

Best practice guidelines for tyre storage and fire and emergency preparedness

May 2026

5th revision



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Client

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Preface

This document presents updates and refinements to the original Tyre Stewardship Australia Best Practice Guidelines for Storage and Fire and Emergency Preparedness.

In response to evolving industry needs and best practices, **Tyre Stewardship Australia** engaged **ARC Environmental** to review and update this guideline document in 2025 to ensure current legislation has been captured. ARC Environmental has also created summary charts to provide clearer insights into the recommended practices for tyre collection, processing, and storage by State.

While these updates are designed to enhance clarity and reflect the most current standards, the updated document should not be used independently to ensure comprehensive understanding and lawful compliance.

Acknowledgement

Tyre Stewardship Australia acknowledges the Traditional Custodians of the land and waterways on which we live, work, and depend. We acknowledge the unique spiritual and cultural connection, and continuing aspiration that the Traditional Owners have for Country, and we pay respect to Elders, past, present, and emerging.

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Disclaimer

This guideline has been developed to assist businesses understand the main regulations, requirements and best practice methods that apply to the storage of tyres in Australia . The guideline is intended to provide an easy-to-read summary of the key requirements that apply to the storage of tyres nationally, and can be used to identify regulations that may apply to you, your duties and areas where you can improve compliance.

Although the guideline has been written to help businesses understand the relevant legislative and regulatory requirements, it is not a legal document nor a substitute for the regulations. It should not be viewed as a definitive guide to the law; the guideline does not cover every requirement relevant to businesses involved in tyre storage, and should not be used as your only source of information on environmental or fire and emergency regulations. Where there is variation between this guideline and any regulation then the applicable regulation overrides this guideline.

Importantly, the guideline is not intended to replace proper occupational training, which is a requirement under Workplace Health and Safety (WHS)/Occupational Health and Safety (OHS) laws.

Whilst every effort has been made to ensure the accuracy of the information presented in this guideline, the advice presented may not apply in every circumstance. Accordingly, Tyre Stewardship Australia (TSA) cannot be held responsible, and extends no warranties as to:

- The suitability of the information for any particular purpose; and
- Actions taken by third parties based on information contained in this guide.

If you need help with any of the contents of this guideline or have additional questions, refer to the list of contacts and resources provided in section 7 of this guideline.

Acknowledgements

The first version of this guideline was developed in consultation with a range of government and industry stakeholders. This involved a range of stakeholder activities including workshops and a number of one-on-one consultations with industry representatives (tyre recyclers and collectors), state-based environmental regulators and state-based fire and emergency services (FES) departments.

The authors and Tyre Stewardship Australia (TSA) gratefully acknowledge the support and contributions to this guideline from all those who participated in the consultation for this project.

This version of the guide was updated based on revised regulations and legislation as well as new permitting and licensing requirements that have been developed since the original guide was published in 2019.

About the National Tyre Product Stewardship Scheme

The Tyre Stewardship Scheme provides an ACCC authorised, industry framework to effectively reduce the environmental, health and safety impacts of the 56 million EPUs which reach the end of their life in Australia each year.

On the 20th January 2014, Minister for the Environment, the Hon Greg Hunt MP, joined tyre industry leaders in Melbourne to announce a new initiative to encourage sustainable use of Australia's end-of-life tyres.

Mr. Hunt announced the formation of Tyre Stewardship Australia and the national Tyre Product Stewardship Scheme to promote the increase in environmentally sustainable collection and recycling processes and to explore and promote new uses for and products using recycled end-of-life tyres.

The Scheme has the multiple benefits of transforming a waste product into useful products, creating new industries and employment opportunities while also reducing the environmental harm caused by illegal dumping.

The Scheme is also designed to deliver a range of benefits for individual Participants, the tyre industry as a whole and for the community. These include:

- Increased use of a resource stream currently being disposed of as waste.
- Reduction in the number of tyres not going to an environmentally sound use.
- An enhanced Australian recycling industry and sustainable markets for end-of-life tyres and tyre derived products.
- Increased capacity to handle end-of-life tyres in Australia.
- Creation of new markets for end-of-life tyres and tyre derived products through research and development.
- An improved business environment particularly for tyre collectors and recyclers.
- Increased consumer awareness of the impacts of end-of-life tyre disposal.
- Enhanced credibility for the tyre industry through demonstrated leadership in environmental management and adoption of corporate social responsibility strategies.

Businesses and organisations apply to become Participants in the Scheme. On becoming Participants, they are required to meet the commitments that are relevant to them. These commitments are set out in the Tyre Product Stewardship Scheme Guidelines.

Participant Commitments

All Participants in the Scheme must commit to:

- Support the objectives of the Scheme;
- Deal transparently and ethically with others involved in the tyre supply chain, including consumers;
- Promote the Scheme to the community, other businesses and organisations, as directed by TSA.
- Use the Scheme's branding and logo and adhere to the conditions that apply to that use, as directed by TSA.
- Comply with relevant laws and practices, including those that apply to the environment and occupational health and safety.
- Co-operate with audits, provision of required documents and undertake surveys as directed by TSA.
- Report requested data to TSA as directed by TSA.

All Participants in the Scheme must also commit to contribute to:

- The environmentally sound use of EOLT.
- Elimination of the inappropriate export of baled tyres from Australia.
- Elimination of the illegal dumping of EOLT.
- Elimination of disposal of EOLT to landfill (except where no viable alternative is available and subject to state and territory legislation; for example, in rural and remote areas where appropriate recycling facilities are not available, or transportation costs are prohibitive).

Acronyms

Term	Definition
ACTRFS	ACT Rural Fire Service
AS	Australian Standard
BCA	Building Code of Australia
BPA	Bushfire Prone Area
CCTV	Closed-Circuit Television
CFA	Victorian Country Fire Authority
CFS	South Australian Country Fire Service
DFES	Western Australian Department of Fire and Emergency Services
EPA	Environment Protection Authority
EPL	Environment Protection Licence
ERA	Environmentally Relevant Activity
EPU	Equivalent Passenger Unit
ESA	ACT Emergency Services Agency
FRNSW	Fire and Rescue NSW
MFB	Victorian Metropolitan Fire Brigade
MFS	South Australian Metropolitan Fire Service
NCC	National Construction Code
NEPM	National Environmental Protection Measure
NSW RFS	New South Wales Rural Fire Service
NTFRS	Northern Territory Fire and Rescue Service
OHS	Occupational Health and Safety
PAH	Polycyclic Aromatic Hydrocarbons
PPE	Personal Protective Equipment
QFES	Queensland Fire and Emergency Services
RFSQ	Rural Fire Service Queensland
SCBA	Self-Contained Breathing Apparatus
SOP	Safe Operating Procedures
TFS	Tasmania Fire Service
TSA	Tyre Stewardship Australia
TPSS	Tyre Product Stewardship Scheme
UNEP	United Nations Environment Programme
WHS	Workplace Health and Safety

Glossary

Term	Definitions
Access	In the context of this guideline, access refers to provision of space for safe entry point or a way in for emergency vehicles and staff.
Best practice	Best practice represents the current 'state-of-the-art'; methods or procedures which have consistently shown results superior to other methods. An important aspect of best practice is continuous improvement, as best practice can change and evolve over time, for instance when there are improvements or advances in technology.
Buffer zone	An area of land designated for protection of the environment or surrounding receptors, for instance to protect surrounding residences and businesses from impacts from industrial processes e.g. dust and noise.
Bunding	A constructed retaining wall made from impervious material designed to retain liquid to prevent the escape of potentially polluting substances from that area.
Egress	In the context of this guideline, egress refers the provision of space for safe exit for emergency vehicles and staff from a facility.
End-of-life tyre	A tyre that is deemed no longer capable of performing the function for which it was originally made.
Environmentally sound use	The Tyre Product Stewardship Scheme defines environmentally sound use as follows: <ol style="list-style-type: none">recycling into tyre crumb, shred, chips, granules, steel and other tyre components;use as a fuel (other than direct incineration without effective energy recovery and unsustainable burning for energy recovery) or other means to generate energy;production of tyre derived products, including tyre derived fuel;civil engineering applications.
Fire and emergency preparedness	The process of planning, preparing and controlling risks for potential fire and emergencies.
Fire risk assessment	A process for: <ol style="list-style-type: none">Identifying all possible fire hazards and scenarios at the site, and determining the severity of the potential fire and the likelihood of that outcome;Identifying all practicable controls that can be implemented to minimise the risk of a fire hazard occurring;Mitigating fire risks by implementing the identified control measures sustainably, and by ensuring that all necessary fire safety and emergency equipment is installed.
Hardstand	A paved or stabilized area designed for storage of material or parking for heavy vehicles.

Term	Definitions
Mutual aid	In the context of emergency response, mutual aid is an agreement to lend assistance across property boundaries. For instance, this may occur due to an emergency requiring additional resources, such as a tyre fire at a facility, which may require assistance from neighbouring properties in addition to emergency services.
Reticulated supply	Town water supply or piped water network.
Legitimate stockpile	In the context of this guideline, legitimate stockpiling is the bulk storage of tyres on private land, with the permission of the landowner, in compliance with the relevant state or local government regulations and requirements, generally with plans to process those tyres or transfer to another place for environmentally sound use.
Tyre storage	In the context of this guideline, tyre storage refers to the temporary stockpiling or accumulation of tyres and/or tyre-derived product prior to processing, or transfer to another place for further processing or some other environmentally sound use. Long-term or indefinite stockpiling of tyres is not supported by TSA.
Work Health and Safety (WHS)	In the context of this guideline, this refers to the WHS framework in Australia, which generally requires businesses to ensure that they provide a safe workplace. For tyre storage, this relates to ensuring that all requirements are met so that the health and safety of all stakeholders in the workplace are protected from the exposure to potential hazards and risks resulting from tyre storage activities.

The Best Practice Guidelines on Tyre Storage and Fire and Emergency Preparedness (hereafter referred to as the Tyre Storage Guidelines) have been developed to provide tyre collectors and recyclers with a roadmap to comply with the relevant regulations. The guide also provides advice on best practice methods for tyre storage, including preparing for potential fire emergency scenarios and situations.

The guideline presents the Essential Requirements deemed necessary in order to comply with regulatory requirements across each relevant Australian jurisdiction, however implementation of these Essential Requirements should be undertaken with reference to the regulations and guidelines applicable to your state or territory (see Section 7 for a list of resources and Appendix A for more details on the requirements in each State and Territory). The guideline also presents best practice methods to help businesses reduce risks and be best prepared for fire/emergencies, as far as practicable.

This guideline focusses mainly on the needs of tyre collectors and recyclers, as these businesses tend to store greater quantities of tyres and hence carry more risk; however, the guideline may be used by any business which stores a significant number of tyres on a temporary basis. Whilst the long-term storage of end-of-life tyres is not supported by TSA, these Guidelines will have application for those organisations that may be managing or monitoring legacy stockpile sites.

This guideline will help you to:

- Understand Essential Requirements for complying with State and Territory regulations relevant to tyre storage
- Understand EHS risks associated with tyre storage and best practice mitigation measures
- Understand how to plan, design and operate facilities to incorporate best practice tyre storage, fire and emergency preparation and preparedness.

Context

1.1

Australia suffers from a legacy of stockpiles of end-of-life tyres that have resulted from the actions of unscrupulous operators and a number of other factors including constrained local markets and highly volatile international markets. These stockpiles have exposed whole communities to risks associated with fire and vermin through the use of inappropriate storage arrangements.

A range of hazards and risks are associated with tyre stockpiles, which increase in likelihood and impact with increasing storage quantities. The risks associated with large stockpiles are such that most Australian jurisdictions have imposed strict limits on the quantity of tyres stored and the manner in which they must be stored at a facility.

