

<i>Comments received:</i>	<i>Responses:</i>
<p>From: Mr. Louis P.L. Chan, EPD</p> <p>Ref : () in EP2/n9/s3/145 Pt. 12</p> <p>Date: 26 February 2016</p>	
<p>I refer to captioned EIA report delivered to us under Section 6(2) of the EIA Ordinance for approval.</p> <p>During the public inspection period between 4 December 2015 and 2 January 2016, we received a total of 2,306 written comments from members of the public and written comments from Advisory Council on the Environment (ACE) on 16 February 2016. We now provide you with a full set of these written public comments in Attachment A (in DVD format) and the written comments from the ACE in Attachment B, in accordance with Section 8(1) of the EIA Ordinance.</p> <p>Pursuant to Section 8(1) of the EIA Ordinance, you are requested to give us the following information, as presented to the ACE at its meeting on 15 February 2016, for us to decide whether to approve the captioned EIA report under Section 8(3) of the EIA Ordinance:</p>	
<p>(a) functions, features and examples of the Eco-shoreline;</p>	<p>In the EIA Report, mitigation measure is recommended for the loss of coastal water habitat due to the proposed reclamation. Eco-shoreline has been proposed for the future seawalls which would help provide beneficial functions to the local ecosystems through suitable design, whilst providing coastal protection. It is therefore recommended in the EIA Report to implement eco-shoreline as a mitigation measure for the loss of coastal water habitat due to the proposed reclamation.</p> <p>Apart from those examples given in Appendix 9.23 of EIA Report, some other examples are listed below:</p> <ul style="list-style-type: none"> • Vertical Eco-shoreline at McMahons Point Sydney Harbour, Australia • Ecological enhancement measure to create an intertidal zone, Semakau Island, Singapore <p>The provision of eco-shoreline in some potential reclamation sites in North Lantau waters has also been investigated in the Cumulative Environmental Impact Assessment Study for the Three Potential Near-shore Reclamation Sites in the Western Waters of Hong Kong (CEIA).</p> <p>It is considered that the following types of eco-shoreline are appropriate for the proposed reclamation at TCE and Road P1:</p> <ul style="list-style-type: none"> • Vertical eco-shoreline with tidal pools and protrusions • Sloping eco-shoreline with tidal pools

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(b)	the routings of works vessel traffic within the Brothers Marine Park during the construction phase;	<p>In view of the grave public concerns regarding potential disturbance to the proposed Brothers Marine Park and the associated Chinese White Dolphin due to construction phase works barges traffic, the following measure is recommended to be implemented for the construction barges passing through the proposed Brothers Marine Park during reclamation:</p> <ul style="list-style-type: none"> • Set up a “Marine Park No Entry Zone” covering approximate 90% of the proposed Brothers Marine Park (see Attachment 1 for the proposed extent) to prohibit construction barges to enter the Marine Park under normal circumstances. Exceptional circumstances include: 1) situation affecting marine navigation safety such as adverse weather, low visibility, avoidance of potential collision...etc; 2) emergency situation and 3) cases considered necessary by Supervisory Staff such as mobilization of particular large construction vessels with great water draft...etc. <p>Please note that as mentioned in the EIA report, the future contractor is required to provide a “Proposal on Reducing Marine Traffic” and a “Works Vessel Travel Route Plan” for prior approval before commencement of the works. Through the submissions, the contractor is expected to demonstrate that they have explored all possible options to reduce marine traffic, and prudent control measures would be in place to govern the works vessel travel routes, speed and other necessary practices. The submissions shall cover the followings:</p> <ul style="list-style-type: none"> • the type and size of barges to be deployed; • whether land transportation can be used; • whether reuse of excavation materials has been explored; • the proposed travel routes for barges traversing the proposed Brothers Marine Park and the Sha Chau and Lung Kwu Chau Marine Park.
(c)	the routings of and restriction on works vessels along the Urmston Road for sourcing construction materials from outside Hong Kong;	<p>As mentioned in response to comment (b) above, the future contractor shall be responsible for submission of a “Works Vessel Travel Route Plan” for prior approval before commencement of the works. Approximate routing of the works vessels along the Urmston Road for construction materials from outside Hong Kong is shown in Attachment 2.</p>

