9.3.2.6 Fish Fauna

Frequency

Monitoring should be carried out every three months (quarterly) throughout the construction phase with the use of trammel nets.

Stations

Locations of the monitoring stations are shown in Figure 9.7 and their respective coordinates are shown in Table 9.21.

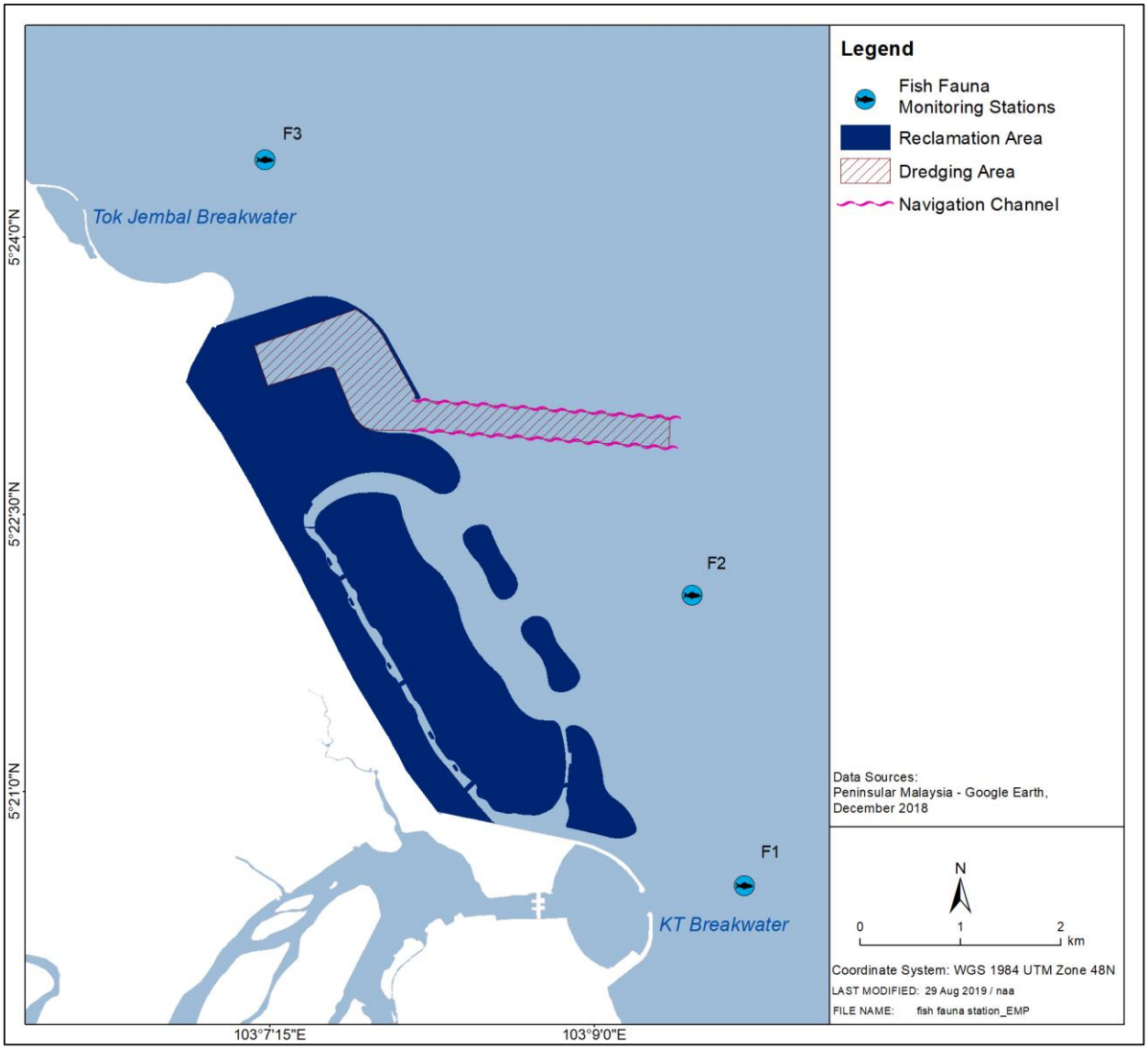

Figure 9.5 Location of fish fauna monitoring stations.

