

MIDLAND RAILWAY WORKSHOP SITE, CONTAMINATED SOIL, DUST, EMISSIONS AND
ASBESTOS MONITORING

241. Hon Jim Scott to the Minister for Housing and Works representing the Minister for the Environment and Heritage
- (1) Have excavations of any contaminated soil been undertaken at the Midland railway workshop site in Midland?
 - (2) If yes, please detail?
 - (3) What is the nature of the stockpiles of soil located at the eastern end of the railway workshop site in Midland and from where was it imported?
 - (4) Have dust and emissions monitoring been undertaken at the Midland railway workshops?
 - (5) If so, please table the results?
 - (6) Has monitoring for asbestos been undertaken at the Midland railway workshop site?
 - (7) If so, please table the results?

Hon TOM STEPHENS replied:

1. Yes, there has been excavation of contaminated soil at the Midland railway workshop site in Midland.
2. Soil excavation has been carried out at a number of locations within the Midland Railway Workshop site. These locations include:

The Western Australian Police Service Communication Aided Dispatch and Communication Services (CADCOM).

The Clayton Street extension.

Yelverton Road - Refer to figure in Attachment 1.

The DEP's Western Australian Guidelines for Acceptance of Solid Waste to Landfill (January 2001) states that 'if the contaminant concentration is below the relevant criteria value (at the 95% upper confidence level) the material is disposed of or reused as desired'. Tests results (refer to tables in Attachment 2) show that the contaminant levels expressed at the 95% upper confidence level meet the Health Investigation Levels (HIL-F) and can be re-instated back to the site. Note that the Health Investigation Levels are recommended by the National Environment Protection Measure for industrial / commercial land use and adopted by the EPA for the protection of public health.

3. The stockpile at the eastern end of the site comes from two main areas from within the Midland Railway Workshop site. About 95% of the stockpile is derived from the Clayton Street extension and the Yelverton Road works, with the balance from the CADCOM site.

As mentioned in the previous response above, the test results show that the contaminate levels expressed at the 95% upper confidence level meet the Health Investigation Levels (refer to Attachment 2).

Exposed areas on the site, including the stockpiles and access road have been hydro-mulched. A recent site inspection by DEP officers on 11 November 2002 with a moderate westerly breeze blowing revealed no evidence of dust lift-off from the area.

4. Yes, dust and emission monitoring has been undertaken.

- 5 to 7. Air quality monitoring has included monitoring of dust emissions for heavy metals, airborne asbestos fibres, total suspended particulates (TSP) and particulate matter having a diameter of less than 10 microns (PM10) at the CADCOM and Clayton Street extension works within area E of the Midland Railway Workshop site (refer results in Attachment 3).

The excavation work was carried out in May 2002, during which time monitoring was conducted in compliance with Worksafe WA standards (refer results in Attachment 3).

Air quality monitoring indicates that airborne asbestos fibre levels are less than 0.01 fibres per millilitre, which is approximately 10 times lower than the prescribed Worksafe WA level of 0.1 fibres per millilitre.

In addition to the above, excavation work has been carried out since May to September on the Clayton Road extension. Air quality monitoring included airborne asbestos fibres, total suspended particulates and particulate matter. This data is attached (refer results in Attachment 4).

I now table the following documents referred to in my answers:

Attachment 1: Figure showing stockpiles at Midland Railway Workshop Site.

Attachment 2: Analytical tables of heavy metal concentrations in stockpiles at Midland Railway Workshop Site.

Attachment 3: Air quality monitoring results for May 2002 at Midland Railway Workshop Site.

Attachment 4: Air quality monitoring results from May to September 2002 at Midland Railway Workshop Site.

[See paper No 579.]