



Agreement No. HMWSD 1/2019 (EP)
Post-Construction Monitoring of Chinese
White Dolphin (Line-transect Vessel
Surveys) for the Hong Kong-Zhuhai-Macao
Bridge Hong Kong Link Road at West
Lantau Waters – Investigation

Monthly EM&A Report – June 2019

Highways Department

Ramboll Hong Kong Limited
21st Floor, BEA Harbour View Centre
56 Gloucester Road
Wan Chai, Hong Kong

**Attention: Mr. Manson Yeung – Independent
Environmental Checker**

Our Reference
GC/HY/jt/411565/L039

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**Agreement No. HMWSD 1/2019 (EP)
Post-Construction Monitoring of Chinese White Dolphin (Line-transect Vessel
Surveys) for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road at
West Lantau Waters – Investigation**

Monthly EM&A Report for June 2019

14 August 2020

By Email

Dear Sir,

In accordance with Condition 4.4 of the Environmental Permit (EP-352/2009/D) covering the captioned assignment, we are pleased to submit the certified Monthly EM&A Report for June 2019 for your verification.

Yours faithfully,
For Mott MacDonald Hong Kong Limited



Gary Chow
Environmental Team Leader

Encl.

cc.
Highways Department – Mr. Xavier Yam (By Email)

18 August 2020

By Fax (3188 6614) and By Post

Highways Department
Major Works Project Management Office (Special Duties)
4th Floor, Ho Man Tin Government Offices
88 Chung Hau Street, Ho Man Tin, Kowloon

Attention: Mr David Chan

Dear Sirs,

**Re: Agreement No. CE 48/2011 (EP)
Environmental Project Office for the
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities,
and Tuen Mun-Chek Lap Kok Link – Investigation**

**Agreement No. HMWSD 1/2019 (EP)
Post-Construction Monitoring of Chinese White Dolphin (Line-transect Vessel
Surveys) for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road at West
Lantau Waters - Investigation
Monthly EM&A Report for June 2019**

Reference is made to the Environmental Team's submission of the Monthly EM&A Report for June 2019 certified by the ET Leader (ET's ref.: "GC/HY/jt/411565/L039" dated 14 August 2020) and provided to us via e-mail on 17 August 2020.

We are pleased to inform you that we have no adverse comments on the captioned submission. We write to verify the captioned submission in accordance with Condition 4.4 the Environmental Permit No. EP-352/2009/D.

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited



Manson Yeung
Independent Environmental Checker
HZMB HKLR

c.c. HyD Attn.: Ms Karen Ho (By Fax: 3188 6614)
MMHK Attn.: Mr Gary Chow (By Fax: 2827 1823)

Internal: DY, YH, ENPO Site

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Executive Summary

This Monthly Environmental Monitoring and Audit (EM&A) Report is prepared for “Agreement No. HMWSD 1/2019 (EP) Post-Construction Monitoring of Chinese White Dolphin (Line-transect Vessel Surveys) for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road at West Lantau Waters – Investigation” (hereafter referred to as “the Assignment”) for the Highways Department of Hong Kong Special Administrative Region (HKSAR).

This is the Monthly EM&A Report for the 8th month of the post-construction phase of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project which summarises findings of the post-construction EM&A activities during the reporting period from 1 to 30 June 2019.

Environmental Monitoring and Audit Progress

A summary of the post-construction monitoring activities during the reporting period is listed as below:

- Chinese White Dolphin Monitoring (Line-transect Vessel Surveys): 4 and 17 June 2019

1 Introduction

1.1 Background of the Project

The Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR) is a designated project under the Environmental Impact Assessment Ordinance (EIAO). The Environmental Impact Assessment (EIA) Report and Environmental Monitoring and Audit (EM&A) Manual (EIA Register No.: AEIAR-144/2009) for the project were approved by the Director of Environmental Protection in October 2009 and the Environmental Permit No. EP-352/2009 (EP) was issued in November 2009. The EP has been subject to several variations and the current one is EP No. EP-352/2009/D.

The HZMB HKLR was constructed under two works contracts namely Contract No. HY/2011/03 (HZMB HKLR – Section between Scenic Hill and Hong Kong Boundary Crossing Facilities (HKBCF)) and Contract No. HY/2011/09 (HZMB HKLR – Section between HKSAR Boundary and Scenic Hill). In accordance with the EP, the Contractors of Contract No. HY/2011/03 and Contract No. HY/2011/09 have separately employed their own Environmental Team (ET) and ET Leader to conduct construction phase monitoring of Chinese White Dolphin (CWD) in the North Lantau (NL) and West Lantau (WL) waters following the requirements specified in the EM&A Manual and the relevant contract specifications of the two contracts.

In accordance with Section 10.3 of the EM&A Manual, an ecological monitoring and audit programme is needed which will monitor potential impacts through construction and operation activities, and will verify the assessments which were made in the EIA report. In particular, the programme should include dolphin monitoring at NL and WL waters to be set up in order to verify the predictions of impacts and to ensure that there are no unforeseen impacts on the dolphin population during construction phase. Such dolphin monitoring should cover the pre-construction phase, the entire period of construction phase and after the completion of construction works (i.e. post-construction phase).

The main objective of the current Assignment commissioned by the Highways Department (HyD) is to conduct Post-Construction Monitoring of CWD in WL waters in compliance with the requirements stipulated in the EM&A Manual and the EP for the HZMB HKLR Project. The post-construction monitoring of CWD should be conducted for two years upon the completion of all marine-based construction activities.

The marine-based construction activities for the Contract No. HY/2011/09 was completed in October 2018. Subsequently, 10 months of post-construction dolphin monitoring (from November 2018 to August 2019) had been carried out by the Contract, while the remaining 14 months of post-construction dolphin monitoring (from September 2019 to October 2020) will be completed under this Assignment. In August 2019, Mott MacDonald Hong Kong Limited was appointed by the HyD to undertake the Environmental Team (ET) services for this Assignment for the post-construction monitoring of CWD in WL waters for the HZMB HKLR Project.

This is the Post-construction Phase Monthly EM&A Report for the 8th month of the post-construction phase of the Project summarising the findings of the post-construction EM&A activities during the reporting period from 1 to 30 June 2019, and is submitted to fulfil Condition 4.4 of the EP.

1.2 Project Organisation

The project organisation and lines of communication with respect to the environmental management structure are shown in **Appendix A**. The key personnel contact names and numbers are summarised in **Table 1.1**.

Table 1.1: Contact Information of Key Personnel

Party	Position	Name	Telephone	Fax
Permit Holder (HyD)	Engineer	Ms. Karen Ho	2762 4979	3188 6614
Environmental Project Office / Independent Environmental Checker (Ramboll Hong Kong Limited)	Environmental Project Office Leader Independent Environmental Checker	Mr. Y H Hui Mr. Ray Yan	3465 2888 3465 2836	3465 2899 3465 2899
Environmental Team (Mott MacDonald Hong Kong Limited)	Environmental Team Leader	Mr. Gary Chow	2828 5874	2827 1823

1.3 Environmental Status and Programme

As described in Section 1.1, the current Assignment is under the post-construction phase of the HZMB HKLR Project with all marine-based construction activities completed, thus there were no construction works involved.

The CWD monitoring programme covers all transect lines in WL survey area (refer to **Figure 1**) for twice per month throughout the entire post-construction monitoring period for two years. The current reporting period is the 8th month of the post-construction CWD monitoring.

The CWD monitoring schedule during this reporting period and schedule of the planned CWD monitoring works in the next reporting period are provided in **Appendix C**.

2 Chinese White Dolphin Monitoring

2.1 Monitoring Requirements

According to the requirement stated in the EM&A Manual, a CWD monitoring programme was set up to conduct surveys for twice per month adopting the line-transect vessel survey method and covering the following transect lines in the West Lantau (WL) survey area as in the AFCD long-term marine mammal monitoring programme.

