

EXECUTIVE SUMMARY

1.0 INTRODUCTION

The proposed development is known as the “Proposed Hotel, Commercial & Service Apartment on HSD 80587 LOT PT976 & PN 54197, LOT 12057, Kawasan Bandar XL, Daerah Melaka Tengah, Melaka”. The project site covers an area of 8.858ac (35,848m²) is located in Melaka downtown and it's surrounded by established developments. Main access to the Project Site is via Jalan Syed Abdul Aziz. The project key and location plan is shown in Figure ES1.

The proposed project involves a coastal hotel and hence it falls under the purview of the **Item 12(a)** of the Environmental Quality (Prescribed Activities) Order, 20015. **Item 12(a)** is described as *Development in Coastal and Hill Area: Construction of building or facilities with 80 rooms or more in coastal area.*

2.0 PROJECT PROPONENT / EIA CONSULTANT

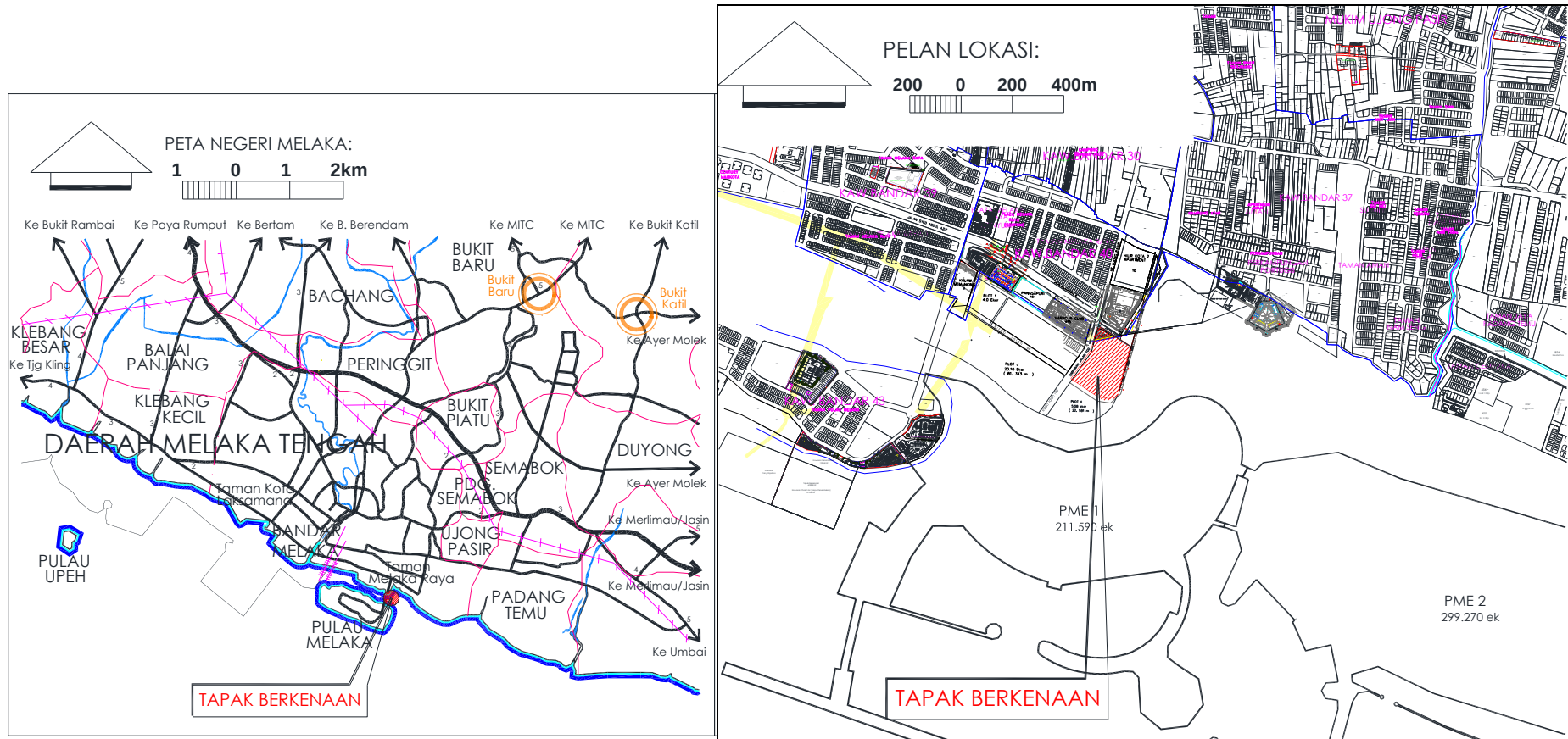
The project proponent is Prolific Acres Sdn. Bhd. The correspondence address is as follows:

