

MEMO**By Fax**

From Secretary, Public Fill Committee, CEDD	HIGHWAYS DEPARTMENT RAILWAY DEVELOPMENT OFFICE	To CE/BD 13 RDO, HyD (Attn: Mr. S. Y. HUNG)
Ref. (1) in FM PF/CDM/00 Pt. 33		Your Ref. (441B) in RD 6/13/12/2
Tel. No. 2762 5555		dated 3 March 2011
Fax. No. 2714 0113		Fax. No. 2714 5297
Date 17 August 2011		Total Pages 2+3

Public Fill Committee

PFC Paper No. 3/2011 (Rev. A)
Construction and Demolition Material Management Plan (C&DMMP) for
Shatin to Central Link

I refer to your submission of the proposed C&DMMP for the Shatin to Central Link (SCL) project.

2. Subsequent to the circulation of C&DMMP via the PFC Paper No. 3/2011 on 8 March 2011, your responses to comments received from PFC Members and the revised pages of the C&DMMP were circulated to PFC Members via PFC Paper No. 3/2011 Rev. A on 22 June 2011. All PFC Members, except DEVB and CEDD, have no further comment and endorsed PFC Paper No. 3/2011 Rev. A. DEVB and CEDD have endorsed the paper subject to conditions. Your responses to DEVB and CEDD's comments were sent to PFC Members on 27 July 2011 and both DEVB and CEDD have no further comment.
3. I am pleased to advise you that, in accordance with the Project Administration Handbook Chapter 4 paragraph 4.1.3, the C&DMMP for the SCL project attached in PFC Paper No. 3/2011 and the revised pages attached in PFC Paper No. 3/2011 Rev. A have been endorsed in principle by the PFC on the conditions that the project proponent shall:
- liaise with the HZMB project office on the arrangement of delivery of the surplus inert C&D material for maximum reuse;
 - develop a documented contingency plan to cater for the uncertainty that HZMB project cannot reuse the surplus material generate from SCL;
 - explore alternative disposal outlets, other than Taishan, in the Mainland;
 - identify and liaise with other project offices that would receive the surplus inert C&D material including rock for reuse/recycling;
 - liaise with local crushing facility operator for the recycling of good quality rock to be generated from SCL by local projects;

- (f) adopt the control system as detailed in item 1 of the responses to comments issued on 27 July 2011 (see attached) in respect to geological assessment, site separation/storage of excavated rock, provision of identification on Trip Ticket System with advice to the crushing plant operators on the rock deliveries, maintenance of records on rock deliveries, submission of the contractor/crushing plant operator's control measures to Hyd/MTRC for review and agreement, etc.
- (g) carry out supervision check on the contractor's work to ensure that rock assessed to be potentially unsuitable for use as aggregate for structural concrete will not end up in concrete batching plants.
- (h) liaise with relevant departments on the availability of temporary stockpiling areas with a view to maximizing the quantity of inert C&D material to be reused in the Project;
- (i) liaise with the Fill Management Division on the disposal arrangement of the surplus inert C&D material to the public fill reception facilities or Mainland as the last resort.
- (j) report the outcome of the liaison in (a) to (i) above to the Secretary of the Public Fill Committee from time to time. If there are significant changes, the outcome will be circulated to Members for agreement.



(WONG Yum-tat)

Secretary, Public Fill Committee (Atg.)
Civil Engineering and Development Department

Encl.
c.c.

		<u>Fax</u>
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Internal
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PFC Paper No. 3/2011 (Rev. A)
Construction and Demolition Material Management Plan (C&DMMP) for
Shatin to Central Link
Responses to Comments