The CWD monitoring works were undertaken by a dedicated survey team comprising qualified dolphin specialist and experienced CWD surveyors. The qualified dolphin specialist was approved by the AFCD and EPD.

2.2 Monitoring Locations

The location of the WL survey area and all transect lines are depicted in **Figure 1**. The co-ordinates of all transect lines are shown in **Table 2.1**.

Table 2.1: Co-ordinates of Transect Lines in WL Survey Area

Line No.		Easting	Northing	Line No.		Easting	Northing
1	Start Point	803750	818500	7	Start Point	800200	810450
1	End Point	803750	815500	7	End Point	801400	810450
2	Start Point	803750	815500	8	Start Point	801300	809450
2	End Point	802940	815500	8	End Point	799750	809450
3	Start Point	802550	814500	9	Start Point	799400	808450
3	End Point	803700	814500	9	End Point	801430	808450
4	Start Point	803120	813600	10	Start Point	801500	807450
4	End Point	801640	813600	10	End Point	799600	807450
5	Start Point	801100	812450	11	Start Point	800300	806500
5	End Point	802900	812450	11	End Point	801750	806500
6	Start Point	802400	811500	12	Start Point	801760	805450
6	End Point	800660	811500	12	End Point	800700	805450

2.3 Monitoring Methodology

2.3.1 Line-transect Vessel Survey

The following monitoring protocol is consistent and compatible with the baseline and construction phase dolphin monitoring methodology, which was also designed and adopted by the Hong Kong Cetacean Research Project (HKCRP) team for the HZMB monitoring since 2011.

The survey team used standard line-transect methods (Buckland et al. 2001) to conduct the systematic vessel surveys, and followed the same technique of data collection that has been adopted over the past two decades of marine mammal monitoring surveys in Hong Kong developed by HKCRP (see Hung 2018, 2019). For each monitoring vessel survey, a 15-m inboard vessel with an open upper deck (about 4.5 m above water surface) was used to make observations from the flying bridge area.

Two experienced observers (a data recorder and a primary observer) made up the on-effort survey team, and the survey vessel transited through different transect lines at a constant speed of 13-15 km per hour. The data recorder searched with unaided eyes and filled out the datasheets, while the primary observer searched for CWD continuously through 7 x 50 *Fujinon* marine binoculars. Both observers searched the sea ahead of the vessel, between 270° and 90° (in relation to the bow, which is defined as 0°). One to two additional experienced observers were available on the boat to work in shift (i.e. rotate every 30 minutes) in order to minimize fatigue of the survey team members. All observers are experienced in small cetacean survey techniques and identifying local cetacean species.

During on-effort survey periods, the survey team recorded effort data including time, position (latitude and longitude), weather conditions (Beaufort sea state and visibility), and distance travelled in each series (a continuous period of search effort) with the assistance of a handheld GPS (*Garmin eTrex*). Data including time, position and vessel speed were automatically and continuously logged by a handheld GPS throughout the entire survey for subsequent review.

When dolphins were sighted, the survey team would end the survey effort, and immediately record the initial sighting distance and angle of the dolphin group from the survey vessel, as well as the sighting time and position. Then, the research vessel would be diverted from its course to approach the animals for species identification, group size estimation, assessment of group composition, and behavioural observations. The perpendicular distance (PSD) of the dolphin group to the transect line would later be calculated from the initial sighting distance and angle.

Survey effort being conducted along the parallel transect lines that were perpendicular to the coastlines (as indicated in **Figure 1**) was labelled as “primary” survey effort, while the survey effort being conducted along the connecting lines between parallel lines was labelled as “secondary” survey effort. According to HKCRP long-term dolphin monitoring data, encounter rates of CWD deduced from effort and sighting data collected along primary and secondary lines have been similar in survey areas around Lantau Island. Therefore, both primary and secondary survey effort were presented as on-effort survey effort.

Encounter rates of CWD (number of on-effort sightings per 100 km of survey effort) were calculated in WL survey area in relation to the amount of survey effort conducted during each month of monitoring survey. Only data collected under Beaufort 3 or below condition would be used for encounter rate analysis. Dolphin encounter rates were calculated using primary survey effort alone, as well as the combined survey effort from both primary and secondary lines.

2.3.2 Photo-identification Work

When a group of CWD was sighted during the line-transect survey, the survey team would end effort and approach the group slowly from the side and behind to take photographs of them. Every attempt was made to photograph every dolphin in the group, and even photograph both sides of the dolphins whenever possible, since the colouration and markings on both sides may not be symmetrical.

At least one professional digital camera (Canon EOS 7D model) equipped with long telephoto lens (100-400 mm zoom) was available on board for researchers to take sharp, close-up photographs of dolphins as they surface. The images were shot at the highest available resolution and stored on Compact Flash memory cards for downloading onto a computer.

All digital images taken in the field were first examined, and those containing potentially identifiable individuals were sorted out. These photographs were then examined in greater detail, and were carefully compared to the existing CWD photo-identification catalogue maintained by HKCRP since 1995. CWDs can be identified by their natural markings, such as nicks, cuts, scars and deformities on their dorsal fin and body, and their unique spotting patterns can also be used as secondary identifying features (Jefferson 2000).

All photographs of each individual were then compiled and arranged in chronological order, with data including the date and location first identified (initial sighting), re-sightings, associated dolphins, distinctive features, and age classes entered into a computer database.

2.4 Monitoring Results

2.4.1 Line-transect Vessel Survey

Two sets of systematic line-transect vessel surveys were conducted on 4 and 17 June 2019, to cover all transect lines in WL survey area twice. The survey routes of each survey day are presented in Figures 2 to 3 of **Appendix B**.

A total of 64.93 km of survey effort was collected, with 85.6% of total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility), as detailed in **Appendix B**. Out of the 64.93 km of survey effort, the total survey effort conducted on primary lines was 43.23 km, while the effort on secondary lines was 21.70 km.

During the monitoring surveys conducted in June 2019, 11 groups of 37 CWDs were sighted. All except two dolphin groups were sighted during on-effort search, while five of the nine on-effort sightings were made on primary lines (refer to sighting data presented in **Appendix B**). None of these dolphin groups was associated with any operating fishing vessel.

Distribution of the dolphin sightings made in the reporting period is shown in Figure 4 of **Appendix B**. The sightings were mostly concentrated in the central portion of the West Lantau survey area, and a few sightings occurred on the southern end of the survey area. Notably, dolphins appeared to have avoided the northern portion of the West Lantau survey area and none of the dolphin groups were sighted near the HKLR alignment.

Encounter rates of CWD deduced from the survey effort and on-effort sighting data made under favourable conditions (Beaufort 3 or below) are shown in **Table 2.2** and **Table 2.3**.

Table 2.2: Dolphin encounter rates per set in WL survey area during the reporting period

Survey Area	Survey Set	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)
		Primary Lines Only	Primary Lines Only
West Lantau (WL)	Set 1: June 4 th , 2019	9.9	69.3
	Set 2: June 17 th , 2019	13.4	53.5

Table 2.3: Overall dolphin encounter rates on primary lines only as well as both primary and secondary lines in WL survey area during the reporting period

Survey Area	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)		Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)	
	Primary Lines Only	Both Primary and Secondary Lines	Primary Lines Only	Both Primary and Secondary Lines
West Lantau (WL)	11.4	14.4	62.6	57.6

The average group size of the CWDs was 3.4 dolphins per group, which was similar to the averages in previous months of monitoring surveys. Eight of the 11 dolphin groups were small (1-3 animals per group), while two dolphin groups were medium (4-5 animals per group), and one large group with 12 animals being sighted during the monitoring.

2.4.2 Photo-identification Work

Nineteen different individual CWDs were identified for 21 times during surveys in this reporting period, with details presented in **Appendix B**. All except two individuals were re-sighted once, while the two individuals (WL98 and WL159) were re-sighted twice during the monitoring. Notably, five of these 19 individuals (CH113, NL80, NL212, WL124 and WL214) were accompanied by their young calves during their re-sightings.