Furthermore, when those risks are realised, for example through a major tyre fire, the image and reputation of the entire tyre recycling industry can be adversely affected. Since early 2015, there have been at least five major incidents: two fires in Victoria, two in Queensland, and one in Western Australia at a pyrolysis facility, raising the issue to the attention of the Australian media and community.

Tyre Stewardship Australia (TSA) does not support long-term or indefinite stockpiling of tyres, however it recognises that temporary storage is a necessary and often unavoidable step in the environmentally sound use of end-of-life tyres. To support industry to reduce the risks associated with tyre storage, TSA engaged Equilibrium to update this version of the Guideline, following the initial development of the guide by Arcadis in 2019. The development and use of the Tyre Storage Guidelines will help tyre collectors, recyclers and other businesses involved in tyre storage activities to significantly reduce the environmental and occupational health and safety (OHS) risks associated with the management end-of-life tyres. It is anticipated that uptake of the guideline by industry will help to lower the risk across industry.

Benefits of Implementing Best Practice

1.2

Aside from managing and reducing the risk of fire at your facility, there are several additional benefits to implementing best practice tyre storage, fire and emergency preparation, including:

- Changes made to reduce your fire risk can help to potentially reduce your insurance premiums
- Improve your workplace environment
- Lower your risk of liability and associated potential costs (e.g. for pollution, non-compliance)
- Improve your relationship with neighbours, the community and other stakeholders
- Assist with long term regulatory compliance

Guideline Structure

1.3

The guideline is structured around seven key steps to achieving and maintaining best practice tyre storage and fire and emergency preparedness. There are seven sections to the guideline, as shown in the flowchart below. Each section includes a discussion of the essential requirements, and guidance on best practice methods and procedures.

Best practice represents the current 'up-to-date', methods or procedures which have consistently shown results superior to other methods. It is recognised that best practice can change and evolve over time, for instance when there are improvements or advances in technology. The methods presented in this guideline are considered best practice at the time of writing.

An important aspect of best practice is incorporating continuous improvement into operations and procedures; that is, taking steps to regularly improve management methods and thereby reducing risk. It is recommended that operators follow this approach to move toward best practice tyre storage and fire and emergency preparedness and ensure that improvements continue into the future.

1. Introduction

What is this guideline about, why should you read it, how it is structured.

2. Understanding tyre fires and tyre storage regulations

The nature and behaviour of tyre fires, key fire risks at tyre storage facilities and methods for reducing risks. Overview of relevant regulations (see also Appendix A).

3. Facility layout including stacking/ stockpile arrangements

Planning your tyre facility for best practice tyre storage, site selection and layout, site security, water access requirements, stacking and stockpile. Separate guidance for indoor/ outdoor storage is provided.

4. Fire and emergency preparation

How to develop a best practice fire and emergency plan, conduct a fire risk assessment, develop site management plans and procedures and implement ignition source controls. How to engage with local fire services and provide best practice training for staff including first response firefighting.

5. Fire safety and emergency equipment

Guidance on the fire safety and emergency equipment that should be provided at tyre storage facilities. Separate guidance for indoor/ outdoor storage is provided.

6. Facility management

Once all plans and procedures are in place, how to implement them into facility operations.

7. Contacts and resources

Contacts and resources for further information.

Understanding tyre fires and tyre storage regulations

2

Overview of tyre fires

2.1

Although not easy to set alight, the nature and composition of tyres mean that once alight, tyre fires burn strongly, hot and fast and are extremely difficult to control. Since tyres are designed to absorb the heat generated by friction with the road, they are not easy to ignite, however, they retain heat well and are composed of highly combustible materials – which means that, once alight, they produce very high heat, which is further conducted by the high carbon content and steel reinforcement. This ability to absorb heat makes it very difficult to extinguish tyre fires and they can burn for months, generating smoke, oil and leaching toxic contaminants that affect the soil, waterways and air.

Due to the shape of tyres, tyre piles contain many gaps, spaces and air pockets which enable a continued supply of oxygen to fuel a tyre fire. Tyre piles are difficult for firefighters to penetrate with water or foam; since tyres are designed to repel water, and their hollow 'doughnut' shape traps oxygen and can form a barrier to firefighting water. This means that most traditional firefighting agents including water and foam are less effective against a tyre fire.

The way that tyres are stored can produce further complications, as the tyre pile continues to burn the shape of the pile can change, as tyres burn down and compress, and flaming tyres can roll off the pile spreading the fire to other piles or surrounding infrastructure. This creates an ideal fire that burns extremely hot and fast in a manner that is difficult to predict and fight.

There have also been noted incidents of fires occurring in shredded and crumbed rubber products caused by spontaneous combustion as a result of storage conditions (such as compressed in confined spaces as well as in oxygen rich spaces).

While they are inert and not hazardous in their original form, tyres contain several hazardous chemicals including oil, benzene, toluene and sulphur. This means that when burnt, tyre fires present significant risks to human health and the environment, producing large volumes of thick and toxic smoke. Eventually, tyres burn down to an oil (sometimes called pyrolytic oil) which can pollute waterways and surrounding land. Water used in firefighting operations also becomes contaminated, with runoff commonly seeping into groundwater and surface water, presenting a serious risk to the surrounding environment.

Tyre fires are commonly caused by arson or resulting from ignition in on-site machinery, or from bush or grass fires in rural areas. Some of the key factors that influence and increase the risk and impact of tyre fires are:

- How facilities on-site machinery are managed and operated
- The size of tyre stockpiles
- Where and how long tyres are stored
- How tyres are stacked, the amount of exposed surface area and air pockets within stockpiles
- The form of the tyre-derived product and whether the material is subject to compression or friction as well as oxygen rich environments.

For these reasons, methods for reducing the fire risk associated with tyre storage must focus on:

- Effective fire prevention and site procedures to minimise the risk of fire occurring
- Limiting the size and height of tyre and TDP stockpiles as far as is practicable
- Maintaining adequate clearance between stockpiles and other infrastructure to prevent fires spreading
- Configuring stockpiles in a way that ensures access for firefighting and maximises its effectiveness
- Protection of human health and the environment in the event of a fire.

Regulatory overview

2.2

While interstate transport of tyres is regulated under the National Environmental Protection (Movement of Controlled Waste between States and Territories) Measure (Registered 2012), there are no national regulations designed to manage the storage of tyres or mandate fire prevention and protection activities.

However, where tyres are stored indoors, buildings must be constructed in compliance with Volume 1 of the National Construction Code (NCC), Building Code of Australia (BCA) (refer to Section 7 for details on where to find this document). In addition, Australian businesses have obligations under the harmonised Work Health and Safety (WHS) framework in Australia, which requires businesses to ensure that they provide a safe work place. Note that whilst Victoria is not a signatory to the WHS Act, similar OHS laws apply in the State of Victoria.

Tyre storage in Australia is regulated at a jurisdictional (state and territory) level; an overview of the relevant legislation for storage of waste tyres by jurisdiction is presented in Appendix A. In addition, participants in the national Tyre Product Stewardship Scheme are required to meet the commitments of the Scheme guidelines to ensure environmentally sound management of end-of-life tyres.

Essential requirements

A comprehensive review and comparison of the requirements in each jurisdiction was undertaken as part of the background research for development of this guideline and, where possible, essential requirements for tyre storage and fire risk management have been identified which are considered to be applicable to most Australian jurisdictions. These are included in boxes like this throughout the guideline.

Furthermore, a checklist which provides an overview of all essential requirements has been provided in Appendix B.

This guideline does not seek to replace legislation or regulations. The regulations and guidelines relevant to your state or territory must be considered in conjunction with this guideline (refer to hierarchy discussed in Section 6.1 if in doubt).

The prevention of a fire is the primary concern for any facility where tyres are stored, and therefore the layout of the facility is crucial. Industry best practice fire and emergency preparation involves engaging with your local fire authority (both at the outset and throughout continuing operations), and collaborating with all relevant authorities and incorporating all practicable fire prevention methods into the layout and design of your facility. This section details the essential requirements and best practice layout of tyre storage facilities, both for indoor and outdoor storage of tyres.

Common requirements for both Indoor and Outdoor storage

3.1

Planning your facility

3.1.1

Whether designing a new facility, or upgrading an existing site, it is important to liaise with all relevant authorities to ensure that your facility meets the requirements of all parties. These include:

- The local planning authority (usually the local council)
- The environmental regulator in your state or territory (e.g. Environment Protection Authority)
- The workplace safety regulator in your state or territory (e.g. WorkSafe)
- The relevant State/Territory fire service.

Best practice is to plan, design or upgrade your facility in close collaboration with the relevant authorities and especially the local fire authority, to ensure that all relevant requirements are met and where possible exceeded and the risk of fire at your facility is minimised as far as practicable.

Site selection

When selecting a site for tyre collection or processing activities, there are several factors which should be considered in order to minimise the risk of fire, and impacts to the environment and human health. The location and size of a facility where tyres are stored should consider:

- Site area/size, and whether the site is large enough to accommodate facility infrastructure, and allow access for firefighting vehicles in the event of an incident (see Section 3.3.2) and whether the building can provide adequate tyre storage area. Best practice is to allow for future expansion of your facility.
- Zoning of the site – development of facilities in a Bushfire Prone Area (BPA) should be avoided (note that there are additional requirements under Volume 1 of the NCC for buildings located in a Bushfire Prone Area)
- The quantity of tyres that will need to be stored and whether required separation distances and safe egress or pathways can be maintained (see Section 3.2.3)
- Sensitive receptors within the surrounding area i.e. avoid situating your site within 500m of schools, residences, water bodies, major transportation routes and other sensitive receptors.
- Provision of adequate buffer zones from neighbouring sites.
- Access to utilities, in particular water for firefighting purposes (see Section 5.1.2); the ability to isolate the site's storm water discharge to avoid contaminating local waterways from contaminated fire-fighting water; and adequate power supplies for the equipment you intend to operate.
- Condition of adjacent roads and access points and whether these can accommodate emergency services vehicles (see Section 3.2.1).

Best practice site selection would include consideration of smoke plume (smoke column) behaviours, as the prevailing winds and their direction, and where any smoke produced during a fire at the facility would travel should influence where a site is ideally situated. For instance, if it is determined that the prevailing winds would carry the smoke plume from a fire directly across a major transport route, or onto a sensitive receptor like a school or hospital, then it would not be an ideal location to site your facility. Data on wind direction, strength and frequency (which can vary seasonally) at nearby locations may be obtained from the Bureau of Meteorology.

3.1.1 Essential requirements

Site selection for storage of tyres should include consideration of the following:

- Impermeable soil, or addition of sealed surface.
- Site should be situated away from surface watercourses.
- Where tyres are stored outside, proximity to infrastructure and ensure site is large enough to account for separation distances and allow for future expansion.
- Flat, level ground where possible.

Please note:

It is recognised that some of the measures recommended in the guideline may not be immediately achievable by some existing and smaller sites. It is recommended that all sites strive for best practice via continuous improvement.

Building design and upgrade

Buildings need to be designed and constructed in compliance with Volume 1 of the NCC. Part E of Volume 1 of the NCC lists requirements and specifications for firefighting equipment and smoke hazard management, along with other requirements. Tyre storage facilities are a special hazard requiring Clause E1.10 and E2.3 to be considered. An appropriately qualified engineer should be engaged to design or upgrade the building and incorporate all fire protection systems required under the Code. Further detail on building requirements where tyres are stored inside are summarised in Section 3.2 and see Section 5 for further details on fire and emergency equipment.