Prolific Acres Sdn. Bhd
F3-96, Hatten Square
Jalan Merdeka
75000 Bandar Hilir
Melaka
Tel : 06-282 1828 Fax: 06-282 1827
Attn.: Mr. Chong Foh Siong (Project Director)

The Consultant appointed for undertaking the Preliminary EIA Study is:

Integrated Envirotech Sdn Bhd
Lot 32-2, Jalan Setiawangsa 11A
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54200 Kuala Lumpur
W. Persekutuan
Tel : 03-4256 6623 Fax : 03-4251 9623
Attn.: Dr. Mohd Zaki Mohd Said (Director)

Figure ES1 – Project Key and Location Plan



Source: Prolific Acres Sdn Bhd, 2016

3.0 STATEMENT OF NEED AND PROJECT OPTIONS

Needs of the proposed project can be summarized as follows:

- To support one of the state government's goals to develop Melaka as a heritage and cultural tourist hub.
- To achieve a better balance of development and economic growth of the areas.

The project options has been investigated based on two scenarios: 'no project option' and 'development options'.

- *No project option* - the land will remain abandoned and will not act as a stimulus towards future growth and development of the area.
- *Development option* - As the site is designated for service and commercial development, various development options can be considered such as serviced hotel, commercial related activities i.e. shop-offices or commercial building. In the vicinity of the project site, several new commercial areas are developed and high availability of commercial areas can be seen. Therefore, development of shop-offices or commercial building may not be economic viable. Indeed, a few shop-offices have been converted to budget hotels to cater for market needs. Therefore, the preferred option is the proposed hotel, commercial and service apartment development, which could fulfil the tourism demand due to the expanding tourist population.

4.0 PROJECT DESCRIPTION

In general, the proposed commercial building consists of:

- Podium: basement, level 1 to level 9 for utilities, hotel and apartment facilities, car park and retail.
- Block A on top of podium: level 10 to 32 for Service Apartment (108 units) & Hotel (319 rooms)
- Block B on top of podium: level 10 to 32 for Service Apartment (208 units)
- Block C on top of podium: level 10 to 36 for Service Apartment (244 units)
- Block D on top of podium: level 10 to 32 for Service Apartment (188 units) & Condotel (210 rooms)

In total, 748 units of service apartment, 319 hotel rooms and 210 condotel rooms is proposed.

5.0 THE EXISTING ENVIRONMENT

Landform and Topography

The project site is currently a flat reclaimed land. Variation of elevation height is small within the site ranged from 1.1 to 2.9m.

Soil

Top soil of the project site is mainly either clayey sand or silty clay according to site investigation.

Hydrology and Drainage Flow

Currently, runoff from the Project Site is channelled into the existing earth drain along the western boundary of the project site before discharging into Selat Melaka.

Land Use

The proposed project site is located in Melaka downtown and hence, land uses within 3km radius are predominantly developed areas for tourism, commercial and residential. The nearest sensitive receptors are residential area namely Melaka Raya Condo and Hilir Kota Apartment located about 200m away from the project site.

Water Quality

A water quality monitoring exercise was carried out at two (2) locations for marine water. The results show all tested parameters were below the MWQS standard limits. The results show all tested parameters were below the Class 3 of MWQS standard limits except TSS during high tide and low tide.

Air Quality

Two (2) air quality stations were established in adjacent to the project site. The result indicates that the concentration of PM₁₀, PM_{2.5}, SO₂ and NO₂ were found to be below the respective limits of the Malaysian Recommended Air Quality Guidelines.

Noise Level

Two (2) noise stations were established in adjacent to the project site. The noise readings (Leq) recorded were 57.9 – 61.9 dBA during daytime and 56.5 – 57.0 dBA during night time.

