

Selangor

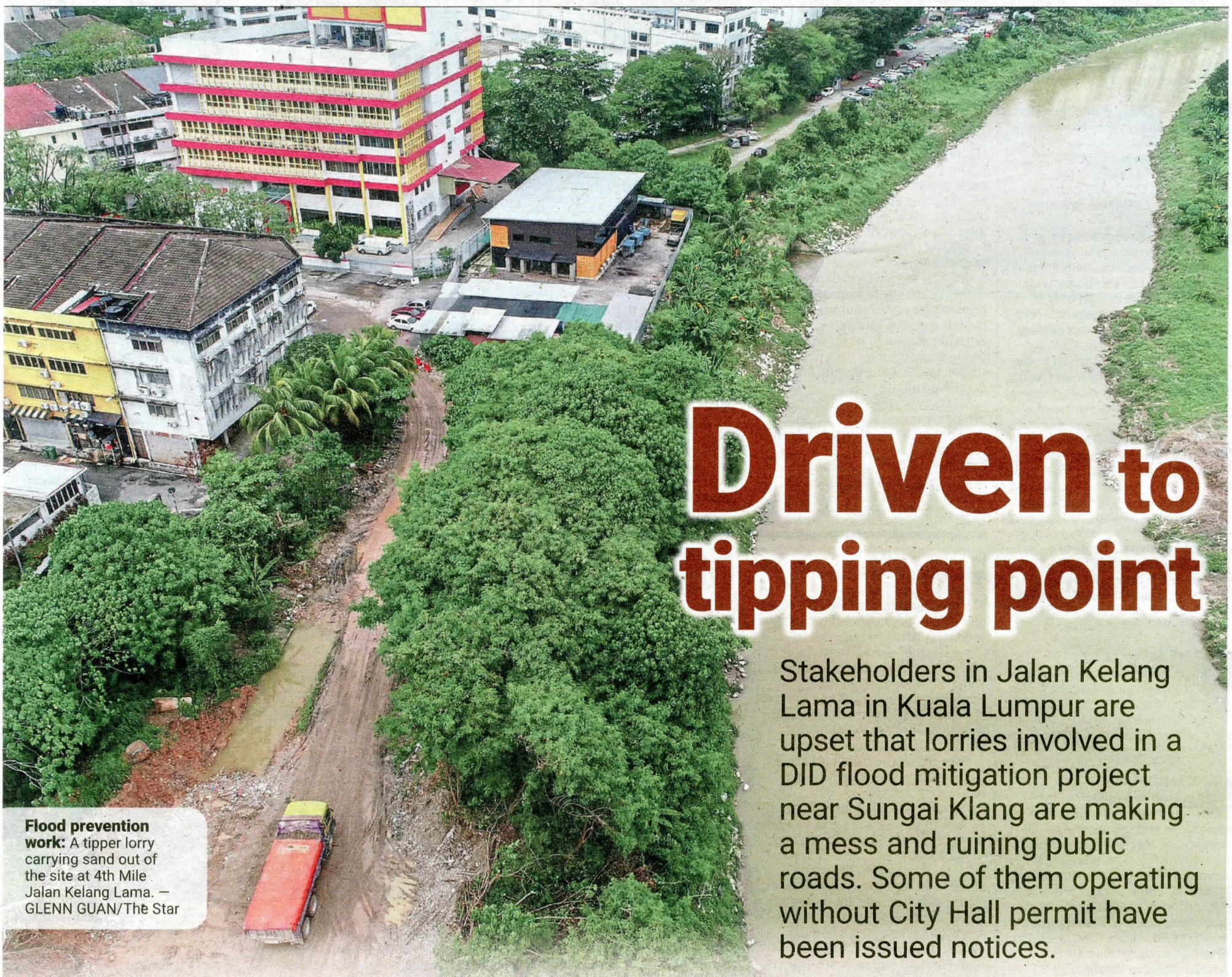
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**Kuala Lumpur**

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Driven to tipping point

Stakeholders in Jalan Kelang Lama in Kuala Lumpur are upset that lorries involved in a DID flood mitigation project near Sungai Klang are making a mess and ruining public roads. Some of them operating without City Hall permit have been issued notices.

Flood prevention work: A tipper lorry carrying sand out of the site at 4th Mile Jalan Kelang Lama. — GLENN GUAN/The Star

By **BAVANI M**
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FEARS that illegal sand mining activity may have returned on private land along Sungai Klang at 4th Mile Jalan Kelang Lama have proven to be unfounded.

The Federal Territory of Kuala Lumpur Drainage and Irrigation Department (DID) has assured residents and businesses in the area that the agency appointed a contractor to carry out desilting along that stretch of Sungai Klang to carry out flood mitigation works.

DID corporate communication department representative Fariyah Mohd Thalha told *StarMetro* that the department did not issue any permit or support letter for sand washing in the area, clari-

fying that the activity at the site involved dredging for flood mitigation.

However, stakeholders in the area are unhappy over tipper lorries going in and out of the site leaving mud and silt on the roads and pavements of their shops.

They also claim that the road is now riddled with potholes and sinking due to the load carried by the lorries.

Damage, dirt and dust

Many claim that the tipper lorries that have been plying Jalan 1/137B are responsible for the potholes on the road.

Resident CK Yap said when sand washing was previously carried out at the site, the road was badly damaged.

He said Kuala Lumpur City Hall (DBKL)

spent over RM100,000 to fix Jalan 1/137B and connecting roads after the illegal operation was shut down in April 2019.

"But now we are back to where we started and the road is damaged all over again. So where is the enforcement?" he asked.

A shopowner who wanted to be identified only as Lim is unhappy over the mess made by the tipper lorries.