3.1.1 Essential requirements

Tyre storage facilities should comply specifically with provisions for special hazards as specified in Clause E1.10 and E2.3, Part E of Volume 1 of the NCC.

Security and monitoring

3.1.2

Since many tyre fires are caused by arson, it is important to implement suitable security arrangements, to prevent unauthorised access to your facility. At a minimum, all access points should have security locks, which should be checked regularly to ensure they are in good condition. Glass panels and windows should be minimised near entry points as these present a weak point through which intruders might gain entry. Additional security measures such as heavy duty security gates, alarms and CCTV cameras are strongly recommended to prevent arson attempts.

In addition, early fire warning detection systems can also be installed to alert maintenance staff and management, and provide sufficient time to contact emergency services and deploy on-site firefighting equipment. This may include incorporation of thermal imaging or smoke detectors at potential ignition sources.

Outdoor storage

When tyres are stored outside, site security is even more important to preventing arson attempts, particularly after hours. The essential requirements listed above meet the requirements of most Australian States and territories, and the following best practice methods are recommended:

- Install intruder controls, such as cyclone wire, at the top of security fences.
- Check security fences and access points regularly to ensure they are in good condition.
- Minimise glass panels and windows near entry points as these present a weak point through which intruders might gain entry.
- Implement additional security measures such as heavy duty security gates, alarms and CCTV cameras.
- Implement a secure access card system to areas where tyres are stored and appoint a qualified security guard to be on site during opening hours (or a staff member that is trained and allocated this responsibility).
- Implement after hours security, such as alarms, CCTV cameras monitored by an outdoor security monitoring company.

3.1.2 Essential requirements

Site security should include full enclosure of the site with fence or wall (non-combustible materials) of adequate height to prevent unauthorised access.

Water access and containment

3.1.3

Operators should assess water access at the site and ensure that sufficient water supply is available in the event of a fire. This can be undertaken at the design stage for new sites, while existing sites may implement this as part of your TSA Action Plan.

See Section 5.1.2 for further details on water access and containment

3.1.3 Essential requirements

Facilities should refer to both AS2419.1 (Fire hydrant installations) and AS2118.1 (Automatic fire sprinkler systems) for determining water supply requirements.

Site specific risk assessment

3.1.4

It is a requirement in some states (including Victoria and NSW) that a site-specific fire risk assessment or fire safety study be conducted at all sites storing tyres. No one site is the same, and tyre storage facilities vary significantly in the quantity and method of storage, so regardless of your site's location it is considered best practice to conduct a fire risk assessment or fire safety study. Studies should be performed following jurisdictional guidelines (where available) and should be conducted by suitably qualified and experienced personnel or with outdoor professional service providers. The aim of the fire risk assessment is to identify all fire hazards, the likelihood and consequence of these, and appropriate mitigation measures, resources and equipment that should be provided at the site.

Refer to Section 4.3 for further information on how to complete a risk assessment.

3.1.4 Essential requirements

All sites storing tyres, regardless of volume or size, should undertake a site-specific fire risk assessment or fire safety study.

Indoor storage

3.2

First and foremost, sites must ensure tyre storage complies with conditions imposed by local environmental regulators, (e.g. as specified on permits and licences), relevant fire authority guidelines and other relevant local regulations (i.e Council conditions).

This section provides the minimum and best practice methods for a facility layout where tyres will be stored inside a building.

Site layout and design

3.2.1

Operators should refer to Part E of Volume 1 of the NCC and the relevant standards when designing their facility to determine fire protection system requirements including fire hydrants, sprinkler systems, smoke hazard management systems and water supply and containment requirements (see Section 5.2).

When considering the number of tyres to be stored at your facility it may be worth considering Clause E1.10 of Volume 1 of the NCC, as storage in excess of certain quantities may trigger additional fire sprinkler requirements. These are determined by the relevant fire authority based on an assessment of the likely fire scenarios and appropriate risk control measures implemented. Provision of sprinkler systems can be costly, and may not be feasible depending on your circumstances (for instance, where property is under a short-term lease arrangement).

If tyre storage requirements can be kept under these limits this may avoid the need for sprinkler systems, although it is noted that some states may require this under state-specific regulations or guidelines, even if the stored volume of tyres is less than the threshold defined for combustible goods.

3.2.1 Essential requirements

Where tyres are stored indoors, operators should ensure that they are in compliance with the standards set out in the NCC, Volume 1, especially fire protection systems which are pursuant to special hazards as specified in Clause E1.10 and E2.3.

You should ensure that site access points, including gates and road surfaces are large enough to allow access for emergency vehicles. See Section 3.3.2 for further detail on these site aspects.

Best practice is to determine site layout requirements and fire protection systems based on a site-specific fire risk assessment (see Section 4.3).

3.2.1 Essential requirements

Site entry points should have at least 4m clearance with access roads designed for large emergency vehicles and their weight limits. Large facilities should have at least 2 separate access points.

Stacking/stockpile arrangements

3.2.2

You should ensure that the storage areas are adequate to allow the required stockpile sizes, and associated separation distances or clearances, either at the design stage or by re-configuring your existing site (see Section 3.2.3 below). Importantly, there should never be any obstruction of fire equipment systems as this will impede their use. The preferred method for indoor storage is barrel stacking.

Best practice examples for tyre storage systems (i.e. metal portable racks) for indoor use, are illustrated in the Fire and Rescue NSW, Guideline for bulk storage of rubber tyres (*Version 3, December 2014 or as updated from time to time*). Noting that wooden pallet systems, or other combustible materials, should not be used due to the potential increase in fire risk. Refer to Section 3.3.3 for a comparison of the advantages and disadvantages of each of the stacking options for tyres.

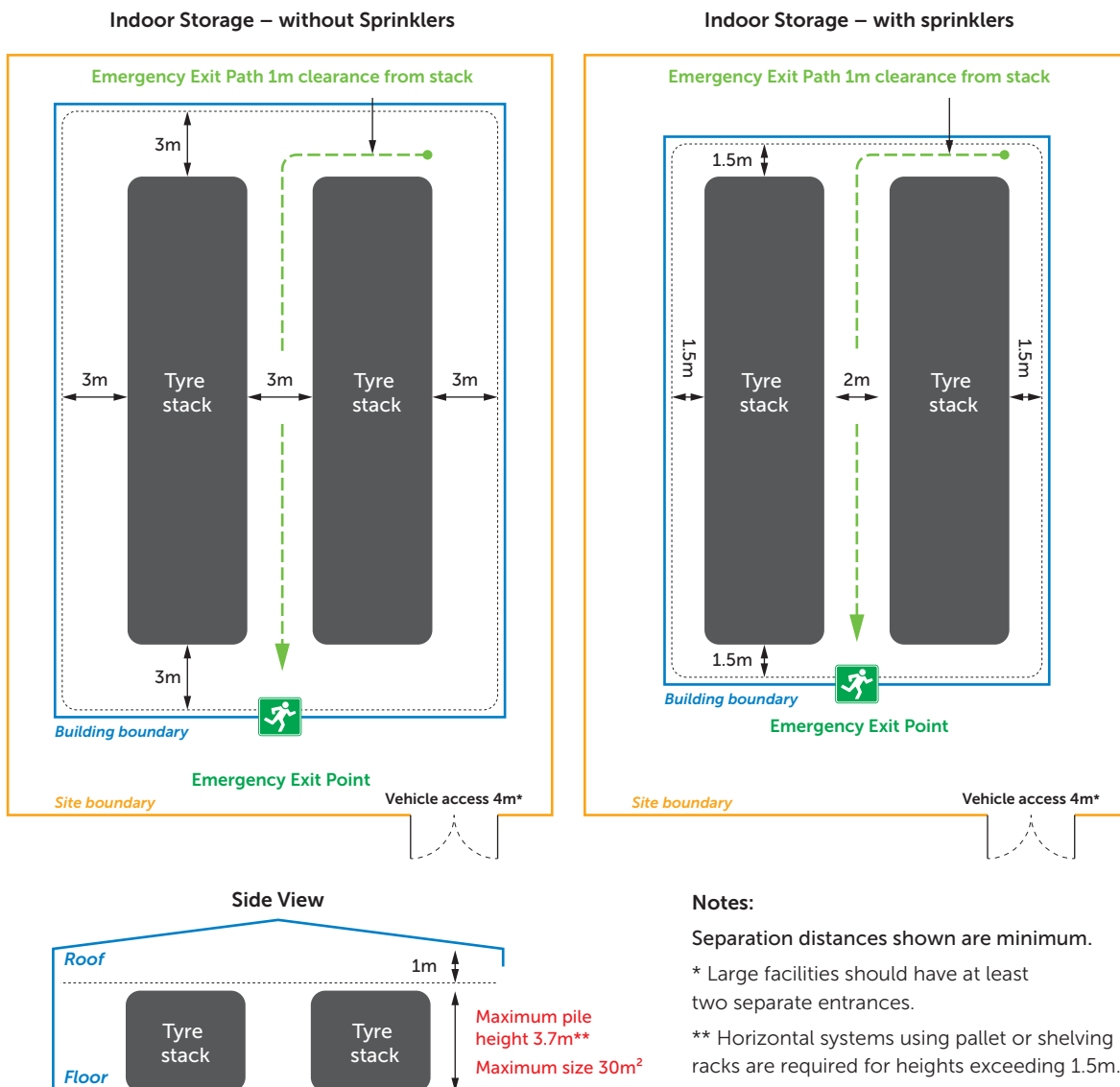
3.2.2 Essential requirements

Where tyres are stored indoors, at a minimum the following is required:

- Portable storage systems that can be easily moved by forklift
- Horizontal systems using pallets or shelving racks for heights exceeding 1.5m
- No obstruction of fire equipment or emergency access routes.

Figure 1. Stockpile configurations and clearance distances for indoor storage of tyres - not to scale.

This diagram is indicative and alternative layouts may be deemed to be best practice in particular jurisdictions – check with your local authorities and regulations .



Stockpile size, dimensions and configurations

3.2.3

Tyres should be stored in accordance with the essential requirements in your state or territory, the stockpile configurations listed in [Table 1](#) meet the requirements of most Australian States and Territories. Best practice is to minimise the size of tyre stacks and storage quantities as far as practicable. The site layout diagrams shown in [Figure 1](#) demonstrate the clearance distances which should be maintained when tyres are stored inside.

3.2.3 Essential requirements

Tyre stacks within a building should not exceed 3.7m in height or 30m² in area. The following boundary perimeters are required (refer to [Figure 1](#)):

- Building without sprinklers – minimum of 3m between stacks and building structures.
- Building with sprinklers – minimum of 2m between stacks and 1.5m between stacks and building structures.

A minimum clearance of 1m should be maintained along paths of travel to exits or firefighting equipment access and stored tyres must be at least 1m clear of roof or any structures attached to the roof.

Outdoor storage

3.3

State regulations vary on requirements for outdoor storage, refer to Appendix A of this guide for further details. It is essential that sites ensure outdoor tyre storage:

- Is planned to meet any specific environmental regulator permit or licence conditions.
- Also meets the requirements of local regulations, this may include complying with local Council guidelines as well as local fire authority requirements.

This section provides the essential requirements and best practice methods for facility layout for storage of tyres outside.

Site layout and design

3.3.1

When tyres are stored outdoors, one of the key considerations is the quantity of tyres that will need to be stored at any one time, how these will be stored and ensuring adequate storage space at the site. If tyres are to be stored in stockpiles, there are restrictions on pile sizes, how these are configured and separation distances from other piles, infrastructure and boundaries (which are required by regulators in most Australian jurisdictions). These restrictions have been based on previous research and knowledge of how tyres burn and examination of optimal arrangements which allow firefighters best access to fight a fire.