Biological Environment

In the vicinity of the project site, there is no significant biological site.

Traffic Condition

Traffic survey (traffic count) has been carried out at the following locations during weekday and weekend.

- (a) 1 at Jalan Syed Abdul Aziz (eastbound & westbound) adjacent to Project site
- (b) 1 at Jalan Ujong Pasir & Jalan Parameswara
- (c) 1 at cross junction of Jalan Syed Abdul Aziz (adjacent to Plaza Melaka Raya Service Apartment)

Level of Service (LOS) for the above locations during the two peak hours (morning and evening) are:

- (a) Jalan Syed Abdul Aziz - A
- (b) Jalan Ujong Pasir & Jalan Parameswara - E
- (c) Cross junction of Jalan Syed Abdul Aziz – D to F

6.0 ASSESSMENT OF IMPACTS AND MITIGATING MEASURES

The potential impacts and recommended mitigating measures are summarized in the following table.

SUMMARY OF PROJECT ACTIVITIES, IMPACTS AND PROPOSED MITIGATION MEASURES

Potential Impact	Project Activities and Sources of Pollution	Impact Magnitude	Proposed Mitigation Measures	Reference Page
<i>I. CONSTRUCTION PHASE</i>				
Erosion and Sedimentation	Siltation and sedimentation mainly caused by exposed land.	Minor	- Construct sediment basin and temporary earth drains prior to earthworks. - Provision of wash trough at entrance. - All runoff from the project site will be directed to the sediment basin prior to discharging off-site. - Regular maintenance and inspection of the sediment basin / temporary drains.	6-1
Water Pollution	- Soil erosion due to exposed land. - Domestic sewage and sullage generated. - Accidental spill of chemicals or oils.	Minor	- Mitigating measures recommended for control of sedimentation as discussed for 'Erosion and Sedimentation' section. - Provision of adequate portable toilets on-site. - No direct discharge of untreated sewage and sullage into drains or waterways. - Diesel / oil storage area must be placed on paved and bunded area.	6-8
Air Pollution	Dust generated from vehicular movement.	Minor	- Construction safety net (green netting) to be installed throughout the building to prevent flying dust from the building. - Establish hoarding and maintain vegetation stripes along the site boundary. - All loaded vehicles should be adequately covered to prevent spillage of materials during transport. - Provision of vehicle tyre cleaning at main entrance of the project site. - Regular water spraying of access roads particularly during dry and windy weather conditions. - Regular maintenance of vehicles and machinery. - Open burning is strictly prohibited on site. - Speed limits shall be imposed on all vehicles entering and leaving the Project Site. - Open areas and green areas should be vegetated as soon as possible.	6-9

Potential Impact	Project Activities and Sources of Pollution	Impact Magnitude	Proposed Mitigation Measures	Reference Page
I. CONSTRUCTION PHASE				
Noise Pollution	Operation of construction equipment, transportation and machinery.	Moderate	- Restricting working hours to daytime. - Maintenance of all vehicles and machinery to ensure good working condition and reducing possible noise emission. - Establish hoarding and maintain vegetation stripes along the site boundary. - Only hydraulic piling method to be used to minimize noise impact. - Maximum six (6) pile drivers are operating simultaneously during piling stage. - Shut down engines when not in use. - Machinery emitting high noise levels should be installed with suitable noise absorbent materials and shall be sited within an enclosure. - Speed limits shall be imposed on heavy vehicles on site.	6-15
Vibration	Vibration caused during piling and construction stage.	Minor	- Working hour is limited to daytime. No construction works shall be permitted on weekends or public holidays. - Selection of piling methods with low vibration generated i.e. jack in (hydraulic) piling. - Removal of obstructions to the driven pile, if any. - Reduce the energy per blow although this will prolong the work, where applicable. - Pre-boring to reduce resistance and the number of blows. - Cut-off trench close to the receivers or the source to interrupt the transmission path, where applicable.	6-19
Waste	Garbage from site office and construction wastes.	Minor	- Open burning is strictly prohibited. - Solid wastes should be disposed off at dedicated site by licensed contractor.	6-22