Table 9.21 Coordinates of fish fauna sampling stations (WGS84 – Degrees, minutes, seconds).

Sampling Station	Latitude (°N)	Longitude (°E)	Justification
F1	5 20’ 29.94”	103° 9’ 48.64”	Near K. Terengganu breakwater
F2	5° 22’ 4.15”	103° 9’ 31.5”	Reference station approximately 1.5 km offshore of the Project area
F3	5° 24’ 25.23”	103° 7’ 12.73”	Tok Jembal recreational beach

Parameters

- Fish fauna abundance and diversity
- Individual weight and length

9.3.2.7 Social Impact

Impact monitoring in the socioeconomic sense refers to ongoing monitoring of issues identified as potentially significant during the study, and also to determine whether any other unforeseen problems emerge following construction start.

Pre-construction Phase

Establish suggestion / feedback centre

A suggestion / complaint centre shall be set up at the Project site office or at an alternative accessible area near the Project site, where the local community can give their opinions and suggestions on the construction activities.

Establish community working group

The community working group (CWG) shall comprise village heads, resident committee members and key community leaders around the Project area. This core group will meet bi-annually with the EMMP consultant and Project Proponent representatives where necessary to inform them of the construction progress, and as a platform to raise issues and concerns with respect to construction impacts.

Construction Phase

Suggestion/ feedback centre

Any complaints should be responded to within one working day (at the least notification that the complaint has been registered and is being investigated). The complaints register will need to record the date of the complaint, nature of complaint, date and nature of response, follow up action and resolution date. All entries into this complaints register will be summarised in the Environmental Monitoring Reports.

Community Awareness Plan

The approach of information dissemination to the public will be in the form of regular dialogue (quarterly) through the established community working group.

An outline of the proposed elements to be monitored or discussed during the CWG dialogues is given in Table 9.22.

Table 9.22 CWG discussion points.

Parameter	Indicator
Health and safety of the local community	Public complaints and remedial actions
Socio-cultural conflicts due to influx of workers	Public complaints and remedial actions
Disruption to existing recreational & tourism activity	Public complaints; e.g. congestion at Tok Jembal beach or insufficient facilities, and remedial actions

9.3.2.8 Fish Aggregation Devices

The three FADs near the Project area shall be monitored to detect unforeseen impacts due to damage from working vessels or turbidity and/or sedimentation derived from Project activities.

Frequency

The FAD monitoring frequency is presented in Table 9.23 below.

Table 9.23 FAD monitoring frequency.

Monitoring Period	**Deployment Details**
Pre-construction (Baseline)	One-time survey carried out prior to commencement of construction works
Construction	Quarterly
Post-construction	Biannual for one year after completion of construction works

Stations

Three FADs will be monitored during the EMP to document any potential impacts, see Figure 9.6 and Table 9.24.

