EXECUTIVE SUMMARY

PROJECT TITLE

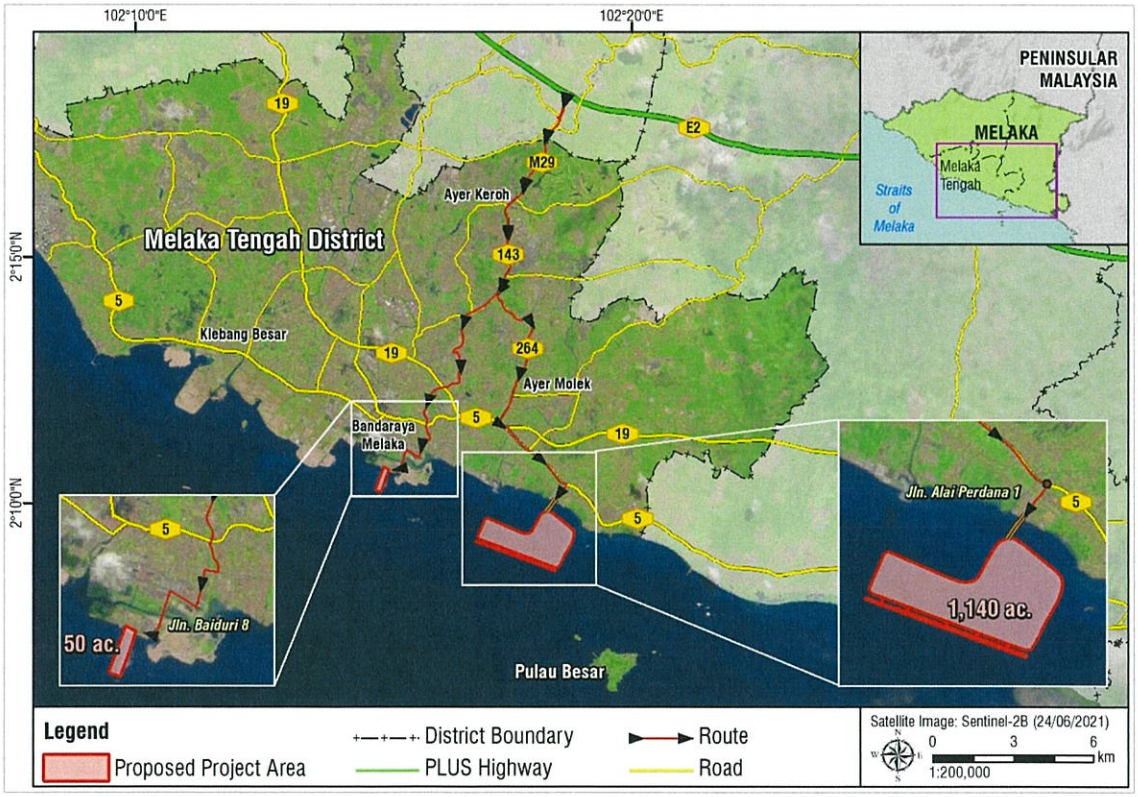
THE PROPOSED RECLAMATION OF DEEP-SEA INTERNATIONAL MULTIPURPOSE PORT AT KAWASAN BANDAR XLIII AND XLVI, AND INTERNATIONAL CRUISE TERMINAL AT PULAU MELAKA, DAERAH MELAKA TENGAH, MELAKA

PROJECT LOCATION

Accessible through Jalan Baiduri 8 to the Cruise Terminal and Jalan Alai Perdana 1 to Deep-sea Port, where both roads are connected to Federal Route 5.

PROJECT BACKGROUND

- Far East (Melaka) Sdn. Bhd. intends to reclaim land for the development of a Deep-sea International Multipurpose Port and an international Cruise Terminal
- The proposed Deep-sea Port and Cruise Terminal shall be developed on 1,140 acres and 50 acres of reclaimed land respectively.



PROJECT PROPONENT

Far East (Melaka) Sdn. Bhd.
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LEGAL REQUIREMENTS

- Environmental Quality Act 1974 (EQA 1974)
- Town and Country Planning Act 1976
- Exclusive Economic Zone Act 1984
- Continental Shelf Act 1966
- Fisheries Act 1985
- Lembaga Kemajuan Ikan Malaysia Act 1971
- Port Authorities Act 1963 (Revised 1992)
- National Heritage Act 2005
- Land Development Act 1956
- National Forestry Act 1984
- Merchant Shipping (Oil Pollution) Act 1994
- National Land Code 1965
- Merchant Shipping Ordinance 1952
- Wildlife Conservation Act 2010

PRESCRIBED ACTIVITY

SECOND SCHEDULE ACTIVITY 7: LAND RECLAMATION

a) Coastal reclamation or land reclamation along river banks involving an area of 50 hectares or more
b) Coastal reclamation or land reclamation along river banks within or adjacent or near to environmentally sensitive areas
c) Reclamation for man-made island

FIRST SCHEDULE ACTIVITY 7: LAND RECLAMATION

a) Coastal reclamation or land reclamation along river banks involving an area of less than 50 hectares