3 Conclusions

Post-construction phase EM&A work including the monitoring of CWD was conducted in accordance with the EM&A Manual during the reporting period.

In this month of post-construction monitoring of CWD in WL waters, vessel surveys were conducted on 4 and 17 June 2019 covering all transect lines in WL survey area twice. A total of 64.93 km of survey effort was collected, with 11 groups of 37 CWDs were sighted. All marine-based construction activities have been completed and as a result, no adverse impact on CWD was observed from the HZMB HKLR works.

Figures

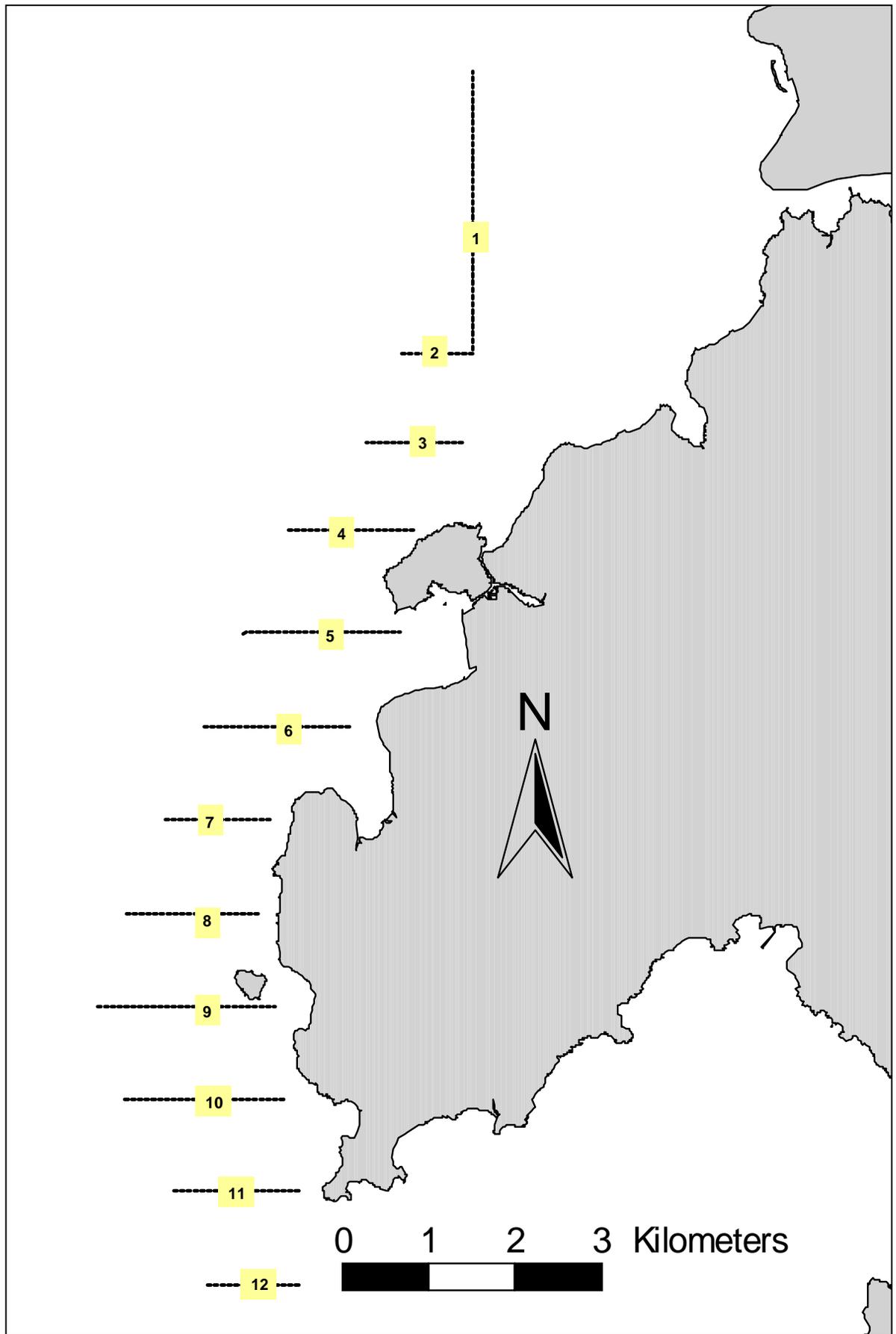
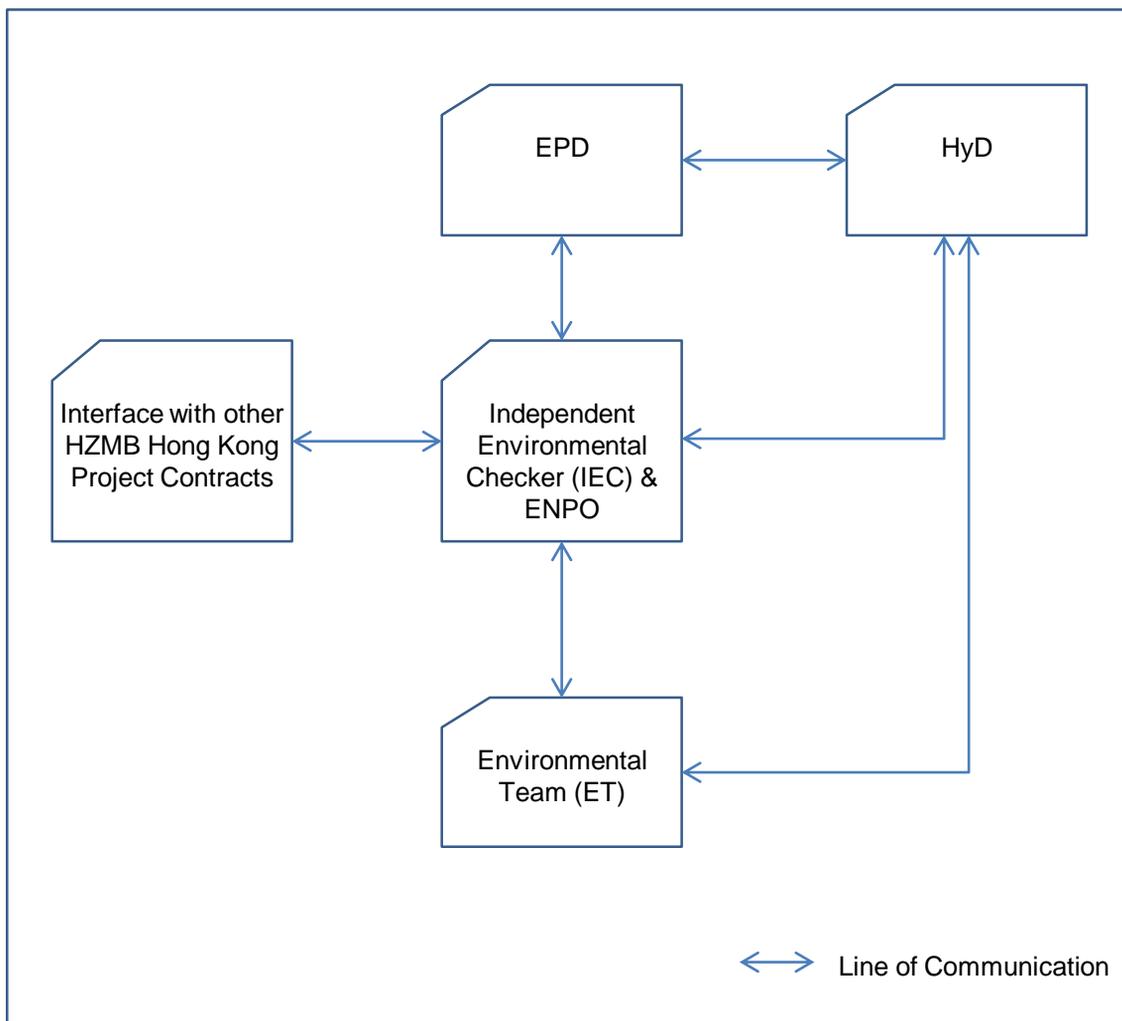