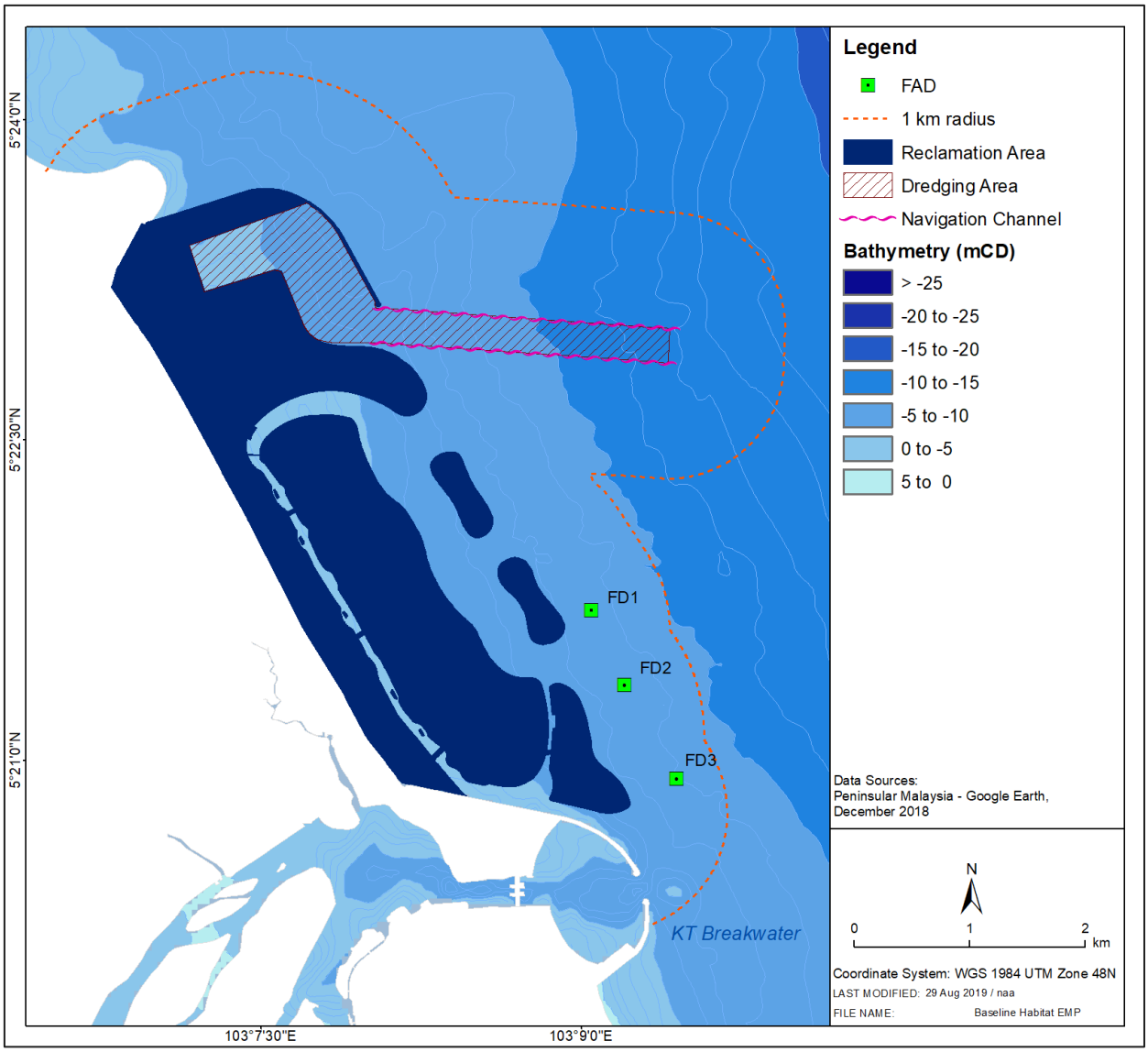

Figure 9.6 Proposed FAD monitoring sites.

Table 9.24 Coordinates of FAD monitoring stations (WGS84 – Degrees, minutes, seconds).

Sampling Station	Latitude (°N)	Longitude (°E)
FD1	5° 21’ 42.43”	103° 9’ 2.44”
FD2	5 21’ 21.41”	103° 9’ 11.94”
FD3	5° 20’ 55.21”	103° 9’ 26.63”

Methodology

The FAD monitoring surveys will be carried out via underwater video camera to document the physical condition of the structure (intact / damage) and obvious signs of sedimentation or mortalities.