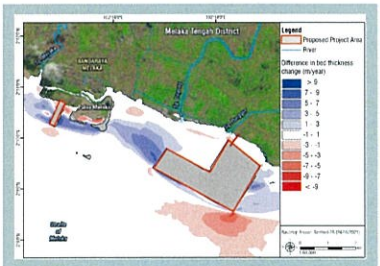
PLANNING POLICIES

- Sustainable Development Goals (SDGs)
- Fourth National Physical Planning (NPP-4)
- National Coastal Zone Physical Plan-2 (RFZPPN-2)
- Melaka State Structure Plan 2035
- *Rancangan Tempatan Majlis Bandaraya* Melaka *Bersejarah* 2035 (*Penggantian*)
- Melakaku Maju Jaya 2035 Strategic Plan (PSMJ)
- Integrated Shoreline Management Plan (ISMP) Melaka

STATEMENT OF NEED

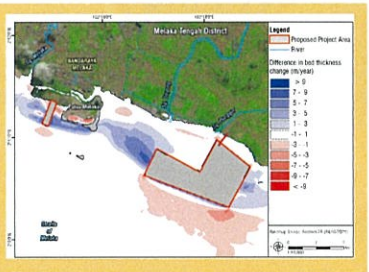
- In tandem with Melakaku Maju Jaya 2035 Strategic Plan (PSMJ 2035)
- Realising the National Plan's Target
- Widening Melaka's International Tourist Market
- Maritime Infrastructure Network
- Built-to-Suit Concept
- Creating New Business Opportunities
- Deep-sea Port Spin Off – Creating Port City

PROJECT OPTIONS



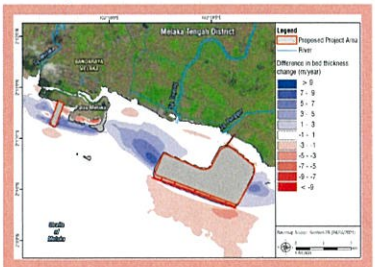
Option 1

- Derived based on the proposed plot stipulated in M-WEZ Development Concession Plan
- Not well aligned with existing bathymetry and current contours
- Causes strong current on edge of reclamation risking toe scour occurrences
- Yield highest erosion rate along southeastern edge
- **NOT CHOSEN**



Option 2

- Optimised from Option 1
- Aligned with existing current and bathymetry contours
- Sharp edges are generating significant amount of eddy current
- Erosion rate along the southeastern edge is reduced compared to Option 1
- **NOT CHOSEN**



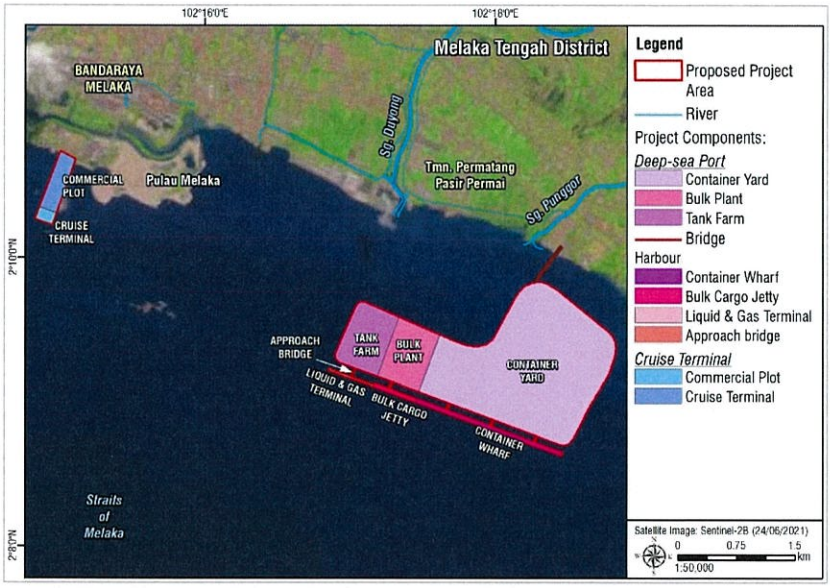
Option 3

- Improved from Option 2
- Trimmed sharp edges allowing smoother current flow
- Streamlined layout guides the current producing minimum eddy current
- Yield lowest erosion rate along southeastern edge
- Least change of current speed along reclamation western edge
- **CHOSEN**

No-Build Option

- Existing waters and landforms will be as status quo
- No new port and cruise terminal to support Melaka economic growth

PROJECT LAYOUT



Located at the coast of Melaka with Deep-sea Port fronting Sungai Punggor and Sungai Duyong while Cruise Terminal is located at southwest of Pulau Melaka.