Potential Impact	Project Activities and Sources of Pollution	Impact Magnitude	Proposed Mitigation Measures	Reference Page
I. CONSTRUCTION PHASE				
Traffic and Transportation	Transportation of construction materials and equipments.	Minor	Operating hours for trips to the project site should be scheduled away from the morning, afternoon and evening peak hours.	6-22
Socio-economic	Public health risk from possible contamination of river water.	Minor	- Provision of adequate toilet facilities with regular maintenance on site. - Stagnant water on site should be drained off to prevent breeding and spread of mosquitoes. - Fumigation if necessary to prevent breeding of mosquitoes and traps/poison to control threat of rats.	6-26
	Road safety risks from transportation activities.	Minor	- Planning and closely monitoring on movement of equipment/machinery to ensure smooth flow of traffic. - Speed limit shall be imposed for all vehicles using temporary access and logistics roads. - Contractor is responsible for reinstatement and repair of any damage on public and private road caused by construction vehicles. - Maximum permissible laden weight is as limited by the Road Transport Department.	

Potential Impact	Project Activities and Sources of Pollution	Impact Magnitude	Proposed Mitigation Measures	Reference Page
II. OPERATIONAL PHASE				
Flood Risks	Conversion of exposed land into paved area.	Minor	Design of permanent drainage system shall be in accordance with the DID Urban Stormwater Management Manual, 2012.	6-7
Waste	Domestic wastes.	Minor	Domestic waste will be disposed off regularly by licensed contractor to approved sanitary landfill at Sg Udang.	6-22
Traffic	Traffic volume generated.	Moderate	Good traffic management at the proposed ingress / egress within the site are required in the future.	6-22

7.0 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

This EIA has identified the basic framework for the formulation of an EMP for this Project. As a minimum, the scope of an EMP shall encompass the following:

- ♦ Establishment of the key potential impacts that are to be monitored;
- ♦ Development of an environmental monitoring program to serve as an early detection system;
- ♦ Formulation of the reporting format and implementation of proper mitigation measures; and
- ♦ Allocation of personnel and formulation of Environmental Management Team.

8.0 STUDY FINDINGS

Given that the environmental risks posed by the proposed project are minimal and manageable and given the favourable economic and social benefits that would accrue to the community, it is considered that the project should proceed.

RINGKASAN EKSEKUTIF

1.0 PENGENALAN

Cadangan pembangunan dikenali sebagai “*Proposed Hotel, Commercial & Service Apartment on HSD 80587 LOT PT976 & PN 54197, LOT 12057, Kawasan Bandar XL, Daerah Melaka Tengah, Melaka*”. Cadangan Projek meliputi kawasan seluas 8.858ac (35,848m²) terletak di pusat bandar Melaka. Laluan utama ke tapak projek adalah Jalan Syed Abdul Aziz. Pelan kunci dan lokasi projek ditunjuk dalam Rajah RE1.

Cadangan Projek ini dikenalpasti sebagai aktiviti yang ditetapkan di bawah **Perkara 12(a)**, Perintah Kualiti Alam Sekeliling (Aktiviti Yang Ditetapkan) 2015. **Perkara 12(a)** diperihalkan sebagai “Pembangunan di Kawasan Pantai dan Bukit: Pembinaan bangunan atau kemudahan yang mempunyai 80 bilik atau lebih di kawasan pantai”. Justerus itu, laporan kajian impak alam sekitar perlu disedia dan dihantar kepada Jabatan Alam Sekitar (JAS) sebelum Projek dilaksanakan.