While the preferred method for outdoor storage is laced stacking, it is important to consider the following when considering your site's layout regardless of the arrangement:

- The quantity of tyres expected to be stored under normal operating conditions.
- Provision of adequate storage space to meet the required stockpile/stacking arrangements (refer to Section 3.3.3).
- Control of runoff water in the event of a fire or incident, and whether adequate containment can be provided on the site (see Section 5.1.3).
- Neighbouring sites/surroundings and their potential as ignition sources (i.e. if located adjacent to an industrial facility, tyres should not be stored on the boundary shared with that facility).
- Sealing surfaces at sites with permeable soils (permeable soils such as sand and gravel).
- Provision of hardstand designed for emergency vehicle weight limits.

Best practice is to determine site layout requirements and fire protection systems based on a site-specific fire risk assessment (see Section 4.3).

Questions to ask when designing site layout:

- How many stockpiles will there be?
- How much storage area is needed to maintain adequate separation distances between the piles, site infrastructure and site boundaries?

Site/fire access

3.3.2

You should ensure that site access points, including gates and road surfaces are large enough to allow access for emergency vehicles, the essential requirements below meet the requirements of most Australian States and Territories. Best practice methods include:

- Ensure that access points are provided on opposite ends of the site, ideally either side of the likely path of a potential smoke plume to allow an upwind approach to the fire where possible.
- Incorporate a rapid entry feature to access points to allow quick access for emergency services.
- Ensure adequate hardstand areas are provided at the site, to prevent emergency vehicles becoming bogged and unable to access the site to fight a fire.
- Ensure vegetation within close proximity is managed on a regular basis. The risk of an external fire impacting on the site either directly or via embers should be considered in your risk assessment.
- Consider the prevailing winds and potential direction of a smoke plume in the event of a fire when designing access points, given that this may impede emergency services from accessing the site.

3.3.2 Essential requirements

Site entry points should have at least 4m clearance with access roads designed for large emergency vehicles and their weight limits. Large facilities should have at least 2 separate access points.

Stacking/stockpile arrangements

3.3.3

The various stacking options for tyres and commentary on associated fire risks are detailed in [Table 1](#). The preferred method is laced stacking for outdoor situations.

3.3.3 Essential requirements

Tyres should not be stacked on their treads unless there is some fire-resistant means of containing/constraining the stacks.

Table 1. Stacking/stockpile arrangements

Barrel stacking



Method

Whole tyres are stacked on their side, on top of each other in a uniform fashion. This method is typically used for indoor storage on movable pallets or trolleys, or where tyres may be sold for re-use.

Advantages

A fire in a barrel stack will reportedly burn with a whirlpool effect sending flames straight up in the air, which may reduce the speed of the fire spreading laterally (State of California, 2004).

Disadvantages

Tyres can be unstable and can fall off when moving racks or pallets.

Comments: This method is recommended for indoor storage and where pallets or trolleys are available. (Applicable for outdoor as well).

Laced stacking



Method

Whole tyres are stacked overlapping to create a woven or laced arrangement.

Advantages

Laced stacking minimises the amount of space needed for storage, and also minimises the amount of surface area exposed in a fire. Tyres are also more stable as they are interlocked in a laced pattern.

Disadvantages

This method most effective for stacking tyres of the same size. Stacking takes more time because tyres need to be arranged in a laced pattern.

Comments: This is the preferred method of storage in outdoor situations. Also suitable for indoor storage to help minimise the storage footprint. .

Shredded or processed tyres



Method

Shredding or crumbing tyres reduces the volume of space required for storage.

Advantages

Reduces storage space and reduces risks associated with water collecting in tyres providing a breeding ground for mosquitos and other vermin. Fires in piles of shredded tyres are reportedly less intense and produce less smoke, since shredded piles tend to burn at the surface (IWMB, 2002) .

Disadvantages

Shredding and crumbing is costly. Spontaneous combustion has been observed in piles of shredded tyres and bags of crumb so they are not without fire hazards.

Comments: It is preferable to process tyres as soon as practicable to reduce fire risks.

Tread up Stacking



Method

Whole tyres are stacked on their treads.

Advantages

It is easy to access and move tyres that are stacked on their treads, and it is easier to organise tyres of different sizes.

Disadvantages

In the event of a fire tyres can easily roll away and spread fire to nearby stockpiles or infrastructure.

Comments: Tyres should not be stacked on their treads unless there is some means of containing/ constraining the stacks, ensuring the containment/constraint is fire resistant.

Baling



Method

Whole tyres are compressed into a 'bale' and secured (usually with steel wire) in preparation for storage, transport or export.

Advantages

Baling minimises the amount of storage space and tyres are effectively restrained in the bale.

Disadvantages

Research has indicated that even after 6 months' compression, baled tyres will spring back to original shape when released. In a fire the steel wires are broken under high temperatures and the quick release of pressure draws oxygen and fire into the interior of tyres as they return to their shape, which can further fuel a fire. (IWMB, 2002).

Comments: This method may be used for transport and export however it should not be used for long term storage.

Random Stacking



Method

Whole tyres are tossed randomly into a pile.

Advantages

This method requires less effort as tyres can be stacked quickly without considering where best they should be placed.

Disadvantages

This method takes up the most storage space. Due to the random placement of tyres more tyre surface area is exposed and greater amount of air between tyres, which will further fuel and accelerate a fire should one occur.

Comments: This method of stacking is not compliant in most Australian jurisdictions and is not in keeping with best practices. This method should not be used.

Tyres should be stored in accordance with the essential requirements in your state or territory, the stockpile configurations listed in [Table 1](#) meet the requirements of most Australian States and territories. The site layout diagrams shown in [Figure 1](#) demonstrate the clearance distances which should be maintained when tyres are stored inside. It is important that operators ensure that storage areas are large enough to comply with stockpile size restrictions and separation distances (refer to Section 3.3.4 for further guidance on calculating storage space).

Because of the risk of contaminating the surrounding environment in the event of a fire, tyres should be stored on a sealed surface (e.g. concrete), with provisions for containing any runoff or oil generated during firefighting (as detailed in Section 5.1.3).

The following best practice measures are recommended:

- Minimise the size of tyre stacks and storage quantities as far as practical. As a guide it is considered that all tyres should be processed or transferred within 30 days, unless there are extenuating circumstances preventing this.
- Provision of hardstand for storage areas.
- Provision of equipment which can quickly separate and move tyres in the event of an incident (see Section 4.2).
- Ensure adequate clearance between the stockpiles to allow for 2 or more trucks to access the tyre storage area in the event of a fire.

One method of storing tyres includes storage in a pit or contained area, which can be filled with water to submerge and extinguish a fire. While this has been reported to be a successful method of fire prevention (IWMB, 2002), this method may not be supported by some state regulators. Any water used in this method would likely be contaminated and therefore require testing and potential disposal as hazardous liquid waste. Contact your local environmental regulator before implementing this at your site.

3.3.3 Essential requirements

Acceptable tyre storage configurations/stacking (refer to [Figure 2](#)):

- For outdoor storage, tyres should be stored on their sides or laced, with tyres stacked overlapping to create a woven arrangement, unless they are restrained by some means e.g. metal cages or portable systems.
- Tyres should not be stacked on their treads unless they are contained by some means.

Unless your licence, local environmental regulator, Council or fire authority prescribe different requirements, tyre stockpiles should:

- Not exceed 3m in height due to potential for instability.
- Be no more than 6m wide and 20m in length (arrangement in long 'thin' piles will assist firefighting operations).
- Alternatively, the total volume of tyres contained in a pile should not exceed 360m³.

Aisles between tyre stockpiles should remain clear from all combustible material and allow for fire fighter access. Appropriate separation distances should be determined based on the size of the pile, a minimum separation distance of 20m is recommended between each tyre stockpile.

Differing requirements exist for NSW sites, refer to the NSW guidelines for further detail (see Section 7).

Calculating tyre storage space

For outdoor storage, the following calculations provides an example that may assist in determining the amount of space needed to store tyres at your facility. Note: This example is based upon the Queensland maximum allowable tyre pile size in an outdoor setting.

Maximum tyre pile size (area dimensions)	5m wide x 45m long (at pile base) = 225m ²
Maximum area including 10m space for separation between piles (in any direction)	25m wide x 65m long = 1,625m ²
Maximum pile height	3m high
Maximum pile volume (for a triangular end profile)	3m high x 5m wide x 45m long = 338m ³

Using this example the maximum pile area for outdoor storage in Queensland should allow for 1,625m² storage area (including separation distances in all directions) per stockpile. This area may be reduced depending on how the piles are configured – drawing up a site plan will help to determine the number of tyres which can be stored at your site.

It should be noted that:

- Regulation regarding maximum pile sizes varies between States and Territories.
- Operators must ensure stockpile sizes comply with and meet local regulations and EPA licence conditions.
- Operators are encouraged to seek advice from the local fire and emergency services and/or a specialist consultant in determining the amount of space needed.

3.3.4 Essential requirements

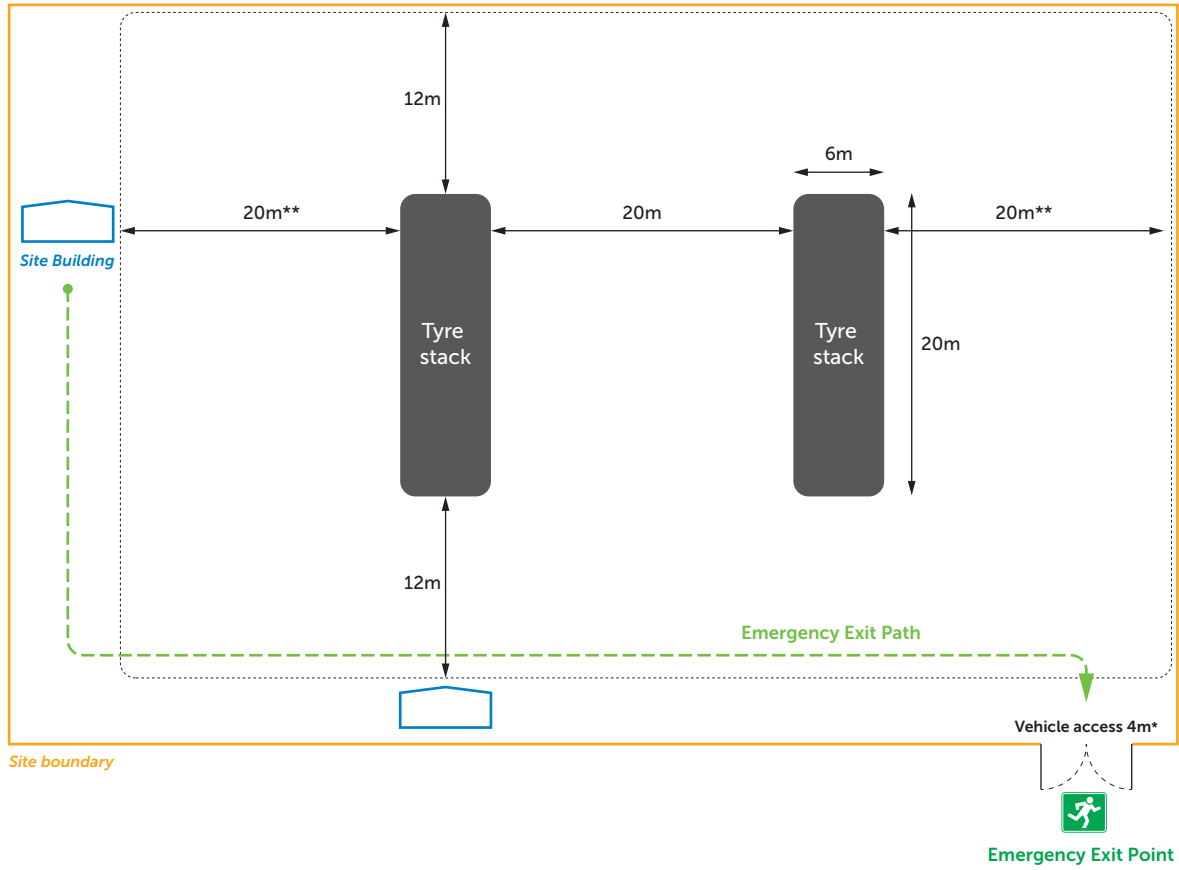
The following separation distances are recommended (refer to [Figure 2](#)):

- Non-combustible boundaries – at least 6m from perimeter.
- Combustible boundaries or public roads – at least 20m from perimeter if the stockpile’s long sides face the boundary and 12m from perimeter if the stockpile’s narrow ends are facing the boundaries.
- If the building is protected with automatic fire sprinkler system that meets the AS2118.1 standards, this distance may be reduced to 10m.