PROJECT DESCRIPTION

1 RECLAMATION OF DEEP-SEA PORT AND CRUISE TERMINAL

- Potential sand source locations: Offshore of Kuala Linggi and offshore of Tanjung Bruas
- Rock source locations: Tanjung Hantu, Lumut

2 COASTAL STRUCTURE

- Revetment

3 BRIDGES

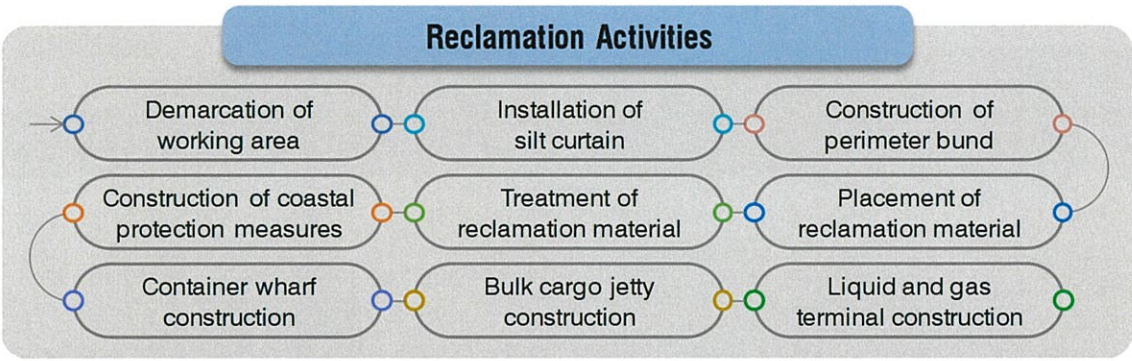
- Deep-sea Port: 1 bridge from port to mainland, 5 approach bridges from port to harbour
- Cruise Terminal: Abut the existing shoreline

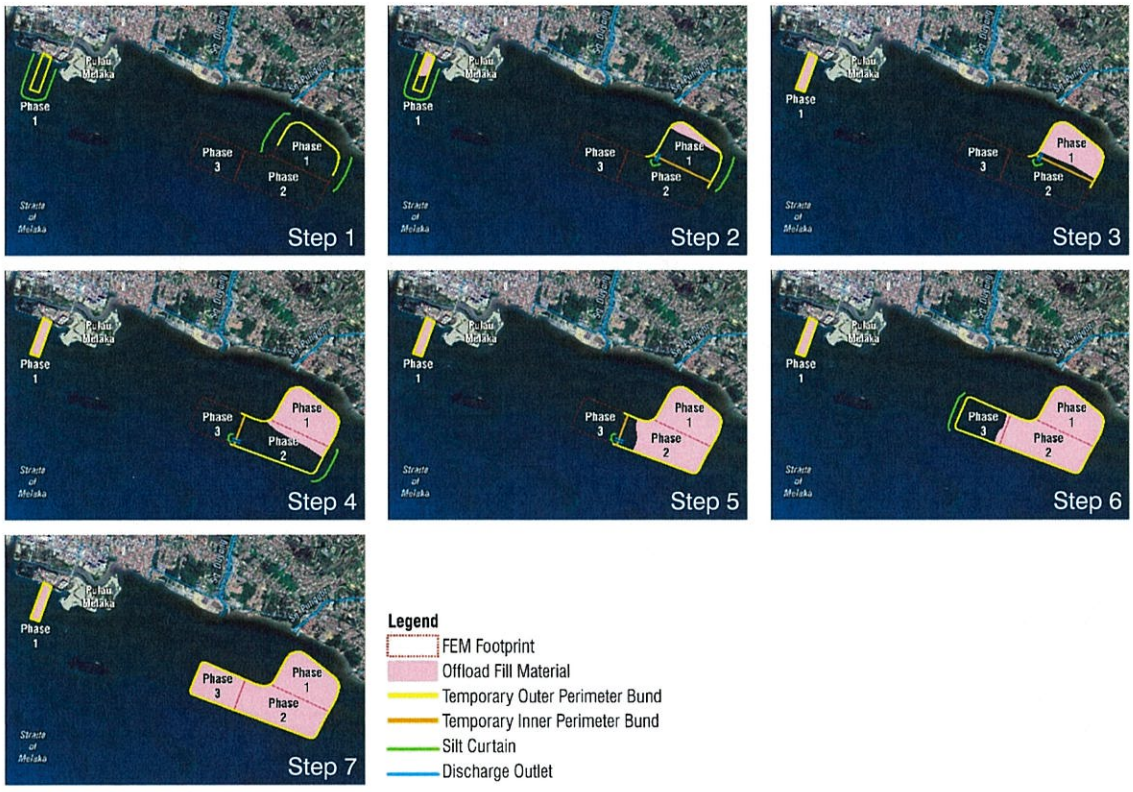
4 TOPSIDE DEVELOPMENT

- Deep-sea Port: Consists of container yard, bulk plant, tank farm and harbour (i.e. container wharf, bulk cargo jetty and liquid & gas terminal)
- Cruise Terminal: Consists of commercial plot and cruise terminal