Pre-construction Baseline

Prior to construction start, a combined side scan sonar and underwater video camera survey will be carried out to verify the locations and condition of the FADs. SCUBA dive surveys will be carried out to obtain detailed observations on the condition, substrate cover (e.g. % algae, barnacles, soft coral, bare or abiotic). The locations will be marked with a surface buoy to facilitate establishment of navigation exclusion zones.

During Construction/ Post-construction

Targeted underwater video footage of the three FADs shall be obtained to record qualitative observations as outlined in Table 9.25.

Parameters

The parameters to be assessed are outlined in Table 9.25.

Table 9.25 Parameters used to assess the relative condition of each FAD.

Assessment Parameter		**Relative Condition**	**Description**
Physical Damage	Signs of physical damage	No Change	FAD intact
		Slight Damage	Partial damage to FAD, e.g. part of structure broken off / over turned.
		Severe Damage	Total loss or damage to FAD, e.g. dragged/ scattered/ overturned.
Biotic cover	Visual estimates of biotic (living) substrate cover (e.g. % algae, barnacles, soft coral) vs bare / abiotic substrate.	Increase	Overall increase in biotic cover
		No Change	No observable differences in biotic cover
		Decrease	Overall reduction in biotic cover
Stressors	Negative environmental pressures affecting the living gorgonian colony / tissue compared to its baseline condition – where relevant: • Predation / disease • Algal overgrowth & sedimentation • Bleaching / necrosis	Decrease	Reduced overall stressors
		No Change	No observable differences in the amount of stressors
		Increase	Intensification of stressors

9.3.2.9 Fisheries

Frequency

The monitoring frequency is as follows:

- Construction – quarterly
- Post-construction – bi-annually for the first 2 years

Fishermen Working Group (FWG)

FWG during the construction and post-construction phases will be carried out with the affected fishermen to be mediated by the fishing association representative or relevant authorities. The FWG aim to establish dialogue with the fishermen to monitor and manage any complains or concerns from the fishermen throughout the Project development.

Parameters

The discussion will revolve around fishermen concerns including the following:

- Progress update on implementation of the FADs or other form of compensation;
- Progress update on the Project development as part of the management of the disruption in the fishing activities; and/or
- Managing the fishermen on the displacement in the usage of landing sites or sea access.

9.4 Reporting Requirements

During construction works it is proposed that quarterly Environmental Monitoring Reports documenting the monitoring activities and findings as outlined in the previous sections are submitted to DOE.

9.5 Environmental Auditing

All works pertaining to the implementation of the EMP will be audited every four months.

9.6 Waste Management Plan

The purpose of this proposed waste management plan is to ensure effective management of the collection, storage and disposal of waste materials generated on-site during the construction. A hierarchy of control to be employed for all categories of waste materials during the course of the Project construction is illustrated by Figure 9.7.

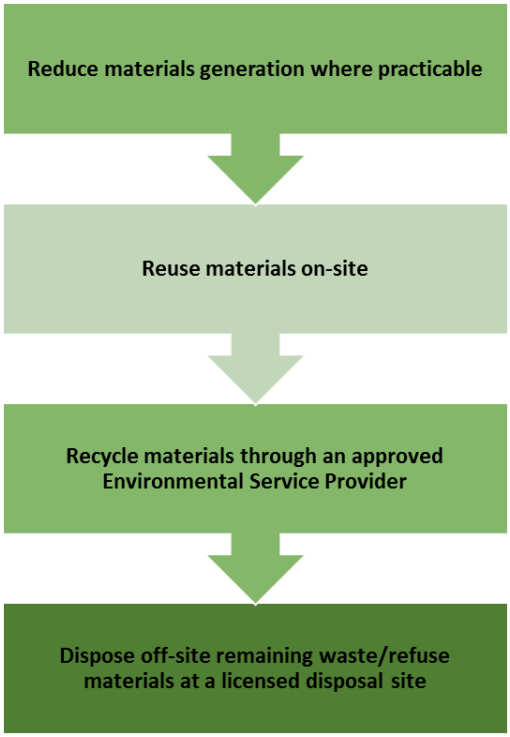

Figure 9.7 Hierarchy of control for waste management.

