

**LEGISLATIVE COUNCIL**  
**Question on notice**

31 AUG 2011

**Thursday, 30 June 2011**

4351. Hon Robin Chapple to the Minister for Mental Health representing the Minister for Environment.

I refer to a BHP Billiton train derailment near Turner River in early June (photos located at [http://www.robinchapple.com/qdata '2011-06-06 BHP Derailment near Turner River.pdf'](http://www.robinchapple.com/qdata/2011-06-06%20BHP%20Derailment%20near%20Turner%20River.pdf)), and ask -

- (1) Was the Department of Environment and Conservation (DEC) informed of this accident?
- (2) If yes to (1), on what date?
- (3) Did officers from DEC attend the site?
- (4) How much fuel oil leaked from the locomotives?
- (5) What methods were used to contain any spills of hydrocarbons?
- (6) What methods were used to remediate the impacts of spilt hydrocarbon material?
- (7) Was destroyed rolling stock disposed of locally or removed from site?
- (8) If destroyed rolling stock was disposed of locally, what methods were used to contain all forms of hydrocarbons from axels etc.?
- (9) If no to (1), will DEC establish why they were not informed?

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**Answer**

- (1) Yes.
- (2) 30 May 2011.
- (3) No.
- (4) 10 000 to 13 000 litres.
- (5) The spilled fuel was immediately contained and remaining fuel in the locomotives removed to prevent further spillage. Spill booms and pads were deployed at the site to soak up pooling diesel. No fuel was discharged beyond the immediate vicinity of the derailment area and there was no discharge to any waterways or drainage lines.

- (6) Contaminated material was excavated from the area and stockpiled onsite for further treatment and/or disposal. BHP Billiton Iron Ore (BHPBIO) has committed to remediating contaminated soil *in situ* and, once contaminated soil meets the required Ecological Investigation Levels, rehabilitate the affected land. DEC is awaiting the final incident report from BHPBIO to complete its investigation into the incident.
- (7) All rolling stock has been removed from the site. Carriages completely destroyed have been dismantled and removed to Port Hedland as scrap metal. Carriages that were recoverable were removed for repair at the BHPBIO rail workshop.

Two locomotives were damaged. One was dismantled and trucked offsite for disposal while the second was operational and lifted back onto the track.

- (8) – (9) Not applicable.