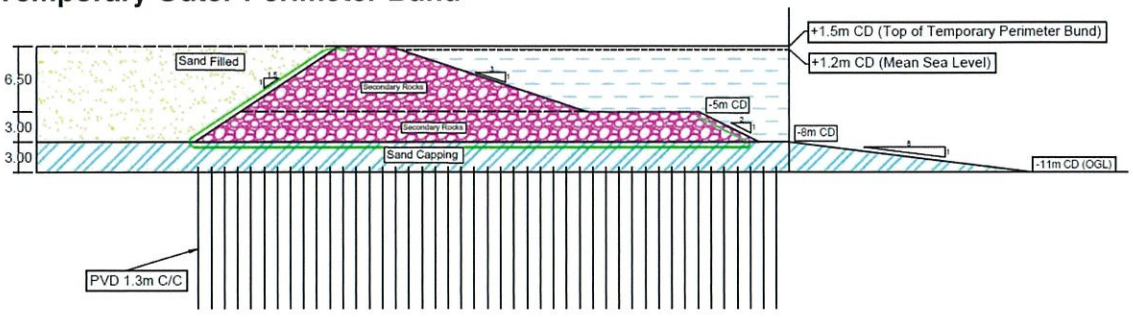
- Coastal reclamation:
  - i) Deep-sea Port: 1,140 acres
  - ii) Cruise Terminal: 50 acres
- Total fill material (sand): 52 million m^3
- Platform level: +5.5 m CD
- Total rock for perimeter bund and revetment: 2.2 million m^3
- Coastal reclamation phase: 3 major phases

PROJECT ACTIVITIES

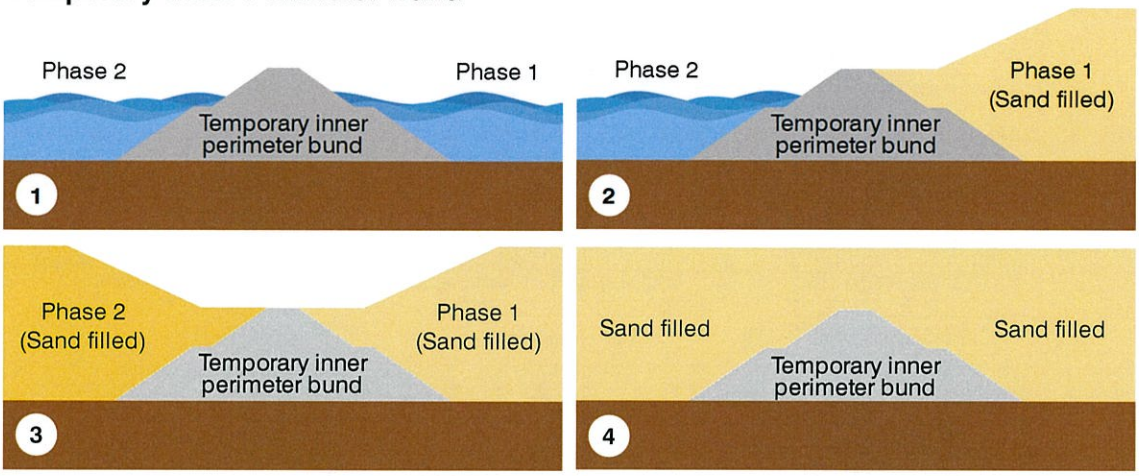




Temporary Outer Perimeter Bund

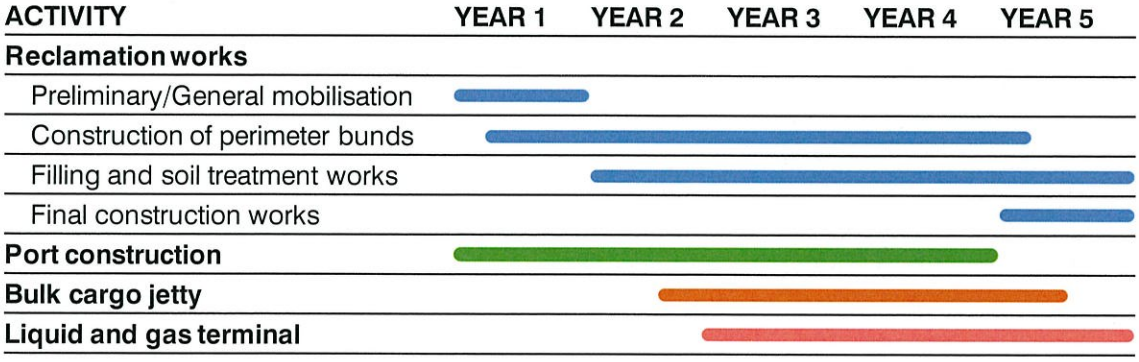


Temporary Inner Perimeter Bund



PROJECT SCHEDULE AND PHASES

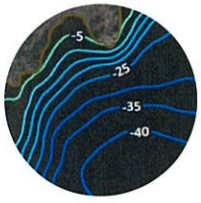
The Project is expected to complete in:



EXISTING ENVIRONMENT

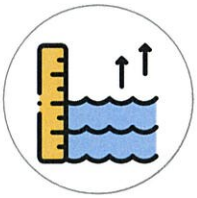
LAND USE

- Administration: Under *Majlis Bandaraya* Melaka *Bersejarah* (MBMB)
- *Rancangan Tempatan Majlis Bandaraya* Melaka *Bersejarah* (RTMBMB) 2035 (Replacement): ZP6 – Pulau Melaka (Precinct 6.1 and 6.2)
- Main land use: Water body (98.01%), Commercial (0.36%) and Transportation (0.34%)



BATHYMETRY

- The depths around Project site ranged from shallow to deep waters
- Depths around Project area is from -18 to 0 m CD



WATER LEVELS

- Maximum and mean spring tidal range is 2.65 and 1.51 m respectively
- Mean neap tidal range is 0.63 m