9.6.1 Management of Scheduled Waste

A designated storage area for scheduled waste such as lubricants, waste oil and chemical is proposed to be provided at temporary site facility located in the northern part of the Project area (Figure 5.11) in compliance with the Environmental Quality (Scheduled Wastes) Regulations 2005. An impervious surface coating will be applied to the base and walls. The containment area will have the capacity to contain 110% of the total volume of stored materials. This is to avoid leakage into soil that may contaminate ground water surface.

During construction activity, the Contractor will manage hazardous waste in accordance to the Environmental Quality (Scheduled Waste) Regulation 2005, P. U. (A) 158. Scheduled wastes will be disposed at a prescribed premise and managed by a contractor licensed with DOE.

9.6.2 Management of Non-Hazardous Waste

The following program is proposed:

- Identify items that are regarded as waste at work site and the personnel responsible for the collection, storage and disposal of said items at the approved dumping area. The personnel responsible shall collect the waste on a daily basis and dump them at the designated area.
- Covered containers shall be provided on-site in order to protect odour nuisance.
- Vehicles used for transporting the trash shall have an enclosed waste compartment, and shall be loaded and operated so as to prevent dropping and leaking of waste materials.

- Waste generated shall be sorted and segregated at source to avoid mixing of incompatible waste materials.

9.6.2.1 Temporary Sullage and Sewage

Temporary toilet facilities that meet the specifications set by Ministry of Health (MOH) or National Water Services Commission (SPAN) will be provided in adequate numbers at the site office. A maximum workforce of 500 is expected on-site during peak time. De-sludging of the portable toilets will be carried out regularly.

Sullage water discharge from canteens at site office will be directed into a temporary drainage system. Prior to that, solids and grease will be removed from the sullage water discharge using strainer and grease trap. The strainer and grease trap shall be cleaned daily, if possible, or as needed. De-sludging of the septic tank at the site office will be carried out every six months.

9.6.2.2 Disposal of Non-Hazardous Waste

All industrial, bio-degradable and non-biodegradable wastes will be collected on a daily basis and placed in the designated waste handling area before being transported off site to licensed disposal sites. Collection and transfer devices/vehicles carrying loads that are likely to be blown from the containment compartment will have a cover which is either an integral part of the device/vehicle or a separate cover of suitable material with fasteners designed to secure all sides of the device/vehicle. The cover will be used at all times during transit to the designated disposal site.

The contractor will be responsible for planning for the transportation of non-hazardous waste to disposal sites approved by the local authority. It is the responsibility of the contractor to monitor and ensure that the waste transported from the site reaches the approved destination. Waste generation, storage and disposal records for all on-site activities will be maintained until the completion of the Project.

9.6.2.3 Disposal of Biomass Waste

Vegetation should be preserved and reused in the Project landscaping wherever possible. A designated area within the Project area should be identified for the trees and biomass disposal. Other than landscaping and reusing the trees, biowaste from plant matter can be mulched and used as soil conditioner in parks and open space areas. No open burning is allowed anywhere within the Project area. The disposal of unusable biomass waste generated from the clearing works will then be disposed at an approved disposal site to be confirmed by the district office. It is estimated that total biomass generated from the 11.5 ha of wooded vegetation area (see Section 7.2.12) which requires clearing could be as much as 7,337 m^3 (estimated based on assumptions outlined in /129/). This biomass will need to be disposed of within an allocated biomass disposal area.

9.7 Emergency Response Plan (ERP)

An Emergency Response Plan (ERP) will be established for both construction and post-construction stages. The ERP shall address at least the following:

- Marine collision
- Oil Pollution Emergency Plan
- Fire on the vessel(s)
- Injury or harm to marine megafauna

Fire and chemical spill drills should be conducted regularly for all associated facilities to ensure that all members of the Emergency Response Team are well prepared and understand their individual roles and accountability during a fire or chemical spill incident.