2.0 PEMAJU PROJEK / PERUNDING EIA

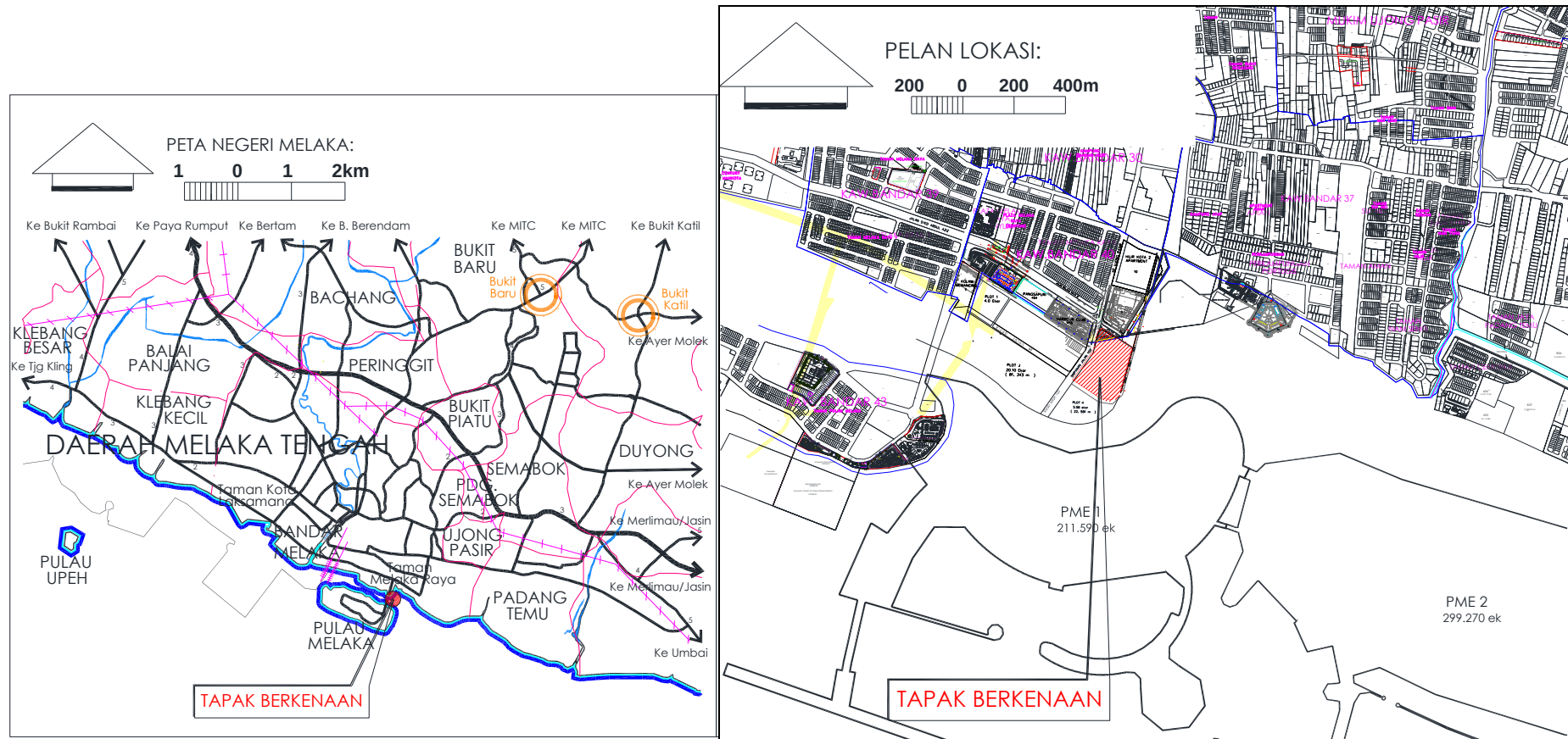
Pemaju projek adalah Prolific Acres Sdn. Bhd dan boleh dihubungi melalui alamat berikut:

Prolific Acres Sdn. Bhd
F3-96, Hatten Square
Jalan Merdeka
75000 Bandar Hilir
Melaka
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Attn.: Mr. Chong Foh Siong (Pengarah Projek)

Perunding EIA boleh dihubungi melalui alamat berikut:

Integrated Envirotech Sdn Bhd
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54200 Kuala Lumpur
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Tel : 03-4256 6623 Fax : 03-4251 9623
Attn.: Dr. Mohd Zaki Mohd Said (Pengarah)

Rajah RE1 – Pelan Kunci dan Lokasi Projek



Punca: Prolific Acres Sdn Bhd, 2016

3.0 KEPERLUAN DAN PILIHAN PROJEK

Keperluan projek yang dicadangkan boleh diringkaskan seperti berikut:

- Menyokong salah satu matlamat kerajaan negeri untuk membangunkan Melaka sebagai warisan dan pusat pelancongan budaya.
- Mencapai keseimbangan yang lebih baik dari segi pembangunan dan pertumbuhan ekonomi kawasan.