CURRENTS

- Currents move eastward during flood flow and reverses during ebb flow
- Mean current speed up to about 0.3 m/s and maximum current speed up to about 0.6 m/s

WAVES

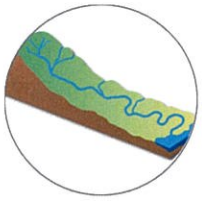
- Wave height is highest (up to 0.25 m) for the inter-monsoon condition
- For the Northeast and Southwest Monsoon conditions, waves are up to 0.2 m

GEOLOGY & GEOTECHNICAL

- Main rock type in mainland near Project site is carbonaceous quartz-mica schist
- Seabed subsoil stratum at the Project site mainly consists of clay, sand and gravels

CLIMATE AND METEOROLOGY

- Tropical rainforest climate, hot and humid at all times with uniform temperature
- Heavy monsoon season (October through March)
- Mean monthly relative humidity is generally high (between 75% and 83%), highest in November



HYDROLOGY AND DRAINAGE

- 5 main catchments: Sungai Melaka, Sungai Duyong, Sungai Punggor and Sungai Umbai
- Flooding events due to heavy rain and high tide phenomenon

WATER QUALITY

- 8 marine water quality sampling stations – within Class 1 and 2 of MMWQS
- 5 estuarine water quality sampling stations – high turbidity and TSS at WQ2. Several points show contamination by faecal matters

SEDIMENT QUALITY

- 5 marine sediment quality sampling stations
- All heavy metals were below Washington Marine Sediment Quality Standard (2013)

AIR QUALITY

- 3 air quality sampling stations
- Existing air quality is generally good and complied with New Malaysia Ambient Air Quality Standard (DOE, 2014)

NOISE

- 3 noise sampling stations
- Existing noise levels were below maximum permissible limit of Suburban Residential Areas category (DOE, 2004) except for Station N3, during daytime

UNDERWATER NOISE

- Snapping shrimp and fish vocalization favours the ambient noise
- Anthropogenic noise sources can be attributed to boating and nearby construction activities

VIBRATION

- 3 vibration sampling stations
- Vertical vibration levels are within DOE limit of Schedule 2: Recommended Vibration Limits for Human Response and Annoyance from Steady State Continuous Vibrations (DOE, 2021), except for Station V2 during daytime
- All stations exceed the stipulated DOE limit of 2 mm/s for night-time
- Human and project activities are attributed as the main source of vibration

TERRESTRIAL FLORA

- 62 plant species from 29 families recorded
- About 61% of the total plants are from the non-exclusive category
- 24 true mangroves and 38 associate mangrove found
- IUCN Red List Category: 40 as Least Concern, 20 as Not Evaluated, 1 Near Threatened and 1 endangered

TERRESTRIAL FAUNA

- 5 mammals of Least Concern IUCN Category
- 25 amphibians and reptiles species from 12 families recorded were categorised as Least Concern and Not Evaluated in IUCN Red List
- 45 species of birds, mostly least concern with 1 Near Threatened and 1 Vulnerable

MARINE TRAFFIC & NAVIGATION

- The Deep-sea and Port Cruise Terminal are located about 15.56 and 14.45 km respectively from the traffic separation scheme (TSS) of the Straits of Melaka
- Main type of passing vessels: cargo vessels, tankers, tugboats, fishing and pleasure vessels

LAND TRAFFIC

- Deep-sea Port:
  - i) 4 junctions will be directly impacted by the proposed development
  - ii) Junctions are performing at LOS A to LOS F during peak hours
  - iii) All surveyed junctions have reached their maximum capacity
- Cruise Terminal:
  - i) 5 junctions will be directly impacted by the proposed development
  - ii) Junctions are performing at LOS A to LOS D during peak hours
  - iii) LOS at JC1 and JC4 have exceeded the acceptable limit

HERITAGE

- Visual:
  - i) The existing and planned development on Pulau Melaka as well as other high-rise buildings are obstructing the view of St. Paul Hill while the view of St. John Hill is still noticeable
- Underwater Heritage Asset
  - i) No large significant archaeological features/artefacts/shipwrecks were detected
  - ii) All sub-bottom features in shallow areas are natural features/ introduced (boulders or rocks)
  - iii) Features by the side scan sonar show natural sand dunes

Marine Biology

PHYTOPLANKTON

- 28 taxa belonging to 3 phyla were recorded
- Population dominated by phylum Bacillariophyta
- Highest mean density of dinoflagellates (HAB) recorded at Area 1 (within reclamation footprint)

ZOOPLANKTON

- 20 taxa under 6 phyla were recorded
- Arthropoda (Crustacean) is most dominant (98.1%)
- Highest density at foreshore area (Area 4)

MACROBENTHOS

- 25 taxa from 3 classes and 8 phyla identified
- Arthropoda (Crustacean) dominates with 73.2% of total density

TURTLE

- 3 nesting sites identified (Pulau Besar, Pulau Burung/Lalang, Pulau Upeh)
- Hawksbill turtle (IUCN Status: Critically Endangered) nest in Pulau Upeh

REEF FISH

- 23 species of fish from 14 families
- Dominated by family Pomacentridae (5 species), Labridae (3 species)
- 1 species of coral indicator fish found (Chaetodontidae)