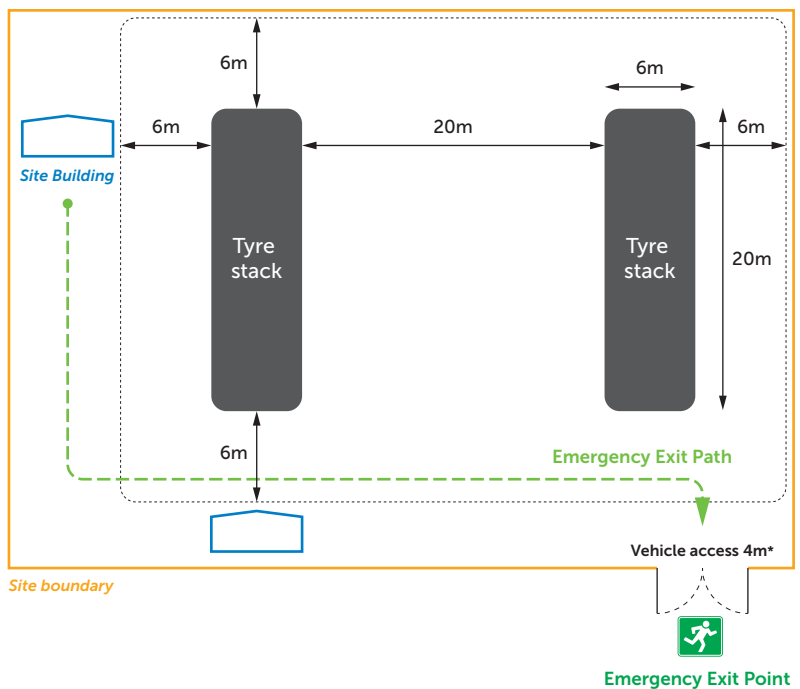
Figure 2. Stockpile configurations and clearance distances for outdoor storage of tyres (plan view)

This diagram is indicative and alternative layouts may be deemed to be best practice in particular jurisdictions – check with your local authorities and regulations.

Outdoor Storage – Combustible Boundaries (buildings or site fencing/public roads)



Outdoor Storage – Non-combustible Boundaries (buildings or site fencing/public roads)



Notes:

* Large facilities should have at least two separate entrances.

** If the neighbouring building has automatic fire sprinkler system (AS2118.1 compliant) – distance can reduce to 10m

Fire and emergency planning and preparation is a vital step in the design and operation of your facility, as there are a number of measures which can be implemented to first minimise the risk of fire and then optimise the success of fighting a fire should one occur.

Best practice emergency planning, establishment, validation and implementation of an emergency plan should be done in accordance with AS3745-2012 "Planning for emergencies in facilities" (Refer to Section 7 for details on where to find this document). Considerations for emergency planning specific to tyre storage facilities are discussed in the following sections.

Site emergency plan

4.1

An emergency plan should be developed for the site; this is a requirement for all businesses under the WHS/OHS laws. The emergency plan must be documented and set out and expressed in a way that is readily accessible and comprehensible to persons who use it.

An emergency plan should address all aspects of emergency response including:

- Emergency contact details for key personnel (e.g. fire wardens, floor wardens, first aid officers) and local emergency services (e.g. police, fire brigade).
- Appointment of organisation of fire wardens.
- Site evacuation procedures.
- The location of all fire safety and emergency equipment, and training of all staff in its use.
- Maintenance of fire safety and emergency equipment.
- Procedures and schedule for regular emergency scenario training such as evacuation drills, firefighting drills, spill response.

The emergency plan should set out the management requirements and processes to be followed in an emergency. In the case of a tyre storage facility this should include determining the appropriate number of persons trained in the use of on-site fire safety and emergency equipment and processes for ensuring adequate staff are available at any time (either on-site or on call). Some states (e.g. Victoria and Queensland) require that the emergency plan is prepared in consultation with the local fire service and this is considered to be best practice. Conducting joint drills or desktop exercises with local agencies should also be considered.

Given the potential risks to both health and safety and the environment, there are several additional items which should be considered when developing your emergency plan, including:

- First attack firefighting/immediate response measures appropriate to the site and which staff members should be trained in these (see Section 4.8).
- Locations and disposition of all drains at the site and procedures for ensuring any contaminated firewater cannot escape from the site (see Section 5.1.3).
- Locations of all hazardous materials at the site and procedures for ensuring these are isolated and the risk of these.
- Prevailing winds and the direction a smoke plume may travel in the event of a fire as this should be considered in evacuation plans (information on this can be obtained from the Bureau of Meteorology).

A number of states (including NSW, Victoria, WA and South Australia) also require the development of a 'Tactical' Fire Plan as part of the site Emergency Response Plan, and it is best practice to develop this regardless of your site's location. The main objective of a Tactical Fire Plan is to provide detail of a site's fire protection equipment and provide essential instructions for use by emergency services in the event of a fire.

Tactical Fire Plans should provide a scale drawing of your site, including the location of key installed fire and safety equipment. It is recommended that Tactical Fire Plans link with your local brigade's fire pre-plans. These take the form of schematic drawings which are colour coded to show locations of fire safety equipment. You should refer to your state fire and emergency services department for guidance on how to develop a Tactical Fire Plan, to ensure that they are consistent with the standards in your state or territory.

Significant publicity can be generated by a tyre fire, which can have a negative impact of both your business and the wider industry. It is important to consider community engagement at the planning stage, and you should develop a Communication Plan or Protocol to ensure media releases/messages to community can be sent out quickly in the event of an incident or fire. This can help to minimise damage to reputation and help allay community fears (and also hasten responses to evacuation notices).

4.1 Essential requirements

All sites should develop and document an emergency plan in accordance with WHS/OHS laws that shows the location of all key fire equipment, site evacuation procedures and other emergency services related information. This should include appointment of a dedicated Site Safety Officer, and ensuring that all employees are trained in the emergency procedures and that they are well rehearsed.

Best practice emergency planning, establishment, validation and implementation of an emergency plan should be done in accordance with AS3745-2012 "Planning for emergencies in facilities".

Emergency and fire protection equipment

4.2

Provision of fire safety and emergency equipment is a crucial aspect of fire and emergency preparation. Operators should determine and document all site equipment requirements at the planning/design stage or through development of the emergency plan, and best practice is to determine these requirements as part of a fire risk assessment. Section 5 provides greater detail on appropriate fire safety and emergency equipment for tyre storage sites.

Fire risk assessments

4.3

Some states have a requirement for a site-specific fire risk assessment (Victoria) or fire safety study (NSW) to be conducted for sites storing tyres. It is considered best practice that all sites complete a fire risk assessment or study as this will ensure that all fire risks can be identified and controlled, and all resources and equipment required at the site can be identified and provided.

The fire risk assessment should be conducted by a qualified and experienced professional in consultation with your local fire authority and, following a risk assessment method. Risk assessments may be quite technical in nature, potentially requiring specialist input depending on the scenario. At a minimum, assessments should consider all work areas, processes and tasks undertaken at your facility to identify all possible fire hazards at the facility. This might involve a walkthrough of the facility, you should involve employees and managers as appropriate.

For each fire hazard identified consider the following:

- Document all possible fire hazards and scenarios at the site, the likelihood that they will cause a fire and severity of the potential fire.
- Determine all possible controls which can be implemented to control the identified fire hazards and scenarios.
- Mitigate fire risks through the identified control measures and by ensuring that all necessary fire safety and emergency equipment and other controls are installed and implemented.

Fire risk assessment methodologies, relevant to tyre storage activities, are provided by the Victorian and NSW Governments, as follows:

- Management and storage of combustible recyclable and waste materials – guideline, Victorian EPA Publication 1667.3 July 2021.
- Fire Safety Study Guidelines, Hazardous Industry Planning Advisory Paper No. 2, NSW Department of Planning January 2011.

4.3 Essential requirements

All sites (new and existing) should undergo a fire risk assessment to identify fire risks and document essential site equipment and resourcing requirements. Refer to Section 5 for further information.

Where possible, this should be completed in consultation with your local fire authority.

Site management plans and procedures

4.4

Operators should have appropriate induction, training and operating procedures that consider and minimise all possible hazards and risks at the site. The following procedures should be documented and implemented:

- Site inductions, to ensure all personnel and visitors are familiar with site operations, emergency procedures.
- Hot work permitting, a permit system to ensure adequate controls are in place for all cutting, welding, grinding and other activities which might cause a spark or other ignition source.
- First aid facilities, to ensure all personnel and visitors have access to first aid equipment.
- Staff training. Operators should ensure their staff are trained in emergency site procedures and that there are staff available on-site, at all times of operations, who are trained in the use of firefighting equipment and initial response to fires. Best practice is to document a Training Plan specific to your site (see Section 4.9).
- Housekeeping, to ensure that good housekeeping practices are in place, as poor housekeeping can reduce the effectiveness of all other fire and emergency precautions.
- Equipment Maintenance Log, to ensure all electrical equipment, vehicles, machinery and plant at the site are regularly inspected and maintained to minimise potential for generation of ignition sources via sparks or heat.
- Police checks of all staff, to reduce the risk of arson attempts by staff.

Ignition source control

4.5

In order to minimise the likelihood of fires occurring, operators should develop, document and implement procedures to control all possible ignition sources specific to your site. This can be done as part of the Fire Risk Assessment, and you can refer to the Code of Practice for the Storage and Handling of Dangerous Goods (Safe Work Australia) for assistance in identifying potential ignition sources.

It is important to consider potential ignition sources, both on- and off-site. For instance, off-site sources may include lightning strikes and grass fires at off-site locations.

Best practice ignition source control methods include:

- Incorporation of ignition source control measures into site emergency plans and procedures
- Regular maintenance of all electrical equipment, vehicles and machinery at the site, which is documented showing inspection dates and repairs undertaken.
- Restriction of smoking to designated areas away from hazards, with 'No Smoking' signs clearly visible in appropriate locations.
- Installation of lightning rods in appropriate places, to reduce the risk of lightning strikes causing a fire.
- Thermal imaging equipment and/or heat sensors to scan for heat and ignition sources, particularly in tyre processing areas.

4.5 Essential requirements

All potential ignition sources should be eliminated or controlled via reference to Section 25.3 of the Code of Practice for the Storage and Handling of Dangerous Goods (Safe Work Australia) in particular:

- Regular inspection of all electrical equipment and machinery.
- Control of smoking at the site (i.e. only in designated areas away from hazards)
- Control/exclusion of open flames or hot work within 3m of tyre storage areas (via hot work permitting).
- Keep site clear, or minimise flammable material around tyre storage areas.
- Ensuring that storage of flammable or combustible liquids are not within 30m of any tyre storage.