<u>No.</u>	<u>Comments</u>	<u>Responses</u>
1.	Civil Engineering and Development Department (30 June 2011)	
	<p>Section 6.3 Item vi of the C&DMMP and Para. 12 of the PFC Paper – A robust system with labelling and traceability should be put in place at the source site and also at the rock crushing site to prevent unsuitable rock (volcanic rock, Aplite dyke rock, etc.) from mixing with suitable rock and ended up as aggregates in structural concrete. It is not clear from the response given how HyD/MTRC could ensure that suitable rock for possible use as aggregates in structural concrete and unsuitable rock would be properly identified by a competent person and separated on site, how the different material is properly labelled with traceability and delivered to the crushing plant, and processed into aggregates for possible use in structural concrete and other recycled materials respectively. Also, no information is given in the response on how the crushing plant operator would prevent unsuitable rock from ended up at concrete batching plants and be turned in concrete for structural use. Please provide information on the control that has been/will be put in place, to ensure robustness of the operation.</p>	<p>During excavation, geological assessment would be carried out by competent persons on site to identify the presence of volcanic rock, Aplite dyke rock, etc., which are unsuitable to use as aggregate in structural concrete. Volcanic rock and Aplite dyke rock will be separated at the source sites and stored at designated stockpile areas and prevent from delivering to crushing facilities. Details regarding this on site sorting, storage, and labelling of volcanic rock and Aplite dyke rock will be submitted by the contractors for HyD/MTRC's review and agreement. Site records will be kept for the types of rock materials excavated and the traceability of delivery will be ensured with the implementation of Trip Ticket System and enforced by site supervisory staff as stipulated under DEVB TC(W) No. 6/2010 for tracking of the correct delivery to the rock crushing facilities for processing into aggregates. For volcanic rock and Aplite Dyke rock, etc, we will explore alternative disposal option for the reuse.</p> <p>We will remind the local crushing facilities that volcanic Aplite dyke rock are unsuitable to use as aggregate in structural concrete and SCL project will not deliver volcanic Aplite dyke rock to them. Thus, the crushing plant operator would be reminded to set up measures to prevent unsuitable rock from ended up at concrete batching plants and be turned into concrete for structural use. Details regarding this control measure at source sites and crushing facilities will be submitted by the contractors for HyD/MTRC's review and agreement.</p>

<u>No.</u>	<u>Comments</u>	<u>Responses</u>
2.	Development Bureau (28 June 2011)	
2.1	<p data-bbox="268 280 550 313"><u>Paragraph 6 - Table</u></p> <p data-bbox="268 347 837 526">(i) Does the last column "tentative disposal arrangement" refer to the quantity to be disposed off site? If yes, the description should be revised to reflect this.</p> <p data-bbox="268 526 837 828">(ii) It is understood that about 945,700 cu m public fill will be delivered to the Public Fill Reception Facilities between 2012 and 2015 in case alternative disposal sites in Mainland are not available. Will the Public Fill Reception Facilities be able to cope with these demands?</p>	<p data-bbox="861 324 1412 414">This column refers to the tentative disposal location.</p> <p data-bbox="861 504 1428 1108">The generation of fill from SCL has been included in the forecast table which was handed to PFC members during the recent PFC Meeting on 6 July 2011. According to the latest forecast, if there is no disposal of surplus public fill at alternative sites in the Mainland, there will be a shortage of 0.34Mt in the stockpiling capacity of the fill banks in 2012. The fill banks will be sufficient to cope with the demand in 2013 and 2014. However, there will be a shortage in stockpiling capacity of the fill banks in 2015 and thereafter, and we have to rely on the delivery scheme to absorb the surplus public fill if no local receptors are available.</p>
2.2	<p data-bbox="268 1164 462 1198"><u>Paragraph 11</u></p> <p data-bbox="268 1198 837 1265">What is the contingency plan if all the alternatives cannot materialize?</p>	<p data-bbox="861 1176 1444 1556">A number of prominent local projects and Mainland disposal sites have been mentioned in the C&DMMP and PFC Paper as alternatives for re-use. PFC is exploring options to address this potential problem in shortage of stockpiling capacity, including marine disposal at East Tung Lung Chau Marine Borrow Area if all the above disposal alternatives cannot materialize.</p>
2.3	<p data-bbox="268 1612 478 1646"><u>Paragraph 12</u></p> <p data-bbox="268 1646 837 1758">Please ensure that trip ticket system as stipulated in DEVB TC(W) No. 6/2010 is followed.</p>	<p data-bbox="861 1624 1444 1780">Noted. Requirements for SCL contractors to follow DEVB TC(W) No. 6/2010 regarding trip ticket system will be included in contract specifications.</p>

<u>No.</u>	<u>Comments</u>	<u>Responses</u>
2.4	<u>Revised page 21 of the C&DMMP:</u> <u>Barging Points</u> Have the three barging points as shown on Fig. 6.4 been gazetted under the Railway Ordinance?	The three barging points as shown in Fig. 6.4 have been gazetted under the Railway Ordinance on 26 November 2010. Gazette Plan Nos. SCL-G17, SCL-G29 and SCL-G34 are relevant.
2.5	<u>Revised page 21-23 of the C&DMMP :</u> <u>Open Sea / Confined Marine Disposal</u> The estimation of dredged sediments is mentioned on page 21-23 of the C&DMMP. Please advise whether the Secretariat of the Marine Fill Committee (MFC) will circulate papers about allocation of disposal grounds to dredged sediments to members of MFC if necessary.	We have reminded the Secretariat of MFC and a paper will be circulated to MFC members after the Rationale for Dredging for Hung Hom to Admiralty Section and the Sediment Quality Report have been approved.

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