INVERTEBRATES

- 7 groups of associate invertebrates recorded
- More than 24 species identified
- No predators of corals; *Acanthaster planci* and *Drupella* sp. found

MARINE MAMMALS

- Multiple sightings based on previous published studies
- 4 species previously reported (*Sousa chinensis*, *Orcaella brevirostris*, *Neophocaena phocaenoides* and *Mesoplodon ginkgodens*

FISH FAUNA

- 23 species from 11 families (21 fish species, 1 shrimp and 1 scallop species)
- Highest number of individuals caught at Area 1 (within reclamation footprint)

SEAWEED

- 3 main divisions identified (Chlorophyta, Ochrophyta and Rhodophyta)
- 13 Chlorophyta species identified, dominated by family Caulerpaceae
- 9 Ochrophyta and 4 Rhodophyta species recorded

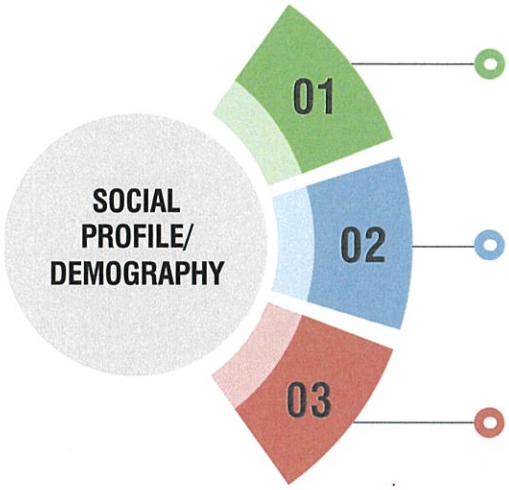
SEAGRASS

- 4 species identified (*Thalassia hemprichii*, *Enhalus acoroides*, *Halophila* sp. and *Cymodocea serrulate*)

CORAL REEF

- Consists of 42 corals species (Anthozoan), 30 Scleractinian (hard corals), 6 species of gorgonians and 6 species of soft corals recorded
- Highest number of species at Pulau Panjang (34 species), Pulau Besar (26 species) and Pulau Lalang (25 species)
- Boulder Coral (*Porites lobata*) and Brain Coral (*Platygyra sinensis*, *Platygyra pini*) dominates the area
- Highest number of species by family Merulinidae (11 species) and Poritidae (6 species)
- Generally Poor live coral cover at all study sites

Socio-economy



- Age group 20-64 years old (mature) dominates
- More than 50% of respondent has tertiary education (university or college level education)
- The majority (72.3%) are employed either in the public or private sectors

AWARENESS OF PROJECT

Deep-sea Port:
- Knew about the Project (15.7%)
- Did not know (82.3%)

Cruise Terminal:
- Knew about the Project (10.3%)
- Did not know (89.7%)

REASONS FOR ACCEPTANCE (DEEP-SEA PORT)

- Boost the economy (12.1%)
- Developing Melaka State (11.6%)
- Benefits to local community (8.1%)
- Employment opportunities for locals (7.6%)
- Attract foreign investors (7.3%)

REASONS FOR ACCEPTANCE (CRUISE TERMINAL)

- Increase economy (11.4%)
- Add business opportunities for locals (10.6%)
- Preserve original landscape of surrounding area (9.0%)
- Keep fishery habitats (8.7%)

LEVEL OF ACCEPTABILITY

Deep-sea Port:
- Agreed (68.3%)
- Disagreed (31.7%)

Cruise Terminal:
- Agreed (79.3%)
- Disagreed (20.7%)

Public Health

EXISTING BURDEN OF DISEASE	TYPE	DISEASES	STATUS
	Food borne	▪ Food poisoning ▪ Hepatitis A	▪ Not concerning ▪ Not concerning
	Vector borne	▪ Dengue Fever ▪ Chikungunya	▪ Concerning ▪ Not concerning
	Sexually Transmitted Infections (STIs)	▪ Chancroid ▪ Gonorrhoea ▪ Syphilis ▪ HIV and Hepatitis C	▪ Concerning ▪ Concerning ▪ Concerning ▪ Not concerning
	Others	▪ Tuberculosis ▪ Leprosy ▪ Leptospirosis ▪ Covid-19	▪ Not concerning ▪ Not concerning ▪ Not concerning ▪ Concerning

Environmentally Sensitive Areas (ESAs)