Figure 1. Transect Line Layout in West Lantau Survey Area

Appendix A Project Organisation for Environmental Works

Agreement No. HMWSD 1/2019 (EP)
Post-Construction Monitoring of Chinese White Dolphin (Line-transect Vessel Surveys) for
the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road at West Lantau Waters –
Investigation

Project Organisation for Environmental Works



Appendix B Chinese White Dolphin Monitoring Results

20 August 2019

By Fax (3767 5922) and By Post

ARUP
Level 5, Festival Walk
80 Tat Chee Avenue
Kowloon Tong, Kowloon

Attention: Mr. Michael Chan / Mr. Mark Ching

Dear Sirs,

**Re: Agreement No. CE 48/2011 (EP)
Environmental Project Office for the
HZMB Hong Kong Link Road, HZMB Hong Kong Boundary Crossing Facilities, and
Tuen Mun-Chek Lap Kok Link – Investigation**

**Contract No. HY/2011/09 HZMB Hong Kong Link Road - Section between HKSAR
Boundary and Scenic Hill
Dolphin Monthly Monitoring – Monthly Progress Report (June 2019)**

Reference is made to the submission of Dolphin Monthly Monitoring – Monthly Progress Report (June 2019) dated 22 June 2019 certified by the ET Leader (ET's ref.: MA12014/DCVJV/it190710_Jun19 dated 10 July 2019) and provided to us via e-mail on 17 July 2019.

We are pleased to inform you that we have no adverse comments on the captioned submission.

Thank you very much for your attention and please feel free to contact the undersigned should you require further information.

Yours sincerely,
For and on behalf of
Ramboll Hong Kong Limited



Ray Yan
Independent Environmental Checker
HZMB HKLR

c.c.

HyD	Mr. Cheng Pan	(By Fax: 3188 6614)
HyD	Mr. David Chan	(By Fax: 3188 6614)
ARUP	Mr. Eric Chan	(By Fax: 2268 3970)
Wellab	Dr. Priscilla Choy	(By Fax: 3107 1388)
DCVJV	Mr. C. S. Chu	(By Fax: 3121 6688)

Internal: DY, YH, HW, ENPO Site

Q:\Projects\HYDHZMBEEM00\02_Proj_Mgt\02_Corr\HYDHZMBEEM00_0_7627L.19

Our Ref: MA12014/DCVJV/it190710_Jun19

Dragages-China Harbour-VSL Joint Venture

Site Office: Tung Chung Waterfront Road,
adjacent to Tung Chung New Development Pier,
New Territories, Hong Kong

By Mail
10 July 2019

Attn.: Mr. W K Poon (Project Director)

Dear Sir,

Contract No. HY/2011/09
Hong Kong Link Road – Section between HKSAR Boundary and Scenic Hill
- Dolphin Monthly Monitoring - Monthly Progress Report (June 2019)

I refer to the revised Dolphin Monthly Monitoring - Monthly Progress Report (June 2019) dated 22 June 2019 for the captioned Contract prepared by Samuel Hung of Hong Kong Cetacean Research Project (Document Ref. No.: HKLR9/DCV/ENV/06644/B) according to updated EM&A Manual, Section 10.7.1.

I hereby agree to certify the above document in accordance with the EP (No. EP-352/2009/D), Condition 1.9.

If you need any further information, please call me at 2151 2089 or 9161 7287.

Yours faithfully,
WELLAB Limited



Dr. Priscilla Choy
Environmental Team Leader



CONTRACT NO. HY/2011/09
 HONG KONG-ZHUHAI-MACAO BRIDGE
 HONG KONG LINK ROAD -
 SECTION BETWEEN HKSAR BOUNDARY
 AND SCENIC HILL

Contractor's
 Submission Form (CSF)

To: Mr. Michael CHAN (Supervising Officer's Representatives)

Title of Submission: Monthly Line-transect Survey Report (June 2019)

Submission Number: HKLR9 / CS / DCV / ENV / 06644 / 2

Document No.: HKLR9 / DCV / ENV / 06644 / B

SOR Ref. No. NA

SOR Document No. NA

Specification Reference: NA

Location of Works: NA



A42049

Description of Contents:

We enclose to submit the Chinese White Dolphin monthly line transect survey report (June 2019) revised in accordance with the ESS's comments via an email dated 2 July. The ET's certifying letter to this report was also attached.

ARUP SOR
 RECEIVED
 11 JUL 2019

Remarks: No. of copies : 1

11 JUL 2019

Submission Date:

Purpose of Submission : For Approval For Information For Record

Signature :			
Name :	CHU Chung Sing	Keith Hui	W K Poon
Position :	Environmental Officer	Safety Manager	Project Director
Date :	11 July 2019	11/7/19	11.7.2019
Originated by		Reviewed by	Approved by

Distribution:

cc: Arup - Mr. Eric Chan (Supervising Officer)



Title of Submission:	Monthly Line Transect Survey Report (June 2019)
Submission No.:	HKLR/CS/DCV/ENV/06644/1
Document No.:	HKLR/DCV/ENV/06644/A

Contractor's Response

No.	ESS comments via the email (sent on 2 July 2019)	Contractor's Response
1.	Table 2 - The date on which the second survey was conducted is inconsistent with that being reported in Section 3.1.1, Figure 3 and Appendices I, II and III. Please review and update the date accordingly.	Amended.
2.	Section 3.2.2 - The number of individuals is inconsistent with that being reported in Section 3.2.1 and Appendix III. Please review and revise it accordingly.	Amended.



Contract No. HY/2011/09
Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road – Section
between HKSAR Boundary and Scenic Hill

Non – Technical Document

Document Ref. No.:

H	K	L	R	9	/	D	C	V	/	E	N	V	/	0	6	6	4	4	/	B
Project Code						Issuer Code				Doc. Code				Sequential Number					Rev.	

Document Title:

Monthly Line-transect Survey Report
(June 2019)

	PREPARED BY:	INTERNAL REVIEW:		INTERNAL APPROVAL
COMPANY	HK Cetacean Research Project	DCVJV	DCVJV	DCVJV
NAME	Samuel Hung	CHU Chung Sing	Keith Hui	WK POON
POSITION	Director	Environmental Officer	Safety Manager	Project Director
SIGNATURE				
DATE	June 2019	11 July 2019	11/7/19	11/7/2019



Revision Status

Rev.	Rev. Date	Sections	Amendment Source and/or Details
A	-	-	The First submission
B	10 July 2019	Table 2; Section 3.2.2	Revised with the ESS comments via an email on 2 July 2019.

Contract No. HY/2011/09
Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road –
Section between HKSAR Boundary and Scenic Hill Dolphin
Monthly Monitoring

Monthly Progress Report (June 2019)

Submitted by

Samuel K.Y. Hung, Ph.D., Hong Kong Cetacean Research Project

22 June 2019

1. Introduction

- 1.1. The Hong Kong Link Road (HKLR) serves to connect the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge at the Hong Kong Special Administrative Region (HKSAR) Boundary and the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) located at the northeastern waters of the Hong Kong International Airport.
- 1.2. According to the updated Environmental Monitoring and Audit (EM&A) Manual (for HKLR), monthly line-transect vessel surveys for Chinese White Dolphin should be conducted to cover the West Lantau survey area as in AFCD annual marine mammal monitoring programme.
- 1.3. Since November 2012, Hong Kong Cetacean Research Project (HKCRP) has been commissioned by Dragages – China Harbour – VSL JV to conduct this dolphin monitoring study in order to collect data on Chinese White Dolphins in West Lantau (WL) survey area, and to analyze the collected survey data to monitor distribution, encounter rate, abundance, activities and occurrence of dolphin calves. Photo-identification will also be collected from individual Chinese White Dolphins to examine their individual range patterns and core area use.
- 1.4. The present report summarizes the results of the survey findings during the monitoring month of June 2019.

