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SPEECH BY DR AHMAD MATTAR, MINISTER FOR THE ENVIRONMENT AT THE OFFICIAL OPENING OF SENOKO INCINERATION PLANT, ON SATURDAY, 20 FEBRUARY 1993, 10.30 AM

Your Excellencies, Ladies and Gentlemen

The completion of the Senoko Incineration Plant marks an important milestone in our solid waste management programme. Constructed at a cost of \$560 million and designed to incinerate 2,400 tonnes of refuse a day, it is one of the largest incineration plants in the world. With the commissioning of the plant, we are now able to incinerate all combustible wastes generated in Singapore, thereby reducing the demand for precious land to be set aside for dumping.

Indeed, incineration is the most cost effective method of refuse disposal for land-scarce Singapore. Incineration reduces the volume of refuse that need to be dumped, by more than 90%. Furthermore, energy generated by the combustion of refuse can be recovered for power generation. In 1992 alone, our three incineration plants generated a total of 391 million kWh of electricity. This is not an insignificant amount as it is sufficient to meet the power demands of two large housing estates, each the size of Ang Mo Kio New Town. Besides power generation, in 1992, a total of 22,500 tonnes of scrap metal were also recovered at our incineration plants for recycling.

3 However, the growing amount of refuse generated daily is proving to be one of the major environmental problems facing Singapore. When the Ministry of the Environment was formed in 1972, the amount of refuse disposed of was only 1,600 tonnes daily. By 1982 this had increased to 3,200 tonnes and last year the amount had further increased to 6,200 tonnes per day. This doubling of xDrefuse output every decade is a reflection of our increasingly wasteful lifestyle. If we do nothing, we can well expect the refuse load to increase further to over 8,000 tonnes per day by the end of this decade! 4 To ensure that we have sufficient facilities to cope with the relentless increase in the refuse generated, Singapore will need a fourth incineration plant by the end of this decade. The Lorong Halus Dumping Ground which is currently being used for the disposal of non-combustible waste, will be full by the year 1998. We may have no choice but to resort to dumping of inert waste at an off-shore facility.

For a small island like Singapore, where land is scarce and resources are limited, it is of the utmost importance that a concerted effort be made to check the phenomenal rate of refuse generation. Providing disposal facilities such as the Senoko Incineration Plant is only a partial solution to controlling and managing waste. Every Singaporean has to play his or her part to reduce waste and to reuse or recycle unwanted materials. This way, you can make a valuable contribution towards the conservation and preservation of our resources.

6 Towards this end, my Ministry has formed a Waste Minimisation Department to spearhead this drive towards reducing waste. I would therefore like to urge all Singaporeans to give the Department their fullest support and cooperation, so that together we can curb the high rate of refuse generation in Singapore.

7 Waste Minimisation Programme is part of our overall strategic plan to minimise pollution wherever it is economically practicable to do so. Apart from this, we have placed stringent emission standards on all our factories. These include the petroleum refineries, petrochemical complex, steel mill and power stations. Even our incineration plants are not spared. The design of the Senoko Incineration Plant is a very good example. The plant is equipped with the latest electrostatic precipitators to remove dust particles and with scrubbers to remove acid gases from the flue gas. This makes the plant one of the cleanest refuse incineration plants in the world.

8 In line with our policy of minimising pollution, let me now turn to a more serious source of air pollution in Singapore, the petrol-driven cars. They emit harmful gases such as carbon monoxide, hydrocarbons and oxides of nitrogen. Singapore is

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currently adopting the United Nations Economic Commission for Europe Regulations No. 83.00 (ECE 83) standard on exhaust emissions for petrol-driven cars. With current technology, big and medium-sized cars would have to be fitted with catalytic converters in order to comply with the emission standard.

9 To further protect our precious atmosphere, my Ministry will soon adopt a stricter exhaust emission standard for petroldriven cars. A more stringent standard known as the Consolidated Emission Directive (CED) has been in use in the European Community (EC) countries since July last year. The new standard is comparable with the US Federal and the Japanese JIS 78 standards. To comply with this stricter limit, all new petroldriven cars would have to be fitted with catalytic converters based on current available technology.

After careful consideration, my Ministry has decided to set 1 Jul 94 as the date for the adoption and implementation of the Consolidated Emission Directive for petrol-driven cars. This would give all motor traders some 16 months to clear their old stock and to import only cars which comply with the more stringent standard.

11 Finally, I would like to appeal to all Singaporeans to participate actively in the conservation of our clean and green environment. Every little positive part you play, will contribute greatly towards the gradual transformation of Singapore into a model green city.

12 Ladies and gentlemen, on this note, it is now my pleasure to declare the Senoko Incineration Plant open.

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