AIRPORT TUNG CHUNG LINK

CONSTRUCTION NOISE MANAGEMENT PLAN

28 April 2026

Ref: RT25358-AC-02

Prepared by:

BeeXergy Consulting Limited (BXG)
in association with
Penta-Ocean Construction Co., Ltd

Approved by

Prepared and Checked By:

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Certified Noise Modelling Professional
HKIQEP Membership No.: PM0506

FS Cheung
Acoustic Expert, FHKIOA
HKIOA Membership No.: 008

Disclaimer:

- This report is prepared and checked by acoustic professional including at least one Certified Noise Modelling Professional as recognised by the Hong Kong Institute of Qualified Environmental Professional Limited or other professional as agreed by the Director. This report is prepared in association with Penta-Ocean Construction Co., Ltd with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

This Construction Noise Management Plan for

Airport Tung Chung Link Project (Ref: RT25358-AC-02)

dated 28 April 2026

has been reviewed and certified by

the Environmental Team Leader (ETL) in accordance with

Conditions 1.9 and 2.12 of Environmental Permit No. EP-630/2023/A.

Certified by:

Ir Chan, Thomas
Environmental Team Leader (ETL)
Mott MacDonald Hong Kong Limited

Date 28 April 2026

AECOM Imagine it. Delivered.

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By Email

Capital Works Management Department
Level 6, HKIA Tower 2,
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Hong Kong International Airport,
Lantau, Hong Kong

Mr. Lawrence Tsui (Authority's Representative's Delegate)

29 April 2026

Dear Sir,

Contract C24C03 – Independent Environmental Checker Consultancy Services for Airport Tung Chung Link
Construction Noise Management Plan (Ref: RT25358-AC-02)

Reference is made to the Contractor's submission of the Construction Noise Management Plan (Ref: RT25358-AC-02) in accordance with Conditions 2.12 of EP-630/2023/A of the Project, certified by the ET Leader on 28 April 2026.

We would like to inform you that we have verified on the captioned submission in accordance with the requirement stipulated in Condition 1.9 of EP-630/2023/A.

Should you have any queries, please feel free to contact the undersigned at 3856 5680.

Yours faithfully,
AECOM Asia Co. Ltd.

Lemon Lam
Independent Environmental Checker

TABLE OF CONTENT

1. INTRODUCTION

The EIA Report for Airport Tung Chung Link Project (the ATCL Project) (AEIAR-254/2023) was approved on 26 October 2023. The latest Environmental Permit (EP) (EP-630/2023/A) was issued on 1 December 2025. According to Clause 2.12 of the EP, the Permit Holder shall submit a Construction Noise Management Plan (CNMP) for implementing construction noise mitigation measures no later than 2 months before the commencement of construction works of the Project to the Director of Environmental Protection (DEP).

As stipulated in Clause 2.12 of the EP, 3 hard copies and 1 electronic copy of the CNMP shall, no later than 2 months before the commencement of construction works of the Project, be deposited with the DEP. If there is any change to the construction noise mitigation measures and/or plant inventory recommended in the submitted CNMP, 3 hard copies and 1 electronic copy of an updated CNMP shall, no later than 1 month before the implementation of any such change, be deposited with the DEP. The CNMP and updated CNMP shall identify the noise source inventory and assess the effectiveness of construction noise mitigation measures, including the use of quieter powered mechanical equipment, quieter construction methods, noise barriers, enclosures and insulation fabric as recommended in the approved EIA Report (Register No. AEIAR-254/2023) for mitigating the construction noise impact of the Project. The CNMP and updated CNMP shall include an implementation schedule in table form to clearly list out the mitigation measures to be implemented, and the implementation party, location, timing, and environmental performance required for implementation of the mitigation measures. The CNMP and updated CNMP shall be prepared and checked by a Certified Noise Modelling Professional as recognized by the Hong Kong Institute of Qualified Environmental Professionals Limited or other professional as agreed by the Director, certified by the ET Leader and verified by the IEC as conforming to the relevant information and recommendations of the approved EIA Report (Register No. AEIAR-254/2023). All mitigation measures recommended and requirements specified in the CNMP and the updated CNMP shall be fully implemented.

The CNMP covering the construction works from February to May 2026 was deposited to EPD according to EP Condition 2.13. This updated CNMP focused on the construction works conducted during June 2026 to June 2027 only and the remaining construction period is still under planning and subject to change. The CNMP will be regularly reviewed and updated to reflect any changes in construction work or site arrangements, ensuring continuous compliance. The Contractor will submit other CNMP for the remaining construction period once the details become available. If there is any update on the construction works conducted from June 2026 to June 2027, a revised CNMP will be submitted to the EPD.

2. ENVIRONMENTAL LEGISLATION

The Noise Control Ordinance (NCO) (Cap. 400) provides the statutory framework for noise control. The Environmental Impact Assessment Ordinance (EIAO) (Cap. 499) provides the framework for assessment of the noise impact for designated projects

Reference to the EIAO and the relevant technical memoranda has been made for the assessment of noise impacts. Annexes 5 and 13 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) set out the criteria and guidelines for evaluating noise impacts. Assessment procedures and standards are set out in the following technical memoranda and Guidance Note:

- Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM);
- Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM);
- Technical Memorandum on Noise from Construction Work other than Percussive Piling (GW-TM);
- Technical Memorandum on Noise from Percussive Piling (PP-TM);
- EIAO Guidance Note – Preparation of Construction Noise Impact Assessment under the Environmental Impact Assessment Ordinance (GN9/2023).

3. NOISE CRITERIA

The Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) stipulates criteria of 65 – 75 dB(A) for daytime construction activities, as shown in **Table 3.1**.

Table 3.1 Noise standards for daytime construction activities

Use	Noise Standards, Leq (30min) dB(A)
	0700 – 1900 hours on any day not being a Sunday or general holiday
All domestic premises, Temporary housing accommodation, Hostels, Convalescent homes, and Homes for the aged	75
Places of public worship, Courts of law, and Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 65 (During Examination)

Notes:

[1] The above standards apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.

[2] A Construction Noise Permit shall be required for carrying out relevant construction work during restricted hours under the Noise Control Ordinance. In case the applicant would like to evaluate whether carrying out relevant construction works during restricted hours under the Noise Control Ordinance is feasible or not in the context of programming construction works, reference should be made to relevant technical memoranda issued under the Noise Control Ordinance.

4. ASSESSMENT METHODOLOGY

The assessment of noise impacts from the construction (excluding percussive piling) of the Project has been based on the methodology given in Annex 13 of the EIAO-TM. The typical approach is summarized as follows:

- Formulate construction programme and work sequences;
- Identify representative NSR that may be affected by the construction of the Project;
- Establish the construction plant inventory;
- Assign Sound Power Level (SWL) for each piece of PME based on the GW-TM and the list of Sound Power Level of other commonly used PME;
- Calculate the correction factors based on the distance between the NSR and the notional noise source positions at different construction works areas;
- Apply noise corrections in the calculations for distance, operation time, screening and façade correction, if any;
- Predict the construction noise levels at NSR and compare against the noise criteria; and
- Determine mitigation measures, as necessary, and assess any residual impacts.

5. CONSTRUCTION PROGRAMME

The Contractor has confirmed this scope of work, ensuring the noise assessment is focused and accurate. No construction activities other than specified below are permitted during this specific period. The proposed construction works will be carried out only between 07:00 and 19:00 hours on any day not being a Sunday or general holiday. The Contractor shall submit other CNMP reports for the any changes in construction period. As advised by the Contractor and broadly indicated in the construction programme in **Appendix A**, the major construction works of the Project during June 2026 to June 2027 include:

- Bored pile for Bridge Pier 1 - Pier 20
- Sea wall modification
- UU Diversion
- Open Cut Excavation
- Foundation, Drainage and Superstructure for Control Room and Plantroom
- Tung Chung Central Station (TCCS) Construction of sheet pile, UU diversion, pile cap, bored pile and socketed H pile

6. IDENTIFICATION OF NOISE SENSITIVE RECEIVERS

The Project site is situated between Tung Chung town centre and Hong Kong Port (HKP) Island. The location of the Project is shown in **Figure 6.1**.

The noise sensitive receivers in the assessment area mainly comprise residential uses and the government, institution or community uses at Tung Chung town centre. The assessment area for noise impact generally include areas within 300m from the boundary of the Project and the works of the Project. Noise Sensitive Receivers (NSRs) within a distance of 300m from the boundary of the Project and the works of the Project have been identified. NSRs located within the first layer from the Project site and having openable windows for ventilation were selected as representative NSRs for assessment.

The identified existing, committed and planned NSRs, if any, within the assessment area are presented in **Table 6.1** and their locations are shown in **Figure 6.2**.

Table 6.1 Noise Sensitive Receivers (NSRs) Identified

NSR ID	Description	Uses	Existing/ Planned
N01	Seaview Crescent	Residential	Existing
N03	Ling Liang Church E Wun Secondary School	School	Existing
N05	Ching Chung Hau Po Woon Primary School	School	Existing
N06	Po On Commercial Association Wan Ho Kan Primary School	School	Existing
N08	Fu Tung Estate	Residential	Existing
N09	Tung Chung Crescent	Residential	Existing
N10 [3]	Priests' Quarters of the Planned Visitation Church Development	Residential	Planned

Notes:

[1] The assessment will only include NSRs which rely on opened windows for ventilation.

[2] Only the first layer of NSRs has been selected for assessment.

[3] The tentative occupancy year of the planned NSR (N10) is 2028; therefore, it is not included in the assessment in this CNMP, and will be included in future CNMP as and when appropriate.

7. CONSTRUCTION NOISE IMPACT ASSESSMENT

Prediction and Evaluation of Construction Noise Impact (Unmitigated)

Potential source of noise impact arising from the construction of the Project would be the use of Powered Mechanical Equipment (PME) for various construction activities. The percentage on-time for each PME has been estimated individually for each construction activity to ensure practicality. The proposed construction plant inventory is recommended by the Contractor and provided in **Appendix B**. The proposed construction plant inventory in **Appendix B** is considered technically feasible and confirmed by the Project engineer as workable, and would represent a realistic worst-case scenario for assessment purposes. The unmitigated construction noise impacts at the identified NSRs have been predicted accordingly. Details of unmitigated construction noise assessment are presented in **Appendix C** with the results summarized in **Table 7.1**.

The screening effect due to existing structures/barriers nearby the Project Site such as Novotel Citygate Hong Kong, Fu Tung Plaza, The Silveri and the noise barrier for Airport Express Line have been considered in the prediction of construction noise levels. Where appropriate, -10 dB(A) or -5 dB(A) screening effect has been adopted in the construction noise calculations. Further details can be referred to **Appendix C and D**.

For worst-case scenario, the noise mitigation criteria for schools were set to 65 dB(A) for all months. As shown in **Table 7.1**, the construction noise levels at the identified representative construction NSRs would range from 70 to 76 dB(A) for residential use and 64 to 70 dB(A) for schools under the unmitigated scenario. Noise exceedances are found at Seaview Crescent (N01), Tung Chung Crescent (N09), as well as Ling Liang Church E Wun Secondary School (N03), Ching Chung Hau Po Woon Primary School (N05) and Po On Commercial Association Wan Ho Kan Primary School (N06) during examination period. Noise mitigation measures are therefore required to alleviate the construction noise impact on the affected NSRs.

Table 7.1 Predicted Construction Noise Levels under Unmitigated Scenario

NSR ID	Description	Uses	Predicted Construction Noise Level, Unmitigated, Leq (30mins), dB(A)	Noise Standards, dB(A)	Noise exceedance, dB(A)
N01	Seaview Crescent	Residential	74-76	75	1
N03	Ling Liang Church E Wun Secondary School	School	67-70	65	5
N05	Ching Chung Hau Po Woon Primary School	School	64-66	65	1
N06	Po On Commercial Association Wan Ho Kan Primary School	School	64-66	65	1
N08	Fu Tung Estate	Residential	70-72	75	0
N09	Tung Chung Crescent	Residential	72-76	75	1

Note:

[1] Cumulative noise level of other concurrent projects had been considered for N09 Tung Chung Crescent.

Concurrent Project and Cumulative Impact

The Railway Development Strategy 2014 (RDS-2014) announced by the Government of the Hong Kong Special Administrative Region included the conceptual scheme of Tung Chung West (TCW) Extension and a possible Tung Chung East (TCE) Station. The works areas and construction programme of Tung Chung Line Extension have been reviewed based on latest available information. The location of the concurrent project is shown in **Figure 6.1**. According to Construction Noise Management Plan (Jan 2026) for Works Contract 1201, their latest works areas and works sites are within 300m of the one of the NSRs (Tung Chung Crescent) of this Project (**Appendix H** refers). It is noted that the representative NSR at Tung Chung Crescent in this CNMP is facing away from the construction site of Tung Chung Line Extension, a conservative construction noise level from the construction site of Tung Chung Line Extension at Tung Chung Crescent in Construction Noise Management Plan (Jan 2026) for Works Contract 1201 had been adopted in cumulative assessment for conservative approach. The cumulative construction noise impact from construction of Tung Chung Line Extension is presented in calculation **Appendix C**.

It is noted that the Sewerage Upgrade Works of the Three Runway System (3RS) would be constructed near the TCCS and is expected to commence in June 2026. The location of the sewerage upgrade works has been indicated in **Figure 6.1**. As advised by Contractor, the PME adopted under “Sheet Pile” at Site G is equivalent to the PME adopted for the sewerage upgrade works. In this assessment, the sewerage upgrade works has been treated separately as Site I and included in the construction noise calculation, as shown in **Appendix B, C and F**.

Use of Quieter PME and Quality Powered Mechanical Equipment (QPME)

Taking into account the latest construction programme and PME inventory provided by the Contractor, quieter PME for mobile crane, air compressor, generator and excavator are proposed as listed in **Table 7.2**. However, if the exact model specified in the references/QPME labels of the listed quieter PME are not available, or the QPME label has expired during the construction period, the model with SWL not higher than the listed SWL shall be adopted.

Table 7.2 Quality PME Proposed for Adoption during Construction Phase

PME	Reference [1]	SWL, dB(A)
Mobile Crane	QPME: EPD-12661	108
Air Compressor	QPME: EPD-11726	100
Generator	QPME: EPD-12349	90
Excavator	QPME: EPD-16451	107

Note:

[1] The SWL is prescribed in Quality Powered Mechanical Equipment (QPME) in EPD website.

Quieter Construction Methods

The below quieter construction methods have been considered and assumed to be applied in all construction works areas in the EIA Report (AEIAR-254/2023). As advised by the Contractor, the methods shall be applied construction works whenever applicable.

- Hydraulic concrete crusher can be used for rock breaking activities during site establishment, instead of traditional hydraulic breaker. The operation principle of hydraulic breaker is by percussive striking actions of its chisels, while hydraulic concrete crusher is by clamping action. According to EPD website, the sound pressure level at 7m from the equipment is 67-69 dB(A). The Contractor advised that there are no rock breaking in the construction works of entire construction period, therefore, this method is not applicable. Nevertheless, if there are any updates in the construction works that are relevant to the specific quieter construction method, the method shall be re-considered whenever applicable.

- Non-explosive chemical expansion agent can be used for concrete breaking activities during site establishment, instead of traditional hydraulic breaker. The agent is a slow-acting chemical compound and expand, and cracks the structure. Significant noise, ground vibration, fly rock, gas, dust or any other environmental pollution would not be generated during the process. The Contractor advised that only road surface breaking is involved in the construction works of entire construction period, no concrete breaking activities are anticipated, therefore, this method is not applicable. Nevertheless, if there are any updates in the construction works that are relevant to the specific quieter construction method, the method shall be re-considered whenever applicable.

- Quieter type saw (e.g. diamond wire saw, diamond blade saw) is a flexible sawing technique that can be applied under various situations with excellent cutting performance. It will be used instead of excavator-mounted breaker for site formation and road works as far as practicable, subject to actual site conditions. According to the EPD website, the sound pressure level at 7 meters from the quieter type saw is 76-81 dB(A). As a conservative approach, both quieter type saw and excavator-mounted breaker have been included in the construction noise calculation.

- Self-compacting concrete can be used for concreting works, instead of traditional vibratory poker. Self-compacting concrete is highly fluid and non-segregate, which can spread into place, fill the formwork, and encapsulate the steel bar reinforcement without using vibratory poker or other PME. The Contractor advised that the use of self-compacting concrete in bore piles poses significant challenges in quality control due to the risk of segregation (separation of components) or bleeding (water rising to the surface), therefore, this method is not applicable.

- Silent piling by Press-in Method (Press-in piling) can be used for sheet piling works, instead of traditional massive augering and piling machines (e.g.: Piling, vibrating hammer). Press-in method is a pile penetration method which accurately installs pre-formed piles through static

loading piling. The construction work can also be completed in shorter duration so that the noise impact to nearby NSRs can also be further alleviated. According to the EPD website, the sound pressure level at 7 meters from the equipment is 69 dB(A). The Press-in method would be applied during piling works at TCCS.

- Use of pre-casting and prefabrication technology, such as precast concrete blocks will be applied in seawall construction to reduce on-site construction work.

Use of Noise Barrier, Noise Enclosure and Noise Insulating Fabric

Proprietary noise barriers (SilentUp) will be used for screening noise to NSRs and could achieve an insertion loss of 22 dB(A). 3.5m(H) noise barrier shall be provided for the some PME (refer to **Appendix B**) at Site G to block the direct line-of-sight to N03. The noise barrier should be placed as close as practicable to the PME intercepting the direct line-of-sight between NSR and PME such that the noise barriers are capable to shield the PME from the NSR completely. The catalogue and schematic drawing of noise barrier is shown in **Appendix E**. Gaps and openings at joints in the barrier material should be avoided. The barrier should also be long enough to minimize the degradation caused by the diffraction along the short edges. With reference to EIAO Guidance Note No.9/2023, noise reduction of 5 dB(A) and 10 dB(A) can be achieved by noise barriers for movable and stationary plant respectively. Following the assumptions in the Approved ATCL EIA Report, it is anticipated that suitably designed movable barriers/acoustic sheet barriers could achieve at least 5 to 10 dB(A) reduction. For a conservative assessment, only a reduction of 5 dB(A) is assumed.

