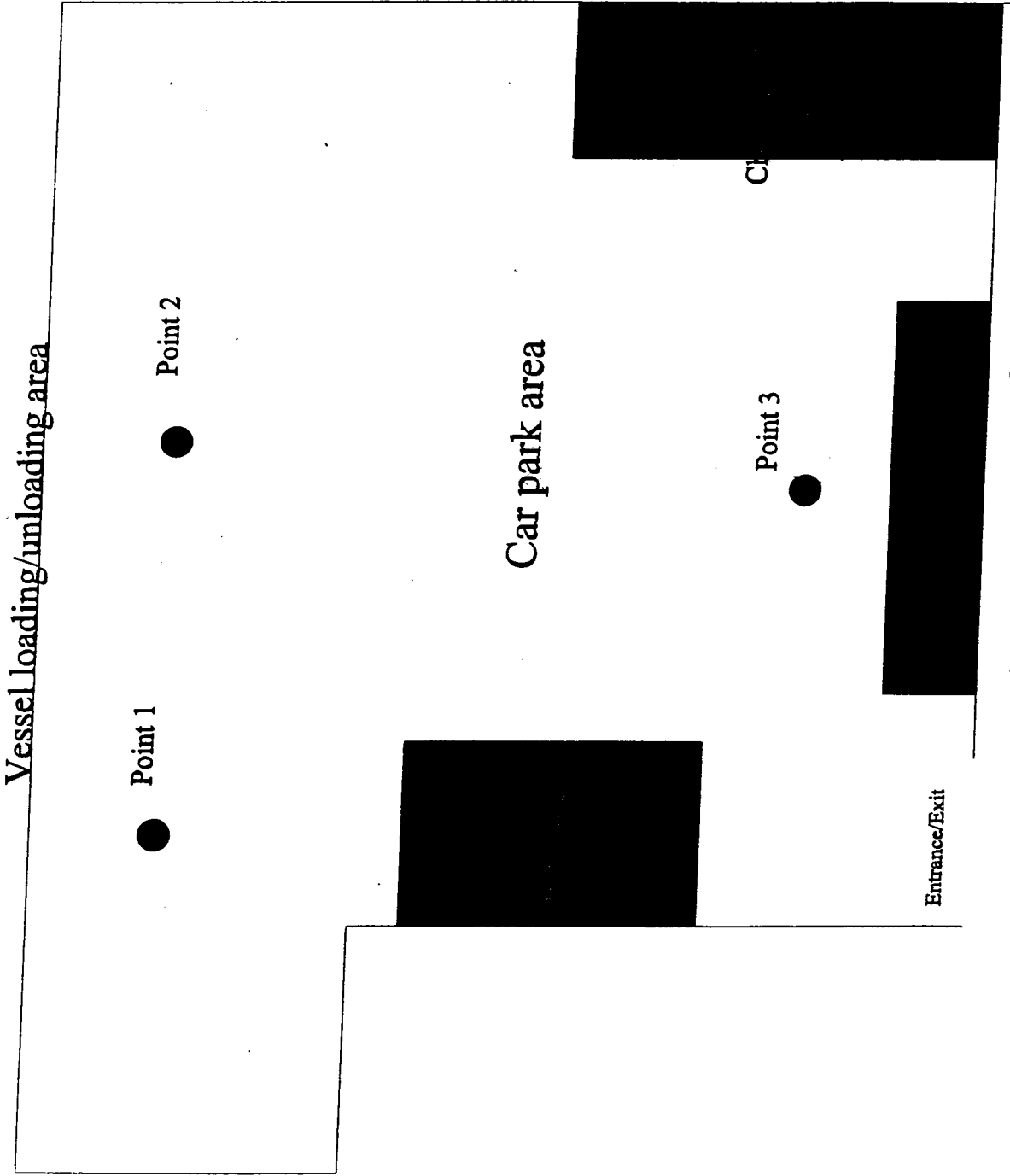
(5) The criteria to be met are 65 dB(A) and 55 dB(A) during the day-time and night-time, respectively.