Pilihan projek telah disiasat berdasarkan dua senario: 'tiada pilihan projek' dan 'pilihan pembangunan'.

- Tiada pilihan projek - tanah akan kekal ditinggalkan dan tidak akan dibangunkan di kawasan ini.
- Pilihan pembangunan – tapak telahpun ditetapkan untuk pembangunan komersial. Pelbagai pilihan pembangunan boleh didirikan termasuk perkhidmatan hotel, aktiviti berkaitan dengan perdagangan iaitu kedai pejabat atau bangunan komersial. Di sekitar tapak projek, beberapa kawasan komersial baru dibangunkan dan ketersediaan kawasan komersial yang tinggi dapat dilihat. Oleh itu, pembangunan kedai pejabat atau bangunan komersial mungkin tidak berpotensi dari segi ekonomi. Malah, beberapa kedai pejabat telah ditukar kepada hotel bajet untuk menampung keperluan pasaran. Oleh itu, pilihan pembangunan adalah hotel, perniagaan dan pangsapuri servis yang dicadangkan, di mana permintaan pelancongan dapat dipenuhi memandangkan pelancong yang semakin bertambah.

4.0 HURAIAN CADANGAN PROJEK

Secara umum, bangunan komersial yang dicadangkan terdiri daripada:

- Podium: aras bawah tanah, aras 1 ke aras 9 untuk kemudahan hotel dan pangsapuri, ruang perniagaan dan tempat letak kereta.
- Blok A di atas podium: aras 10-32 untuk pangsapuri servis (108 unit) & Hotel (319 bilik)
- Blok B di atas podium: aras 10-32 untuk pangsapuri servis (208 unit)
- Blok C di atas podium: aras 10-36 untuk pangsapuri servis (244 unit)
- Blok D di atas podium: aras 10-32 untuk pangsapuri servis (188 unit) & Condotel (210 bilik)

Keseluruhannya, 748 unit pangsapuri servis, 319 bilik hotel dan 210 bilik Condotel adalah dicadangkan.

5.0 KEADAAN PERSEKITARAN SEDIA ADA

Keadaan Tanah dan Topografi

Tapak Projek adalah kawasan tambakan laut yang rata pada masa kini. Perubahan ketinggian tanah di dalam tapak adalah dari 1.1 ke 2.9m.

Tanah

Tanah atas kawasan yang dicadangkan ialah pasir liat atau tanah liat berkelodak mengikuti keputusan penyiasatan tapak.

Hidrologi and Sistem Saliran

Larian air dari bahagian barat tapak Projek akan mengalir melalui parit tanah di sepanjang sempadan tapak sebelah barat dan seterusnya discaj ke Selat Melaka.

Guna Tanah

Tapak projek terletak di pusat bandar Melaka. Maka, guna tanah di sekitar 3km terdiri daripada kawasan perumahan, perniagaan dan pelancongan. Hilir Kota Apartment dan Melaka Raya Condo merupakan penerima sensitif yang terdekat dan ia terletak kira-kira 200m dari tapak projek.

Kualiti Air

Sebanyak dua (2) stesen kualiti air laut telah didirikan untuk projek ini. Kesemua parameter yang diuji didapati di bawah had-had piawai Kelas 3 MWQS kecuali TSS semasa air pasang dan air surut.

Kualiti Udara

Sampel kualiti udara telah diambil di dua (2) lokasi berdekatan dengan tapak projek. Keputusan menunjukkan kandungan PM₁₀, PM_{2.5}, SO₂ and NO₂ adalah di bawah tahap yang dicadangkan dalam Garispanduan Kualiti Udara Malaysia.

Kualiti Bunyi

Bunyi bising diambil di dua (2) lokasi berdekatan dengan tapak projek. Tahap bunyi bising tercatat adalah 57.9 – 61.9 dBA pada waktu siang dan 56.5 – 57.0 dBA pada waktu malam.

Persekitaran Biologi

Di sekeliling tapak projek, tiada tapak yang ketara dari segi biologi.

Keadaan Trafik

Pembilangan trafik telah dijalankan di lokasi berikut pada hari minggu dan hujung minggu.