Other noise mitigations such as noise enclosure and noise insulating fabric shall be considered if necessary.

Use of Soundproof Hammer Bracket for Hydraulic Breaker

Soundproof hammer bracket will be installed to reduce the noise from hydraulic breaker. According to the Best Practice Guide for Environmental Protection on Construction Sites, hammer bracket can achieve 10 dB(A) noise reduction. The mitigation will include tuned mass dampers installed on the breaker head; tailored breaker cloth wrapped around the breaker head (minimum 7kg/m^2 surface density); and noise mitigating plastic skirt wrapped around the chisel tip of the breaker.

Prediction and Evaluation of Construction Noise Impact (Mitigated)

The implementation schedule of proposed mitigation measures is shown in **Appendix G**. With the implementation of noise mitigations, the predicted construction noise levels at representative construction NSRs have been predicted and presented in **Appendix F** with the results summarized in **Table 7.3**. The relevant construction plant inventory could be referred to **Appendix B**.

Table 7.3 Predicted Construction Noise Levels under Mitigated Scenario

NSR ID	Description	Uses	Predicted Construction Noise Level, Mitigated, Leq (30mins), dB(A)	Noise Standards, dB(A)	Noise exceedance, dB(A)
N01	Seaview Crescent	Residential	72-73	75	0
N03	Ling Liang Church E Wun Secondary School	School	64-65	65	0
N05	Ching Chung Hau Po Woon Primary School	School	62-63	65	0
N06	Po On Commercial Association Wan Ho Kan Primary School	School	62-63	65	0
N08	Fu Tung Estate	Residential	67-69	75	0
N09	Tung Chung Crescent	Residential	70-75	75	0

With the implementation of proposed noise mitigations, the predicted construction noise level would comply with the relevant noise criteria, adverse construction noise impact would not be anticipated.

8. GOOD SITE PRACTICES

In addition to the mitigation measures listed above, there are also some good site practices that can further reduce the noise levels at NSRs. However, they are non-quantifiable and thus not included in the assessment. These include:

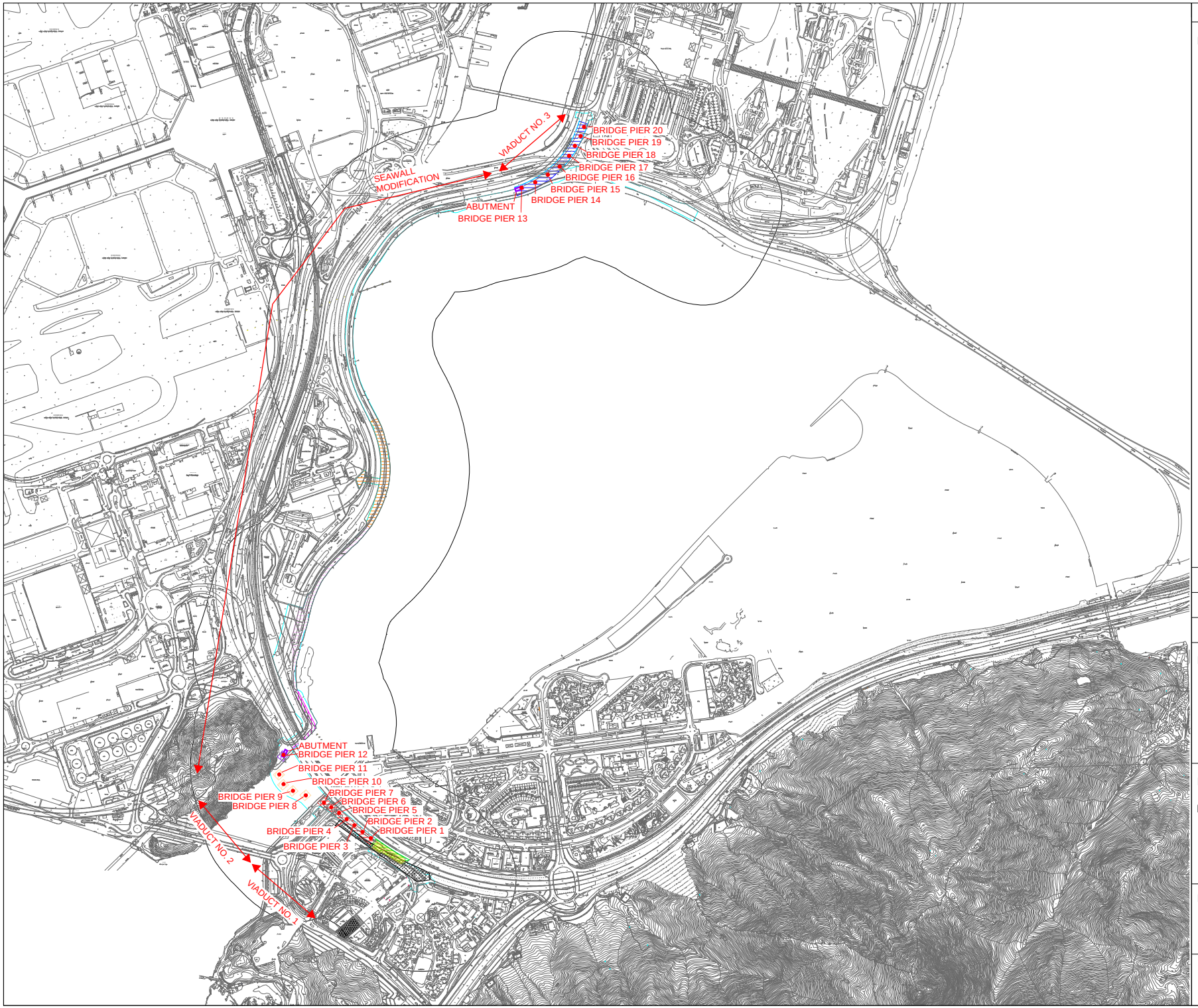
- Only well-maintained plant should be operated on-site and plants should be serviced regularly during the construction period;
- Mobile plant, if any, should be sited as far from NSRs as possible;
- Plant known to emit noise strongly in one direction should, wherever possible, be properly orientated so that the noise is directed away from the nearby NSRs;
- Use of site hoarding as a noise barrier to screen noise at low level NSRs;
- Machines and plant that may be used intermittently should be shut down between works periods or should be throttled down to a minimum; and
- Any material stockpiles and other structures should be effectively utilized, wherever practicable, to screen the noise from on-site construction activities.

9. CONCLUSION

This CNMP has identified the noise source inventory and assessed the necessity of construction noise mitigation measures, including the use of quality powered mechanical equipment, noise barriers and noise enclosures for works at ATCL project. With the implementation of the proposed noise mitigation measures and recommended good practices, noise impacts during construction phases are expected to achieve full compliance of relevant noise criteria.

This CNMP focused on the construction works conducted during June 2026 to June 2027 only and the remaining construction period is subject to change. The Contractor will submit other CNMP reports for the remaining construction period once the details become available. If there is any update on the construction works conducted from June 2026 to June 2027, a revised CNMP will be submitted to the EPD.

FIGURE 6.1:
PROJECT LOCATION



LEGEND:

- Works Area of EP-630/2023/A
- 300m Assessment Area
- Site Area A
- Site Area B
- Site Area C
- Site Area D
- Site Area E
- Site Area F
- Site Area G
- Site Area H

Concurrent Project:

- TCW Station and Tunnels Site (Contract No. 1201)
- Sewerage Upgrade Works of 3RS (Site Area I)

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Date	20260422	20260422	20260422

Project Title

Airport Tung Chung Link

DrawingTitle

Project Location

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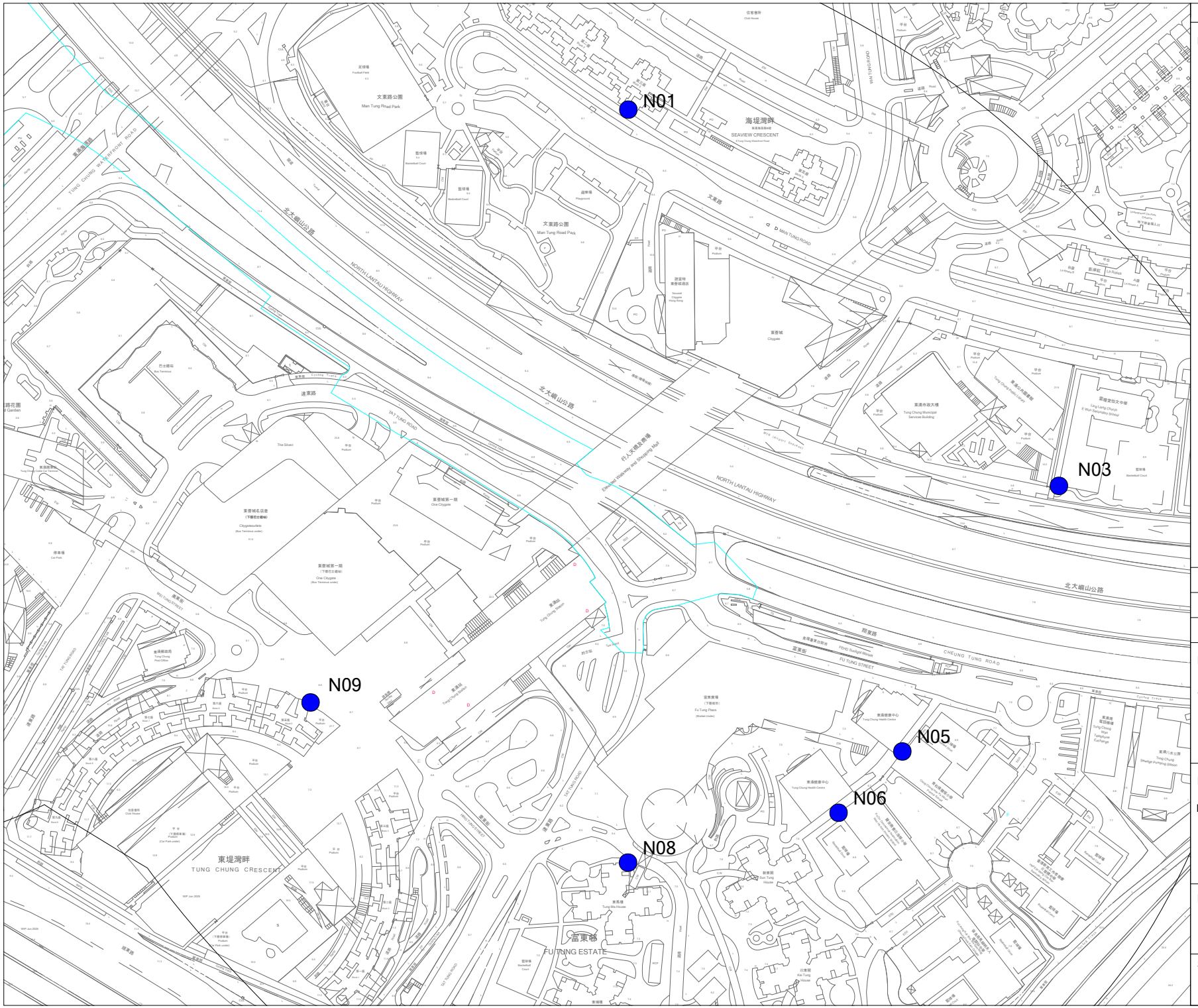
FIGURE 6.2:
NSR LOCATION



LEGEND:

- Works Area
- 300m Assessment Area
- Representative NSR

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Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location

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FIGURE 6.2

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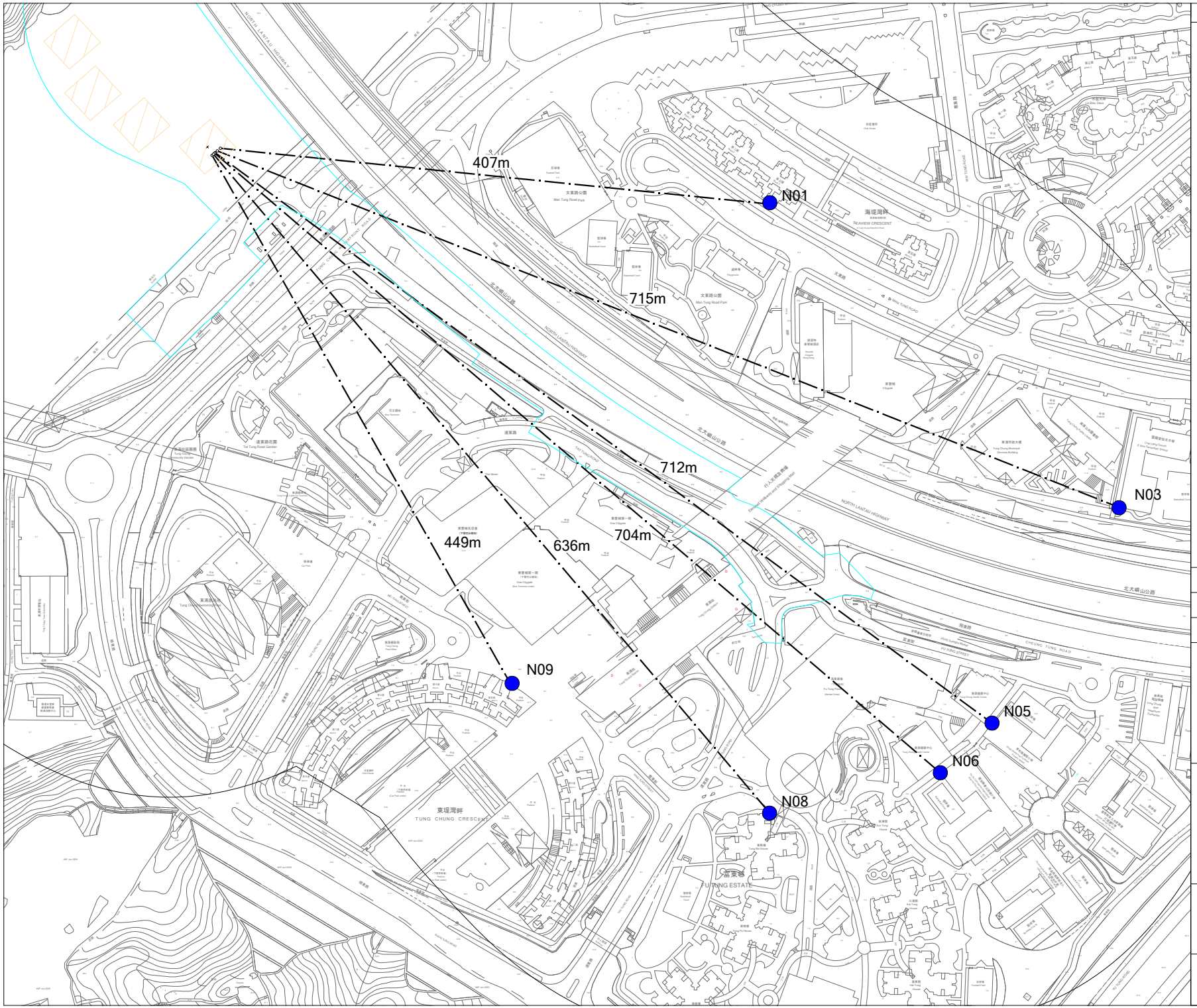

LEGEND:

- Works Area
- 300m Assessment Area
- Site Area A
- Representative NSR
- Notional Source Positions

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Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

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FIGURE 6.2a	0

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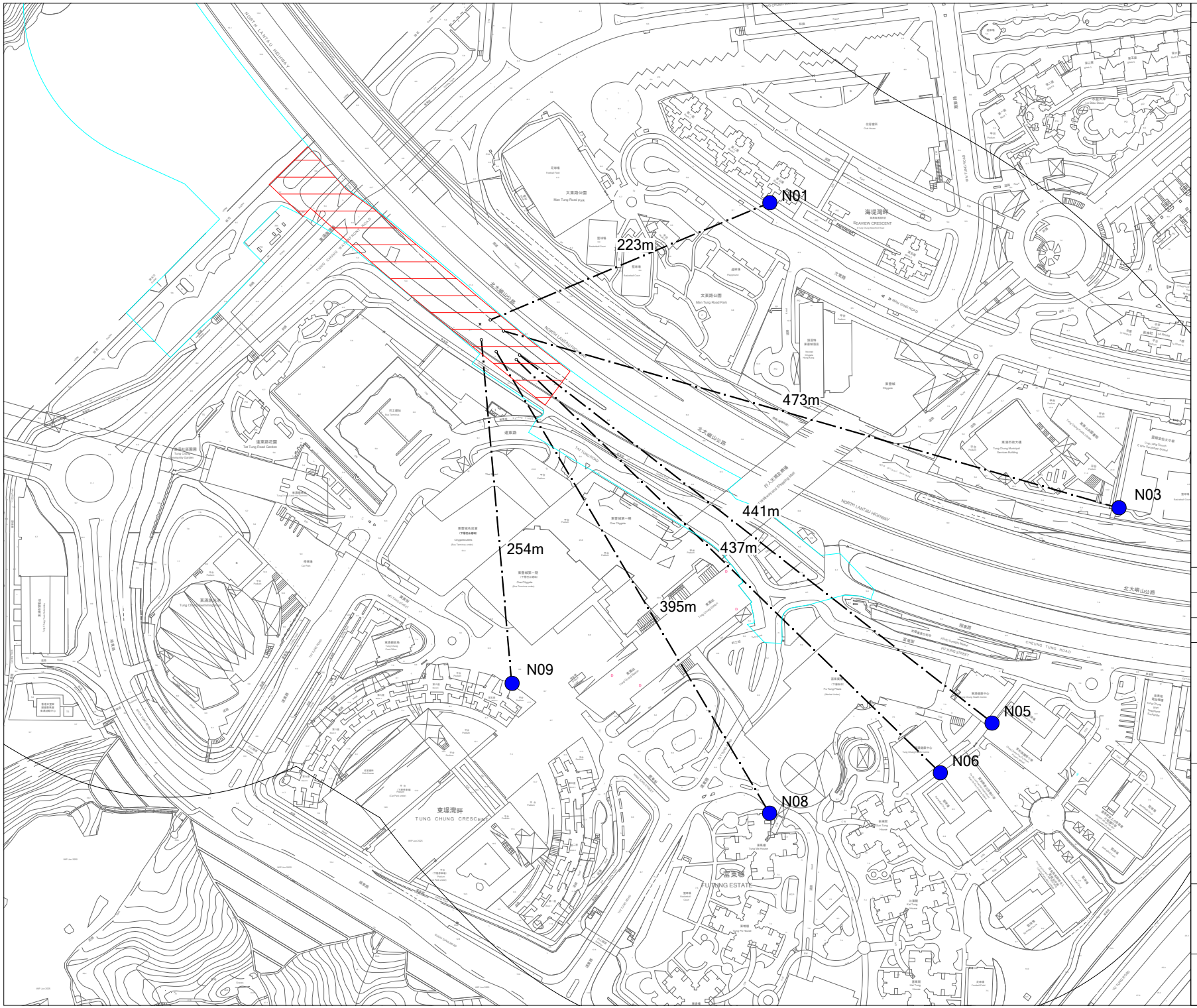