DATE: 30/11/98 NAME: AP/KV
 FREQUENCY WEIGHTINGS: A
 PROJECT NO: C160 WEATHER CONDITION: Cloudy
 TIME CONSTANT: T WIND SPEED:
 NOISE MEASUREMENT RECORD
 CALIBRATION VALUE: 74 (1.6%)

Location	Record time and duration	Comment/Source	L _{max}	L _{min}	L ₁₀	L ₅₀	L _{eq}	SE Other
①	8:10 (15min)	TRUCK'S LOADING (10m FROM SLUR)	78.6	53.0	64.0	57.5	62.1	91.7
②	8:30 (15min)	IDLING CAR IN DEPOT	76.1	52.8	61.5	54.5	59.2	88.8
③	8:50 (15min)	TRAFFIC NOISE FROM CHA KWO LING RD & 1 TRUCK PASSED BY	79.7	51.7	64.0	55.5	62.9	72.4
①	16:17 (15min)	LOADING + HAMMERMILL (DISCRETE) (15m)	78.3	55.9	62.0	57.5	60.9	90.5
②	16:33 (15min)	VEHICLES PASSED BY	75.9	53.7	62.0	56.0	60.0	88.6
③	16:52 (15min)	TRUCK FROM CHA KWO LING RD	73.4	53.0	64.0	55.0	60.7	90.3

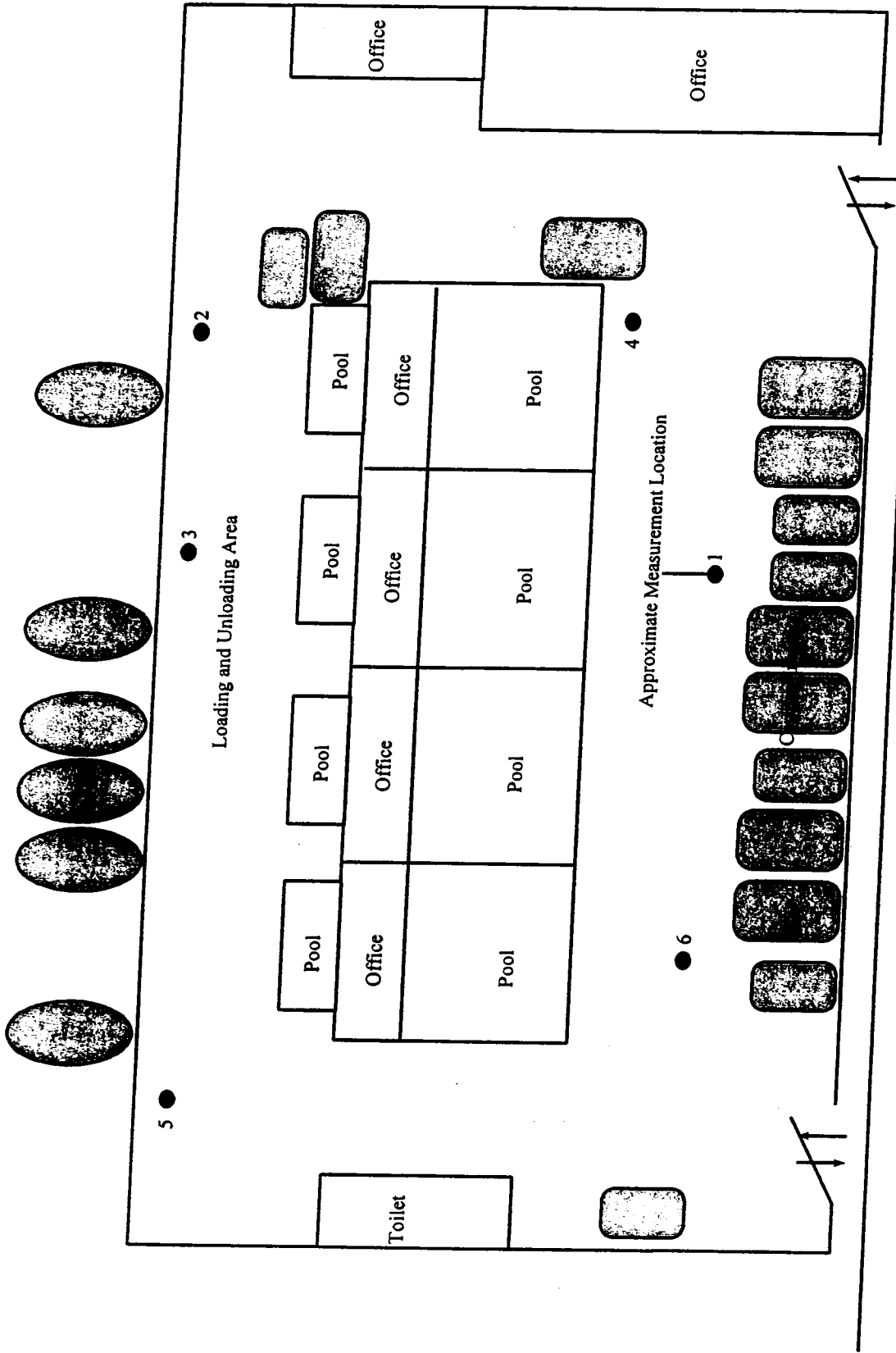
Note: Check equipment, battery level. Remember to calibrate the meter before use.
 Windscreen should be in place on the microphone at all times. Select optimum location, avoiding unwanted sources.