2. Monitoring Methodology

2.1. Vessel-based Line-transect Survey

2.1.1. According to the requirement of the updated EM&A manual, dolphin monitoring programme should cover all transect lines in WL survey area (see Figure 1) twice per month. The co-ordinates of all transect lines are shown in Table 1.

Table 1. Co-ordinates of transect lines in WL survey area

Line No.	Easting	Northing		Line No.	Easting	Northing	
1	Start Point	803750	818500	7	Start Point	800200	810450
1	End Point	803750	815500	7	End Point	801400	810450
2	Start Point	803750	815500	8	Start Point	801300	809450
2	End Point	802940	815500	8	End Point	799750	809450
3	Start Point	802550	814500	9	Start Point	799400	808450
3	End Point	803700	814500	9	End Point	801430	808450
4	Start Point	803120	813600	10	Start Point	801500	807450
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5	Start Point	801100	812450	11	Start Point	800300	806500
5	End Point	802900	812450	11	End Point	801750	806500
6	Start Point	802400	811500	12	Start Point	801760	805450
6	End Point	800660	811500	12	End Point	800700	805450

2.1.2. The survey team used standard line-transect methods (Buckland et al. 2001) to conduct the systematic vessel surveys, and followed the same technique of data collection that has been adopted over the last 20 years of marine mammal monitoring surveys in Hong Kong developed by HKCRP (see Hung 2017). For each monitoring vessel survey, a 15-m inboard vessel with an open upper deck (about 4.5 m above water surface) was used to make observations from the flying bridge area.

2.1.3. Two experienced observers (a data recorder and a primary observer) made up

the on-effort survey team, and the survey vessel transited different transect lines at a constant speed of 13-15 km per hour. The data recorder searched with unaided eyes and filled out the datasheets, while the primary observer searched for dolphins and porpoises continuously through 7 x 50 *Fujinon* marine binoculars. Both observers searched the sea ahead of the vessel, between 270° and 90° (in relation to the bow, which is defined as 0°). One to two additional experienced observers were available on the boat to work in shift (i.e. rotate every 30 minutes) in order to minimize fatigue of the survey team members. All observers were experienced in small cetacean survey techniques and identifying local cetacean species.

- 2.1.4. During on-effort survey periods, the survey team recorded effort data including time, position (latitude and longitude), weather conditions (Beaufort sea state and visibility), and distance traveled in each series (a continuous period of search effort) with the assistance of a handheld GPS.
- 2.1.5. Data including time, position and vessel speed were also automatically and continuously logged by handheld GPS throughout the entire survey for subsequent review.
- 2.1.6. When dolphins were sighted, the survey team would end the survey effort, and immediately record the initial sighting distance and angle of the dolphin group from the survey vessel, as well as the sighting time and position. Then the research vessel was diverted from its course to approach the animals for species identification, group size estimation, assessment of group composition, and behavioural observations. The perpendicular distance (PSD) of the dolphin group to the transect line was later calculated from the initial sighting distance and angle.
- 2.1.7. Survey effort being conducted along the parallel transect lines that were perpendicular to the coastlines (as indicated in Figure 1) was labeled as “primary” survey effort, while the survey effort being conducted along the connecting lines between parallel lines was labeled as “secondary” survey effort. According to HKCRP long-term dolphin monitoring data, encounter rates of Chinese White Dolphins deduced from effort and sighting data collected along primary and secondary lines were similar in survey areas around Lantau Island. Therefore, primary and secondary survey effort were both presented as on-effort survey effort in this report.

2.1.8. Encounter rates of Chinese White Dolphins (number of on-effort sightings per 100 km of survey effort) were calculated in WL survey area in relation to the amount of survey effort conducted during each month of monitoring survey. Only data collected under Beaufort 3 or below condition would be used for encounter rate analysis. Dolphin encounter rates were calculated using primary survey effort alone, as well as the combined survey effort from both primary and secondary lines.

2.2. *Photo-identification Work*

2.2.1. When a group of Chinese White Dolphins were sighted during the line-transect survey, the survey team would end effort and approach the group slowly from the side and behind to take photographs of them. Every attempt was made to photograph every dolphin in the group, and even photograph both sides of the dolphins, since the colouration and markings on both sides may not be symmetrical.

2.2.2. A professional digital camera (*Canon EOS 7D Mark II* model) equipped with long telephoto lenses (100-400 mm zoom) were available on board for researchers to take sharp, close-up photographs of dolphins as they surfaced. The images were shot at the highest available resolution and stored on Compact Flash memory cards for downloading onto a computer.

2.2.3. All digital images taken in the field were first examined, and those containing potentially identifiable individuals were sorted out. These photographs would then be examined in greater detail, and were carefully compared to the existing Chinese White Dolphin photo-identification catalogue maintained by HKCRP since 1995.

2.2.4. Chinese White Dolphins can be identified by their natural markings, such as nicks, cuts, scars and deformities on their dorsal fin and body, and their unique spotting patterns were also used as secondary identifying features (Jefferson 2000).

2.2.5. All photographs of each individual were then compiled and arranged in chronological order, with data including the date and location first identified (initial sighting), re-sightings, associated dolphins, distinctive features, and age classes entered into a computer database.

3. Monitoring Results

3.1. Vessel-based Line-transect Survey

- 3.1.1. During the monitoring month of June 2019, two complete sets of systematic line-transect vessel surveys were conducted on the 4th and 17th, to cover all transect lines in WL survey area twice. The survey routes of each survey day are presented in Figures 2-3.
- 3.1.2. From these surveys, a total of 64.93 km of survey effort was collected, with 85.6% of the total survey effort being conducted under favourable weather conditions (i.e. Beaufort Sea State 3 or below with good visibility) (Appendix I). The total survey effort conducted on primary lines (i.e. the horizontal lines perpendicular to the coastlines) was 43.23 km, while the effort on secondary lines (i.e. the lines connecting the primary lines) was 21.70 km.
- 3.1.3. During the monitoring surveys conducted in June 2019, 11 groups of 37 Chinese White Dolphins were sighted. All except two dolphin groups were sighted during on-effort search, while five of the nine on-effort sightings were made on primary lines (Appendix II). None of these dolphin groups was associated with any operating fishing vessel during the monitoring month.
- 3.1.4. Distribution of the dolphin sightings made during June's surveys is shown in Figure 4. These sightings were mostly concentrated in the central portion of the WL survey area, and a few were also made at the southern end of the survey area as well (Figure 4). On the contrary, they have completely avoided the northern portion of the WL survey area as in previous monitoring month, with no sighting made near the HKLR09 alignment (Figure 4).
- 3.1.5. During the June's surveys, encounter rates of Chinese White Dolphins deduced from the survey effort and on-effort sighting data made under favourable conditions (Beaufort 3 or below) are shown in Tables 2 & 3.

Table 2. Dolphin encounter rates (sightings per 100 km of survey effort) per set during June's surveys in West Lantau (WL)

		Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)	Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)
		Primary Lines Only	Primary Lines Only
West Lantau	Set 1: June 4 th	9.9	69.3
	Set 2: June 17 th	13.4	53.5

Table 3. Overall dolphin encounter rates (sightings per 100 km of survey effort) in June's surveys on primary lines only as well as both primary lines and secondary lines in West Lantau (WL)

	Encounter rate (STG) (no. of on-effort dolphin sightings per 100 km of survey effort)		Encounter rate (ANI) (no. of dolphins from all on-effort sightings per 100 km of survey effort)	
	Primary Lines Only	Both Primary and Secondary Lines	Primary Lines Only	Both Primary and Secondary Lines
West Lantau	11.4	14.4	62.6	57.6

3.1.6. The average group size of Chinese White Dolphins sighted during June's surveys was 3.4 individuals per group, which was similar to the averages in previous months of HKLR09 monitoring surveys. Eight of the 11 dolphin sightings were consisted of small groups of 1-3 animals per group, but there were also two medium-sized groups with 5-7 animals and one large group of 12 animals being sighted during this monitoring month (Appendix II).