"There is mud everywhere and water ponding on the road. Some parts are even sinking and the constant heavy rain is worsening the problem," Lim added.

Another business owner who wanted to be identified as Peter said lorry drivers transporting the sand would leave a trail of mud on the roads.

"The tyres of the lorries have deep treads and easily pick up mud and sand at the site.

"They should have installed a type of wheel-washing system at the site exit, to remove sediment and silt especially during the rainy season," he said.

Another business owner operating a lighting shop nearby said contractors should play a role in caring for the environment.

"It's not just the mud that bothers us. On a hot day, the amount of dust and dirt blowing onto public property is a big nuisance.

"We have to employ workers to regularly wipe everything down," he said.

DBKL warns contractor for not adhering to SOP

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When *StarMetro* visited the site recently, about a dozen lorries were seen queuing up along the road in front of shops, awaiting their turn to get into the site.

The purple convoy of lorries was soon replaced with new lorries from another company, queuing to get in and out and leaving behind mud and dust.

And what irks residents and business community there is that the lorry drivers are operating on weekends too.

One lorry, one permit rule

When contacted, a DBKL spokesperson confirmed that a site inspection found that the contractor working there had a permit from DID to carry out



Sand pirates back in action

Culprits resume operation two years after expose, hampering government's billion-ringgit river rehabilitation efforts again



StarMetro's report on Jan 2, 2019, about the illegal sand-mining operation in the area that was shut down.

desilting work.

"But we found that some of the lorries did not have the required permit from DBKL's Planning and Infrastructure Department.

"They need the permit to transport sand and when we checked with the drivers at the site, they claimed ignorance which is not acceptable.

"We have a standard operating procedure (SOP) in place so that drivers don't mess up the public area," he said, adding that notices were issued under Section 47(2) (b) of the Street Drainage and Building Act 1974 for failing to observe the law.

The spokesperson added that the contractor was also ticked off for not keeping the area clean and was

DBKL permit approval terms for construction vehicles



Source: DBKL

TheStargraphic

warned that spot checks would be carried out regularly to ensure they buck up.

According to DBKL, the DID permit showed that desilting work starting on July 12 would be carried out for 16 weeks until Nov 1.

Desilting is undertaken to remove deposits of silt and debris on the riverbed as a flood prevention measure.

When contacted, Global Environment Centre (GEC) river care programme manager Dr Kalithasan Kailasam said desilting was one of the methods used for

flood mitigation.

"But of course as with everything, it has to be done right and by the book.

"All proper environmental operating procedures must be followed and that includes getting the basics right," he said.

"There should be a proper sediment trap put in place and also the SOP on transportation of sand from the site must be followed according to guidelines under the Department of Environment (DOE).

"If something is not right, then the DID must take action,"

added Kalithasan.

The site of the ongoing desilting works is the same spot where an illegal sand washing operation took place three years ago.

Following public complaints, the government shut down the operation which had not only become a nuisance to residents and businesses in the area but had also contaminated nearby rivers.

DBKL had to repair the main and side roads which were damaged during the illegal operation.

The company responsible for the damage was billed for the work.



Kalithasan says if desilting is not done right, DID must take action.



A tipper lorry heading towards the dredging site near the riverbank, leaving a trail of dust on Jalan 1/137B off 4th Mile Jalan Kelang Lama in Kuala Lumpur. — BAVANI M/The Star



Businesses at Jalan 1/137B off 4th Mile Jalan Kelang Lama say the road has started to sink due to the heavy lorries. — YAP CHEE HONG/The Star

Fine awaits those who fail to instal 'double wash trough' at site

ALAM Flora workers tasked with cleaning up the mud-caked 4th Mile stretch of Jalan Kelang Lama in Kuala Lumpur say they require a mechanical road sweeper.

The machine has rotating brushes and is equipped with jet spray that is able to scrape debris from the roads and pavements.

"My people are not strong enough to sweep the road manually as some stretches like Jalan 1/137B are riddled with sand, dust and silt every hour of the day," said the contractor who

declined to be named.

"I don't think the company will provide the machine as it is very expensive.

"Besides, the problem can easily be solved if there is constant enforcement to ensure that the lorries using Jalan Kelang Lama are following the standard operating procedure (SOP)."

For the record, the lorries are transporting sand from the Sungai Klang riverbank.

When contacted, Kuala Lumpur City Hall (DBKL) Infrastructure Planning Department director Nor

Fajariah Sulaiman said vehicles used for transporting construction-related materials were subject to rules on public safety.

"The lorry drivers have to make sure the materials they are transporting do not spill over from the vehicles.

"The materials must be covered properly under tarpaulin, plastic or canvas sheets," she said.

A key element of the SOP, Nor Fajariah added, was a "double wash trough" that must be used to wash down tyres before the lorries leave the site.

"This should be part of the daily routine," she said, adding that those who fail to instal the trough at the site could be fined.

Nor Fajariah added that anyone transporting construction materials like sand, earth, concrete or cement in Kuala Lumpur must apply for a permit from DBKL.

Heavy vehicles are also subjected to a limit on travel periods to prevent traffic congestion at peak hours.

DBKL's website lists down all the do's and don'ts (see graphic) The application for a material

transport route pass permit is subjected to the rules under the Road Transport Act 1987 and Local Government Act 1976 plus Transportation of Construction Materials by-law 1997 under the Street, Drainage and Building Act 1974.

DBKL offers three types of permits — Permit Laluan Lori Angkut Bahan (Tanah Pasir & Bahan Binaan) untuk Projek Pembangunan, Permit Laluan Lori Angkut Bahan Tanpa DO and Permit Laluan Lori Angkut Bahan bagi Lori Konkrit. — By BAVANI M