CED Depot



CHA KNO LINH RD

SEA



Tung Yuen St

NOT TO SCALE

Sketch of Yau Tong Fish Market

漁 農 處

九龍廣東道三九三號
廣東道政府合署十二樓



AGRICULTURE & FISHERIES
DEPARTMENT

Canton Road Government Offices
393 Canton Road
12th floor
Kowloon, Hong Kong

本處檔號: OUR REF. (11) in AF FMO 13/8:
來函檔號 YOUR REF. :SYC:90297/10.2%10.14-0972
電 話 TEL NO. : 2733 2203
電報掛號 Cable Address: AGFISH HONG KONG
圖文傳真 Faxline No. : 2311 3731

Maunsell Consultants Asia Ltd
1701 World Commerce Centre
Harbour City, 11 Canton Road,
Kowloon.
Ir. S. Y. Chan

Fax 2375 6399

22 October 1998

Dear Sir,

Maunsell		HARBOUR CTY 17/F
Reference	22 OCT 1998	
Ref. No.	90297/10.14	
File No.		
FSYE	Tech. Div. JL SAR KTW	Sign On
TE	AL FSKY KLV DVL	
PLG	Project Eng.	34C
PY	Others	
RDT		
NL		
CSL	Copies To	
LJE		
CW		
EKHC		
Reply Date		

Agreement No. CE46/96
Feasibility Study on the Alternative Alignment
for the Western Coast Road, Tseung Kwan O
Kwun Tong Wholesale Fish Market

I refer to your fax message of 20 October 1998 and provide the following information regarding the existing Kwun Tong Wholesale Fish Market :

1. The maximum number of vehicles using the market is 20 per hour.
2. 0130 - 0230 hour is with most vehicles.
3. The maximum number of vessels using the market is 12 per hour.
4. 1230 - 1330 hour is with most vessels.
5. The normal operation hours of the market is from 0100 to 1500 hours. 0130 - 0230 hour and 1230 - 1330 hour are the busiest time of the market.
6. The market does not have any equipment that may generate noise or air pollution.

Yours faithfully,

(Dr. Leung Siu-fai)

for Director of Agriculture and Fisheries

c.c. PM.NTE (Attn.: Ir Stephen T.S.Li)
D of Planning (Attn. : Mr. CHAN Siu-wan)

All replies must be addressed to Director of Agriculture & Fisheries

覆函請寄交「漁農處處長」

土木工程處

Civil Engineering Office

Telephone (852) 2762 5546
Facsimile (852) 2714 2054
Our reference (B3) in TS CG/CE 46(96).0 Part 01
Your reference SYS:90297/10.2 - 0974



土木工程署
Civil Engineering
Department

URGENT BY FAX

27 October 1998

Maurisell Consultants Asia Limited
1701 World Commerce Centre
Harbour City, 11 Canton Road,
Kowloon, Hong Kong

(Attn: S Y CHAN) - Fax No. 2375 6399

Dear Sirs,

Agreement No. CE 46/96
Feasibility Study on the Alternative Alignment
for the Western Coast Road, Tseung Kwan O

CED Maintenance Depot - GLA NK534.

Your fax dated 20.10.98 refers.

For your information, I enclose the following information regarding the existing CED Maintenance Depot at Cha Kwo Ling :-