- (a) 1 di Jalan Syed Abdul Aziz berdekatan dengan tapak projek
- (b) 1 di Jalan Ujong Pasir & Jalan Parameswara
- (c) 1 di persimpangan silang of Jalan Syed Abdul Aziz (berdekatan dengan Plaza Melaka Raya Service Apartment)

Tahap perkhidmatan bagi lokasi-lokasi tersebut pada puncak masa pagi dan malam adalah.

- (a) Jalan Syed Abdul Aziz - A
- (b) Jalan Ujong Pasir & Jalan Parameswara - E
- (c) Cross junction of Jalan Syed Abdul Aziz – D to F

6.0 PENILAIAN KESAN DAN LANGKAH-LANGKAH TEBATAN

Kesan yang berpotensi dan langkah-langkah tebatan yang dicadangkan disimpulkan dalam jadual yang terapar pada mukasurat berikut.

RINGKASAN AKTIVITI-AKTIVITI PROJEK, IMPAK BERPOTENSI DAN LANGKAH-LANGKAH TEBATAN

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Magnitud Impak	Langkah-langkah Tebatan	Halaman Rujukan
I. FASA PEMBINAAN				
Hakisan dan Sedimentasi	Kelodakan dan sedimentasi yang disebabkan oleh pembukaan tanah dan kerja tanah.	Minor	- Kolam perangkap kelodak dan perparitan sementara disediakan sebelum fasa perobohan dan kerja tanah. - Kemudahan membersihkan tayar kenderaan disediakan di pintu masuk tapak projek. - Larian air dari tapak disalurkan ke kolam perangkap kelodak sebelum discaj ke luar tapak. - Pembersihan / penyelenggaraan kolam perangkap kelodak / perparitan sementara dengan kerap.	6-1
Pencemaran Air	- Hakisan tanah disebabkan oleh tanah lapang. - Bahan kumbahan domestik. - Limpahan minyak.	Minor	- Langkah-langkah tebatan yang dibincang bagi bahagian 'Hakisan dan Sedimentasi'. - Sistem rawatan kumbahan sementara yang mencukupi dan berfungsi baik harus dibekalkan di tapak. - Kumbahan domestik tidak dibenarkan dialirkan terus ke dalam parit dan badan air. - Kawasan simpanan diesel mesti diletak pada kawasan berturap dan berbenteng.	6-8
Pencemaran Udara	Penjanaan debu daripada penggerakkan kenderaan.	Minor	- Keselamatan <i>net (green netting)</i> yang akan dipasang di seluruh bangunan untuk mengelakkan habuk terbang dari bangunan - Pemasangan hoarding / penanaman pokok sepanjang sempadan tapak. - Bahan yang diangkut harus ditutup untuk mengelak tumpahan dalam perjalanan pengangkutan. - Kemudahan membersihkan tayar kenderaan disediakan di pintu masuk tapak projek. - Penyiraman air di tapak dijalankan secara kerap. - Pengendalian yang kerap ke atas kenderaan dan mesin. - Pembakaran terbuka adalah dihalang di tapak. - Had kelajuan dikenakan ke atas kenderaan yang masuk dan keluar dari tapak Projek. - Kawasan lapang, kawasan hijau harus ditanami tumbuhan secepat mungkin.	6-9

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Magnitud Impak	Langkah-langkah Tebatan	Halaman Rujukan
I. FASA PEMBINAAN				
Pecemaran Bunyi	Penghasilan bunyi semasa operasi peralatan pembangunan, pengangkutan dan mesin.	Sederhana	- Waktu kerja dihadkan pada waktu siang. - Penyenggaraan kenderaan dan mesin untuk memastikan mereka berada dalam keadaan operasi yang baik dan mengurangkan penghasilan bunyi bising. - Pemasangan hoarding / penanaman pokok sepanjang sempadan tapak. - Hanya hidraulik piling dibenarkan untuk mengurang bunyi bising. - Maksimum enam (6) mesin pile digunapakai semasa piling. - Enjin dimatikan apabila tidak diguna. - Mesin yang mengeluarkan bunyi bising kuat harus dipasang dengan bahan serap bunyi dan ditempatkan dalam kawasan yang dipagari. - Had kelajuan harus dikenakan ke atas kenderaan berat di tapak.	6-15
Getaran	Getaran semasa piling dan kerja-kerja pembinaan	Minor	- Waktu kerja dihadkan pada waktu siang. - Pemilihan kaedah piling yang bergetaran rendah seperti <i>jack in (hydraulic) piling</i>. - Pengalihan bahan rintangan di mesin pile. - Mengurangkan tenaga setiap pukulan, sebagaimana praktikal. - Penebukan awalan untuk mengurangkan rintangan dan bilangan pukulan. - Parit pengasingan berdekatan dengan penerima untuk menyekat laluan getaran, sebagaimana praktikal.	6-19
Bahan Buangan	Sampah dari pejabat pekerja dan bahan buangan pembinaan.	Minor	- Pembakaran terbuka adalah dilarang. - Bahan buangan pepejal harus dilupuskan di tapak yang ditetapkan oleh kontraktor berlesen.	6-22