LEGEND:

- Works Area
- 300m Assessment Area
- Site Area B
- Representative NSR
- Notional Source Positions

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Initial	LY	HM	HM
Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

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FIGURE 6.2b	0

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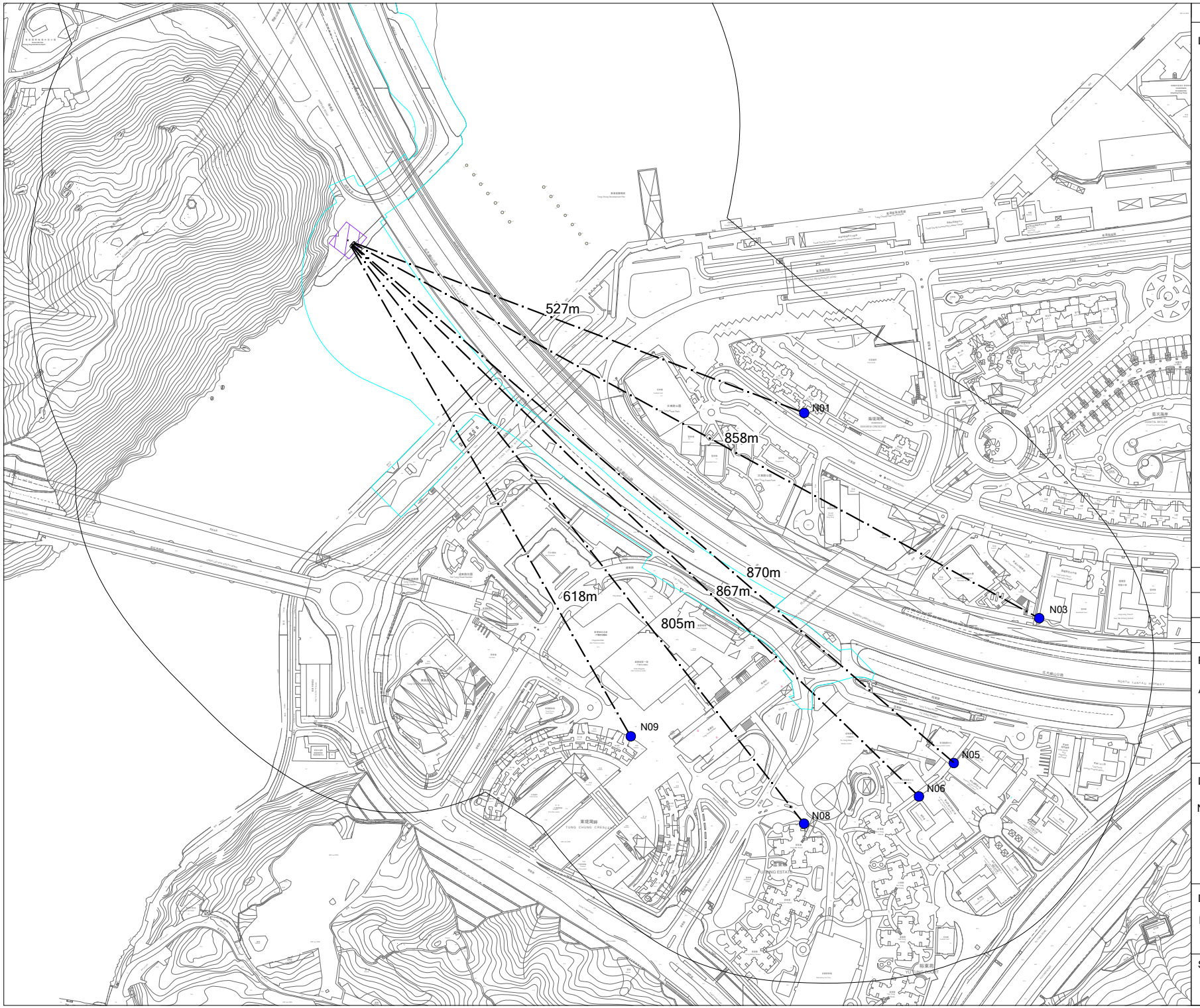

LEGEND:

- Works Area
- 300m Assessment Area
- Site Area C
- Representative NSR
- Notional Source Positions

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Initial	LY	HM	HM
Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.

FIGURE 6.2c

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LEGEND:

- Works Area
- 300m Assessment Area
- Site Area D
- Representative NSR
- Notional Source Positions

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Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.

FIGURE 6.2d

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LEGEND:

- Works Area
- 300m Assessment Area
- Site Area E
- Representative NSR
- Notional Source Positions

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Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

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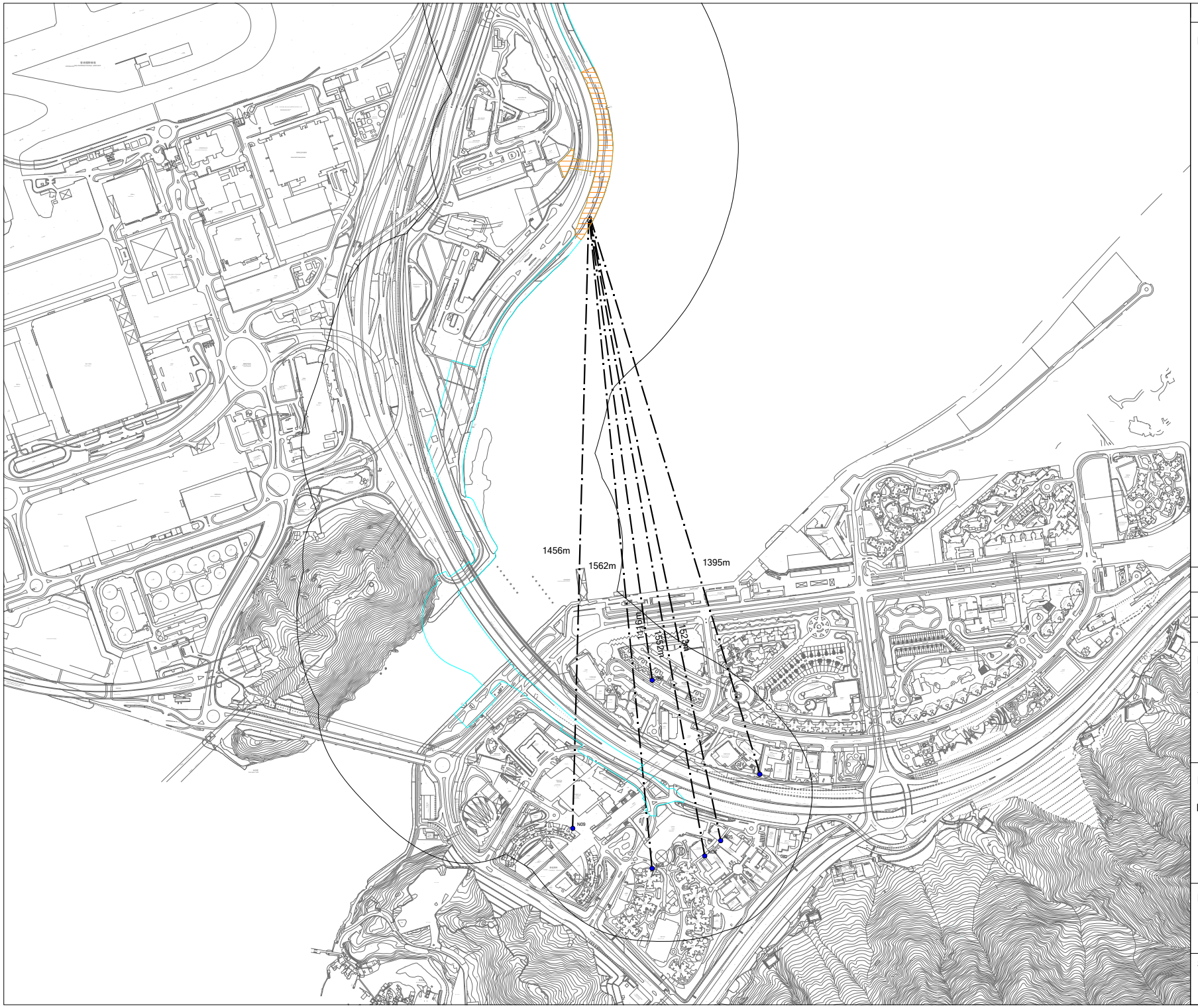

LEGEND:

- Works Area
- 300m Assessment Area
- Site Area F
- Representative NSR
- Notional Source Positions

	Prepared	Checked	Approved
Initial	LY	HC	HM
Date	20260212	20260212	20260212

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.

FIGURE 6.2f

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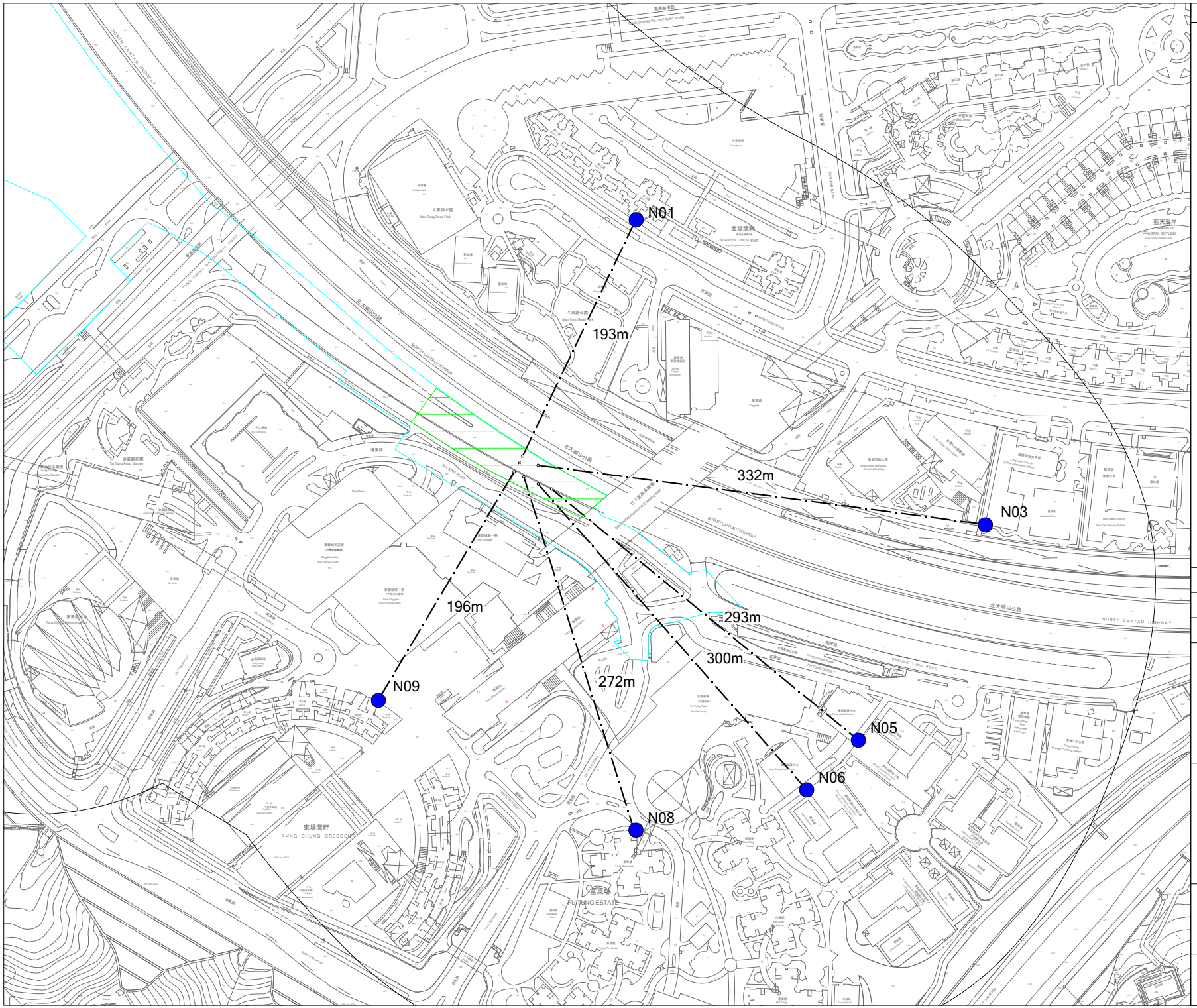

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Initial	LY	HM	HM
Date	20250919	20250919	20250919

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.	Rev.
FIGURE 6.2g	0

Scale:

A4 - 1:3700

LEGEND:

- Works Area
- 300m Assessment Area
- Site Area H
- Representative NSR
- Notional Source Positions

	Prepared	Checked	Approved
Initial	LY	HC	HM
Date	20260212	20260212	20260212

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.

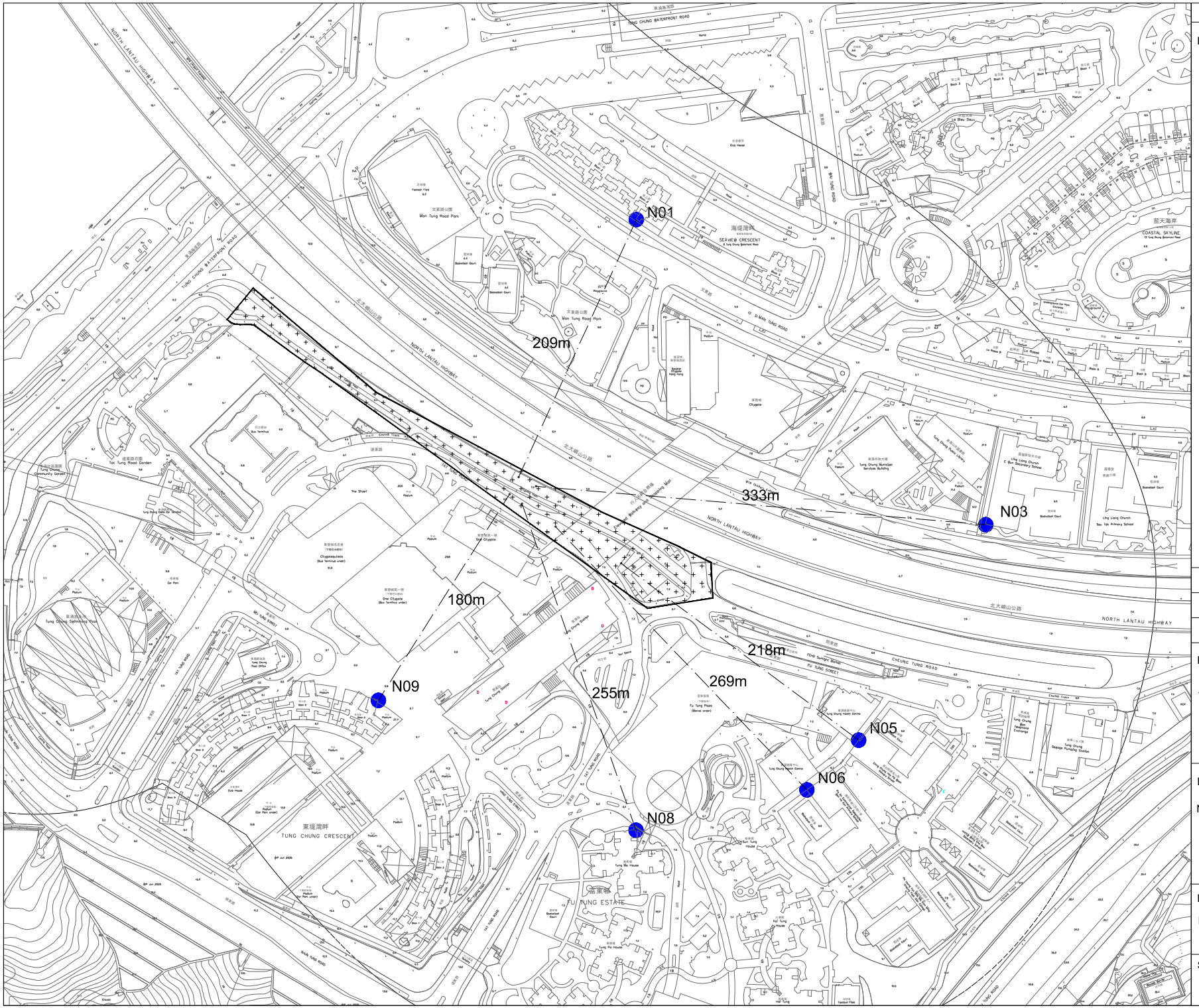
FIGURE 6.2h

Rev.