3.2. Photo-identification Work

3.2.1. Nineteen different individual Chinese White Dolphins were identified 21 times during June's surveys (Appendices III and IV). With the exception of two individuals (WL98 and WL159) being re-sighted twice, all other individuals were only re-sighted once during the monitoring month.

3.2.2. Notably, five of these 19 individuals (i.e. CH113, NL80, NL212, WL124 and WL214) were accompanied by their young calves during their re-sightings in this month's monitoring surveys.

3.3. Conclusion

3.3.1. In this month of dolphin monitoring, marine construction activities have been completed under this contract, and as are result, no adverse impact on Chinese White Dolphins was observed.

4. References

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- Hung, S. K. 2017. Monitoring of marine mammals in Hong Kong waters: final report (2016-17). An unpublished report submitted to the Agriculture, Fisheries and Conservation Department of Hong Kong SAR Government, 162 pp.

- Jefferson, T. A. 2000. Population biology of the Indo-Pacific hump-backed dolphin in Hong Kong waters. *Wildlife Monographs* 144:1-65.

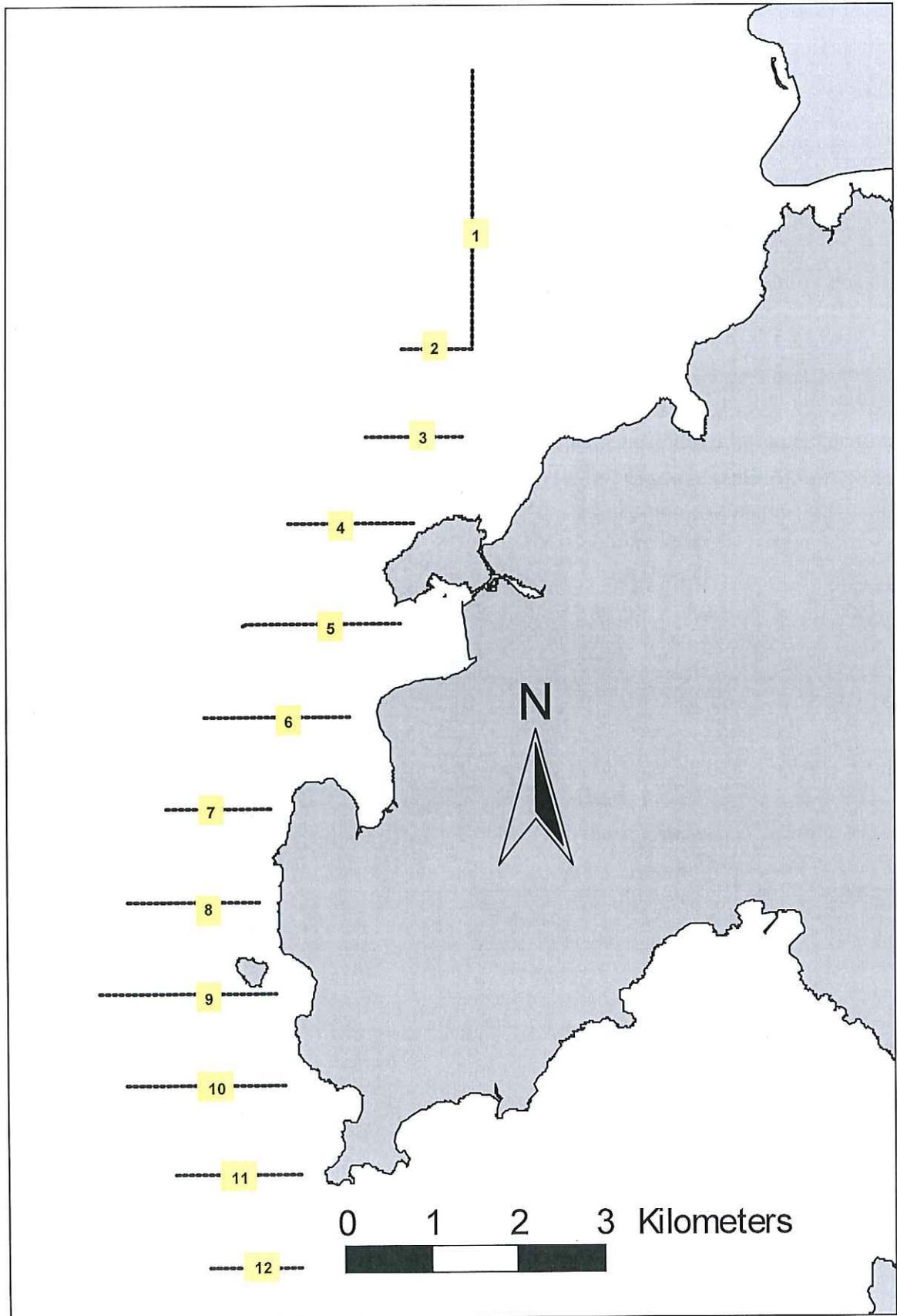


Figure 1. Transect Line Layout in West Lantau Survey Areas

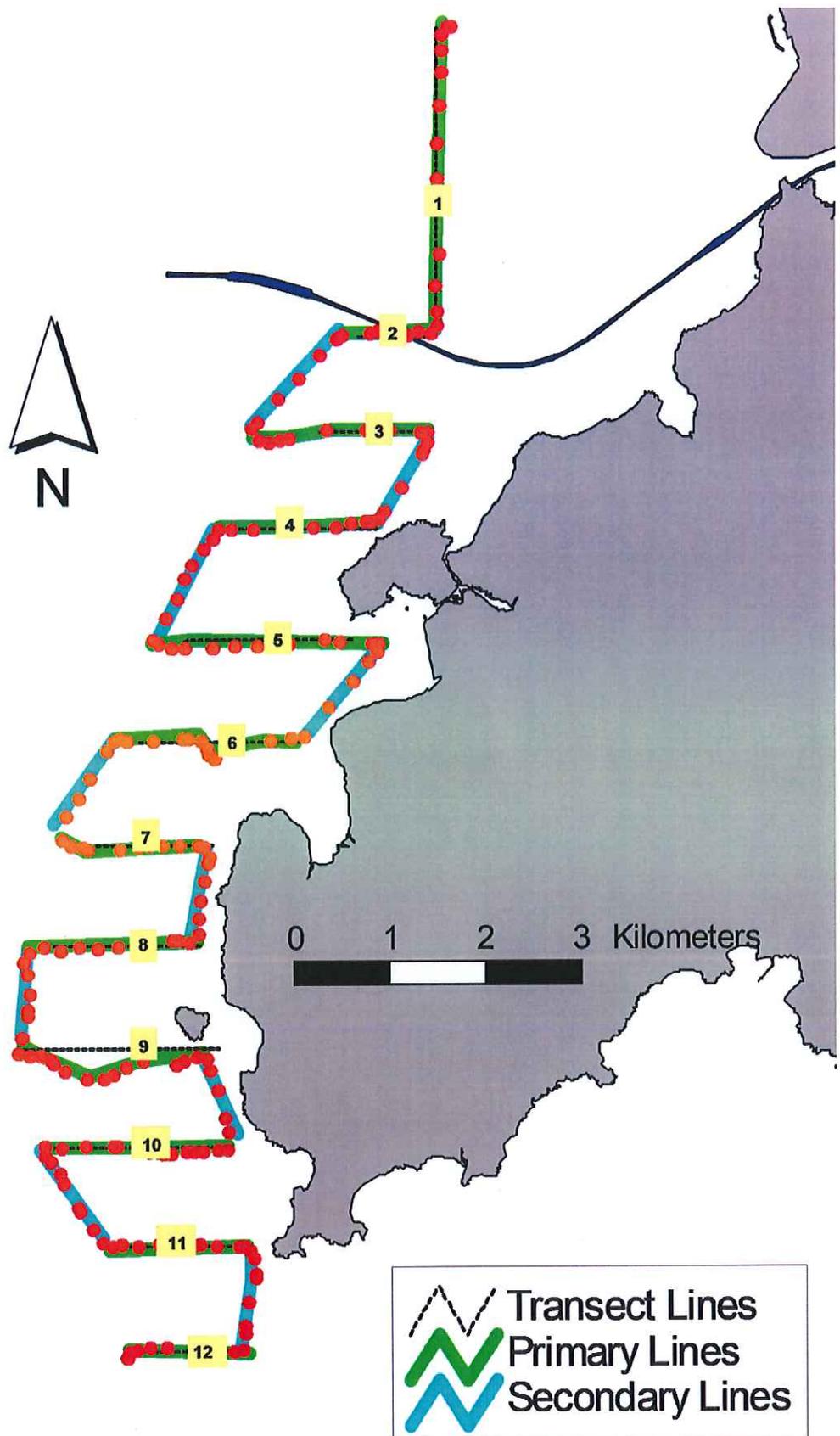


Figure 2. Survey Route on June 4th, 2019 (note: red dots represent the tracked positions of survey boat logged continuously by GPS throughout the course of the survey)

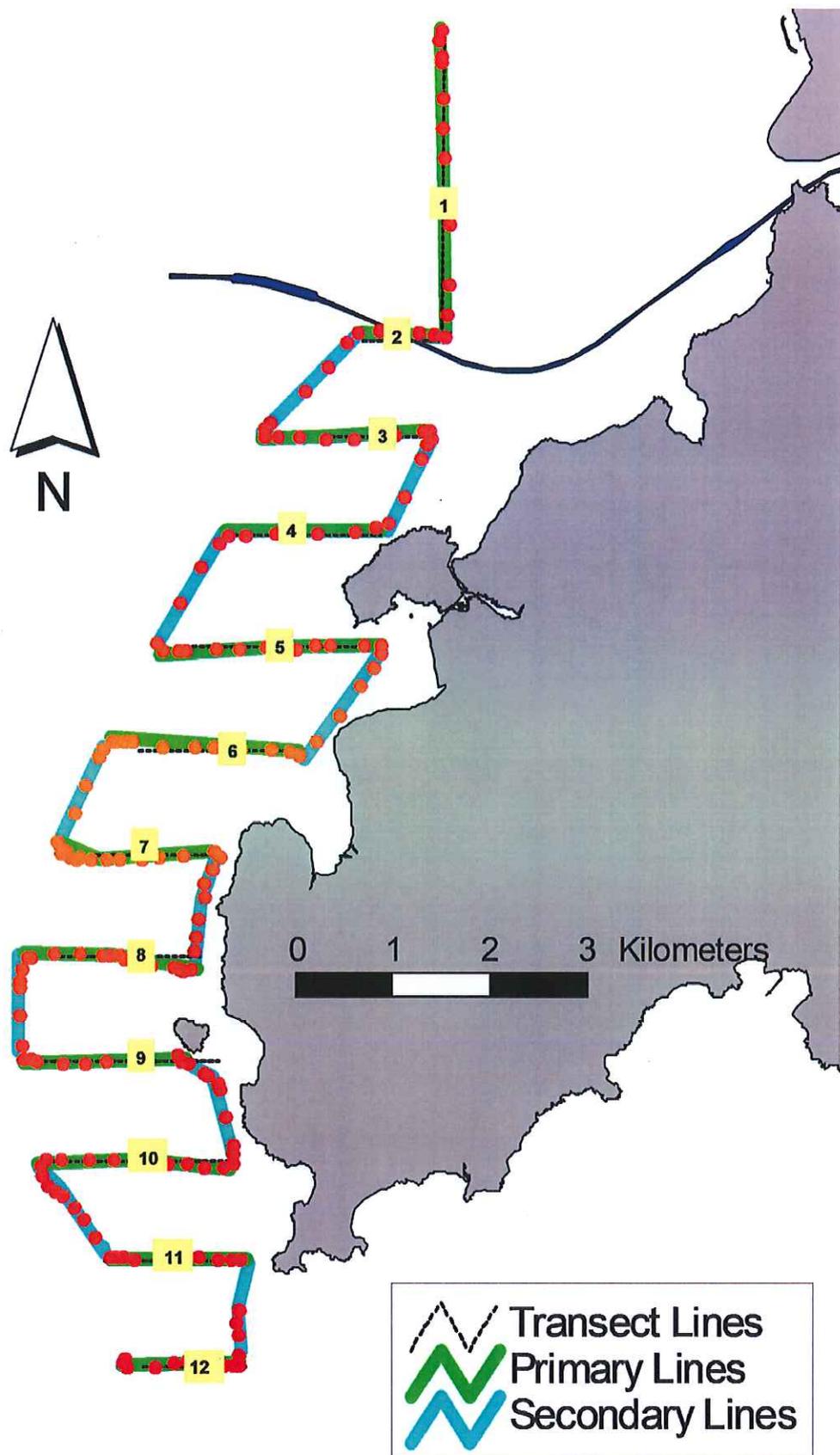


Figure 3. Survey Route on June 17th, 2019 (note: red dots represent the tracked positions of survey boat logged continuously by GPS throughout the course of the survey)