Operations will be suspended or otherwise amended immediately if an environmental incident occurs that may be exacerbated by continued operations.

9.7.1 Compliance Monitoring

- Standard Operating Procedures / Emergency Operating Procedures to be submitted to Marine Department and other relevant authorities prior to commencement of construction and operations.
- Monitor and record incidents, including “near hits” and incorporate into SOP/EOP review and update.
- All equipment required in the implementation of the emergency response plan must be on site and maintained on schedule in order to respond to any emergency such as oil spill effectively and efficiently.
- Inspection and verification of the emergency response equipment and gear (firefighting equipment, oil spill response equipment etc.) to be conducted bi-annually.

9.7.2 Oil Spill

In the event that oil products are spilled into the sea or an oil slick is observed, the Captain/Vessel master and/or port operation manager shall be notified immediately by the person observing the oil spill, giving the following information so that the necessary steps can be taken:

- Location of incident;
- Type and size of spill; and
- Other relevant information

If considered a Tier 1 spill (Local and low volume) the Captain / Vessel Master and/or Port Operation Manager is responsible for the compliance and execution of the Oil Spill Contingency/Response Plan, where applicable. Steps to be taken will include:

- Stop the spill source immediately;
- Remove floating oil with absorbent or skimming; and
- Deploy containment booms to control flow dispersion of spillage.

If the oil spill is too large for a Tier 1 response, Tier 2 (state level) or Tier 3 (regional level) will be activated, where by DOE Malaysia will be notified by the Contractor, and may be required to stay involved in the clean-up process. The existing port has Tier 1 response capability but has a policy of making its vessels available for Tier 2/3. All maritime contractors need to be notified that the nearest stockpile, as listed in the National Oil Spill Contingency Plan for this Project is in Port Dickson and managed by Petroleum Industry of Malaysia Mutual Aid Group. Responsibility for contacting them sits with DOE, unless a request is for Tier 1.

9.7.3 Collision at Sea

The final ERP shall refer to the Marine Risk Assessment endorsed by the Marine Department. In all cases, the Captain / Vessel Master from colliding vessel have the final responsibility for the safety of the vessel and people on board as required under international law (COLREGS).

Immediately after the collision or as soon as a real danger of collision is known to exist, the Captain / Vessel Master has the prevailing authority to order the termination of all operations and to choose all necessary means with regard to the security of the vessel and crew and needs to act accordingly as required in the COLREGS and in accordance with good seamen ship.

9.7.4 Injury or Harm to Marine Megafauna

Operators of the dredge vessels will be required to maintain a watch for marine megafauna, and if they are spotted, vessels will avoid impacting the fauna (within safe operational constraints of the vessel). Any injuries or mortalities of marine megafauna will be documented and reported to the Department of Fisheries. The ERP should therefore include the name and contact details of the relevant Department of Fisheries personnel to be contact in the event of an incident.

9.8 Project Closure

9.8.1 Project Closure, Abandonment or Decommissioning

In the event of Project closure or abandonment, the compliance monitoring required is dependent on the stage the Project is in and may include the activities outlined in Table 9.26.

Table 9.26 Audit for Project closure or abandonment during construction phase (monthly during decommissioning).

Required activity	Compliance monitoring
Removal of construction machinery	List of machineries and site inspection with photographic evidence
Removal of construction waste	Site inspection and photographic evidence

Required activity	Compliance monitoring
Construction of revetment/bund wall to stabilise reclaimed area	Layout plan and photographic evidence
Exposed soil to be provided with vegetation to prevent erosion and sediment loss	Site inspection and photographic evidence

The decommissioning of the reclaimed land shall take due consideration of the regulatory framework including:

- Identification of all legal requirements and consultations with the appropriate authorities at an early stage in the decommissioning planning phase.
- Notifications: appropriate notifications needs to be made to DOE when decommissioning activities are planned.