Business continuity plans

4.6

As previously discussed, best practice is to avoid fires via minimising the size of tyre stacks and storage quantities as far as practicable. However, failure of processing machinery and equipment is not always avoidable (although this can be minimised with proper maintenance and inspection procedures), and breakdowns or other outdoor factors (such as breakdown in a relationship with a major customer) may lead to a dramatic increase in stockpile size.

Since the likelihood and impact of fire increases with increasing storage quantities, it is recommended that operators develop a Business Continuity Plan for managing overflow in the event of a plant breakdown or other outdoor factors.

A Business Continuity Plan is essentially a 'backup plan' which you can use to get your business back on track after an incident or disaster (such as a fire). The plan should be well thought out, documented and distributed to all key personnel in advance of any incidents. A copy should be kept off-site to ensure it is not lost in the event of a fire.

Typically, a Business Continuity Plan includes:

- An introduction, with key business details and objectives of the plan.
- A risk management plan, identifying business activities and potential risks of business disruption.
- An incident response plan, with information you will need to respond immediately before and after an incident or crisis.
- A recovery plan, outlining the steps you will need to take to get your business running again after an incident or crisis.
- A review schedule, to ensure the plan is tested and updated as needed.

For example, in the event of a lengthy machine breakdown, your Business Continuity Plan could identify other businesses which have agreed to take on excess tyres until normal operations are restored.

Site familiarisation for local emergency services

4.7

It is strongly recommended that facility operators liaise with the local fire authority and arrange a site tour with your local fire brigade. This will allow local firefighters to familiarise themselves with the site, operations and available on-site equipment, and allows those that may respond to an incident to be best prepared prior to an incident occurring.

The site tour may include:

- Providing a rundown of operations and processes at the site.
- Reviewing the location and condition of site entrances and access for emergency vehicles.
- Reviewing the location and condition of on-site fire safety equipment and functionality.
- Reviewing the location and condition of water access and flows.
- Logistical matters such as mobile phone network coverage which will determine the need for firefighters to bring radios to the site in an incident.

First response to fire incidents

"The first 5 minutes are worth the next 5 hours."

Alan Brunacini, Retired Chief, <http://bshifter.com/>

The initial or immediate response can be crucial to averting a major incident. Always call 000 immediately to give the fire services time to arrive for on-site for intervention if it is required.

Research suggests that most tyre fires can be extinguished with water, Class A foam or other wetting agents within the first 5 minutes of detection of a fire (MFB and CFA, 2014).

It is therefore important to ensure that adequate firefighting equipment is provided and site staff are trained in first attack firefighting and the use of on-site firefighting equipment, where safe to do so. Best practice is to develop a 5-minute initial response plan, to be incorporated into your Site Emergency Plan, and conduct regular drills to ensure all staff are familiar and capable of responding to an incident. 5 minutes can make a huge difference to the outcome of the fire.

Effective first response to fire incidents relies on preparation and planning. Critically, planning involves training to respond and testing emergency response systems. Best practice planning involves consideration to:

- Identifying and assessing the fire.
- Alerting all on-site personnel and implementing emergency response procedures.
- Determining first attack or evacuation requirements.
- Following OHS/WHS guidelines to ensure personal safety.
- Using approved Personal Protective Equipment (PPE), including Self Contained Breathing Apparatus (SCBA) for employees that are appropriately trained to use this equipment.
- Selecting the right extinguishing agent.
- Operating on-site firefighting equipment.
- Reducing the travel and growth of the fire e.g. by separating and reducing the size of stockpiles using earthmoving equipment.
- Re-assessing the fire condition and behaviour and responding appropriately.
- Seeking off-site support where necessary (i.e. mutual aid).

Personnel should be properly trained in these procedures before considering undertaking first response firefighting. The safety of all people involved is paramount, and therefore it is important that staff are trained to assess the safety of a situation and in first response to fire incidents before undertaking any firefighting. Staff need to be able to assess an incident quickly and understand if they are capable of safely dealing with a fire. Unless staff are adequately trained and experienced, firefighting should be left to those who are qualified, such as trained professionals.

An understanding of the complex behaviour of tyre fires is required to completely extinguish a tyre fire, therefore beyond the first response any firefighting should always be left to professional firefighters.

If possible, take all possible steps to ensure sites can be self-sufficient for firefighting purposes, particularly where these are located at a distance from emergency services. Operators may consider securing off-site support where possible (i.e. mutual aid/shared resources supplied by neighbours) to assist in activities such as reducing the fuel source through movement of tyres. Ensure any providers of mutual aid are properly trained in the use of PPE and firefighting equipment, including SCBA. Consider including mutual aid providers and local fire-fighting services in drills or desktop exercises to test plans before an incident occurs.

Staff training

4.9

Even the best fire and emergency preparation can be ineffective if site staff are not properly trained. Minimum training requirements can be found below. It is considered best practice to develop a Training Plan specific for your site which identifies and documents the fire safety and emergency procedures and the training needs of all employees, contractors and visitors to the site. Training should be practiced and training refreshers provided.

Training relevant to fire and emergency preparation includes:

- Site induction.
- Site emergency procedures.
- Emergency scenario training such as evacuation drills, firefighting drills, spill response.
- Use of fire safety equipment, first attack firefighting/immediate response.
- Safe Work Procedures or Safe Operating Procedures (SOPs).

4.9 Essential requirements

All staff should also be trained in implementation of the site emergency plan and emergency response procedures, in accordance with the Work Health and Safety Regulations.

It is recommended that all staff are trained in basic fire prevention methods and operation of installed fire equipment.

Provision of fire safety and emergency equipment is a critical part of fire and emergency preparation. Providing inadequate or unsuitable equipment will drastically reduce your chances of minimising the consequences should an incident or fire occur.

Operators should determine and document all site equipment requirements through design of the site and development of the emergency plan, with reference to all relevant regulations, guidelines and standards (see Section 7 for a list of resources). Key requirements are summarised in this section, however since all sites are different, operators should familiarise themselves with these source documents. If you are at all unsure about what equipment you need, contact your local fire authority for advice.

Best practice is to determine fire safety and emergency equipment requirements as part of a fire risk assessment (note that this is already a requirement in Victoria, see Section 4.3 for further details).

Common requirements for both indoor and outdoor storage

5.1

Equipment for moving tyres

5.1.1

The ability to move tyres quickly and reduce the fuel source in the event of a fire can be crucial in lessening the size and severity of an incident. For indoor storage situations this may include use of forklifts. For outdoor storage situations this may include use of forklifts, excavators, bulldozers, front-end loaders or other earthmoving machinery. If such machinery is not available at your facility, and the size of your facility does not warrant it, investigate the option of mutual aid: a neighbouring facility may be able to provide moving equipment in the event of a fire.

Tyres should only be moved if it is safe to do so. Ensure that personnel who use moving equipment at your facility are trained in the use of Self Contained Breathing Apparatus (SCBA), to protect their safety during a fire incident. Ensure this equipment is only operated by competent and appropriately licensed personnel.

Firefighters may not be able to operate moving equipment or forklifts.

Water supply and accessibility

5.1.2

In most cases, firefighters are unable to bring water to the scene of a fire. Operators therefore need to be able to provide adequate water supply in the event of an incident.

Where tyres are stored in a building, most state guidelines (on tyre storage and fire safety) require a water supply duration of 4 hours for fire hydrants and 90 minutes for sprinkler systems, so water supply should be calculated based on the flow rate of both sprinklers and hydrants at your facility.

If there is no reticulated supply in your area, as is the case in many regional areas, then water tanks or some other form of water storage will be needed. Any fire water storage tank must be served by two on-site fire pumps complying with AS2941. Pumps with a diesel backup supply may be needed as well.

Where tyres are stored outside, the size of facilities varies to such a degree that it is not possible to provide an all-encompassing requirement. It is therefore recommended that the necessary water supply be determined by performing a site-specific assessment to determine supply needs for the firefighting equipment provided.

Water provided for firefighting should be potable or Class A recycled water. Water with high salt levels has been reported to produce dioxins in tyre fires (CFA, MFB, 2014). Dioxins are highly toxic, are a known human carcinogen and if released are a serious and persistent pollutant, and as such their production should be avoided.

5.1.2 Essential requirements

Water provided for fire systems should be potable or Class A recycled water.

Indoor storage: Operators need to be able to provide adequate water supply for firefighting operations. Facilities should refer to both AS2419.1 and AS2118.1 for determining water supply requirements.

Outdoor storage: A site-specific assessment should be undertaken to determine water supply. As an absolute minimum ensure that there is adequate water supply of 2 x 250,000 L tanks where town water is insufficient.

Contaminated firewater containment

5.1.3

Water used to fight a fire will become contaminated through contact with oil, ash and the smoke produced from the fire. In addition, tyre fires generate highly toxic run-off oil, which is both highly polluting and flammable. Operators need to ensure that contaminated firewater can be contained and not released to sewer, stormwater drains or the environment.

Containment should be provided in the form of bunds or catchment pits, which should have a capacity large enough for a firefighting incident. The capacity required should be determined as part of the site fire risk assessment and anticipated volume of water used in the event of a fire emergency. For example, in NSW the required minimum containment capacity for a tyre storage facility, that does not have a sprinkler system, is calculated as follows:

- Water flow from three (3) fire hydrants
- Flow rate from a hydrant is 10 litres per second (l/s), or 600 litres per minute (l/min)
- Fire fighting period 90 minutes.
- Number of hydrants used is three (3)
- Total water to be contained = 3 hydrants x 600l/min x 90 minutes = 162,000 litres

Note that it is best practice to determine the capacity through a site-specific fire risk assessment in consultation with the local fire authority.

Measures need to be implemented to prevent runoff of contaminated firewater to stormwater or sewer. Operators should know where all of the drains on their site flow to, and how they can be isolated if necessary. This may include installing a stormwater diversion system or stormwater containment (including 'penstock' isolating valves for stormwater containment. Stormwater isolation valves should be rated for the expected temperature and pressure conditions they may experience in a fire scenario). This may include ensuring that you have sufficient onsite storage capacity to contain firewater for a nominated period of time, and to ensure it can be treated before being safely discharged to the stormwater system or local waterway. You should consider making arrangements for a Vacuum Truck operator to be available on call-out (likely to be outside normal hours) to assist in this stormwater management. Contact your local authorities for advice about this.

5.1.3 Essential requirements

For indoor storage the NSW/SA method may be used to determining the required containment capacity:

- Hydrant and sprinkler system – calculate containment capacity on the basis of 2 hydrants operating simultaneously at 10 L/sec each (no less than 20 L/s altogether) (in addition to the buildings maximum sprinkler design output operating for period of 90 minutes).
- No sprinkler system – calculate containment capacity on basis of 3 hydrants operating simultaneously at 10 L/s each (no less than 30 L/s altogether) for a period of 90 minutes.

For outdoor storage (and both situations in Victoria) the capacity should be determined as part of a site-specific fire risk assessment.

You can refer refer to your local regulator for advice specific to your jurisdiction.

Indoor storage

5.2

Where tyres are stored indoors, the NCC Volume 1, contains a uniform set of technical provisions for the design and construction of buildings and other structures throughout Australia (refer to Section 7). This includes standards for ensuring the fire resistance of a building, the necessary firefighting services and equipment and smoke hazard management.

The building requirements are dependent on the classification of a building; generally speaking, a tyre recycling facility would be considered Class 8, while a storage facility (e.g. tyre collector) would be considered Class 7b.

