

Environmental Permit No.: EP-451/2013
Environmental Team for Trunk Road T2

Appendix M – Summary of Exceedance

Reporting Month: November 2025

(A) Exceedance Report for Air Quality

Two (2) Action Level and No Limit Level exceedance of 24-hr TSP monitoring were recorded in this reporting month.

Monitoring Station	Start Date	Conc. ($\mu\text{g}/\text{m}^3$)	Level exceeded
KTD2d	18-Nov-25	250.8	Action Level
KTD2d	24-Nov-25	206.0	Action Level

No Action Level and No Limit Level exceedance of 1-hr TSP monitoring was recorded in this reporting month.

(B) Exceedance Report for Construction Noise

Action Level for Construction Noise

No Action Level exceedance was recorded due to the documented complaint received in this reporting month.

Limit Level for Construction Noise

No exceedance for daytime construction noise monitoring was recorded in the reporting month.

(C) Summary of Landscape and Visual Non-Conformity

(NIL in the reporting month)

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NOE No. 251118_24hrTSP (KTD2d) Exceedance Level: Action

Date of Air Quality Monitoring: 18 November 2025

Part A – Exceedance Summary Tables

Table I: Parameter(s) – 24-hour TSP

Station	Location	Starting Time	Weather Condition	Conc. (µg/m ³)	Action Level (µg/m ³)	Limit Level (µg/m ³)	Level exceeded
KTD2d	Next to the SOR Office of Trunk Road T2 in Kai Tak Area	09:00	Cloudy	<i>250.8</i>	157.0	260.0	Action

Note: ***Bold Italic*** means Action Level exceedance
Bold Italic with underline means Limit Level exceedance

Part B – Major Source of Parameter Monitored

Table I: Field Observation(s) and Finding(s)

(a) Statement of exceedance(s) 24-hour TSP monitoring measured at KTD2d on 18 November 2025 exceeded the Action Level.
(b) Cause of exceedance(s) According to the observation of our field staff and the information provided by ER and Contractor, the investigation result for exceedance identified at KTD2d is/are as follow: <ol style="list-style-type: none"> 1. No project related construction works (dusty activities) were carried out in the vicinity of the HVS (SOR site office) on the concerned period. 2. Unpaved dusty haul road was observed next to the SOR office (suspected to be managed by Kai Tak Development stage 4 & managed by EMSD), dust rises when vehicles pass by and during PME operation.

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Photo 1



Photo 2

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Photo 3

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Part C – Conclusion

Based on the finding(s) and observation(s) above, we deduce the Action Level exceedance of 24-hour TSP recorded at station KTD2d on 18 November 2025 is due to the raised dust generated from the vehicle movement and PME operation of nearby construction site. Therefore, the exceedance is considered as **non-project related**.

Part D – Recommendation

Although the exceedance is considered as non-project related, contractor is reminded that the following construction dust mitigation measures shall always be implemented on site to reduce/ minimize the generation of dust due to the construction activities.

1. Watering of the construction areas 12 times per day to reduce dust emissions.
2. Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions.
3. Open stockpiles shall be avoided or covered.
4. Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
5. Establishment and use of vehicle wheel and body washing facilities at the exit points of the site.
6. Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit.
7. Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.

Part E – Follow-up Action Taken

According to the Event and Action Plan of the EM&A Manual of Trunk Road T2 project under EP-451/2013, the follow-up action of this exceedance is/are taken by ET as follow:

1. Informed the investigation result to other parties (i.e., IEC and ER).
2. ET will always pay attention to the implementation of mitigation measures by Contractor and advise the ER on the effectiveness of such measures.
3. A remeasurement was carried out on 25 November 2025, no Action/Limit Level exceedance was recorded. The monitoring results is tabulated as below:

Station	Location	Time	Weather Condition	Conc. ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)	Level exceeded
KTD2d	Next to the SOR Office of Trunk Road T2 in Kai Tak Area	09:00 (25 Nov 2025) – 09:00 (26 Nov 2025)	Sunny	110.2	157.0	260.0	N/A

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NOE No. 251124_24hrTSP (KTD2d) Exceedance Level: Action

Date of Air Quality Monitoring: 24 November 2025

Part A – Exceedance Summary Tables

Table I: Parameter(s) – 24-hour TSP

Station	Location	Starting Time	Weather Condition	Conc. (µg/m ³)	Action Level (µg/m ³)	Limit Level (µg/m ³)	Level exceeded
KTD2d	Next to the SOR Office of Trunk Road T2 in Kai Tak Area	09:00	Sunny	<i>206.0</i>	157.0	260.0	Action

Note: ***Bold Italic*** means Action Level exceedance
Bold Italic with underline means Limit Level exceedance

Part B – Major Source of Parameter Monitored

Table I: Field Observation(s) and Finding(s)

(a) Statement of exceedance(s) 24-hour TSP monitoring measured at KTD2d on 24 November 2025 exceeded the Action Level.
(b) Cause of exceedance(s) According to the observation of our field staff and the information provided by ER and Contractor, the investigation result for exceedance identified at KTD2d is/are as follow: <ol style="list-style-type: none"> 1. No project related construction works (dusty activities) were carried out in the vicinity of the HVS (SOR site office) on the concerned period. 2. Unpaved dusty haul road was observed next to the SOR office (suspected to be managed by Kai Tak Development stage 4 & managed by EMSD), dust rises when vehicles pass by and generated during PME operation.

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Photo 1



Photo 2

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Part C – Conclusion

Based on the finding(s) and observation(s) above, we deduce the Action Level exceedance of 24-hour TSP recorded at station KTD2d on 24 November 2025 is due to the raised dust generated from the vehicle movement and PME operation of nearby construction site. Therefore, the exceedance is considered as **non-project related**.

Part D – Recommendation

Although the exceedance is considered as non-project related, contractor is reminded that the following construction dust mitigation measures shall always be implemented on site to reduce/ minimize the generation of dust due to the construction activities.

1. Watering of the construction areas 12 times per day to reduce dust emissions.
2. Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions.
3. Open stockpiles shall be avoided or covered.
4. Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
5. Establishment and use of vehicle wheel and body washing facilities at the exit points of the site.
6. Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit.
7. Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.

Part E – Follow-up Action Taken

According to the Event and Action Plan of the EM&A Manual of Trunk Road T2 project under EP-451/2013, the follow-up action of this exceedance is/are taken by ET as follow:

1. Informed the investigation result to other parties (i.e., IEC and ER).
2. ET will always pay attention to the implementation of mitigation measures by Contractor and advise the ER on the effectiveness of such measures.
3. A remeasurement was carried out on 27 November 2025, no Action/Limit Level exceedance was recorded. The monitoring results is tabulated as below:

Station	Location	Time	Weather Condition	Conc. ($\mu\text{g}/\text{m}^3$)	Action Level ($\mu\text{g}/\text{m}^3$)	Limit Level ($\mu\text{g}/\text{m}^3$)	Level exceeded
KTD2d	Next to the SOR Office of Trunk Road T2 in Kai Tak Area	09:00 (27 Nov 2025) – 09:00 (28 Nov 2025)	Sunny	125.4	157.0	260.0	N/A