

NOTES OF MEETING

Meeting Date/Time : 13 March 2012, 2:30pm
Place : Central Community Liaison Centre (CCLC)

Project : Central–Wan Chai Bypass – Central Interchange
(Contract no. HY/2009/18)

Subject : Community Liaison Group (CLG) for Central District-Group B
Distribution : Premier Plus, IFC Management (IFC), Henderson Land Development Company Limited (HLD), Highways Department (HyD), AECOM Asia Co. Ltd., CWB (AECOM, CWB), AECOM Asia Co. Ltd., WDII (AECOM, WDII), Environmental Team (ET), Independent Environmental Checker (IEC) & Leighton (Asia) Ltd. (LCAL)

PRESENT:

Ms. Yammie Lam	} Premier Plus
Mr. C.S. Wong	} IFC
Mr. Ariel H.C. Tse	} HLD
Mr. Lai Yau Choi	} MWPMO, HyD
Mr. Randy Yu, SRE	} AECOM, CWB
Ms. Lydia Lee, SRE	}
Ms. Remmy Chu, RE	}
Mr. Y.K. Poon, RE	}
Mr. Nelson Chin, RE	}
Mr. Andy Cheng	} AECOM, WDII
Ms. Joanna Hung	}
Ms. Karen Chan, SPRO	} CWB Public Relations Team
Ms. Samantha Choi, PRO	}
Ms. Finy Mo, APRO	}
Mr. Desmond Sze, Project Manager	} LCAL – Contractor of HY/2009/18
Mr. Roger Wong, Construction Manager	}
Mr. Anfernee Chow, Environmental Officer	}
Mr. Simon Lam, IEC	} ENVIRON Hong Kong Ltd. (Environ)
Mr. Raymond Dai, ET Leader	} Lam Geotechnics Ltd. (Lam)

<u>NO.</u>	<u>ITEM</u>	<u>ACTION</u>
1	Confirmation of notes of Last Meeting Minutes No amendment made from the attendants concerning the notes of last meeting minutes. The notes of last meeting minutes was confirmed as a true record.	Noted
2	Project Overview	
2.1	AECOM briefed Members on the scope of works of Contract No. HY/2009/18 -	Noted

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	Central Interchange (CI). The major works included construction of a 220m section of tunnel in Central at the West Portal and construction of approach road to the tunnel etc.	
2.2	AECOM reported that CI's construction activities over the past 6 months included: <ul style="list-style-type: none"> • implementation of Temporary Traffic Arrangement (TTA) Stage 3; • construction of diaphragm wall; • construction of barrettes; • sheet piling works for construction of tunnel approach ramp; and • preparation for TTA Stage 4 on the side of Man Yiu Street. 	Noted
2.3	In addition, AECOM reported that 60 percent of the diaphragm wall construction had been completed up to now while the rest of the construction works would be continued and completed in the next two years.	Noted
3	Introduction of forthcoming TTA schemes	
3.1	LCAL reported that TTA Stage 2 and Stage 3 had been implemented since 23 April 2011 and 22 October 2011 respectively. Moreover, TTA Stage 4 had also been implemented since 25 February 2012. During implementation of TTA Stage 4, a section of Man Yiu Street was shifted eastward, motorists and pedestrians could use the realigned temporary Man Yiu Street.	Noted
3.2	LCAL added that the design standard of the realigned temporary Man Yiu Street, which consisted of pedestrian traffic light and zebra crossing, was almost close to the standard of the existing permanent road. It was believed that the realigned temporary Man Yiu street could help maintain smooth operation of traffic in Central.	Noted
3.3	LCAL briefed Members that the anticipated completion date of TTA Stage 2 to Stage 4 would be in Mid 2014.	Noted
3.4	LCAL introduced that CI's construction activities in coming 6 months included: <ul style="list-style-type: none"> • construction of diaphragm wall • excavation works for the tunnel approach ramp; and • barrettes. 	Noted
4	Site Environmental Issues	
4.1	ET briefed Members on the locations of noise and air monitoring stations nearby, i.e. IFC (Eastern and Western end of podium).	Noted
4.2	ET reported to Members concerning monitoring results from August 2011 to February 2012. No exceedance was recorded for air quality monitoring while 1 limit level exceedance was recorded for noise monitoring during this reporting period.	Noted
4.3	ET added that the noise level exceedance was immediately reported to IEC, LCAL and RSS for rectification and follow-up actions were taken at once.	Noted
	After investigation at the scene, noise exceedance was partially caused by other construction works near IFC. Moreover, the figure was recorded during rush hour, thus a higher noise level was recorded.	
	Regarding the above situation, LCAL implemented noise mitigation measures as advised by ET. The measures were proven effective according to the	

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	monitoring data collected afterwards.	
4.4	AECOM supplemented that LCAL implemented further mitigation measures during the construction stage. Details included: <u>Air Quality Control</u> <ul style="list-style-type: none"> • Automatic wheel washing facility was installed at site exit to clean all outgoing construction vehicles before leaving the site area. • Grout-mixing machine and bentonite-mixing machine were covered properly. • Water was sprayed over site haul road and dusty operations. <u>Water Quality Control</u> <ul style="list-style-type: none"> • Temporary wastewater collection and treatment system were provided to collect and treat site runoff and wastewater before discharging. <u>Noise Control</u> <ul style="list-style-type: none"> • Noise blankets were provided to mitigate construction noise impact from noisy works. <u>Pest Control Measure</u> <ul style="list-style-type: none"> • Pest control contractor was employed to perform pest control and anti-mosquito services regularly during summer periods. 	Noted
5	Q & A	
5.1	Premier Plus expressed concerns on the completion date of diaphragm wall construction.	
5.2	AECOM explained that 60 percent of the diaphragm wall construction had been completed up to now. It was anticipated that the remaining works of diaphragm wall construction would be completed in end 2012. AECOM added that fewer construction plant would be used for the diaphragm wall construction in the future. It was believed that less noise would be generated from the site area.	Noted
5.3	HLD asked if the construction works of CI was on schedule.	
5.4	AECOM replied that the construction works was on schedule. LCAL also added that they had sufficient time to construct the tunnel.	Noted
6	Conclusion	
6.1	AECOM again brought Members' attention to the various communication channels through which the public could contact the project team. These channels included 24-hour hotline 2512 6233, email, project website and CLCs .	Noted

- End of Notes -