The following sections details some of the requirements specific to tyre storage facilities, however this should not be considered an exhaustive list of requirements under the NCC, Volume 1.

Building code/general requirements

5.2.1

Additional fire safety equipment is necessary for a building which stores tyres, due to the increased hazard and fire risk. While an explanation of these requirements is provided in the following sections, all facilities are different and it is not possible to cover all situations in this guideline. The best way to ensure that your facility is compliant is to engage a qualified engineer or fire safety consultant at the planning stage of your facility.

5.2.1 Essential requirements

Tyre storage facilities should ensure that they are in compliance with the standards set out in the National Construction Code (NCC), Volume 1, especially fire protection systems which are pursuant to Clause E1.10 and E2.3.

Ref: National Construction Code Volume One, Building Code of Australia Class 2 to Class 8 Buildings, 2014, Canberra ACT, Australia

First response equipment

5.2.2

Under Volume 1 of the NCC, a building must be fitted with fire-fighting equipment to allow occupants to respond to a fire and attempt to prevent fire spreading throughout the building. Part E of Volume 1 of the NCC outlines the equipment required.

The equipment used for first response includes portable items designed for responding to low level incidents, the response to such incidents can mean the difference between a minor incident and a major disaster. Operators should refer to Volume 1 of the NCC and seek advice from your local fire authority to determine the needs of your site, and consider additional provisions where appropriate. Additional extinguishers may be required to cover fire risks associated with tyre storage – refer to Clause E1.10 for further information.

Training staff in the use of this equipment is extremely important, and staff should be able to assess a fire and be able to decide when it is appropriate to respond and when to evacuate (see Section 4.8).

First response equipment may include:

- Portable water and foam fire extinguishers.
- Water and foam hose reels.
- Moving equipment (see Section 5.1.1).
- Other provisions as appropriate to your facility.

Best practice is to determine equipment based on a site-specific fire risk assessment.

Fire hydrant systems

5.2.3

Under Volume 1 of the NCC, a fire hydrant system must be provided for a building with a footprint greater than 500m² (and in a location where a fire brigade is available to attend a fire). The fire hydrant system must be installed in accordance with AS2419.1. Where a fire hydrant is not required it is recommended that you install one in any case, as this will improve firefighting capacity in the event of a fire. Alternatively, a fire hose reel system should be provided in accordance with AS2441.

Part E of Volume 1 of the NCC lists requirements and specifications for firefighting equipment, and tyre storage facilities must comply specifically with Clause E110 (Provision for special hazards, additional extinguishers). Operators should refer to the requirements relevant to your state or territory to determine fire hydrant requirements.

5.2.3 Essential requirements

Depending on your building size, a fire hydrant system complying with AS2419.1 (greater than 500m²) and a fire hose reel should be installed. The flow rate of each hydrant should be based on a minimum flow rate of 10 litre/second per hydrant.

The number of hydrants required should be based on Standards Australia, 2004, AS 2419.1 (Amend Nos 1 and 2) "Fire hydrant installations – Part 1: System design, installation and commissioning".

Sprinkler systems

5.2.4

Table E1.5 of Volume 1 of the NCC lists the conditions under which sprinklers are required. There are additional fire sprinkler and smoke hazard management provisions for special hazards, and sprinkler systems may be necessary due to the 'nature or quantity or materials stored' e.g. additional fire sprinkler requirements where combustible goods exceed certain limits (generally 1,000m³, with slightly differing limits for some states). Some states may specify a requirement (under state-specific guidelines) even if the stored volume of tyres is less than the threshold defined for combustible goods (such as Victoria – see Appendix A for further details).

Research has shown that properly designed sprinkler systems can control a fire at a tyre storage facility, therefore, whatever the quantity of tyres that are stored it is recommended that a sprinkler system is installed.

5.2.4 Essential requirements

Indoor tyre storage facilities storing in excess of the threshold defined for combustible goods in Table E1.5 (relevant to your state/territory) of Volume 1 of the NCC should have a sprinkler system complying with AS2118.1. In Victoria, this is required regardless of the quantity stored.

Ref: Standards Australia, 2006, AS 2118.1 "Automatic fire sprinkler systems – Part 1: General systems"

Smoke hazard management systems

5.2.5

Part E of Volume 1 of the NCC lists requirements and specifications for smoke hazard management, and tyre storage facilities must comply specifically with Clause E2.3 (Provision for special hazards, additional smoke hazard management).

Tyre fires release a number of hazardous substances, including polycyclic aromatic hydrocarbons (PAHs), dioxins, furans, hydrochloric acid, benzene, polychlorinated biphenyls and heavy metals and these can be harmful to human health and the environment.

Studies have been conducted in France to test the composition of smoke generated by tyre fires in warehouses, both with and without sprinklers (UNEP, 2013). Fires controlled by sprinklers were shown to have higher emissions of carbon monoxide and unburned organics. For this reason, it is recommended that smoke hazard management systems should be installed regardless of whether they are required by the NCC.

In Victoria, where smoke and heat vents/exhaust are installed, the MFB and CFA recommend they should be arranged for manual operation by the attending emergency services after the fire is controlled by the sprinkler system. You should liaise with your local fire services to ensure that the smoke hazard management system in your building is compliant with local requirements.

5.2.5 Essential requirements

All indoor tyre storage facilities should have smoke hazard management systems in accordance with Clause E2.3 and Specification E2.2c of Volume 1 of the NCC including adoption of Australian Standard 2665.

At a minimum, provision of permanent natural ventilation in accordance with BCA Table 2.2a.

Maintenance of fire protection systems

5.2.6

All fire safety and emergency equipment should be maintained in accordance with AS1851 "Routine Service of Fire Protection Systems and Equipment".

Outdoor storage

5.3

First response equipment

5.3.1

The equipment used for first response includes portable items designed for responding to low level incidents, the response to such incidents can mean the difference between a minor incident and a major disaster.

Training staff in the use of this equipment is extremely important, and staff should be able to assess a fire and be able to decide when it is appropriate to respond and when to evacuate (see Section 4.8). Refer to Volume 1 of the NCC and seek advice from your local fire authority to determine the needs of your site.

This may include:

- Portable water and foam fire extinguishers.
- Water and foam hose reels.
- Shovels for burying smouldering fires.
- Moving equipment (see Section 5.1.1).
- Other provisions as appropriate to your facility.

Operators should ensure that staff are available on-site at all operating times that are trained in the use of the equipment provided.

Best practice is to determine equipment based on a site-specific fire risk assessment.

Fire hydrant systems

5.3.2

Operators should install a fire hydrant system complying with AS2419.1 "Fire hydrant installations – Part 1: System Design, Installation and Commissioning". Ideally this system (i.e. size, storage volume, number of outlets) should be designed based on the outcomes of a fire risk assessment, however SA guidelines may also be used, which provide recommendations for small and large sites.

5.3.2 Essential requirements

Sites should install a fire hydrant system complying with AS2419.1

Standards Australia, 2004, AS 2419.1 (Amend Nos 1 and 2) "Fire hydrant installations – Part 1: System design, installation and commissioning".

Maintenance of fire protection systems

5.3.3

All fire safety and emergency equipment should be maintained in accordance with AS1851 "Routine Service of Fire Protection Systems and Equipment".

Ongoing facility management

6.1

Once all plans and procedures for tyre storage, and fire and emergency preparation are in place, operators should ensure that these are implemented and maintained. Importantly, best practice tyre storage and fire and emergency preparation systems must be fully integrated into facility management and operations to be effective. The hierarchy below outlines the order in which requirements should be considered (i.e. do not do something in this guide if it contradicts a local regulatory requirement or your site's licence conditions).

Best practice management of tyre storage and fire and emergency preparation involves:

1. Compliance with environmental permits and licence conditions

Sites operating under environmental regulator-issued permits or licences must firstly ensure tyre storage practices and site systems comply with all conditions in those documents, including aspects such as:

- Documenting and implementing tyre storage management plans.
- Implementing systems to ensure storage complies with set limits (e.g. pile size limits, total storage threshold), and stock level monitoring.
- Fire risk assessments are conducted, including a continuous review and improvement process to monitor fire risk.
- Ensuring emergency response and stormwater protection systems are fully implemented and tested to demonstrate effectiveness.

2. Complying with local environmental and WHS regulations

Other relevant regulations, outside of environmental regulator permit and licence conditions, must also be observed and complied with. More broadly these aspects may include regulations when storing rubber products as well as relevant health and safety regulations. Aspects may involve:

- Ensuring Fire Systems are inspected and tested in accordance with regulations and to meet Australian Standards.
- Regularly inspecting and maintaining all on-site electrical equipment, including compliance with AS/NZS 3760.
- Regular inspection of machinery, plant and vehicles in accordance with the National Model Work Health and Safety Act for provision and maintenance of safe plant and structures.
- Storing rubber products, such as tyre shred and crumbed rubber, in compliance with state environmental regulation or guidelines.
- Maintaining records that demonstrate tyre storage and emergency response systems have been fully implemented.
- Ensuring tyre storage is maintained within compliance requirements.
- Implementing best practice storage techniques.
- Managing and controlling all possible ignition sources at the site, and monitoring and controlling all identified off-site sources.
- Ensuring good housekeeping practices are in place at all times.

3. Maintaining best practice storage management

Finally, an important aspect of best practice is incorporating continuous improvement into operations and procedures and taking steps to regularly improve management methods.

It is recommended that operators implement a regular review of tyre storage, fire and emergency planning and procedures to ensure that site procedures are in line with current best practices now and into the future.

Reference material has also been drawn and adapted from the following major resources (in addition to a wider range of resources as part of the background research). These should be considered in conjunction to this guideline.

Further Information

<http://www.tyrestewardship.org.au>

<https://www.safeworkaustralia.gov.au/law-and-regulation/whs-regulators-and-workers-compensation-authorities-contact-information>

Or contact Fire & Emergency Services, Environmental Regulator in your State or Territory.

State guidelines

7.1

State / Territory	Document title	Organisation	Version date*
Australian Capital Territory	<i>Storage and Disposal of Waste Tyres – Environmental Guidance</i> Note Brief guidance prepared via a joint initiative of the Motor Trades Association ACT and ACT Environment Protection Agency refers operators to the South Australian guidelines for guidance on tyre storage.	South Australian Metropolitan Fire Service	2 March 2022
New South Wales	Fire Safety Guideline: <i>Guidelines for Bulk Storage of Rubber Tyres</i>	Fire & Rescue NSW	December 2014
Northern Territory	<i>Fire and Emergency Regulations 1996</i>	Northern Territory Government	As in force as 1 October 2019
Queensland	Appendix A: <i>Fire and Rescue Service Act Requisition (No. 1) 2011</i>	Department of Environment and Science	1 April 2011
South Australia	Fire Safety Guideline: <i>Rubber Tyre Storage</i>	South Australian Metropolitan Fire Service	2 March 2022
Tasmania	<i>Approved Management Method for the Storage and Reuse of Waste Tyres</i>	EPA Tasmania	June 2021
Victoria	Guideline: <i>Management and storage of combustible recyclable and waste materials</i> Publication number 1667.3	EPA Victoria	1 July 2021
Western Australia	Guidance Note GN02: <i>Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres</i>	Department of Fire and Emergency Services	Ver 1. 2020

Australian codes and standards

7.2

Australian Standards:

SAI Global infostore.saiglobal.com

Australian Building Codes Board (2015),

National Construction Code 2019 Amendment 1, Volume One, Building Code of Australia, Class 2 to Class 9 Buildings.

Standards Australia (2012),

AS1851-2012 "Routine service of fire protection systems and equipment".