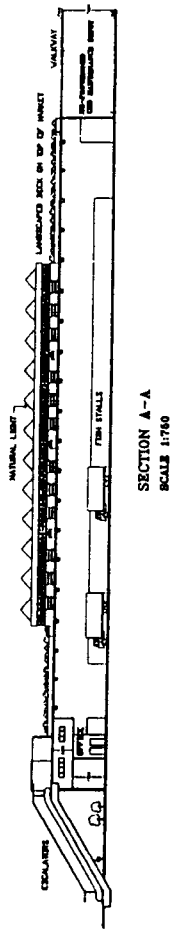
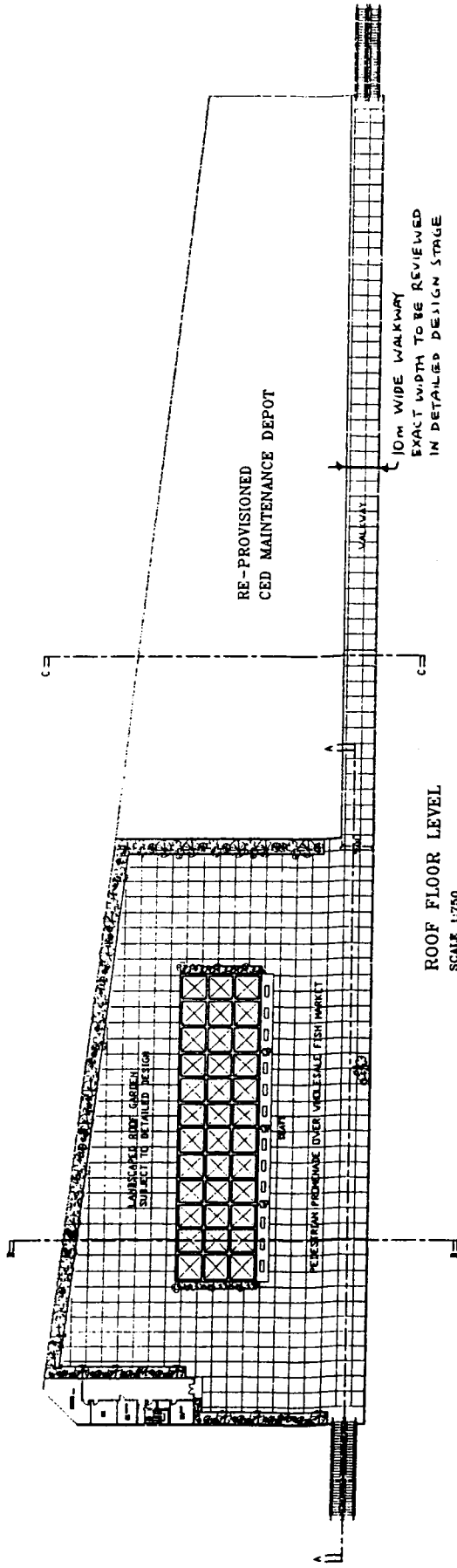
- (a) The maximum number of vehicles using the depot is estimated to be 20 per hour;
- (b) The time with most vehicles are from 0730 - 1000 and 1600 - 1900;
- (c) The maximum number of vessels using the depot is estimated to be 3 per hour;
- (d) The time with most vessels are from 0730 - 1000 and 1600 - 1900;
- (e) The normal operation hour of the depot is from 0700 - 1900 and the busiest hour are from 0730 - 1000 and 1600 - 1900; and
- (f) Generators, air-compressors, derrick lighters and pneumatic breakers, etc. are normally used in the depot and may generate noise or air-pollution.

Yours faithfully,

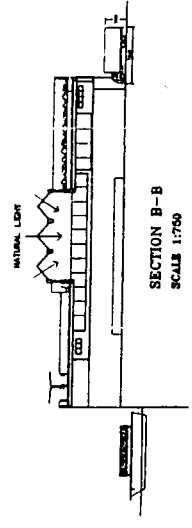
(Kevin K I FUNG)
for Chief Engineer/Technical Services
Civil Engineering Office
Civil Engineering Department

c.c. PM/NTE (Attn: Stephen T S LI)
KIF/

Maurisell		HARBOUR CITY 17/F
Received	29 OCT 1998	
Ref. No.	90297/10.2	
File No.		
FSYS	Tech. Dir. J. SAR KYW	Sign of
TS	AL FSKY KLW DML	
ALB	Project Eng.	
PY	SJC	
GNG	Others	
RDT		
ML		
CSL	Cced to	
LJE	ERM (H) Ltd	
CW	with fax	
EKHC	30/10/98	
Reply Date		



ROOF DECK PROMENADE CONCEPT OVER
REPROVISIONED KWUN TONG WHOLESALE FISH MARKET



WESTERN COAST ROAD • LAND USE IMPACTS ON GOVERNMENT PROPERTIES
PLANNING CONCEPT OF POSSIBLE PEDESTRIAN PROMENADE OVER REPROVISIONED KWUN TONG WHOLESALE FISH MARKET
& C.E.D. MAINTENANCE DEPOT