0

Scale:

A4 - 1:12000



LEGEND:

- Works Area
- 300m Assessment Area
- Site Area I
- Representative NSR
- Notional Source Positions

	Prepared	Checked	Approved
Initial	Var	HC	HM
Date	20260427	20260427	20260427

Project Title

Airport Tung Chung Link

DrawingTitle

NSR Location and Notional Distance

Drawing No.	Rev.
FIGURE 6.2i	0

Scale:

A4 - 1:3700

APPENDIX A:
CONSTRUCTION PROGRAMME

AAHK Contract C24W08
Airport Tung Chung Link

Site Area	Activities	Year	2026							2027					
		Month	6	7	8	9	10	11	12	1	2	3	4	5	6
Marine Section															
A	Viaduct 2 (Pier 8 - Pier 11)														
	* Works period for Pier 8-11 will not overlap with each other														
Land Section															
B	Viaduct 1 (Pier 1 - Pier 7)														
C	Viaduct 2 (Pier 12)														
D	Viaduct 3 (Pier 13 - Pier 20)														
E	Sea Wall Modification														
	UU Diversion														
	Open Cut Excavation														
	Foundation and Drainage for Control Room														
	Foundation and Drainage for Plantroom														
	Superstructure for Control Room														
	Superstructure for Plantroom														
F	Sea Wall Modification														
G	Tung Chung Central Station (Sheet Pile)														
	Tung Chung Central Station (UU Diversion)														
	Tung Chung Central Station (Pile Cap)														
	Tung Chung Central Station (Bored Pile)														
	Tung Chung Central Station (Socketed H Pile)														
H	Sea Wall Modification														
I	Sewerage Upgrade Works of 3RS														

The above schedule covers construction works from June 2026 to June 2027 only.

APPENDIX B:
PROPOSED CONSTRUCTION PLANT INVENTORY

Airport Tung Chung Link

ID	PME		TM or other ref.	No. of PME	SWL dB(A)/unit	% on time	Total SWL dB(A)	Noise Mitigation Measure	SWL dB(A)/unit	Screening Effect dB(A)	Total SWL dB(A)
	Group	Description									
Construction Works of Bored Pile (Pier 1-7)				Before Mitigation					After Mitigation		
		Crane, mobile	CNP 048	2	112	50%	112		112	0	112
		Piling, large diameter bored, oscillator	CNP 165	2	115	50%	115		115	0	115
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	70%	101		100	0	101
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105	QPME	100	0	103
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96		95	0	96
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Bar bender and cutter (electric)	CNP 021	2	90	50%	90		90	0	90
		Water pump (electric)	CNP 281	6	88	50%	93		88	0	93
		Concrete lorry mixer	CNP 044	2	109	50%	109		109	0	109
	P1A	Concrete pump, stationary/lorry mounted	CNP 047	2	109	50%	109		109	0	109
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	2	105	50%	105		105	0	105
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	2	108	50%	108		108	0	108
		Drill, hand-held (battery)	OCUCNP	2	89	50%	89		89	0	89
		Welding machine	OCUCNP	3	80	100%	85		80	0	85
		Wastewater treatment plant, water flow rate ≤ 80m³/hr	OCUCNP	2	83	100%	86		83	0	86
		Lorry, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME	107	0	107
		Breaker, excavator mounted (hydraulic)	CNP 028	1	122	50%	119	Hammer Bracket	122	-10	109
								Quieter Type Saw [4]	106	0	103
						Total	123			**Total**	121
P1		Crane, mobile	CNP 048	2	112	50%	112		112	0	112
		Piling, vibrating hammer	OCUCNP	2	115	50%	115		115	0	115
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	70%	101		100	0	101
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105	QPME	100	0	103
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96		95	0	96
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Bar bender and cutter (electric)	CNP 021	2	90	50%	90		90	0	90
		Water pump (electric)	CNP 281	6	88	50%	93		88	0	93
		Concrete lorry mixer	CNP 044	2	109	50%	109		109	0	109
	P1B	Concrete pump, stationary/lorry mounted	CNP 047	2	109	50%	109		109	0	109
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	2	105	50%	105		105	0	105
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	2	108	50%	108		108	0	108
		Drill, hand-held (battery)	OCUCNP	2	89	50%	89		89	0	89
		Welding machine	OCUCNP	3	80	100%	85		80	0	85
		Wastewater treatment plant, water flow rate ≤ 80m³/hr	OCUCNP	2	83	100%	86		83	0	86
		Lorry, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME	107	0	107
		Breaker, excavator mounted (hydraulic)	CNP 028	1	122	50%	119	Hammer Bracket	122	-10	109
								Quieter Type Saw [4]	106	0	103
						Total	123			**Total**	121
						Max SWL	123			**Max SWL**	121
Construction Works of Bored Pile (Pier 13-20)											
		Crane, mobile	CNP 048	3	112	50%	114		112	0	114
		Piling, large diameter bored, oscillator	CNP 165	2	115	70%	116		115	0	116
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	70%	101		100	0	101
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105		102	0	105
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96		95	0	96
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Bar bender and cutter (electric)	CNP 021	2	90	50%	90		90	0	90
		Water pump (electric)	CNP 281	6	88	50%	93		88	0	93
		Concrete lorry mixer	CNP 044	2	109	100%	112		109	0	112
	P4A	Concrete pump, stationary/lorry mounted	CNP 047	2	109	100%	112		109	0	112
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	2	105	50%	105		105	0	105
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	2	108	100%	111		108	0	111
		Drill, hand-held (battery)	OCUCNP	2	89	50%	89		89	0	89
		Welding machine	OCUCNP	3	80	100%	85		80	0	85
		Wastewater treatment plant, water flow rate ≤ 80m³/hr	OCUCNP	2	83	100%	86		83	0	86
		Lorry, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Excavator, wheeled/tracked	CNP 081	2	112	100%	115		112	0	115
		Breaker, excavator mounted (hydraulic)	CNP 028	1	122	70%	120		122	0	120
								Quieter Type Saw [4]	106	0	104
						Total	125			**Total**	125
P4		Crane, mobile	CNP 048	3	112	50%	114		112	0	114
		Piling, vibrating hammer	OCUCNP	2	115	70%	116		115	0	116
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	70%	101		100	0	101
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105		102	0	105
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96		95	0	96
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Bar bender and cutter (electric)	CNP 021	2	90	50%	90		90	0	90
		Water pump (electric)	CNP 281	6	88	50%	93		88	0	93
		Concrete lorry mixer	CNP 044	2	109	100%	112		109	0	112
	P4B	Concrete pump, stationary/lorry mounted	CNP 047	2	109	100%	112		109	0	112
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	2	105	50%	105		105	0	105
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	2	108	100%	111		108	0	111
		Drill, hand-held (battery)	OCUCNP	2	89	50%	89		89	0	89
		Welding machine	OCUCNP	3	80	100%	85		80	0	85
		Wastewater treatment plant, water flow rate ≤ 80m³/hr	OCUCNP	2	83	100%	86		83	0	86
		Lorry, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Excavator, wheeled/tracked	CNP 081	2	112	100%	115		112	0	115
		Breaker, excavator mounted (hydraulic)	CNP 028	1	122	70%	120		122	0	120
								Quieter Type Saw [4]	106	0	104
						Total	125			**Total**	125
						Max SWL	125			**Max SWL**	125

Construction Works of Bored Pile (Pier 12)											
P2	P2A	Crane, mobile	CNP 048	1	112	50%	109		112	0	109
		Crane, mobile	CNP 048	1	112	20%	105		112	0	105
		Piling, large diameter bored, oscillator	CNP 165	1	115	50%	112		115	0	112
		Piling, vibrating hammer	OCUCNP	1	115	50%	112		115	0	112
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Piling, large diameter bored, reverse circulation drill	CNP 166	1	100	70%	98		100	0	98
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105		102	0	105
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96		95	0	96
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Bar bender and cutter (electric)	CNP 021	1	90	50%	87		90	0	87
		Water pump (electric)	CNP 281	3	88	50%	90		88	0	90
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	1	105	50%	102		105	0	102
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	1	108	100%	108		108	0	108
		Wastewater treatment plant, water flow rate ≤ 80m³/hr	OCUCNP	1	83	100%	83		83	0	83
		Excavator, wheeled/tracked	CNP 081	1	112	50%	109		112	0	109
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
						Total	119			**Total**	119
Construction Works of Marine Viaduct (Pier 8-11)											
P3	P3A	Crane, barge mounted (diesel)	CNP 048	1	112	70%	110		112	0	110
		Piling, large diameter bored, reverse circulation drill	CNP 166	1	100	70%	98		100	0	98
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105	QPME	100	0	103
		Power pack (diesel)	OCUCNP	1	100	70%	98		100	0	98
		Derrick barge	CNP 061	1	104	70%	102		104	0	102
		Tug boat	CNP 221	3	110	70%	113		110	0	113
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	2	105	50%	105		105	0	105
		Concrete lorry mixer	CNP 044	4	109	100%	115		109	0	115
		Concrete pump, stationary/lorry mounted	CNP 047	2	109	100%	112		109	0	112
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
						Total	120			**Total**	120
	P3B	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Drill rig, rotary type (diesel)	OCUCNP	1	110	70%	108		110	0	108
		Air compressor, air flow > 10 m³/min and ≤ 30 m³/min	CNP 002	3	102	70%	105	QPME	100	0	103
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	1	95	70%	93	QPME	90	0	88
		Welding machine	OCUCNP	3	80	100%	85		80	0	85
		Water pump (electric)	CNP 281	3	88	50%	90		88	0	90
		Excavator, wheeled/tracked	CNP 081	2	112	100%	115		112	0	115
						Total	118			**Total**	117
	P3C	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Piling, vibrating hammer	OCUCNP	1	115	70%	113		115	0	113
						Total	115			**Total**	114
						Max SWL	120			**Max SWL**	120
Construction Works at Site E											
E	**Sea Wall Modification**										
	E1	Crane, mobile	CNP 048	2	112	50%	112	QPME	108	0	108
		Excavator, wheeled/tracked	CNP 081	3	112	70%	115	QPME	107	0	110
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	3	105	50%	107		105	0	107
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	3	112	50%	114		112	0	114
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
		Road roller	CNP185	1	108	100%	108		108	0	108
		Water pump (electric)	CNP 281	10	88	50%	95		88	0	95
						Total	119			**Total**	117
	UU Diversion										
	E2	Excavator, wheeled/tracked	CNP 081	4	112	50%	115	QPME	107	0	110
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	2	112	50%	112		112	0	112
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	4	105	50%	108		105	0	108
		Mini rig	OCUCNP	1	110	70%	108		110	0	108
		Crawler Rig	OCUCNP	2	110	70%	111		110	0	111
		Concrete lorry mixer	CNP 044	2	109	70%	110		109	0	110
		Drill, hand-held (battery)	OCUCNP	2	89	50%	89		89	0	89
		Breaker, electric hand-held, 18kg ≤ mass ≤ 35kg	OCUCNP	2	108	70%	109		108	0	109
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	1	95	70%	93	QPME	90	0	88
						Total	120			**Total**	119
	Open Cut Excavation										
	E3	Excavator, wheeled/tracked	CNP 081	2	112	70%	113	QPME	107	0	108
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	3	105	50%	107		105	0	107
						Total	114			**Total**	111
	Foundation and Drainage for Control Room										
	E4	Excavator, wheeled/tracked	CNP 081	1	112	70%	110	QPME	107	0	105
		Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
						Total	114			**Total**	112
	Foundation and Drainage for Plantroom										
	E5	Excavator, wheeled/tracked	CNP 081	1	112	70%	110	QPME	107	0	105
		Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
						Total	114			**Total**	112
	Superstructure for Control Room										
	E6	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
						Total	112			**Total**	110
	Superstructure for Plantroom										
	E7	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
						Total	112			**Total**	110

Construction Works of Sea Wall Modification (Site F)											
F	F1A	Crane, mobile	CNP 048	2	112	50%	112	QPME	108	0	108
		Excavator, wheeled/tracked	CNP 081	3	112	70%	115	QPME	107	0	110
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	3	105	50%	107		105	0	107
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	3	112	50%	114		112	0	114
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
		Road roller	CNP185	1	108	100%	108		108	0	108
		Water pump (electric)	CNP 281	10	88	50%	95		88	0	95
						Total	119			**Total**	117
	F1B	Excavator, wheeled/tracked	CNP 081	3	112	50%	114	QPME	107	0	109
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	3	105	50%	107		105	0	107
		Ro-Ro Barge [6]	CNP 061	2	104	70%	105		104	0	105
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	1	95	70%	93	QPME	90	0	88
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
		Road roller	CNP185	1	108	100%	108		108	0	108
		Water pump (electric)	CNP 281	5	88	50%	92		88	0	92
						Total	116			**Total**	113
						Max SWL	119			**Max SWL**	117
Construction Works of Tung Chung Central Station											
G	**Sheet Pile**										
	G1	Piling, vibrating hammer	OCUCNP	1	115	70%	113	Press-in piling [5]	94	0	92
						Total	113			**Total**	92
	UU Diversion										
	G2	Excavator, wheeled/tracked	CNP 081	2	112	70%	113	QPME	107	0	108
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	1	105	50%	102		105	**0**	102
						Total	114			**Total**	109
	Pile Cap										
	G3	Excavator, wheeled/tracked	CNP 081	1	112	50%	109	QPME	107	0	104
		Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
						Total	114			**Total**	111
	Bored Pile (SWL adopted for all NSRs except N03)										
	G4A	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Piling, large diameter bored, oscillator	CNP 165	2	115	50%	115		115	0	115
		Piling, vibrating hammer	OCUCNP	2	115	70%	116	Press-in piling [5]	94	0	95
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	50%	100		100	0	100
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Water pump (electric)	CNP 281	2	88	50%	88		88	0	88
		Concrete lorry mixer	CNP 044	1	109	50%	106		109	0	106
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	1	105	50%	102		105	0	102
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME	107	0	107
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
						Total	121			**Total**	118
	Bored Pile (SWL adopted for N03 only. Noise Barrier adopted for PMEs for shielding direct line-of-sight to N03.)										
	G4B	Crane, mobile	CNP 048	1	112	50%	109	QPME, Noise Barrier	108	-5	100
		Piling, large diameter bored, oscillator	CNP 165	2	115	50%	115	Noise Barrier	115	-5	110
		Piling, vibrating hammer	OCUCNP	2	115	70%	116	Press-in piling [5]	94	0	95
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109	Noise Barrier	112	-5	104
		Piling, large diameter bored, reverse circulation drill	CNP 166	2	100	50%	100		100	0	100
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Power pack (diesel)	OCUCNP	2	100	50%	100		100	0	100
		Water pump (electric)	CNP 281	2	88	50%	88		88	0	88
		Concrete lorry mixer	CNP 044	1	109	50%	106	Noise Barrier	109	-5	101
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106	Noise Barrier	109	-5	101
		Dump Truck, 5.5 tonne < gross vehicle weight ≤ 38 tonne	OCUCNP	1	105	50%	102		105	0	102
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME, Noise Barrier	107	-5	102
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
						Total	121			**Total**	113
	Socketed H-Pile (SWL adopted for all NSRs except N03)										
	G5A	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Drill rig, rotary type (diesel)	OCUCNP	1	110	50%	107		110	0	107
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109		112	0	109
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Water pump (electric)	CNP 281	2	88	50%	88		88	0	88
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME	107	0	107
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
						Total	116			**Total**	114
	Socketed H-Pile (SWL adopted for N03 only. Noise Barrier adopted for PMEs for shielding direct line-of-sight to N03.)										
	G5B	Crane, mobile	CNP 048	1	112	50%	109	QPME	108	0	105
		Drill rig, rotary type (diesel)	OCUCNP	1	110	50%	107	Noise Barrier	110	-5	102
		Lorry, with crane/grab, gross vehicle weight > 38 tonne	OCUCNP	1	112	50%	109	Noise Barrier	112	-5	104
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	2	95	70%	96	QPME	90	0	91
		Power pack (diesel)	OCUCNP	2	100	70%	101		100	0	101
		Water pump (electric)	CNP 281	2	88	50%	88		88	0	88
		Concrete pump, stationary/lorry mounted	CNP 047	1	109	50%	106		109	0	106
		Excavator, wheeled/tracked	CNP 081	2	112	50%	112	QPME, Noise Barrier	107	-5	102
		Welding machine	OCUCNP	1	80	100%	80		80	0	80
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
						Total	116			**Total**	112
Construction Works of Sea Wall Modification (Site H)											
H	H1	Derrick Lighter	CNP 061	2	104	70%	105		104	0	105
		Tug Boat	CNP 221	2	110	70%	111		110	0	111
		Excavator, wheeled/tracked	CNP 081	3	112	70%	115	QPME	107	0	110
		Generator, super silenced, 70 dB(A) at 7 m	CNP 103	1	95	70%	93	QPME	90	0	88
		Wastewater treatment plant, water flow rate ≤ 80m3/hr	OCUCNP	1	83	100%	83		83	0	83
		Water pump (electric)	CNP 281	5	88	50%	92		88	0	92
						Total	117			**Total**	115
Sewerage Upgrade Works of 3RS (Site I)											
I	I1	Piling, vibrating hammer	OCUCNP	1	115	70%	113	Press-in piling [5]	94	0	92
						Total	113			**Total**	92

[1] The plant list and percentage on time are advised by the Contractor

[2] The SWLs are referred to the following references

CNP - Table 3 - Sound Power Levels for Items of Powered Mechanical Equipment (PME) of Technical Memorandum on Noise from Construction Work Other Than Percussive Piling (GW-TM) issued

OCUCNP - Sound power levels of other commonly used PME obtained from https://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLs_eng.pdf

EPD - EPD Website https://www.epd.gov.hk/epd/misc/construction_noise/contents/index.php/en/home2/quieter-construction-methods/item/133-quieter-type-wire-saw.html

[3]: PMEs in each sub-group would not take place with others at the same time, except for E1/E2/E3/E4/E5/E6/E7 and G1/G2/G3/G4/G5.