RANK	TYPE / LOCATION
1	**Mangrove:** Sungai Duyong, Sungai Umbai, Sungai Punggor and near all islands **Marine park:** Pulau Besar **Fisheries prohibited area:** Pulau Serimbun, Pulau Lalang, Pulau Besar **Turtle landing site:** Pulau Upeh, Pulau Besar, Pulau Lalang
2	**Seagrass:** Pulau Serimbun, Pulau Besar, Pulau Lalang, Pulau Burung Anak, Pulau Upeh **Coral reef:** Pulau Serimbun, Pulau Lalang, Pulau Burung Anak, Pulau Burung Ibu, Pulau Panjang, Pulau Upeh, Pulau Menatang **Mudflat:** Shoreline area from Pulau Melaka to Kampung Seri Minyak **Heritage site**: Melaka UNESCO World Heritage Sites **Paddy:** Kampung Padang, Kampung Pengkalan Ranggam **River:** Sungai Punggor, Sungai Duyong **River reserve:** Sungai Melaka, Sungai Umbai, Sungai Batu, Sungai Ayer Molek **Island:** Pulau Melaka, Pulau Menatang, Pulau Panjang, Pulau Serimbun, Pulau Besar, Pulau Upeh
3	**Beach:** Pantai Crystal Bay Alai **Coastal area:** Along the shoreline
Others	**Pulau Upeh Waters Gazettement Zone:** Off coast of Melaka **Jetty:** Jeti Nelayan Kg. Portugis, Jeti Nelayan Padang Temu, Jeti Nelayan Alai/Sg.Punggor, Jeti Nelayan Telok Mas, Jety Nelayan Umbai **Ferry terminal:** ICQS International Ferry Terminal **Settlements:** 45 Settlements; Taman Alai Perdana, Taman Seri Telok Emas, Kampung Alai, Portuguese Settlement, Melaka, Kampung Jawa, Kampung Duyong

SUMMARY OF POTENTIAL IMPACTS & ITS ASSOCIATED P2M2

MANGROVE

POTENTIAL IMPACTS
- Current speed (sedimentation) and wave height (sedimentation)

P2M2
- Sedimentation: Periodic survey to assess nearshore and bed level changes during and after development
- Others: Maintain and preserve tourist attractions of coastal areas and mangrove swamps to prevent coastal erosion.

ISLANDS

POTENTIAL IMPACTS
- Current speed (sedimentation and erosion), wave heights (sedimentation) and bed level changes

P2M2
- Sedimentation: Periodic survey to assess nearshore and bed level changes during and after development

COASTAL EROSION

POTENTIAL IMPACTS
- No significant impact

P2M2
- Every development must refer to the Melaka Integrated Shoreline Management Plan (ISMP)
- Maintain and preserve tourist attractions of coastal areas and mangrove swamps to prevent coastal erosion
- Periodic survey to assess nearshore and bed level changes during and after development

CORAL REEFS

POTENTIAL IMPACTS
- Sedimentation and erosion

P2M2
- Offset programmes: Rehabilitation and restoration of coral reef (replanting)
- Others:
  - i) Creating coral reefs off Pulau Besar.
  - ii) Creating artificial coral reefs, *unjang* via collaboration with PNK, LKIM and DOF
  - iii) Undertake research, programmes and conservation efforts for marine turtle and coral reefs in Melaka in the grant of financial support for fisheries research
  - iv) Allocation of 500 m buffer zone at coral edge marked by buoys in the designated holding and anchorage area for vessels

TURTLE NESTING AREA

POTENTIAL IMPACTS

- No significant impact

P2M2

Grant of Financial Support for Fisheries Research to undertake research, programmes and conservation efforts for marine turtle and coral reefs in Melaka

MARINE BIOLOGY

POTENTIAL IMPACTS

- Current speed (sedimentation), wave heights (sedimentation), bed level changes, water quality and loss of habitats

P2M2

- Water quality:
  - i) Demarcation of working area
  - ii) Installation of silt curtain
  - iii) Conduct *in-situ* measurement of daily TSS measurement around reclamation perimeter, twice daily (once during flood and ebb tide each)
  - iv) Construction of rock perimeter bund
  - v) Placement of geotextile on inside slope of bund to enhance the filtering of sediment
  - vi) Installation of outlet structure for each reclamation phases to aid in discharging upper layer of water (contain less suspended sediment)
  - vii) Ensure use of good quality sand as fill material
- Offset programmes:
  - i) Construction of eco-engineered structures for habitat creation and enhancement i.e. rock revetment, groynes, breakwaters, seawalls, overwater structures, tidal river walls and embankments and floating pontoons
  - ii) Deployment of artificial reefs
  - iii) Rehabilitation and restoration of coral reefs (replanting)

FISHERIES

POTENTIAL IMPACTS

- Loss of fishing ground, loss of fish nursery ground and obstruction of fishermen access to sea

P2M2

- Suitable compensation for licensed fishermen operating within impact zone
- Ensure fishermen access to sea (i.e. limit vessel movements for reclamation transport material within study area)
- Installation of Fish Aggregating Devices (FAD)
- Grant of financial support for fisheries research (i.e. undertake research, programmes, conservation efforts)
- Periodical monitoring throughout the reclamation phases with fishermen communities regarding changes in fish landings
- Recreational fisheries (i.e. encourage recreational fishing by providing designated areas)