The Project Proponent shall adopt general HSE guidelines for prevention and control of health and safety impacts.

The key topics to address in the Decommissioning Plan include:

- Noise and vibration (e.g. during use of cranes, transportation of materials and people)
- Soil erosion and sedimentation control in the event of excavation activities
- Air quality (decommissioning activities may generate emissions of fugitive dust)
- Hazardous materials (release of petroleum-based products such as lubricants, hydraulic fluids, PCBs, oil etc. during storage, transport or use in equipment, spill clean-up material, etc.)
- Solid waste (release of non-hazardous materials such as scrap and building materials)
- Environmental monitoring and reporting to be undertaken covering the components above.

After the site is closed the Project Proponent remains responsible for monitoring, reporting and corrective measures until the site is returned to a satisfactory state.

9.9 Recommendations for Sunrise City Topside Development Environmental Management

This section highlights the environmental management requirements for the Sunrise City top-side developments. For prescribed activities, some recommendations or guidance for the EIAs are made based on the overall findings of the present EIA in the subsections below. These recommendations are not intended to supersede any DOE requirements or available guidelines for EIA for a particular development sector, but rather to supplement these guidelines, such that in-depth analyses and assessment can be directed to the areas identified to have potential significant impacts in the present EIA.

9.9.1 Prescribed Activities

Under the Environmental Quality (Prescribed Activities) (Environmental Impact Assessment) Order 2015, First Schedule, EIA reports will be needed for the following development components on Sunrise City:

(i) Item 12: Development in Coastal and Hill Area:

(a) Construction of building or facilities with 80 rooms or more in coastal area.

(ii) Item 14: Waste Treatment and Disposal:

(c) Sewage:

(i) Construction of sewage treatment plant with 20,000 population equivalent or more.

(iii) Item 18: New Township:

Construction of new township consisting of 2,000 housing accommodation units or more or covering an area of 100 hectares or more.

9.9.2 Focus Issues

Issues that will need to be addressed/ referred to in these project-level EIAs and /or in the development plan for approval by the local authority include:

(i) Waste and Wastewater Management

As outlined in Section 7.2.1 of the present EIA, flushing within the Project's internal waterways is moderate and, in order to maintain good water quality, it must be ensured that polluted water from the development is not discharged into the channel or the northern basin. The following specific recommendations need to be addressed in detail in the EIAs:

- Appropriate sewage collection and treatment systems that include treatment of sullage and other grey water urban and domestic discharges;
- Strict controls on food outlets, etc. to eliminate waste and contamination of waterways;
- Water quality control devices such as detention ponds, wetlands, gross pollutant traps, litter traps, etc. within drains and waterways in the urban stormwater system;
- At source controls and water sensitive urban drainage design; and
- Management of pollution generated by the cruise terminal and other marine facilities operations and the associated infrastructure, including management of sewage, garbage and spilt fuel and lubricants, antifouling agents used in painting and ballast water.

(ii) Business, Employment and Training Opportunities for Local Community

In order to maximise local economic benefits and decrease financial leakages, it is important to prioritise local employment during the topside construction phases and

increase local ownership of businesses during operations. The key recommended measures for both during construction and operational phases include the following:

- Make use of local labour where possible.
- Liaise with local community structures to identify local labour pool and conduct training and education where required.
- Encourage local ownership of tourism-related businesses.
- Locally source materials, food, etc.

Concrete proposals for implementation of these recommendations should be outlined in the EIA.

(iii) Community awareness and engagement

As mentioned in Section 8.2.16, the Project Proponent in collaboration with the local authority shall endeavour to implement programmes during the operation stage that encourages cultural exchange or integration with the existing local communities and the new residents of the Sunrise City Development.

For all recreational amenities and facilities, the Project Proponent should endeavour to provide details of the areas of potential interest to the local community members.