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Magnitud Impak	Langkah-langkah Tebatan	Halaman Rujukan
I. FASA PEMBINAAN				
Trafik dan Pengangkutan	Pengangkutan bahan pembinaan dan peralatan.	Minor	Aktiviti-aktiviti pengangkutan harus mengelak dari waktu puncak.	6-22
Sosio-ekonomi	Risiko kesihatan awam disebabkan potensi pencemaran air sungai.	Minor	- Peruntukan kemudahan tandas yang mencukupi dan disenggarakan dengan kerap. - Air bertakung di tapak harus disalir untuk mengelak pembiakan dan penyebaran nyamuk. - Pewasapan untuk mengelak pembiakan nyamuk dan pemasangan perangkap/racun untuk menangani ancaman tikus, jika diperlukan.	6-26
	Risiko keselamatan jalan disebabkan aktiviti pengangkutan.	Minor	- Perancangan dan pemantauan ke atas peralihan peralatan/mesin untuk memasti kelancaran keadaan trafik. - Had kelajuan dikenakan ke atas semua kenderaan yang menggunakan laluan sementara dan laluan pengangkutan. - Kontraktor bertanggungjawab ke atas pembaikan kerosakan jalan yang disebabkan oleh kenderaan pengangkutan. - Berat bahan pengangkutan oleh kenderaan berat harus dihadkan sebagaimana yang ditetapkan oleh Jabatan Pengangkutan Jalanraya.	

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Magnitud Impak	Langkah-langkah Tebatan	Halaman Rujukan
II. FASA OPERASI				
Risiko Banjir	Peralihan guna tanah dari tanah lapang kepada kawasan berturap.	Minor	Rekabentuk sistem saliran dan kolam perangkap kelodak mesti sejajar dengan '<i>Urban Stormwater Management Manual, 2012</i>' yang diterbitkan oleh JPS.	6-7
Bahan Buangan	Bahan Buangan Domestik.	Minor	Bahan buangan domestik akan dilupuskan secara kerap oleh kontraktor berlesen di tapak pelupusan yang diluluskan di Sg Udang.	6-22
Trafik	Penjanaan trafik.	Sederhana	Pengurusan trafik yang baik di pintu masuk / keluar pada masa depan.	6-22

7.0 PELAN PENGURUSAN ALAM SEKITAR (EMP)

Laporan EIA tersebut telah menggariskan rangka asas EMP untuk Porjek tersebut., secara minima skop EMP perlu merangkumi perkara-perkara yang berikut:

- Penentuan impak utama yang perlu diawasi;
- Merancangkan program pemantauan sebagai sistem pengesanan keadaan alam sekitar;
- Formulasi format untuk pelaporan pelaksanaan langkah tebatan ; dan
- ♦ Peruntukan tenaga kerja dan penentuan satu Unit Pengurusan Alam Sekitar.

8.0 PENEMUAN KAJIAN

Dengan langkah pencegahan dan perlindungan pencemaran yang mencukupi, kajian EIA ke atas cadangan Projek menunjukkan bahawa ia tidak menghasilkan sabarang kesan buruk yang signifikan ke atas persekitaran setempat. Malah membawa manfaat dari segi sosial-ekonomi memandangkan kesesuaian tapak dan kebolehlaksanaan dari segi ekonomi.