

Environment Information

Importation of Soil and Fill Materials

Approval is required from the SMA Environment and Heritage Manager before importing any soil or fill materials onto the Airport.

Why is approval necessary?

Not all material reported to be 'natural' or 'clean' meets the standards specified for airports. Historically, materials have been imported onto Sydney Metro Airports (SMA) that has caused land contamination and resulted in costly remedial requirements.

Background

The *Airports (Environment Protection) Regulations 1997* (The Regulations) place a general duty on all operators at airports to take all reasonable and practicable measures to prevent the generation of pollution, including soil pollution.

SMA has developed these 'Importation of Soil and Fill' guidelines to assist operators to meet this obligation.

What materials may be imported onto airports?

Material imported for fill, landscaping or associated building works must meet the following criteria.

Landscaping material and / or material for building works

- The material is *natural material* (clay, gravel, sand, soil, rock) and has been purchased from a licensed landscape supplier, a licensed sand, soil and gravel supplier or a licensed quarry.

Fill material

- The material is classified as Virgin Excavated Natural Material (VENM) in accordance with the NSW EPA Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes 1999.
- The material meets the Soil Specifications of Schedule 3 of the Regulations. (The Regulations establish separate requirements for general and environmentally sensitive areas of the airport.)

Note: Materials containing recycled building materials may not be imported onto the airport.

What information do you need to supply?

Before material is imported onto a Sydney Metro Airport the following information must be supplied to the Airport Environment and Heritage Manager.

Landscaping material and / or material for building works

A certificate validating the quality of the supplied materials from the *licensed* landscape supplier, licensed sand soil and gravel supplier or licensed quarry.

Fill material

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A validation certificate from an appropriately qualified environmental scientist stating that the material meets the specified requirements and that it is suitable for the proposed use.

The validation certificate must be accompanied by a 'Certificate of Analysis' from a NATA approved laboratory for the suite of analyses outlined in the table below.

A Certificate of Analysis must be provided for each 100m³ of material from each new site. For larger volumes delivered from a single site the frequency of sampling may be modified after consultation with the Airport Environment and Heritage Manager.

Soil Specifications from Schedule 3 *Airports (Environment Protection) Regulations 1997*

| Substance | Airport Generally Accepted Limit (mg/kg) | Environmentally Sensitive Areas Accepted Limit (mg/kg) |
|----------------------------|--|---|
| Arsenic (total) | 500 | 20 |
| Cadmium | 100 | 3 |
| Chromium | 500 (Chromium VI) | 50 (Chromium total) |
| Copper | 5,000 | 60 |
| Lead | 1,500 | 30 |
| Mercury | 75 (inorganic) | 1 |
| Nickle | 3,000 | 60 |
| Zinc | 35,000 | 200 |
| Benzene | 1 | 0.5 |
| Ethylbenzene | 50 | 3 |
| Toluene | 130 | 5 |
| Xylene | 25 | 5 |
| TPH (C6 – C9 fractions) | 800 | 100 |
| Total TPH (> C9 fractions) | 5,000 | 1,000 |
| PAH (total) | 100 | 5 |
| Benzo (a) pyrene | 5 | 0.05 |
| Chlordane | | 1 |
| DDT & Isomers | | 0.97 |
| Aldrin | 50 | 0.05 |
| Dieldrin | 20 | 0.2 |
| Asbestos | 0 | 0 |

Per- and poly-fluoroalkyl substances (PFAS)

It is also a requirement that materials that are planned to be imported onto airport land are free PFAS. Therefore all materials must also be tested for PFAS prior to importation onto airport land. A Certificate of Analysis from a NATA certified laboratory demonstrating that the material is free from PFAS must be provided to the Airport Environment and Heritage Manager prior to the material being imported for use.

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