HUMAN

POTENTIAL IMPACTS

- Traffic (land and marine) and socio economy

P2M2

- Land traffic:
  - i) Construct grade separated interchanges at all junctions
  - ii) Build separate dedicated road connecting proposed Project to major State road
  - iii) Implementation of proposed ring road (stated in *Draf Rancangan Tempatan Majlis Bandaraya* Melaka *Bersejarah* 2035 (*Penggantian*))
- Marine traffic:
  - i) Establish marine traffic control centre to monitor, manage and record movements
  - ii) Equip control centre with appropriate equipment i.e. VHF radio and Automatic Identification System (AIS)
  - iii) Continuously monitor weather and sea condition
  - iv) Demarcate working areas and holding areas
  - v) Ensuring vessel seaworthiness i.e. inspected and approved by Marine Department before operation
  - vi) Anchor holding requirement (to increase the numbers of anchors according to wind speed)
  - vii) Operational weather limit (to prepare contingency plan for operation abortion if weather and navigational condition deteriorates)
  - viii) Night operation procedure (exhibition of navigational lights and sound signals, marked area of Project with lighted buoys)
  - ix) Establish Emergency Response Plan (ERP)
  - x) Use approved transportation route
  - xi) Monitoring of vessels movement
- Socio-economy:
  - i) Establish a management and monitoring committee (Community Consultative Committee and Community Grievances Management Committee)
  - ii) Improve standard of living for fishermen
  - iii) Provide assistance to affected population
  - iv) Payment of compensation to affected parties
  - v) Scholarship proposals for children of fishermen
  - vi) Provide proper channel to discuss arising issues
  - vii) Provide employment opportunities to local (i.e. to prioritise qualified locals and to provide opportunities for skilled and semi-skilled candidates)
  - viii) Prioritise local resources for business (i.e. building materials, machinery, rental vehicles, etc.)
  - ix) Manage foreign workers to avoid conflicts
  - x) To provide accommodation for construction workers

HEALTH RISK ASSESSMENT

In general, the proposed Project is predicted not to give any extra impact on the health of communities and aquatic life forms during its construction and operation.

Risk characterisation status

Ambient air: Clean and Healthy with minimal risk of air pollution
Water: Most parameters are below detection limit; Not for consumption
Fish: Not contaminated with any heavy metals and PAH
Noise: No risk of noise exposure

ENVIRONMENTAL MANAGEMENT PLAN

ENVIRONMENTAL MONITORING PLAN

01 Performance Monitoring (PM)

- To prevent system function failures and to ensure that it is working properly and optimally
- Required for efficiency of the perimeter rock bund structures, maintaining the silt curtains and vessels operation

02 Compliance Monitoring (CM)

Include water quality, sediment quality, air quality, vibration and noise monitoring, marine biological, marine habitat and marine capture fisheries

03 Impact Monitoring (IM)

Cover bathymetry survey and public complaint monitoring

ENVIRONMENTAL MONITORING PROGRAMME

ITEM	PARAMETER	SAMPLING FREQUENCY
PERFORMANCE MONITORING		
Daily TSS monitoring	TSS	Daily
COMPLIANCE MONITORING		
Water quality	Temperature, salinity, pH, conductivity, turbidity, DO, BOD, COD, TSS, oil & grease, ammoniacal nitrogen, phosphate, nitrate, sulphide, heavy metals, faecal coliform and *E. coli*	Monthly
Sediment quality	Zinc, nickel, copper, chromium, lead, arsenic, cadmium, mercury and aluminium	Quarterly
Air quality	PM_{10}, $PM_{2.5}$, SO_2, NO_2, O_3 and CO	Quarterly
Noise and vibration	L_{min}, L_{max}, L_{10}, L_{90}, L_{eq} (24 hours profile) and vibration levels	Quarterly
Marine biology	▪ Phytoplankton: i) Species diversity ii) Density (cells/mL) ▪ Macrobenthos: i) Species diversity ii) Density (ind./m^2) ▪ Zooplankton: i) Species diversity ii) Density (ind./L) ▪ Fish fauna: i) Species diversity ii) Catch Per Unit Effort (CPUE) (g/m^2/hour) iii) Global conservation and extinction risk status (IUCN Red List & MyBIS)	▪ Quarterly (construction phase) ▪ Bi-annually (operational phase)
Marine habitat	Speciation, global conservation and extinction risk status (IUCN Red List), live coral cover (%)	▪ Quarterly (construction phase) ▪ Bi-annually (operational phase)
Marine capture fisheries	Fish landings in terms of volume and speciation	▪ Quarterly (construction phase) ▪ Bi-annually (operational phase)

ITEM	PARAMETER	SAMPLING FREQUENCY
IMPACT MONITORING		
Bathymetry	Periodic bathymetric and nearshore monitoring surveys to assess beach and bed level changes during and after implementation of proposed development	-
Public complaint monitoring	Complaints from the public should be effectively addressed	-
ENVIRONMENTAL AUDITS		
To audit the compliances with the EIA approval conditions and the relevant environmental regulations and guidelines		▪ Quarterly (construction phase) ▪ Bi-annually (operational phase)

EMERGENCY RESPONSE PLAN (ERP)

On-site emergency plans will be prepared to protect personnel and the public in terms of health, safety and environment in any case of an accident or natural disaster affecting or relating to the Project.

General accidents and personal injuries

General response to fire and explosion

General response to spill or release incident

General response to stranding or grounding

General response to engine or steering failure

General response when man overboard

General response during vessel collision

General response during fill material transferring/filling

STUDY FINDINGS

From the overall assessment, it can be concluded that:

01 The proposed development is expected to cause various degree of impacts on the environment, social as well as the surrounding land use

02 The Project Proponent has shown commitment to implemented the mitigating measures proposed so that this development will be beneficial to both the local communities and the Melaka State