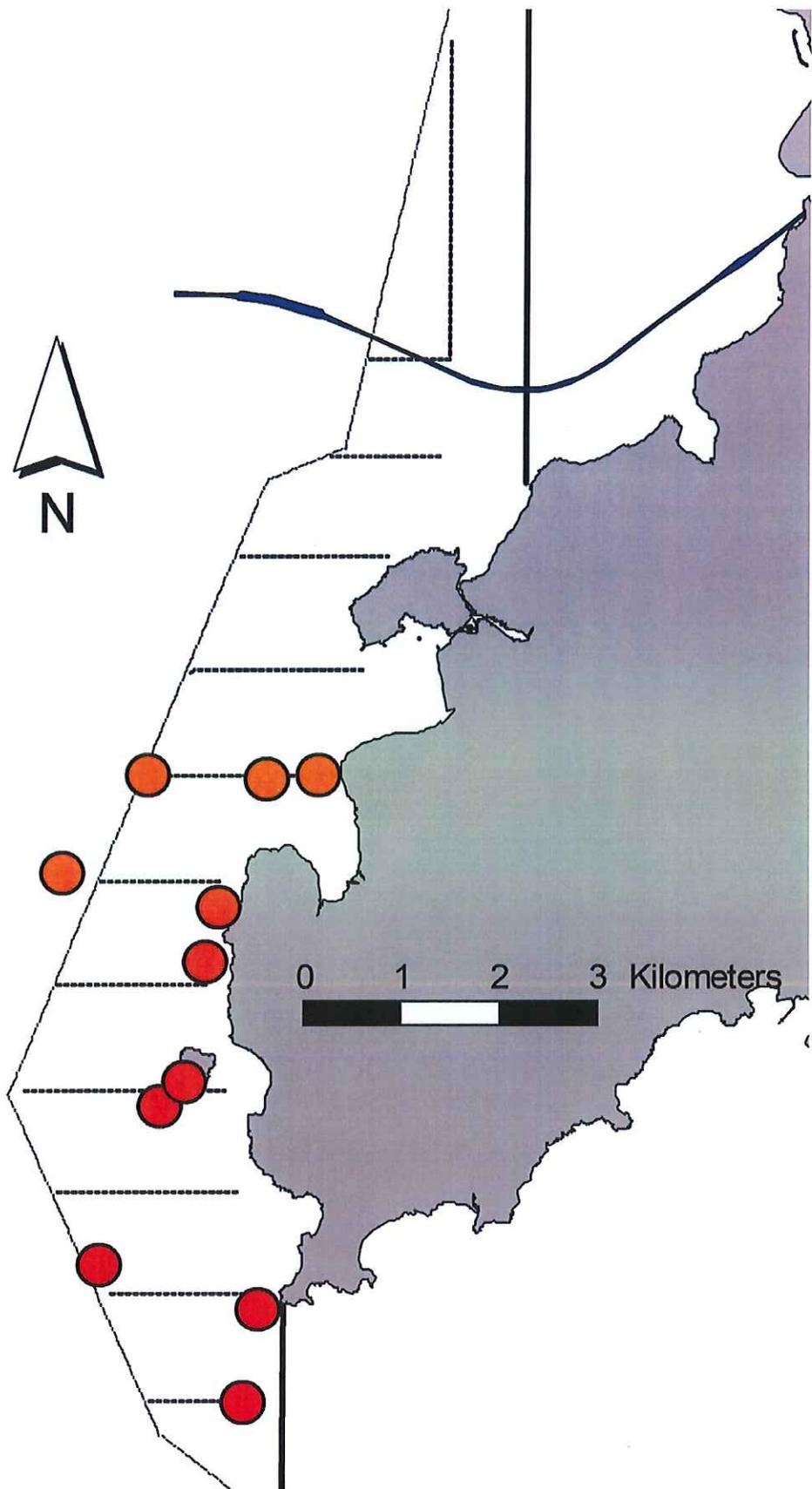


Figure 4. Distribution of Chinese White Dolphin Sightings during June 2019 HKLR09 Monitoring Surveys

Appendix I. HKLR09 Survey Effort Database (June 2019)

(Abbreviations: BEAU = Beaufort Sea State; P = Primary Line Effort; S = Secondary Line Effort)

DATE	AREA	BEAU	EFFORT	SEASON	VESSEL	TYPE	P/S
4-Jun-19	W LANTAU	2	13.18	SUMMER	STANDARD36826	HKLR	P
4-Jun-19	W LANTAU	3	7.03	SUMMER	STANDARD36826	HKLR	P
4-Jun-19	W LANTAU	4	1.13	SUMMER	STANDARD36826	HKLR	P
4-Jun-19	W LANTAU	2	5.00	SUMMER	STANDARD36826	HKLR	S
4-Jun-19	W LANTAU	3	6.78	SUMMER	STANDARD36826	HKLR	S
17-Jun-19	W LANTAU	2	4.81	SUMMER	STANDARD36826	HKLR	P
17-Jun-19	W LANTAU	3	10.14	SUMMER	STANDARD36826	HKLR	P
17-Jun-19	W LANTAU	4	6.94	SUMMER	STANDARD36826	HKLR	P
17-Jun-19	W LANTAU	2	2.59	SUMMER	STANDARD36826	HKLR	S
17-Jun-19	W LANTAU	3	6.06	SUMMER	STANDARD36826	HKLR	S
17-Jun-19	W LANTAU	4	1.27	SUMMER	STANDARD36826	HKLR	S

Appendix II. HKLR09 Chinese White Dolphin Sighting Database (June 2019)

(Abbreviations: STG# = Sighting Number; HRD SZ = Dolphin Herd Size; BEAU = Beaufort Sea State; PSD = Perpendicular Distance; ND = Not Determined; BOAT ASSOC. = Fishing Boat Association; P/S: Sighting Made on Primary/Secondary Lines)

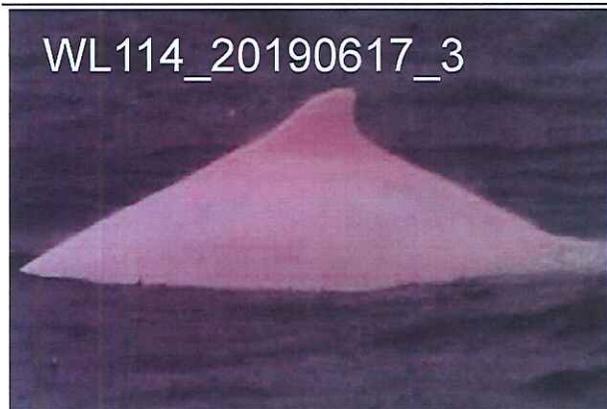
DATE	STG #	TIME	HRD SZ	AREA	BEAU	PSD	EFFORT	TYPE	NORTHING	EASTING	SEASON	BOAT ASSOC.	P/S
4-Jun-19	1	1120	12	W LANTAU	2	83	ON	HKLR	811411	801890	SUMMER	NONE	P
4-Jun-19	2	1213	2	W LANTAU	3	7	ON	HKLR	808269	800790	SUMMER	NONE	P
17-Jun-19	1	1124	1	W LANTAU	3	44	ON	HKLR	811443	802406	SUMMER	NONE	S
17-Jun-19	2	1132	7	W LANTAU	3	138	ON	HKLR	811447	800663	SUMMER	NONE	P
17-Jun-19	3	1203	5	W LANTAU	3	33	ON	HKLR	810519	799785	SUMMER	NONE	S
17-Jun-19	4	1240	1	W LANTAU	2	ND	OFF	HKLR	810183	801393	SUMMER	NONE	
17-Jun-19	5	1245	3	W LANTAU	2	586	ON	HKLR	809652	801257	SUMMER	NONE	S
17-Jun-19	6	1306	1	W LANTAU	3	70	ON	HKLR	808512	801038	SUMMER	NONE	P
17-Jun-19	7	1343	1	W LANTAU	4	ND	OFF	HKLR	806742	800158	SUMMER	NONE	
17-Jun-19	8	1351	3	W LANTAU	4	85	ON	HKLR	806307	801776	SUMMER	NONE	P
17-Jun-19	9	1404	1	W LANTAU	3	604	ON	HKLR	805421	801619	SUMMER	NONE	S

Appendix III. Individual dolphins identified during HKLR09 monitoring surveys in June 2019

ID#	DATE	STG#	AREA
CH113	04/06/19	2	W LANTAU
NL80	17/06/19	2	W LANTAU
NL212	04/06/19	1	W LANTAU
NL224	04/06/19	1	W LANTAU
NL280	17/06/19	2	W LANTAU
NL301	17/06/19	2	W LANTAU
NL313	17/06/19	5	W LANTAU
SL59	17/06/19	2	W LANTAU
WL79	04/06/19	1	W LANTAU
WL98	04/06/19	1	W LANTAU
	17/06/19	8	W LANTAU
WL114	17/06/19	3	W LANTAU
WL124	04/06/19	1	W LANTAU
WL142	17/06/19	3	W LANTAU
WL159	04/06/19	1	W LANTAU
	17/06/19	6	W LANTAU
WL214	04/06/19	1	W LANTAU
WL279	04/06/19	1	W LANTAU
WL289	17/06/19	5	W LANTAU
WL291	17/06/19	2	W LANTAU
WL295	04/06/19	1	W LANTAU



Appendix IV. Photographs of Identified Individual Dolphins in June 2019 (HKLR09)



Appendix IV (cont'd).



Appendix IV (cont'd).

Appendix C Monitoring Schedule

2019

JUNE

Monitoring Schedule

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29	30	31	01
02	03	04 Post-construction phase CWD monitoring (vessel survey)	05	06	07	08
09	10	11	12	13	14	15
16	17 Post-construction phase CWD monitoring (vessel survey)	18	19	20	21	22
23	24	25	26	27	28	29
30	01	02	03	04	05	06

2019 JULY

Monitoring Schedule

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	01	02	03	04	05 Post-construction phase CWD monitoring (vessel survey)	06
07	08	09	10	11 Post-construction phase CWD monitoring (vessel survey)	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	01	02	03