The community awareness programme should include the types of activities that are proposed, the potential workforce during construction phase, the size and characteristics of the expected customer base during operations, etc. (i.e. 'what to expect' scenarios).

(iv) Design Considerations

A key consideration is the urban design specifications for the topside development. To ensure the connection and harmonious urban design between the reclamation area and the existing cultural and heritage backdrop, fundamental design concepts are outlined below:

- Ensure public access to newly created beaches and edges of waterways - Any hotel development/ apartment should be controlled to ensure beach reserve is accessible by public and not to be used only for commercial purposes.
- Architecture and landscaping should be sensitive to the existing natural and cultural environment. Landscape character and visual quality of the proposed development can be enhanced for example by appropriate balancing of hard and soft-scaping, using local building materials and elements from traditional architecture.
- Pertaining to landscaping work and aesthetics, the Project Proponent should give priority to local indigenous species, in particular Aru (*Casuarina*) and Ketapang (*Terminalia catappa*) that are present features of the beach area, rather than exotic imported and alien species. This is to promote the conservation of local biodiversity, and at the same time minimising fertiliser and pesticide application.

10 Study Findings

This EIA study has assessed the potential environmental impacts associated with the Proposed Reclamation and Capital Dredging for the Sunrise City Mixed Development at Mukim Kuala Nerus, District of Kuala Nerus, Terengganu, Malaysia. The assessment has covered the impacts arising during the construction and post-construction phases of the Project, including the reclamation of land, capital dredging, and construction of breakwater, bridges, roads and piled platforms.

The assessment of impacts is based on a review of the Project activities as described by the Project Proponent and addresses the issues identified in the endorsed TOR and subsequent consultations with agencies and other stakeholders. The assessment acknowledges that any development will have effects on the biophysical and socioeconomic environment of both a negative, and in some cases, a positive nature.

Of the environmentally sensitive receptors identified in the assessment, the shoreline areas adjacent to the Project, and in particular to the north of the Project site, were highlighted as particularly sensitive due to the severe erosion experienced in these areas which has necessitated significant expenditure by the government to remediate. As such, detailed numerical modelling assessments were carried out focusing on the potential impacts of the Project on currents, waves and associated sediment transport patterns. The study has demonstrated that the Project will not have any appreciable impacts on sediment transport and as such will not exacerbate erosion in these sensitive areas.

The coastal area directly adjacent to the Project site, Pantai Teluk Ketapang, is densely populated with 13 villages within 1 km of the shoreline, including six fishing villages. The beach is a valued landscape and recreational amenity for both the local community and visitors. The nature of the reclamation is such that it will lead to an irreversible change in the natural landscape which will be replaced by the Sunrise City development. It is however noted that new beaches will be created in the Sunrise City development along with a channel with promenades and other spaces for public use. These waterfront areas will provide locals and visitors alike with increased recreational and landscape amenities and, in particular for tourists, will provide an alternative attraction to offshore island tourism during the monsoon period.

With respect to the fishing community, a small number of fishermen who utilise the beach to access the sea will be directly affected and will need to use alternative jetties or landing areas.

Apart from this the other key impact identified is the permanent loss of the subtidal sandy marine habitat within the Project area. The biological resources and productivity within the Project footprint will be lost permanently, representing a loss of habitat and fishery resource for the local fishermen.

A range of mitigation measures have been proposed, including installation of additional FADs to offset the loss of fish fauna habitat, monetary compensation for the affected fishermen and provision of alternative landing sites during construction.

Other impacts to the wider community have been shown to be minor - the air quality, and noise impact assessments carried out for the Project has determined that the mitigation measures are sufficient to prevent impacts to human health in the surrounding areas, while the employment and entrepreneurial opportunities proffered by the Project is expected to result in significant benefits to the local community as well as the state and national economy.

In conclusion, the EIA study has found that, with the incorporation of the recommended mitigation measures and implementation of an Environmental Management Plan, the Project can be implemented with acceptable environmental impacts and risk.

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