[4]: The SWL of Quieter Type Saw is converted from SPL by distance attenuation in point source, and the SPL at 7m from the equipment is referenced to EPD website: https://www.epd.gov.hk/epd/misc/construction_noise/contents/index.php/en/home2/quieter-construction-methods/item/133-quieter-type-wire-saw.html

[5]: The SWL of Press-in-piling is converted from SPL by distance attenuation in point source, and the SPL at 7m from the equipment is referenced to EPD website: https://www.epd.gov.hk/epd/misc/construction_noise/contents/index.php/en/home2/quieter-construction-equipment/item/27-press-in-method.html

[6]: A ro-ro barge is similar to a derrick barge, except for the absence of onboard crane. The operational sound power level of ro-ro barge is expected to be significantly lower than that of derrick barge. As a conservative approach, the sound power level of derrick barge is adopted for ro-ro barge.

APPENDIX C:
CONSTRUCTION NOISE CALCULATIONS (UNMITIGATED)

Airport Tung Chung Link
Predicted Construction Noise Levels for Representative NSRs
Unmitigated Scenario

NSR: N01 Seaview Crescent

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	407	0	3	63		63	63	63	63	63	63	63	63	63	63	63	63	63
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	223	0	3	71		71	71	71	71	71	71	71	71	71	71	71	71	71
C	Viaduct 2 (Pier 12)	P2	119	527	0	3	60		60	60	60	60	60	60	60	60	60	60	60	60	60
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2382	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
E	Sea Wall Modification	E1	119	482	0	3	61		61	61	61	61	61	61	61	61	61	61	61	61	61
	UU Diversion	E2	120	482	0	3	61		61	61	61	61	61	61	61	61	61	61	61	61	61
	Open Cut Excavation	E3	114	482	0	3	56		56	56	56										
	Foundation and Drainage for Control Room	E4	114	482	0	3	56				56	56	56	56	56						
	Foundation and Drainage for Plantroom	E5	114	482	0	3	56				56	56	56	56	56						
	Superstructure for Control Room	E6	112	482	0	3	53									53	53	53	53	53	
	Superstructure for Plantroom	E7	112	482	0	3	53									53	53	53	53	53	
F	Sea Wall Modification	F1	119	1116	0	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53
G	Tung Chung Central Station (Sheet Pile)	G1	113	193	0	3	63		63	63	63	63	63	63	63			63	63	63	63
	Tung Chung Central Station (UU Diversion)	G2	114	193	0	3	63		63	63	63	63	63					63	63	63	63
	Tung Chung Central Station (Pile Cap)	G3	114	193	0	3	63									63	63	63	63	63	63
	Tung Chung Central Station (Bored Pile)	G4	121	193	0	3	70		70	70	70	70	70	70	70	70	70	70			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	193	0	3	66			66	66	66	66	66							
H	Sea Wall Modification	H1	117	646	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
I	Sewerage Upgrade Works of 3RS	I1	113	209	0	3	62		62	62	62	62	62	62	62			62	62	62	62
								Total SPL, dB(A)	75	**76**	**76**	**76**	**76**	**76**	75	75	75	**76**	74	74	74
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75

NSR: N03 Ling Liang Church E Wun Secondary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	715	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	473	-5	3	59		59	59	59	59	59	59	59	59	59	59	59	59	59
C	Viaduct 2 (Pier 12)	P2	119	858	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2575	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
E	Sea Wall Modification	E1	119	824	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	UU Diversion	E2	120	824	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	Open Cut Excavation	E3	114	824	0	3	51		51	51	51										
	Foundation and Drainage for Control Room	E4	114	824	0	3	51				51	51	51	51	51						
	Foundation and Drainage for Plantroom	E5	114	824	0	3	51				51	51	51	51	51						
	Superstructure for Control Room	E6	112	824	0	3	49									49	49	49	49	49	
	Superstructure for Plantroom	E7	112	824	0	3	49									49	49	49	49	49	
F	Sea Wall Modification	F1	119	1395	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
G	Tung Chung Central Station (Sheet Pile)	G1	113	332	0	3	58		58	58	58	58	58	58	58			58	58	58	58
	Tung Chung Central Station (UU Diversion)	G2	114	332	0	3	58		58	58	58	58	58					58	58	58	58
	Tung Chung Central Station (Pile Cap)	G3	114	332	0	3	58									58	58	58	58	58	58
	Tung Chung Central Station (Bored Pile)	G4	121	332	0	3	65		65	65	65	65	65	65	65	65	65	65			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	332	0	3	61			61	61	61	61	61							
H	Sea Wall Modification	H1	117	988	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
I	Sewerage Upgrade Works of 3RS	I1	113	333	0	3	58		58	58	58	58	58	58	58			58	58	58	58
								Total SPL, dB(A)	**69**	**70**	**70**	**70**	**70**	**69**	**69**	**68**	**68**	**69**	**67**	**67**	**67**
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65

NSR: N05 Ching Chung Hau Po Woon Primary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	712	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	441	-10	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
C	Viaduct 2 (Pier 12)	P2	119	870	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2740	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	119	865	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	UU Diversion	E2	120	865	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	Open Cut Excavation	E3	114	865	0	3	51		51	51	51										
	Foundation and Drainage for Control Room	E4	114	865	0	3	51				51	51	51	51	51						
	Foundation and Drainage for Plantroom	E5	114	865	0	3	51				51	51	51	51	51						
	Superstructure for Control Room	E6	112	865	0	3	48									48	48	48	48	48	
	Superstructure for Plantroom	E7	112	865	0	3	48									48	48	48	48	48	
F	Sea Wall Modification	F1	119	1523	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
G	Tung Chung Central Station (Sheet Pile)	G1	113	293	-10	3	49		49	49	49	49	49	49	49			49	49	49	49
	Tung Chung Central Station (UU Diversion)	G2	114	293	-10	3	49		49	49	49	49	49					49	49	49	49
	Tung Chung Central Station (Pile Cap)	G3	114	293	-10	3	49									49	49	49	49	49	49
	Tung Chung Central Station (Bored Pile)	G4	121	293	-10	3	56		56	56	56	56	56	56	56	56	56	56			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	293	-10	3	52			52	52	52	52	52							
H	Sea Wall Modification	H1	117	1045	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
I	Sewerage Upgrade Works of 3RS	I1	113	218	0	3	62		62	62	62	62	62	62	62			62	62	62	62
								Total SPL, dB(A)	**66**	**66**	**66**	**66**	**66**	**66**	**66**	64	64	**66**	**66**	**66**	**66**
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65

[1] Construction work for Pier 8-11 will not overlap with each other

[2] Max SWL is adopted for activity ID P1, P3, P4 and F1 in the calculation for worst-case scenario

[3] The direct line-of-sight between Site Area A and N03 is blocked by the Novotel CityGate Hong Kong (rooftop level at 92.8mPD). Hence, -10 dB(A) screening correction is adopted at N03 for Site A. Also, the direct line-of-sight between Site Area B and N03 is blocked by the existing 9m (H) noise barrier of Airport Express Line (refer to **Appendix D** for the section drawing). The height of the noise barrier is referenced to Appendix 3.7 of the approved EIA of Tung Chung Line Extension (AEIAR-235/2022). As conservative approach, -5 dB(A) screening correction is adopted at N03 for Site B.

[4] The rooftop level for Ching Chung Hau Po Woon Primary School (N05) is 27.8mPD while that of Fu Tung Plaza is 28.9mPD. Since Fu Tung Plaza is located in front of N05 relative to the Project Site and the building height of Fu Tung Plaza is higher than N05, the direct line-of-sight between N05 to Sites A, B and G are completely blocked by Fu Tung Plaza (refer to **Appendix D** for the section drawing between N05 and Site G). Hence, -10 dB(A) screening correction is adopted at N05 for Sites A, B and G.

Airport Tung Chung Link
Predicted Construction Noise Levels for Representative NSRs
Unmitigated Scenario

NSR: N06 Po On Commercial Association Wan Ho Kan Primary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	704	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	437	-10	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
C	Viaduct 2 (Pier 12)	P2	119	867	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2781	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	119	871	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55
	UU Diversion	E2	120	871	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	Open Cut Excavation	E3	114	871	0	3	51		51	51	51										
	Foundation and Drainage for Control Room	E4	114	871	0	3	51				51	51	51	51	51						
	Foundation and Drainage for Plantroom	E5	114	871	0	3	51				51	51	51	51	51						
	Superstructure for Control Room	E6	112	871	0	3	48									48	48	48	48	48	
	Superstructure for Plantroom	E7	112	871	0	3	48									48	48	48	48	48	
F	Sea Wall Modification	F1	119	1552	0	3	50		50	50	50	50	50	50	50	50	50	50	50	50	50
G	Tung Chung Central Station (Sheet Pile)	G1	113	300	-10	3	49		49	49	49	49	49	49	49			49	49	49	49
	Tung Chung Central Station (UU Diversion)	G2	114	300	-10	3	49		49	49	49	49	49					49	49	49	49
	Tung Chung Central Station (Pile Cap)	G3	114	300	-10	3	49									49	49	49	49	49	49
	Tung Chung Central Station (Bored Pile)	G4	121	300	-10	3	56		56	56	56	56	56	56	56	56	56	56			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	300	-10	3	52			52	52	52	52	52							
H	Sea Wall Modification	H1	117	1053	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
I	Sewerage Upgrade Works of 3RS	I1	113	269	0	3	60		60	60	60	60	60	60	60			60	60	60	60
								Total SPL, dB(A)	65	**66**	**66**	**66**	**66**	**66**	**66**	64	64	**66**	65	65	65
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65

NSR: N08 Fu Tung Estate

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	636	0	3	59		59	59	59	59	59	59	59	59	59	59	59	59	59
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	395	0	3	66		66	66	66	66	66	66	66	66	66	66	66	66	66
C	Viaduct 2 (Pier 12)	P2	119	805	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2826	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	119	828	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	UU Diversion	E2	120	828	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56
	Open Cut Excavation	E3	114	828	0	3	51		51	51	51										
	Foundation and Drainage for Control Room	E4	114	828	0	3	51				51	51	51	51	51						
	Foundation and Drainage for Plantroom	E5	114	828	0	3	51				51	51	51	51	51						
	Superstructure for Control Room	E6	112	828	0	3	49									49	49	49	49	49	
	Superstructure for Plantroom	E7	112	828	0	3	49									49	49	49	49	49	
F	Sea Wall Modification	F1	119	1562	0	3	50		50	50	50	50	50	50	50	50	50	50	50	50	50
G	Tung Chung Central Station (Sheet Pile)	G1	113	272	0	3	60		60	60	60	60	60	60	60			60	60	60	60
	Tung Chung Central Station (UU Diversion)	G2	114	272	0	3	60		60	60	60	60	60					60	60	60	60
	Tung Chung Central Station (Pile Cap)	G3	114	272	0	3	60									60	60	60	60	60	60
	Tung Chung Central Station (Bored Pile)	G4	121	272	0	3	67		67	67	67	67	67	67	67	67	67	67			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	272	0	3	63			63	63	63	63	63							
H	Sea Wall Modification	H1	117	1014	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52
I	Sewerage Upgrade Works of 3RS	I1	113	255	0	3	60		60	60	60	60	60	60	60			60	60	60	60
								Total SPL, dB(A)	72	72	72	72	72	72	71	71	71	72	70	70	70
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75

NSR: N09 Tung Chung Crescent

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	449	0	3	62		62	62	62	62	62	62	62	62	62	62	62	62	62
B	Viaduct 1 (Pier 1 - Pier 7)	P1	123	254	-10	3	60		60	60	60	60	60	60	60	60	60	60	60	60	60
C	Viaduct 2 (Pier 12)	P2	119	618	0	3	58		58	58	58	58	58	58	58	58	58	58	58	58	58
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2767	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	119	664	0	3	58		58	58	58	58	58	58	58	58	58	58	58	58	58
	UU Diversion	E2	120	664	0	3	58		58	58	58	58	58	58	58	58	58	58	58	58	58
	Open Cut Excavation	E3	114	664	0	3	53		53	53	53										
	Foundation and Drainage for Control Room	E4	114	664	0	3	53				53	53	53	53	53						
	Foundation and Drainage for Plantroom	E5	114	664	0	3	53				53	53	53	53	53						
	Superstructure for Control Room	E6	112	664	0	3	51									51	51	51	51	51	
	Superstructure for Plantroom	E7	112	664	0	3	51									51	51	51	51	51	
F	Sea Wall Modification	F1	119	1456	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51
G	Tung Chung Central Station (Sheet Pile)	G1	113	196	0	3	63		63	63	63	63	63	63	63			63	63	63	63
	Tung Chung Central Station (UU Diversion)	G2	114	196	0	3	63		63	63	63	63	63					63	63	63	63
	Tung Chung Central Station (Pile Cap)	G3	114	196	0	3	63									63	63	63	63	63	63
	Tung Chung Central Station (Bored Pile)	G4	121	196	0	3	70		70	70	70	70	70	70	70	70	70	70			
	Tung Chung Central Station (Socketed H-Pile)	G5	116	196	0	3	65			65	65	65	65	65							
H	Sea Wall Modification	H1	117	846	0	3	54		54	54	54	54	54	54	54	54	54	54	54	54	54
I	Sewerage Upgrade Works of 3RS	I1	113	180	0	3	63		63	63	63	63	63	63	63			63	63	63	63
								Total SPL, dB(A)	73	74	74	74	74	74	73	72	72	74	71	71	71
								SPL from TCW Station and Tunnels (1201), dB(A)	70	69	69	72	72	72	73	65	65	65	67	67	
								Cumulative SPL, dB(A)	75	75	75	**76**	**76**	**76**	**76**	73	73	74	73	73	
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75

[1] Construction work for Pier 8-11 will not overlap with each other

[2] Max SWL is adopted for activity ID P1, P3, P4 and F1 in the calculation for worst-case scenario

[3] The rooftop level for Po On Commercial Association Wan Ho Kan Primary School (N06) is 27.9mPD while that of Fu Tung Plaza is 28.9mPD. Since Fu Tung Plaza is located in front of N06 relative to the Project Site and that the building height of Fu Tung Plaza is higher than N06, the direct line-of-sight between N06 to Sites A, B and G are blocked by Fu Tung Plaza (refer to **Appendix D** for the section drawing between N06 and Site G). Hence, -10 dB(A) screening correction is adopted at N06 for Sites A, B and G.

[4] The direct line-of-sight between Site Area B and N09 is blocked by The Silveri (refer to **Appendix D** for the section drawing). Hence, -10 dB(A) screening correction is adopted at N09 for Site B.

APPENDIX D:
REFERENCE TO EXISTING NOISE BARRIER AND SECTION DRAWING OF EXISTING STRUCTURES/BARRIERS

Inset 2

Extracted from Appendix 3.7 of the Approved EIA of Tung Chung Line Extension (AEIAR-235/2022)

N

C5+3

V5

C5.5+3.5*

V5*

C5.5+3.5*

V4*

C5.5+3.5*

V9

V10

V4.5

V4.5

V2

V2

V3

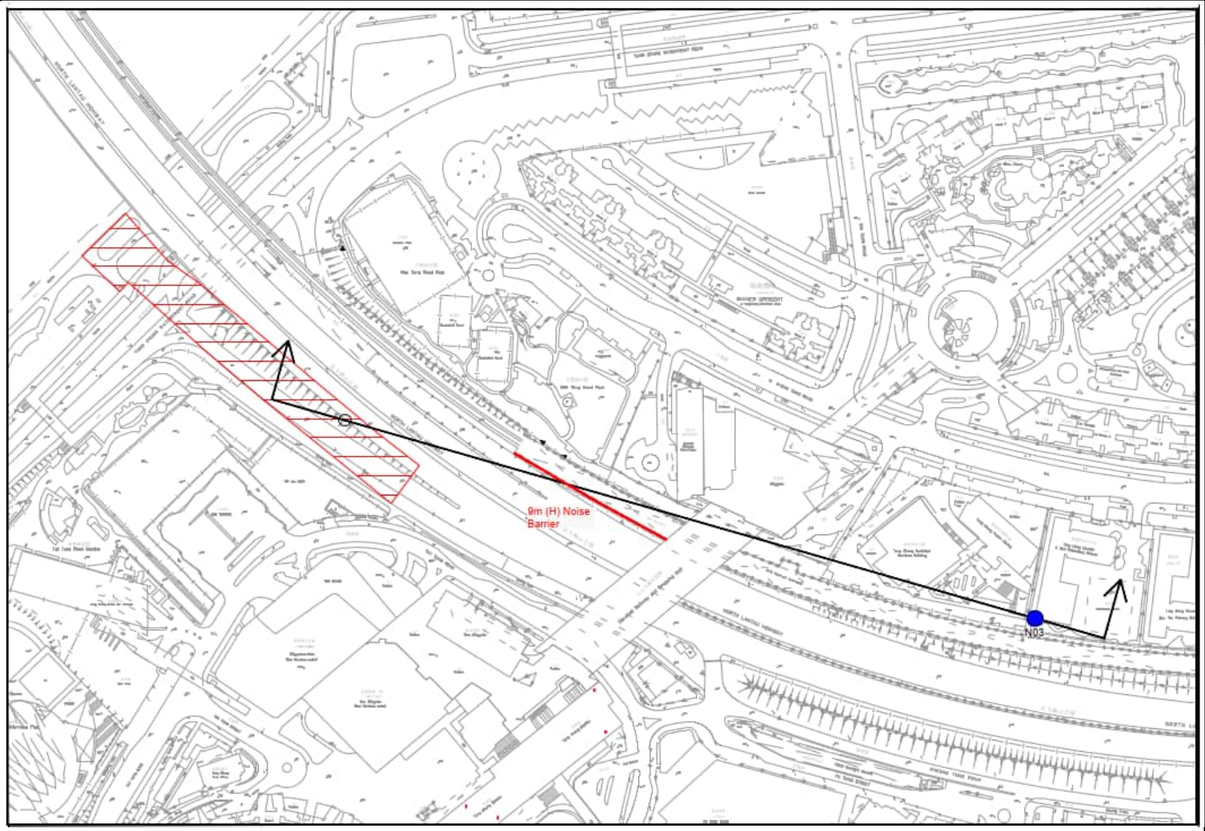
V3

Legend

- Segment ID
- 123 — Road Segment
- Va — Vertical Noise barrier (aM high)
- Cg+h — Cantilever Noise barrier (gM high + hM cantilever)

* Planned noise barriers as shown in Adopted Tung Chung Town Centre Area Layout Plan (No. L/I-TCTC/1F). These are the best available information at the time of preparing this EIA. The respective project proponent would review the design and implementation programme of these noise barriers.

