

How we plan to remove eight-million tonnes of spoil from site

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The Rozelle Interchange project has undertaken a complex and highly efficient spoil removal procedure to ensure spoil will be relocated in a prompt and sustainable manner.

A total of 8,000,000-tonnes of spoil will be relocated or re-used over the project's duration. To navigate the movement of spoil around the project, the spoil removal plan oversees the movements of truck and dogs across between each loading site and external tip locations.

As part of the plan, every tonne of material removed from the project is monitored via a Navman iFace GPS. The journey of each truck and dog is recorded using the digital tracking system, monitoring the route each vehicle made and its current location. This software is sustainable, as it provides digital dockets instead of paper print-outs, and is backed up with geofence reporting to each site, accounting for any missing dockets or loads.



To monitor which sites are at capacity, onsite traffic monitors how many vehicles are at each site, whether the queues are at capacity at amber and red alerts, how many drivers there are, whether their registrations are up-to-date and whether the haul route on local roads is being complied with.

To ensure that all spoil removal vehicles are able to navigate around site in an efficient manner, the spoil team created a spoil removal route on site specifically for truck and dogs. With eight separate spoil loading sites within Rozelle Rail Yards (RRY), the 700 planned heavy vehicle spoil movements that occur at peak period can smoothly carry out their movements in an efficient and collaborate manner.

Once spoil is removed from site, it is disposed of at a project-approved tips site based on the type of soil material. Some sites are major state infrastructure projects, including the Northern Road Upgrade, while others include major federal projects, such as Western Sydney Airport, and large development projects, such as Mirvac Kempes Creek Industrial Development. Contaminated soil is disposed of at licensed EPA tip sites. JHCPB aim to dispose our project's spoil to tip sites that re-use the material sustainably, such as the road project backfill.

The logistical challenges that are associated with the removal of spoil from site are complex and the traffic team are doing a wonderful job at managing the movements of the truck and dogs. The traffic and spoil team should be commended for the various innovations they've adopted to ensure the removal of spoil form site is efficient.



Additionally, another tracking system called Loadrite is installed at the three tunnel sites to record the quantity of sandstone that is loaded into the trucks at any point in the day in real time.

These tracking systems are useful for monitoring the trucks' movements and ensuring they use the approved travel routes both in site and on public roads. Furthermore, the GPS tracking system oversees speed and fatigue management as part of our Chain Of Responsibility (COR) Management.