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(d)	the amount of fill materials (in tonnes) to be sourced from outside Hong Kong and the number of works vessel movements on Urmston road for transporting fill materials for the project site; and	<p>The estimated filling materials demand and source for the proposed reclamation are summarized as follows:</p> <table border="1" data-bbox="837 257 1508 795"> <thead> <tr> <th>Fill Type</th> <th>Total Demand (bulk volume in million tonnes)</th> <th>Reused within site (bulk volume in million tonnes)</th> <th>Source from Fill Bank (bulk volume in million tonnes)</th> <th>Import from Mainland (bulk volume in million tonnes)</th> </tr> </thead> <tbody> <tr> <td>Public fill for reclamation filling</td> <td>24.67</td> <td rowspan="2">1.35</td> <td rowspan="2">26.77</td> <td rowspan="2">-</td> </tr> <tr> <td>Public fill for surcharge</td> <td>3.45</td> </tr> <tr> <td>Rock Fill / Sand fill / Armour</td> <td>7.41</td> <td>0.28</td> <td>-</td> <td>7.13</td> </tr> <tr> <td>Total</td> <td>35.53 (100%)</td> <td>1.63 (4.59%)</td> <td>26.77 (75.34%)</td> <td>7.13 (20.07%)</td> </tr> </tbody> </table> <p>Based on the above estimate, approx. 7.13 million tonnes of filling materials are anticipated to be sourced from Mainland. Those filling materials to be sourced from Mainland generally include rock fill, sand fill and armour rock which are not available in Hong Kong.</p> <p>It is anticipated that the maximum daily construction barge movement (round trips) is around 29 on Urmston Road to Mainland at peak period.</p>					Fill Type	Total Demand (bulk volume in million tonnes)	Reused within site (bulk volume in million tonnes)	Source from Fill Bank (bulk volume in million tonnes)	Import from Mainland (bulk volume in million tonnes)	Public fill for reclamation filling	24.67	1.35	26.77	-	Public fill for surcharge	3.45	Rock Fill / Sand fill / Armour	7.41	0.28	-	7.13	Total	35.53 (100%)	1.63 (4.59%)	26.77 (75.34%)	7.13 (20.07%)
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(e)	possible effects of low frequency noise generated from movements of large works vessels on ability of Chinese White Dolphins to avoid collision.	<p>The collision risk on Chinese White Dolphin (CWD) mainly relates to the speed of vessel. Outboard-engine speed boats and high speed ferries used to impose higher collision risks on CWD. For the present Project, the majority of works vessels would be the large construction barges carrying filling materials which are low speed. Based on available experience in HKSAR, these types of vessels pose little collision risk on CWD.</p> <p>CWD are known to use echolocation to help it navigate and search for food. For echolocation, they would make clicks sound which are directional and often occurring in a short series. The click rates increases when approaching an object of interest, with frequency >10kHz. Previous studies on CWD indicated that the main concern associated with underwater noise is that it might generate sound masking effect, interfering the communication or echo-location of dolphins if the frequencies of the noise overlap with the sound produced by dolphins. Echo-location is particularly important for CWD.</p> <p>High speed ferries would generate a lot of noise, including some within the CWD communication range (about 3 kHz and higher). There is potential that fast ferries mask or restrict the range of the CWD communication, and also their normal behaviour. Therefore control of vessel speed and marine traffic volume are often recommended for dolphin protection.</p>																										

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	<p>For large vessels such as the large construction barges in the present Project would produce low frequency sounds. There were studies indicating that large vessels generally produce low frequency sounds of less than 1 kHz (Richardson et al. 1995) which do not overlap with the sound frequency used for echo-location.</p> <p>Large construction barges are thus not considered to be a significant source of underwater noise disturbance to CWD, in particular their communication or echo-location.</p> <p>Without significant collision risk or disturbance on their normal behaviour due to sound masking, the large construction barges of the present Project would not affect the ability of CWD to avoid collision..</p>

Proposed No Entry Zone