0 95 190 380 Meters



LEGEND:

Works Area Site B

Representative NSR

	Prepared	Checked	Approved
Initial	DH	HC	HM
Date	20260330	20260330	20260330

Project Title

Airport Tung Chung Link

Section Drawing
Site B to N03

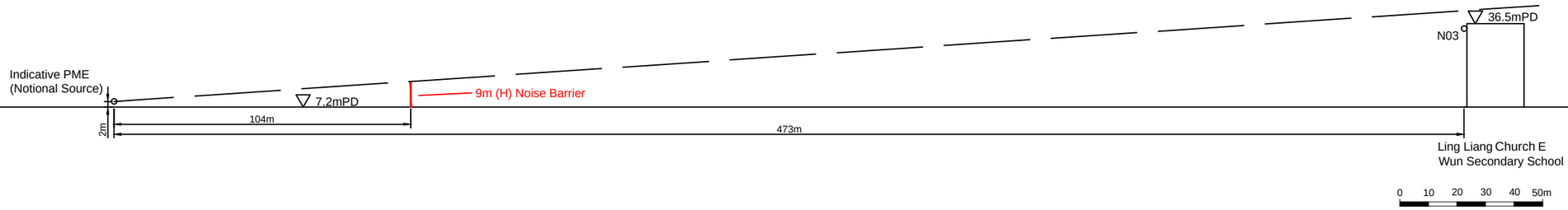
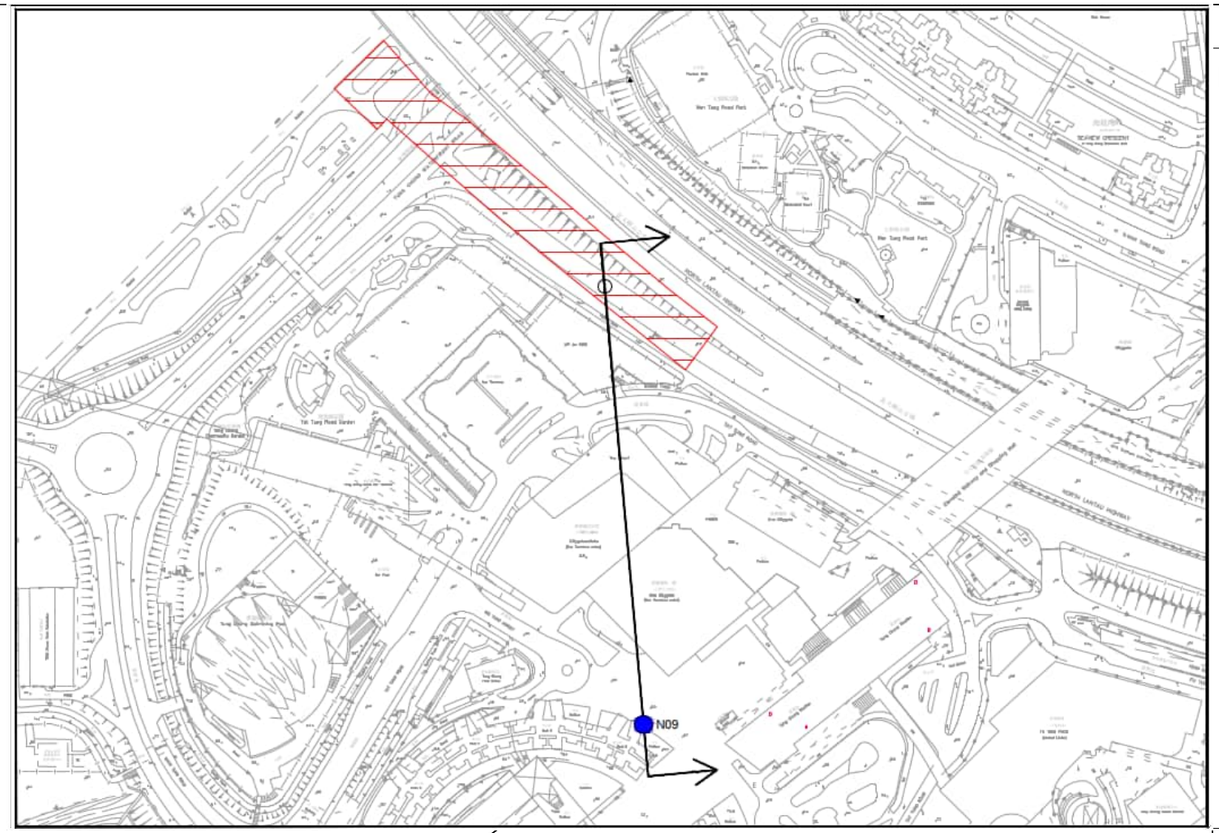


Figure Title

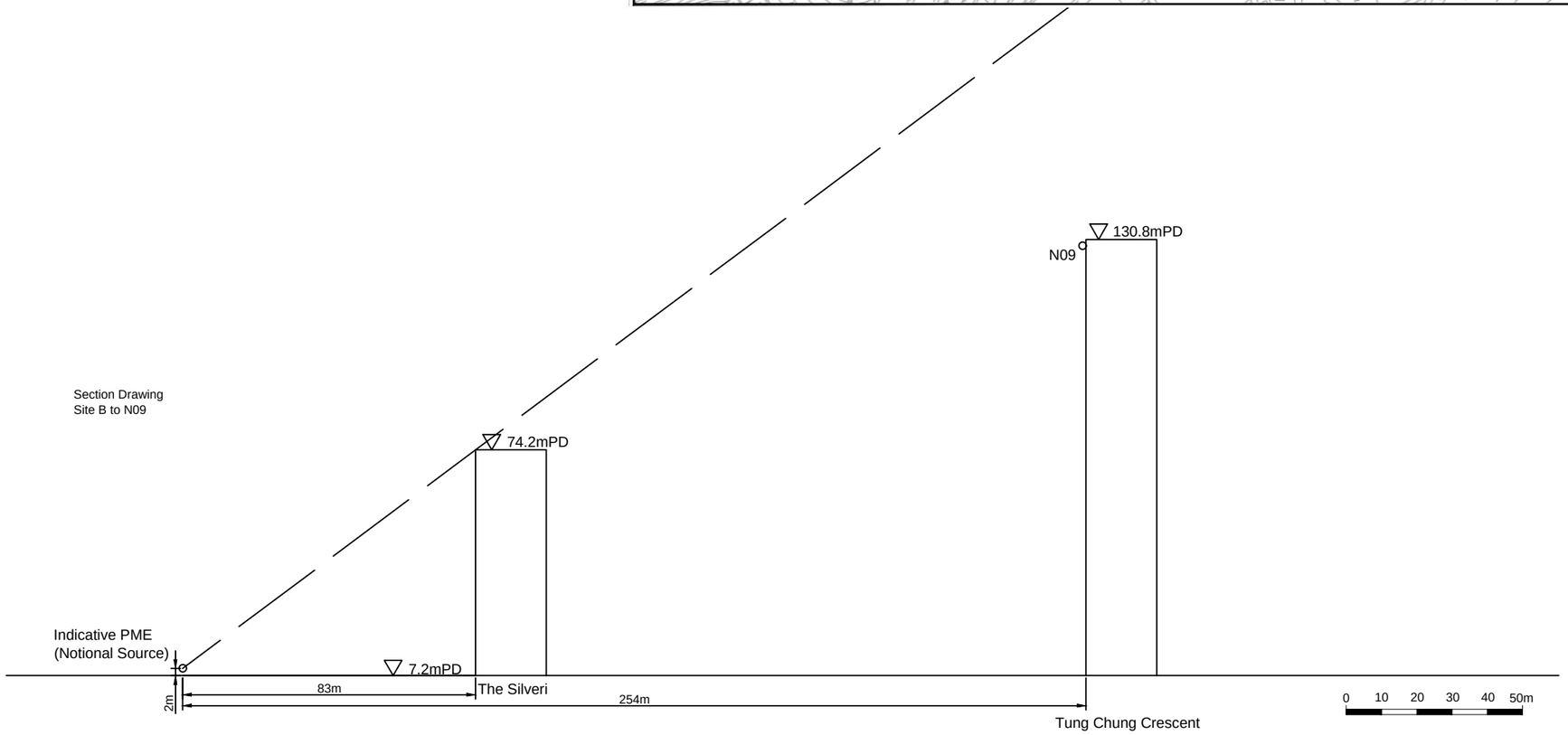
Section Drawing of Site B to N03

Figure No.	**Rev.**
Appendix D	0



LEGEND:

- Works Area Site B
- Representative NSR



	Prepared	Checked	Approved
Initial	DH	HC	HM
Date	20260330	20260330	20260330

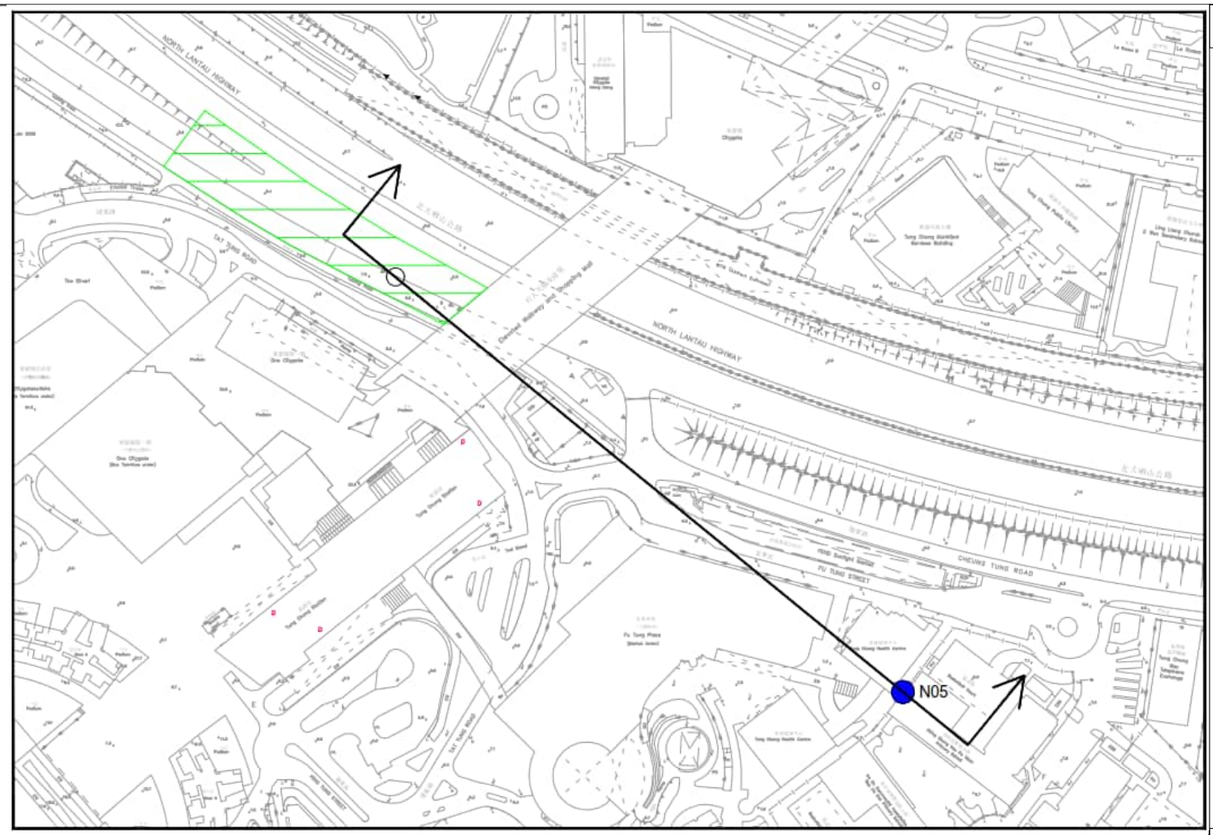
Project Title

Airport Tung Chung Link

Figure Title

Section Drawing of Site B to N09

Figure No.	**Rev.**
Appendix D	0



LEGEND:

Works Area Site G

Representative NSR

	Prepared	Checked	Approved
Initial	DH	HC	HM
Date	20260408	20260408	20260408

Project Title

Airport Tung Chung Link

Section Drawing
Site G to N05

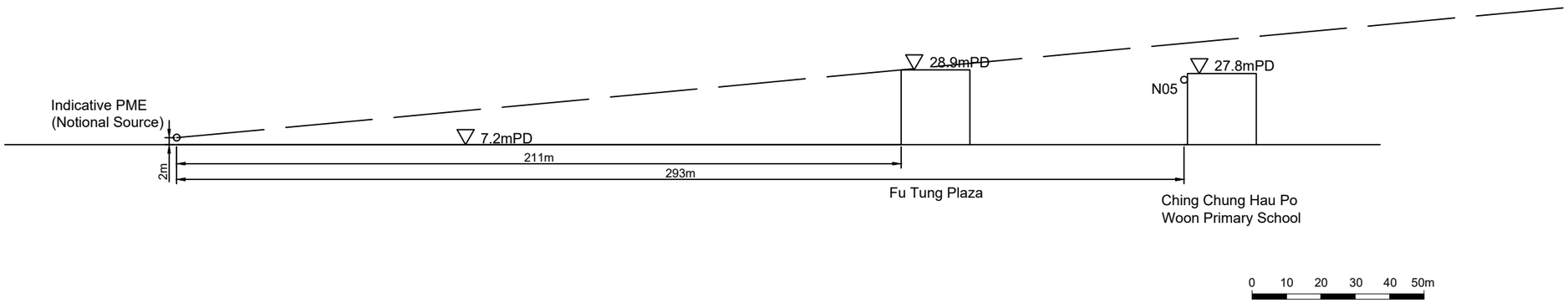
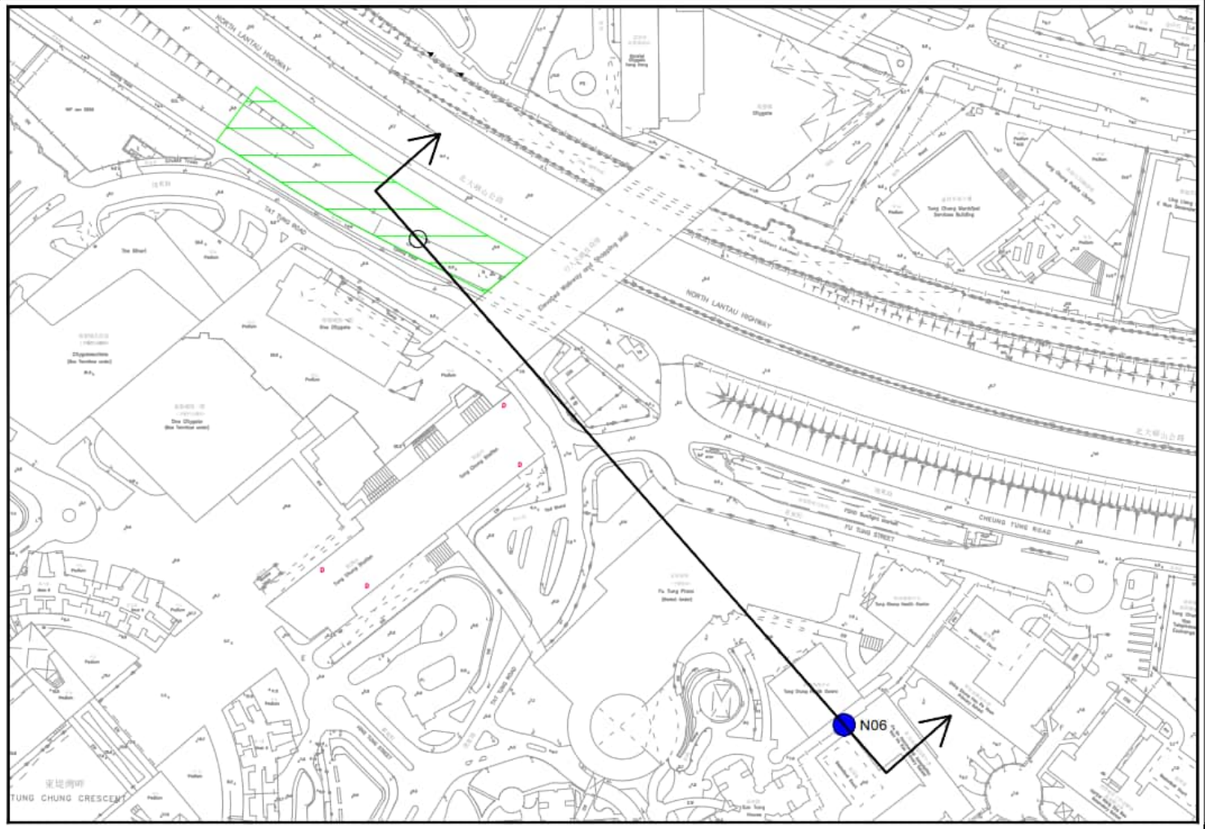


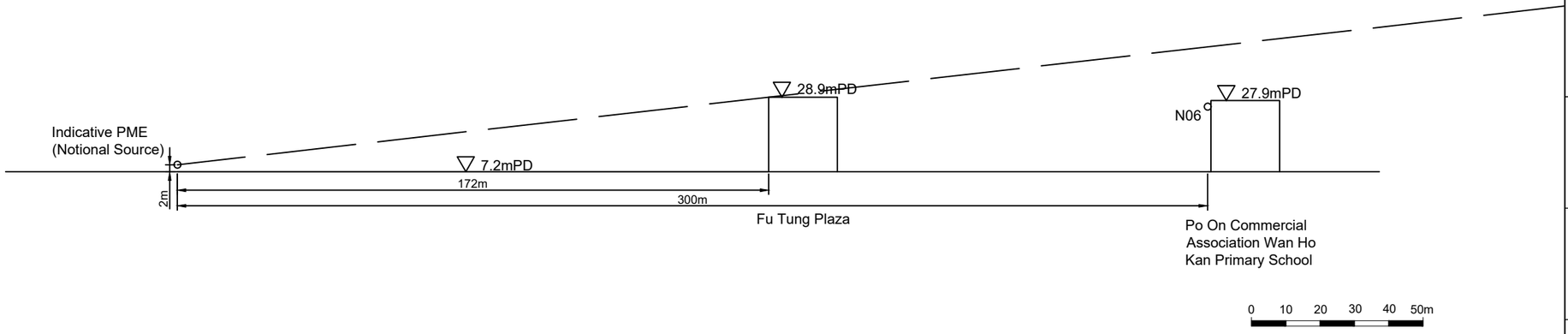
Figure Title

Section Drawing of Site G to N05

Figure No.	**Rev.**
Appendix D	0



Section Drawing
Site G to N06



LEGEND:

- Works Area Site G
- Representative NSR

	Prepared	Checked	Approved
Initial	DH	HC	HM
Date	20260408	20260408	20260408

Project Title

Airport Tung Chung Link

Figure Title

Section Drawing of Site G to N06

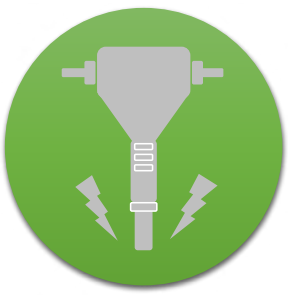
Figure No.	**Rev.**
Appendix D	0

APPENDIX E:
CATALOGUE AND SECTION DRAWING OF NOISE BARRIER

Acoustics Innovation

SilentUP®
Retractable Noise Barrier


Roadworks


Breaking
Drilling


Piling


Loading
Unloading


Concreting

aihk.hk
info@aihk.hk
(852) 2702-2007

R&D Division of Wilson Acoustics Limited

Acoustics Innovation

SilentUP®

Product Description

SilentUP® is a patented retractable noise barrier for construction works and outdoor music events. It can be easily installed and mobilized by people without using any machines. No concrete foundation is required and the installation process is quiet enough to be conducted even at night time. The panels are installed upwards from ground level and connected by magnetic gap sealing.

Our product has been widely used in Hong Kong. Visit our website for the job references aihk.hk/SilentUP/reference.

Benefits

- Minimize noise complaints
- Quiet and manual installation
- No concrete foundation required
- Flexible construction site planning
- Facilitate Construction Noise Permit (CNP) application process

Technical Information

SilentUP® noise barrier material conforms to the flammability requirement specifications.

BS5867-2:2008 TYPE B
GF8624

Product Specification

STC	18	24
Insertion Loss*	22 dB(A)	27 dB(A)
Modular Weight	5kg	8kg
Maximum Height	7m	5m
Modular Size	1m(H) x1.35m(W)	
Standard Colour	Grey	
Panel Thickness	100mm on edges	

* Tested with white noise source

CITF 建造業創科基金
CITF Pre-approved Product

Eligible contractors can apply for CITF.
citf.cic.hk

Client Feedback

"Some of our contractors have used the retractable noise barriers to facilitate CNP application. They have found this innovative product useful - lightweight, easy to manoeuvre, and fit for purpose."

Richard Kwan
Former Environment Manager
MTR Corporation Ltd

"We are impressed by SilentUP's quick installation and relocation, it is definitely one of the best innovations and practicable " approaches for the noise mitigation measures for the construction activities."

Lighting Chan
Environmental Compliance Support Manager,
Leighton Asia Ltd

"We are happy with Acoustics Innovation's professional service (SilentUP Noise Barrier) in helping us achieve our noise mitigation goals."

Ronald Fung
Project QA & Environmental Manager
Kier - Laing O'Rourke - Kaden Joint Venture

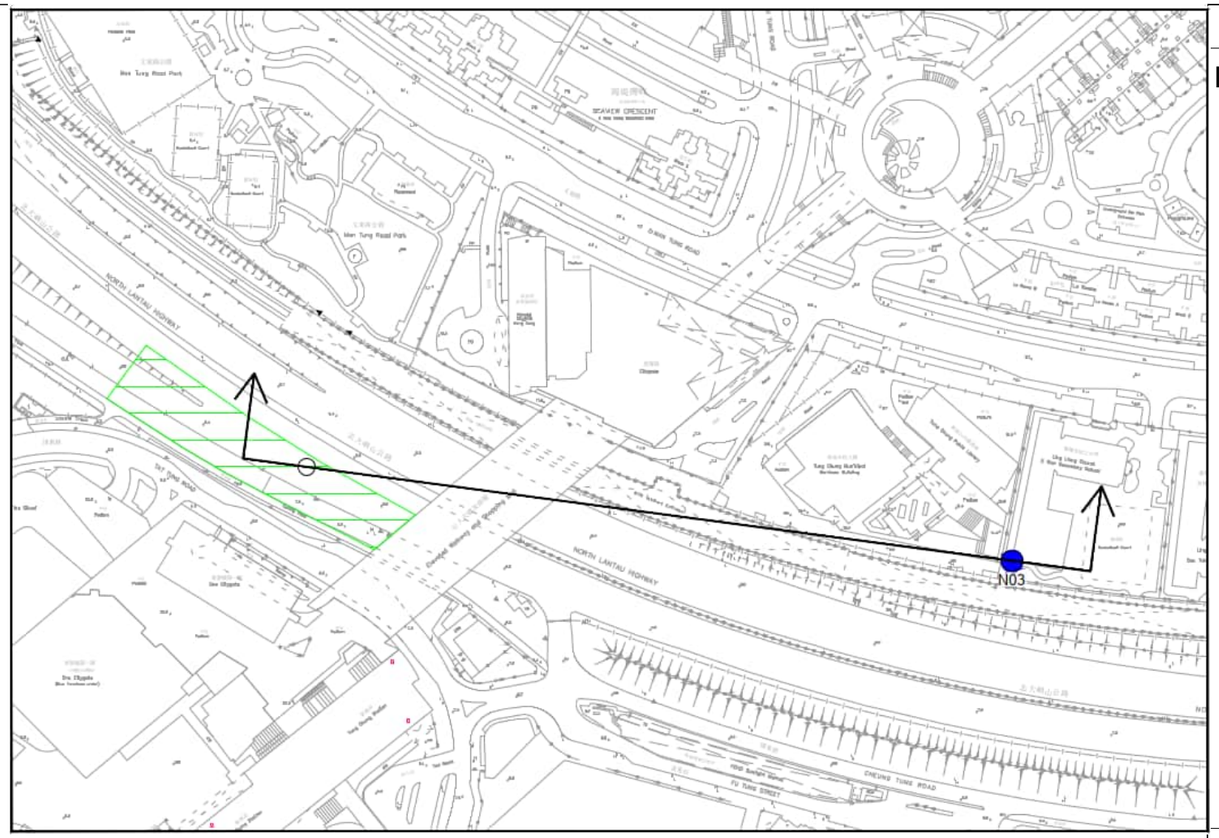
"SilentUP is definitely a useful tool to minimize the noise pollution. We successfully obtained a CNP and most importantly no complaint has been received from the NSRs."

Clarence Yeung
Environmental Officer
Chun Wo Construction and Engineering Co. Ltd

Installation videos available at aihk.hk/youtube

aihk.hk info@aihk.hk (852) 2702-2007

R&D Division of Wilson Acoustics Limited

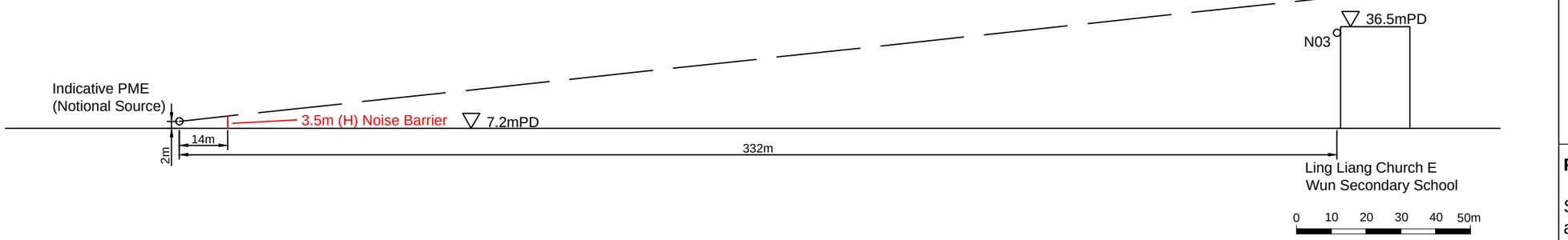


LEGEND:

Works Area Site G

Representative NSR

Section Drawing
Site G to N03 with adoption of Noise Barrier



	Prepared	Checked	Approved
Initial	DH	HC	HM
Date	20260330	20260330	20260330

Project Title

Airport Tung Chung Link

Figure Title

Section Drawing of Site G to N03 with adoption of Noise Barrier

Figure No.	**Rev.**
Appendix E	0

APPENDIX F: CONSTRUCTION NOISE CALCULATIONS (MITIGATED)

Airport Tung Chung Link
Predicted Construction Noise Levels for Representative NSRs
Mitigated Scenario

NSR: N01 Seaview Crescent

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	407	0	3	63		63	63	63	63	63	63	63	63	63	63	63	63	63	63
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	223	0	3	69		69	69	69	69	69	69	69	69	69	69	69	69	69	69
C	Viaduct 2 (Pier 12)	P2	119	527	0	3	60		60	60	60	60	60	60	60	60	60	60	60	60	60	60
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2382	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52	52
E	Sea Wall Modification	E1	117	482	0	3	59		59	59	59	59	59	59	59	59	59	59	59	59	59	59
	UU Diversion	E2	119	482	0	3	60		60	60	60	60	60	60	60	60	60	60	60	60	60	60
	Open Cut Excavation	E3	111	482	0	3	52		52	52	52											
	Foundation and Drainage for Control Room	E4	112	482	0	3	53				53	53	53	53	53							
	Foundation and Drainage for Plantroom	E5	112	482	0	3	53				53	53	53	53	53							
	Superstructure for Control Room	E6	110	482	0	3	52									52	52	52	52	52		
	Superstructure for Plantroom	E7	110	482	0	3	52									52	52	52	52	52		
F	Sea Wall Modification	F1	117	1116	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
G	Tung Chung Central Station (Sheet Pile)	G1	92	193	0	3	42		42	42	42	42	42	42	42			42	42	42	42	42
	Tung Chung Central Station (UU Diversion)	G2	109	193	0	3	59		59	59	59	59	59					59	59	59	59	59
	Tung Chung Central Station (Pile Cap)	G3	111	193	0	3	61									61	61	61	61	61	61	61
	Tung Chung Central Station (Bored Pile)	G4	118	193	0	3	67		67	67	67	67	67	67	67	67	67	67				
	Tung Chung Central Station (Socketed H-Pile)	G5	114	193	0	3	64			64	64	64	64	64								
H	Sea Wall Modification	H1	115	646	0	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53	53
I	Sewerage Upgrade Works of 3RS	I1	92	209	0	3	41		41	41	41	41	41	41	41			41	41	41	41	41
								Total SPL, dB(A)	73	73	73	73	73	73	73	73	73	73	72	72	72
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75

NSR: N03 Ling Liang Church E Wun Secondary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	715	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	473	-5	3	57		57	57	57	57	57	57	57	57	57	57	57	57	57	57
C	Viaduct 2 (Pier 12)	P2	119	858	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2575	0	3	52		52	52	52	52	52	52	52	52	52	52	52	52	52	52
E	Sea Wall Modification	E1	117	824	0	3	54		54	54	54	54	54	54	54	54	54	54	54	54	54	54
	UU Diversion	E2	119	824	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Open Cut Excavation	E3	111	824	0	3	47		47	47	47											
	Foundation and Drainage for Control Room	E4	112	824	0	3	48				48	48	48	48	48							
	Foundation and Drainage for Plantroom	E5	112	824	0	3	48				48	48	48	48	48							
	Superstructure for Control Room	E6	110	824	0	3	47									47	47	47	47	47		
	Superstructure for Plantroom	E7	110	824	0	3	47									47	47	47	47	47		
F	Sea Wall Modification	F1	117	1395	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
G	Tung Chung Central Station (Sheet Pile)	G1	92	332	0	3	37		37	37	37	37	37	37	37			37	37	37	37	37
	Tung Chung Central Station (UU Diversion)	G2	109	332	0	3	54		54	54	54	54	54					54	54	54	54	54
	Tung Chung Central Station (Pile Cap)	G3	111	332	0	3	56									56	56	56	56	56	56	56
	Tung Chung Central Station (Bored Pile)	G4	113	332	0	3	58		58	58	58	58	58	58	58	58	58	58				
	Tung Chung Central Station (Socketed H-Pile)	G5	112	332	0	3	56			56	56	56	56	56								
H	Sea Wall Modification	S3	115	988	0	3	50		50	50	50	50	50	50	50	50	50	50	50	50	50	50
I	Sewerage Upgrade Works of 3RS	I1	92	333	0	3	37		37	37	37	37	37	37	37			37	37	37	37	37
								Total SPL, dB(A)	64	65	65	65	65	65	64	65	65	65	64	64	64
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65

NSR: N05 Ching Chung Hau Po Woon Primary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	712	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	441	-10	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53	53
C	Viaduct 2 (Pier 12)	P2	119	870	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2740	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	117	865	0	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53	53
	UU Diversion	E2	119	865	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Open Cut Excavation	E3	111	865	0	3	47		47	47	47											
	Foundation and Drainage for Control Room	E4	112	865	0	3	48				48	48	48	48	48							
	Foundation and Drainage for Plantroom	E5	112	865	0	3	48				48	48	48	48	48							
	Superstructure for Control Room	E6	110	865	0	3	47									47	47	47	47	47		
	Superstructure for Plantroom	E7	110	865	0	3	47									47	47	47	47	47		
F	Sea Wall Modification	F1	117	1523	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
G	Tung Chung Central Station (Sheet Pile)	G1	92	293	-10	3	28		28	28	28	28	28	28	28			28	28	28	28	28
	Tung Chung Central Station (UU Diversion)	G2	109	293	-10	3	45		45	45	45	45	45					45	45	45	45	45
	Tung Chung Central Station (Pile Cap)	G3	111	293	-10	3	47									47	47	47	47	47	47	47
	Tung Chung Central Station (Bored Pile)	G4	118	293	-10	3	53		53	53	53	53	53	53	53	53	53	53				
	Tung Chung Central Station (Socketed H-Pile)	G5	114	293	-10	3	50			50	50	50	50	50								
H	Sea Wall Modification	S3	115	1045	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
I	Sewerage Upgrade Works of 3RS	I1	92	218	0	3	41		41	41	41	41	41	41	41			41	41	41	41	41
								Total SPL, dB(A)	62	63	63	63	63	63	62	62	62	63	62	62	62
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65

[1] Construction work for Pier 8-11 will not overlap with each other

[2] Max SWL is adopted for activity ID P1, P3, P4 and F1 in the calculation for worst-case scenario

[3] The direct line-of-sight between Site Area A and N03 is blocked by the Novotel CityGate Hong Kong (rooftop level at 92.8mPD). Hence, -10 dB(A) screening correction is adopted at N03 for Site A. Also, the direct line-of-sight between Site Area B and N03 is blocked by the existing 9m (H) noise barrier of Airport Express Line (refer to **Appendix D** for the section drawing). The height of the noise barrier is referenced to Appendix 3.7 of the approved EIA of Tung Chung Line Extension (AEIAR-235/2022). As conservative approach, -5 dB(A) screening correction is adopted at N03 for Site B.

[4] The rooftop level for Ching Chung Hau Po Woon Primary School (N05) is 27.8mPD while that of Fu Tung Plaza is 28.9mPD. Since Fu Tung Plaza is located in front of N05 relative to the Project Site and the building height of Fu Tung Plaza is higher than N05, the direct line-of-sight between N05 to Sites A, B and G are completely blocked by Fu Tung Plaza (refer to **Appendix D** for the section drawing between N05 and Site G). Hence, -10 dB(A) screening correction is adopted at N05 for Sites A, B and G.

Airport Tung Chung Link
Predicted Construction Noise Levels for Representative NSRs
Mitigated Scenario

NSR: N06 Po On Commercial Association Wan Ho Kan Primary School

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	704	-10	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48	48
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	437	-10	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53	53
C	Viaduct 2 (Pier 12)	P2	119	867	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2781	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	117	871	0	3	53		53	53	53	53	53	53	53	53	53	53	53	53	53	53
	UU Diversion	E2	119	871	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Open Cut Excavation	E3	111	871	0	3	47		47	47	47											
	Foundation and Drainage for Control Room	E4	112	871	0	3	48				48	48	48	48	48							
	Foundation and Drainage for Plantroom	E5	112	871	0	3	48				48	48	48	48	48							
	Superstructure for Control Room	E6	110	871	0	3	47									47	47	47	47	47		
	Superstructure for Plantroom	E7	110	871	0	3	47									47	47	47	47	47		
F	Sea Wall Modification	F1	117	1552	0	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48	48
G	Tung Chung Central Station (Sheet Pile)	G1	92	300	-10	3	28		28	28	28	28	28	28	28			28	28	28	28	28
	Tung Chung Central Station (UU Diversion)	G2	109	300	-10	3	45		45	45	45	45	45					45	45	45	45	45
	Tung Chung Central Station (Pile Cap)	G3	111	300	-10	3	47									47	47	47	47	47	47	47
	Tung Chung Central Station (Bored Pile)	G4	118	300	-10	3	53		53	53	53	53	53	53	53	53	53	53				
	Tung Chung Central Station (Socketed H-Pile)	G5	114	300	-10	3	50			50	50	50	50	50								
H	Sea Wall Modification	H1	115	1053	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
I	Sewerage Upgrade Works of 3RS	I1	92	269	0	3	39		39	39	39	39	39	39	39			39	39	39	39	39
								Total SPL, dB(A)	62	63	63	63	63	63	62	62	62	63	62	62	62
								Noise criteria, dB(A)	65	65	65	65	65	65	65	65	65	65	65	65	65	65

NSR: N08 Fu Tung Estate

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	636	0	3	59		59	59	59	59	59	59	59	59	59	59	59	59	59	59
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	395	0	3	64		64	64	64	64	64	64	64	64	64	64	64	64	64	64
C	Viaduct 2 (Pier 12)	P2	119	805	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56	56
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2826	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	117	828	0	3	54		54	54	54	54	54	54	54	54	54	54	54	54	54	54
	UU Diversion	E2	119	828	0	3	55		55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Open Cut Excavation	E3	111	828	0	3	47		47	47	47											
	Foundation and Drainage for Control Room	E4	112	828	0	3	48				48	48	48	48	48							
	Foundation and Drainage for Plantroom	E5	112	828	0	3	48				48	48	48	48	48							
	Superstructure for Control Room	E6	110	828	0	3	47									47	47	47	47	47		
	Superstructure for Plantroom	E7	110	828	0	3	47									47	47	47	47	47		
F	Sea Wall Modification	F1	117	1562	0	3	48		48	48	48	48	48	48	48	48	48	48	48	48	48	48
G	Tung Chung Central Station (Sheet Pile)	G1	92	272	0	3	39		39	39	39	39	39	39	39			39	39	39	39	39
	Tung Chung Central Station (UU Diversion)	G2	109	272	0	3	56		56	56	56	56	56					56	56	56	56	56
	Tung Chung Central Station (Pile Cap)	G3	111	272	0	3	58									58	58	58	58	58	58	58
	Tung Chung Central Station (Bored Pile)	G4	118	272	0	3	64		64	64	64	64	64	64	64	64	64	64				
	Tung Chung Central Station (Socketed H-Pile)	G5	114	272	0	3	61			61	61	61	61	61								
H	Sea Wall Modification	H1	115	1014	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
I	Sewerage Upgrade Works of 3RS	I1	92	255	0	3	39		39	39	39	39	39	39	39			39	39	39	39	39
								Total SPL, dB(A)	69	69	69	69	69	69	69	69	69	69	67	67	67
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75	75

NSR: N09 Tung Chung Crescent

Site Area	Activities	ID	SWL	Dist.	Screening Corr.	Façade Corr.	SPL	Year	2026							2027					
								Month	6	7	8	9	10	11	12	1	2	3	4	5	6
								Project Month	11	12	13	14	15	16	17	18	19	20	21	22	23
A	Viaduct 2 (Pier 8 - Pier 11)	P3	120	449	0	3	62		62	62	62	62	62	62	62	62	62	62	62	62	62	62
B	Viaduct 1 (Pier 1 - Pier 7)	P1	121	254	-10	3	58		58	58	58	58	58	58	58	58	58	58	58	58	58	58
C	Viaduct 2 (Pier 12)	P2	119	618	0	3	58		58	58	58	58	58	58	58	58	58	58	58	58	58	58
D	Viaduct 3 (Pier 13 - Pier 20)	P4	125	2767	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
E	Sea Wall Modification	E1	117	664	0	3	56		56	56	56	56	56	56	56	56	56	56	56	56	56	56
	UU Diversion	E2	119	664	0	3	57		57	57	57	57	57	57	57	57	57	57	57	57	57	57
	Open Cut Excavation	E3	111	664	0	3	49		49	49	49											
	Foundation and Drainage for Control Room	E4	112	664	0	3	50				50	50	50	50	50							
	Foundation and Drainage for Plantroom	E5	112	664	0	3	50				50	50	50	50	50							
	Superstructure for Control Room	E6	110	664	0	3	49									49	49	49	49	49		
	Superstructure for Plantroom	E7	110	664	0	3	49									49	49	49	49	49		
F	Sea Wall Modification	F1	117	1456	0	3	49		49	49	49	49	49	49	49	49	49	49	49	49	49	49
G	Tung Chung Central Station (Sheet Pile) / Sewerage Upgrade Works of 3RS	G1	92	196	0	3	42		42	42	42	42	42	42	42			42	42	42	42	42
	Tung Chung Central Station (UU Diversion)	G2	109	196	0	3	58		58	58	58	58	58					58	58	58	58	58
	Tung Chung Central Station (Pile Cap)	G3	111	196	0	3	60									60	60	60	60	60	60	60
	Tung Chung Central Station (Bored Pile)	G4	118	196	0	3	67		67	67	67	67	67	67	67	67	67	67				
	Tung Chung Central Station (Socketed H-Pile)	G5	114	196	0	3	63			63	63	63	63	63								
H	Sea Wall Modification	H1	115	846	0	3	51		51	51	51	51	51	51	51	51	51	51	51	51	51	51
I	Sewerage Upgrade Works of 3RS	I1	92	180	0	3	42		42	42	42	42	42	42	42			42	42	42	42	42
								Total SPL, dB(A)	70	71	71	71	71	71	70	70	70	70	68	68	68
								SPL from TCW Station and Tunnels (1201), dB(A)	70	69	69	72	72	72	73	65	65	65	65	67	67
								Cumulative SPL, dB(A)	73	73	73	74	74	74	75	71	71	72	70	70	70
								Noise criteria, dB(A)	75	75	75	75	75	75	75	75	75	75	75	75	75

[1] Construction work for Pier 8-11 will not overlap with each other

[2] Max SWL is adopted for activity ID P1, P3, P4 and F1 in the calculation for worst-case scenario

[3] The rooftop level for Po On Commercial Association Wan Ho Kan Primary School (N06) is 27.9mPD while that of Fu Tung Plaza is 28.9mPD. Since Fu Tung Plaza is located in front of N06 relative to the Project Site and that the building height of Fu Tung Plaza is higher than N06, the direct line-of-sight between N06 to Sites A, B and G are blocked by Fu Tung Plaza (refer to **Appendix D** for the section drawing between N06 and Site G). Hence, -10 dB(A) screening correction is adopted at N06 for Sites A, B and G.

[4] The direct line-of-sight between Site Area B and N09 is blocked by The Silveri (refer to **Appendix D** for the section drawing). Hence, -10 dB(A) screening correction is adopted at N09 for Site B.

APPENDIX G:
IMPLEMENTATION SCHEDULE OF PROPOSED MITIGATION MEASURES

Implementation Schedule of Construction Noise Mitigation Measures

CNMP Ref.	Proposed Mitigation Measures	Target PME	Implemented by	Location	Period	Environmental Performance Required
Section 7	Use of quieter PME is considered to be a practicable means to mitigate the construction noise impact. Quieter plant is defined as a PME having actual SWL lower than the value specified in the GW-TM.	Refer to table 7.2 and Appendix B	Main Contractor	Pier 1-7, 8-11, Site E, Site F, Tung Chung Central Station (TCCS), Site H	Jun 2026 – Jun 2027	Annex 5, EIAO-TM
Section 7	Quieter Construction Method: • Use of Quieter type saw (e.g. diamond wire saw, diamond blade saw) as far as practicable	Excavator-mounted breaker	Main Contractor	Pier 1-7, 13-20	Jun 2026 – Jun 2027	Annex 5, EIAO-TM
Section 7	Quieter Construction Method: • Use of Silent piling by Press-in Method	Piling machines for sheet piling work	Main Contractor	TCCS, Site I	Jun 2026 – Jun 2027	Annex 5, EIAO-TM
Section 7	Quieter Construction Method: • Use of pre-casting and prefabrication technology	N/A	Main Contractor	Sea Wall Modification Construction	Jun 2026 – Jun 2027	Annex 5, EIAO-TM
Section 7	Use of SilentUp noise barrier. The barrier material shall be long enough and have no opening or gaps.	Refer to Appendix B	Main Contractor	TCCS	Jun 2026 – Mar 2027	Annex 5, EIAO-TM
Section 7	Use of Hammer Bracket: Tuned mass dampers, tailored breaker cloth and noise mitigating plastic skirt on the breaker head of Hydraulic Breaker	Breaker, excavator mounted (hydraulic)	Main Contractor	Pier 1-7	Jun 2026 – Jun 2027	Annex 5, EIAO-TM
Section 8	Good Site Management Practices • Only well-maintained plant should be operated on-site and plants should be serviced regularly during the construction period; • Mobile plant, if any, should be sited as far from NSRs as possible; • Plant known to emit noise strongly in one direction should, wherever possible, be properly orientated so that the noise is directed away from the nearby NSRs; • Use of site hoarding as a noise barrier to screen noise at low level NSRs; • Machines and plant that may be used intermittently should be shut down between works periods or should be throttled down to a minimum; and • Any material stockpiles and other structures should be effectively utilized, wherever practicable, to screen the noise from on-site construction activities	All PME to be operated	Main Contractor	All areas of the Project	Jun 2026 – Jun 2027	Annex 5, EIAO-TM

APPENDIX H:
EXTRACTED CNMP FOR TUNG CHUNG LINE EXTENSION PROJECT SUBMISSIONS UNDER EP-614/2022

3 CONSTRUCTION AIRBORNE NOISE (ABN) IMPACT ASSESSMENT

3.1 Construction ABN Impact Assessment Methodology

3.1.1 Construction noise assessment will be conducted based on the following procedures:

- Determine 300m from the boundary of the Project and from any works of the Project;
- Identify and locate representative NSRs that may be affected by the works;
- Obtain the construction method and work sequence for the construction period;
- Obtain the construction plant inventory for each corresponding construction work sequence;
- Determine the Sound Power Levels (SWLs) of the plant items according to the information stated in the GW-TM or other recognised sources of reference, where appropriate;
- Calculate the correction factors based on the distance between the NSRs and the notional noise source positions of the work sites;
- Apply corrections for façade, distance, barrier attenuation, acoustic reflection, where appropriate;
- Predict construction noise levels at the NSRs;
- Quantify the level of impact at the NSRs, in accordance with GW-TM;
- Predict the cumulative noise impacts for any concurrent construction works in the vicinity of the proposed work;
- For any exceedance of noise criteria, all practical mitigation measures such as alternative quieter construction methodology, quiet plant, silencer, enclosure, etc., shall be examined to alleviate the predicted noise impacts as much as practicable.

3.2 Noise Sensitive Receivers (NSRs)

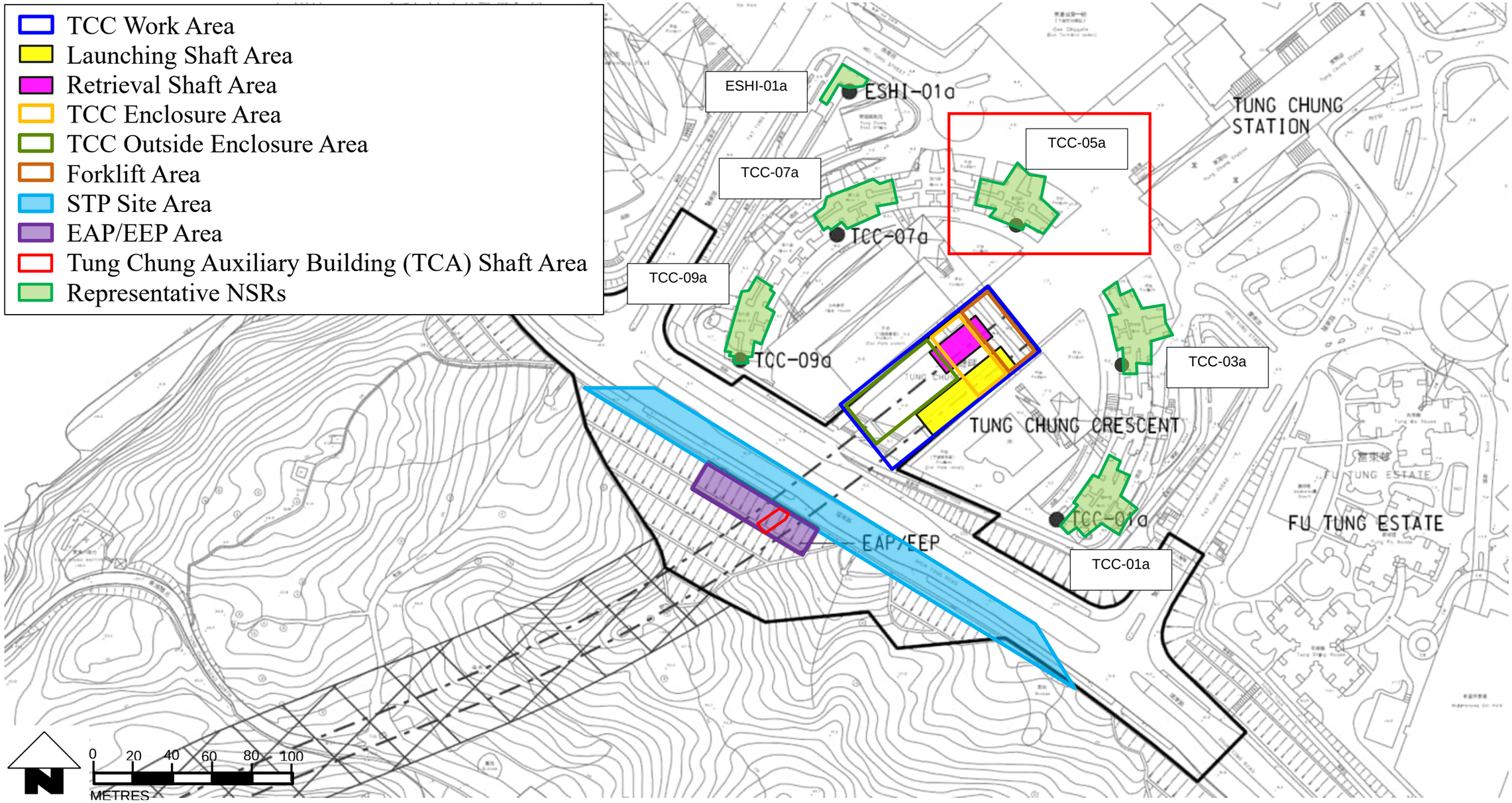
3.2.1 To evaluate the construction noise impacts from the project, representative existing NSRs of the project have been identified and are summarized in **Table 3.1**. Residential premises and educational institutions closest to the construction site areas are identified as the representative NSRs. The locations of the NSRs are shown in **Appendix A**.

Table 3.1: Representative Noise Sensitive Receivers (NSRs)

Site Area	NSR ID	NSR Description	Uses
TCC & EAP/EEP	TCC-01a	Tung Chung Crescent Block 1	Residential
	TCC-03a	Tung Chung Crescent Block 3	
	TCC-05a	Tung Chung Crescent Block 5	
	TCC-07a	Tung Chung Crescent Block 7	
	TCC-09a	Tung Chung Crescent Block 9	
	ESHI-01a	Sunshine House International Pre-school (Tung Chung) [#1]	Educational Institution
TCW [#2]	YTE-01a	Yat Tung Estate Fuk Yat House	Residential
	YTE-02a	Yat Tung Estate Luk Yat House	

Appendix A
Site Layout of Construction Site

Figure A2: Site Layout of TCC and EAP/EEP



Appendix G2

Detail Noise Calculation (Mitigated)
TCC and EAP/EEP

Figure G2.3: Mitigated Noise Assessment Results at Tung Chung Crescent Block 5

Construction Activities	months	Works Zone	SWL	Dist	Dist. Corr	Façade Corr	CNL	2026												2027												2028												2029											
								J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Tung Chung Crescent																																																					
Constrcution/Demolition of Noise Enclosure	2	TCC Work Area	109	69	-45	3	67																	67	67																														
Excavation + Lifting+ Dewatering (Drill/Split/Break)	4	TCC Enclosure	111	59	-43	3	71	71	71	71	71																																											
STP Site Set Up Assembly/Disassembly	4	STP Site	109	169	-53	3	59													59	59	59	59																																
TBM Assembly / Maintanance (inside enclosure)	4	TCC Enclosure	106	59	-43	3	66								66	66	66	66																																				
TBM Assembly / Maintanance (outside enclosure) Group 1	4	TCC Outside Enclosure	113	83	-46	3	70								70	70	70	70																																				
TBM Assembly / Maintanance (outside enclosure) Group 2	4	Forklift Area	101	43	-41	3	63								63	63	63	63																																				
TBM Operation (exclude STP)	7	TCC Enclosure	108	59	-43	3	68		68	68	68	68	68	68	68																																						
TBM Operation (only STP)	7	STP Site	107	169	-53	3	57		57	57	57	57	57	57	57																																						
Site Reinstatement	19	TCC Work Area	109	69	-45	3	67																			67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67										
Slab Work	11	TCC Work Area	105	69	-45	3	63	63	63	63	63	63	63					63	63	63	63	63	63																																
EAP/EEP																																																			
Building Works	6	EAP/EEP	111	182	-53	3	61	61	61	61	61	61	61																																								
BS Work / Test & Comissioning	26	EAP/EEP	103	182	-53	3	53							53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53										
Predicted CNL at Tung Chung Crescent Block 5								72	74	74	74	70	70	69	69	72	72	72	73	65	65	65	65	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67										
Noise Exceedance (Daytime Criteria: 75dB(A))																																																				

Remark:
Distance between NSR and Work Area is notional distance