Standards Australia (2004),

- AS2419.1-2021 (Amend Nos 1 and 2)
"Fire hydrant installations – Part 1: System design, installation and commissioning".
- AS 1603:2018 "Automatic fire detection and alarm systems".
- AS 1851:2012 "Routine service of fire protection systems and equipment".
- AS 2444:2001 "Portable Fire Extinguishers and Fire Blankets: Selection and Location".
- AS/NZS 1850:2009 "Portable fire extinguishers - Classification, rating and performance testing".
- AS 2419.1:2017 "Fire hydrant installations System design, installation and commissioning".
- AS2941:2013 "Fixed fire protection installations – pumpset systems".
- AS2118.1:2017 "Automatic fire sprinkler systems".
- AS 2293.3, ASNZS 2293.2:2019 "Inspect and test emergency lighting systems".
- AS3760:2010 "In-service safety inspection and testing of electrical equipment".

Safe Work Australia (2001),

Code of Practice for the Storage and Handling of Dangerous Goods

International guidance

7.3

The Prevention and Management of Scrap Tyre Fires

International Association of Fire Chiefs (IAFC), Scrap Tyre Management Council (STMC) and National Fire Protection Association (NFPA) (2000), .

Tyre Pile Fires: Prevention, Response, Remediation

Integrated Waste Management Board (IWMB) (2002), .

Technical Working Group of the Basel Convention, revised technical guidelines for the environmentally sound management of used and waste pneumatic tyres.

United Nations Environment Programme (UNEP) (2013),

Rings of Fire: Revisited Fire Prevention and Suppression of Outdoor Tyre Storage.

U.S. State of California (2004), Health and Safety Executive, United Kingdom.

Spontaneous heating of piled tyre shred and rubber crumb

Briefing note, <https://www.hse.gov.uk/rubber/spontaneous.htm>

Appendix A:

Overview of tyre transportation, storage and processing regulations in Australia

National (Federal)

Transport

Nationally, tyres are listed as a 'controlled waste' in List 1 of Schedule A of the National Environmental Protection (Movement of Controlled Waste between States and Territories) Measure 2004 (Controlled Waste NEPM). The NEPM has established a national system to track the transport movements of controlled waste between States and Territories and developed nationally recognised licences for interstate transporters. While, the interstate transport of tyres is regulated via this legislation, there is no federal control over the storage of tyres.

Each state and territory has their own system for complying with the NEPM for interstate transport of waste tyres, and are specified in the State and Territory summaries.

Storage

While there are no federal requirements on storage of tyres, where tyres are stored indoors, buildings must be constructed in compliance with Part E of Volume 1 of the National Construction Code (Building Code of Australia)³, which lists requirements and specifications for firefighting equipment and smoke hazard management, and tyre storage facilities must comply specifically with Clause E1.10 and E2.3. Clause E1.10.

State jurisdictions may specify separate requirements (under state-specific guidelines or waste management regulation) that must be complied with. For example, in Western Australia clearly specifies pile sizes for indoor and outdoor provided in Guidance Note GN02: Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres.

Development/Council Approval

Prior to establishing a premises to store and/or process waste tyres, development approval from the local council authority is mandatory and any permits/licence conditions based on the business type and operations must be adhered to.

Exporting

<https://www.dcceew.gov.au/environment/protection/waste/exports/tyres>

In 2020, the Australian, state and territory governments, and the Australian Local Government Association, as members of the former Council of Australian Governments (COAG) agreed that the export of a range of wastes, including tyres, be regulated by the Australian government. This is regulated under the following national compliance framework:

[Recycling and Waste Reduction Act 2020](#)

[Recycling and Waste Reduction \(Export—Waste Tyres\) Rules 2021](#)

³ Australian Building Codes Board (2015) *National Construction Code Volume One, Building Code of Australia, Class 2 to Class 9 Buildings*.

In order to export end-of-life tyres (EOLT), rubber components, tyre-derived product (TDP) and tyre-derived fuel (TDF), an exporter must:

- Apply for a licence from Department of Climate Change, Energy, Environment and Water (DCCEEW)
- Keep records and comply with licence conditions
- Renew licence in a timely manner – export licences are granted for a maximum of three years
- Declare each consignment through the DCCEEW Waste Export Licensing and Declaration (WELD) portal and through the Australian Border Force's Integrated Cargo System (ICS)

Whilst not being a national compliance requirement for exporting waste tyres, best practice from TSA Scheme Participants requires confirmation of international destination via TSA's Foreign End Market Verification program: <https://www.tyrestewardship.org.au/accreditation/foreign-end-market-verification/>

Work Health and Safety (WHS)

In addition, Australian businesses have obligations under the harmonised Work Health and Safety (WHS) framework in Australia, including the Model WHS Regulations (1 January 2021). However, there are no specific requirements under the WHS framework for tyre storage facilities.

State and Territory

Australian Capital Territory (ACT)

Tyre transportation regulations

<https://www.accesscanberra.act.gov.au/city-services/environment-protection-authority#Environmental-authorisations>

<https://www.cityservices.act.gov.au/recycling-and-waste/waste-transporters-and-facilities2>

In ACT, the *Environment Protection Act 1997* defines the transportation of 2 tonnes or more of end-of-life tyres (including shredded tyres and tyre pieces) as a Class A activity and therefore requires the person undertaking the transport to hold an environmental authorisation, however the storage and processing of tyres is not a regulated or licensed activity by ACT EPA.

Management of waste in the ACT falls under the [Waste Management and Resource Recovery Act 2016](#) (the Waste Act). Businesses that transport waste within, into or out of the ACT must hold a Waste Transporter Registration. To apply fill out the online Waste Transporter Registration form on the ACT Government – City Services website. The Authorisation holder must comply with all conditions specified in the respective Environmental Authorisation and Waste Transporter Registration.

Transportation of waste tyres within ACT

An Environmental Authorisation for the transportation of waste tyres within ACT can be obtained for the activity 9 – Regulated Waste (Activity 9) on the ACT Access Canberra website.

Interstate transportation of waste tyres out of and into ACT

An Environmental Authorisation for the transportation of waste tyres out of and into ACT can be obtained for the activity 8 – Transport of Controlled Waste (Activity 8) on the ACT Access Canberra website.

A consignment authorisation for tyre waste transported into ACT must be applied for via phone, fax, mail, or email as provided in the ACT EPA's information sheet. An accompanying Waste Transport Certificate (WTC) must be included for each load of waste tyres between states and territories.

If the waste is to be transported out of ACT, contact the environment agency in the destination jurisdiction for a consignment authorisation.

A Waste Transport Certificate (WTC) must include the following information:

- Contact details and trading information of waste producer, transporter and receiving facility;
- Date and time of the pickup and drop off of the load of waste tyres;
- Addresses of pickup and drop off locations;
- Vehicle registration number of vehicle/s used for waste tyre transport;
- Quantity and type of waste tyres in each load;
- Unique consignment authorisation number issued by the ACT EPA in relation to the waste tyre load; and
- Facility licence number of receiving facility

Tyre storage regulations

Whilst the storage and processing of waste tyres is not regulated by the ACT EPA, all waste facilities in the ACT must be licenced under the Waste Management and Resource Recovery Act 2016 (WMRR). Businesses that operate a waste facility in the ACT must hold a Waste Facility Licence. To apply fill out the online Waste Facility Licence form on the ACT Government – City Services website.

Licensed waste facilities are required to report their waste activities to the ACT Government on a quarterly basis. You can complete waste activity reports online via the [Waste facilities and transporters portal](#).

Fire safety requirements

In preparing the Waste Facility Licence for waste tyre storage in ACT, the Waste Regulation team will consult with ACT Fire and Rescue regarding licence conditions for waste storage, which will then provide the appropriate guidance within the licence.

New South Wales (NSW)

Tyre transportation regulations

[Protection of the Environment Operations Act 1997 \(POEO Act\)](#)

[Protection of the Environment Operations \(Waste\) Regulation 2014](#)

<https://www.epa.nsw.gov.au/Your-environment/Waste/industrial-waste/tyres>

<https://www.epa.nsw.gov.au/Your-environment/Waste/transporting-asbestos-waste-tyres/asbestos-waste-tyre-guidelines>

The POEO Act requires that waste tyres must be transported to a place that can lawfully accept it.

At a minimum the facility must have consent from council to operate.

- It will have a consent number issued by the council in which it is located.
- If it is a large facility (stores more than 5 tonnes of waste tyres or 500 waste tyres at any time or processing more than 5,000 tonnes of waste tyres per year), it will have an Environment Protection Licence (EPL).

Transportation of waste tyres within NSW

Consignors, transporters and receivers of tyre waste transported inside NSW weighing 200 kg or more, or consisting of 20 or more tyres in one load must track and report this waste to the NSW EPA using the Integrated Waste Tracking System (IWTS).

The information must include:

- Contact details and trading information of consignor, transporter and receiver;
- Date and time of the pickup and drop off of the load of waste tyres;
- Addresses of pickup and drop off locations;
- Vehicle registration number of vehicle/s used for waste tyre transport;
- Quantity and type of waste tyres in each load;
- Unique consignment code issued by the NSW EPA in relation to the waste tyre load;
- EPL number of receiving facility (if applicable); and
- Any other information specified in the Asbestos and Waste Tyres Guidelines

Interstate transportation of waste tyres out of and into NSW

<https://www.epa.nsw.gov.au/Your-environment/Waste/tracking-transporting-hazardous-waste/owt-help/owt-help-consignment-authorisations>

As waste tyres are Trackable Waste – Category 2 from NSW EPA (must be tracked when transported interstate), an EPL is required for transporting waste tyres into and out of NSW. All EPL holders must:

- comply with the conditions of their licence
- prepare pollution incident response management plans (PIRMP)
- publish and/or make pollution monitoring data available
- pay annual administrative fees and, in some cases, additional fees
- submit annual returns to NSW EPA.

A consignment authorisation (CA) is an approval issued by the NSW EPA via a waste receiving facility, to a consignor, for the interstate movement of waste tyres into or out of NSW.

Among other details a CA must specify:

- the consignor of the waste (waste producer, transporter or authorised agent)
- the facility lawfully receiving the waste
- the waste code
- the period of validity of the CA

The consignor must obtain a CA before transporting waste into NSW. The CA specifies details such as the waste type, quantity, and receiving facility. Transport certificates (TCs) are then created from the CA to accompany each waste transport movement.

If the waste is to be transported out of NSW, contact the environment agency in the destination jurisdiction for a consignment authorisation.

Tyre storage regulations

Protection of the Environment Operations (Waste) Regulation 2014

<https://www.epa.nsw.gov.au/your-environment/waste/industrial-waste/tyres>

A licence is required under the Protection of the Environment Operations Act 1997 to store more than 5 tonnes of waste tyres (classifying it as a scheduled activity) (being casings, seconds, shredded tyres or tyre pieces) or 500 waste tyres at any time or a business involved in processing more than 5,000 tonnes of

waste tyres per year.

Licences require compliance with NSW Fire Brigade Storage Guidelines, and all EPL holders must:

- comply with the conditions of their licence
- prepare pollution incident response management plans (PIRMP)
- publish and/or make pollution monitoring data available
- pay annual administrative fees and, in some cases, additional fees
- submit annual returns to NSW EPA.

Fire safety requirements

The [Fire & Rescue NSW Guideline for bulk storage of rubber tyres](#) (2014) may be imposed in part or in full as a condition by the authority having jurisdiction. This Guideline has minimum requirements for the storage of rubber tyres, including those in an open yard or within buildings and structure.

Acceptable rubber tyre storage:

- Bundled tyres – tyres strapped together in bundles and stacked together in a system or on their sides.
- Pallet system – a system containing a number of tyres which includes stringers for material handling equipment.
- Horizontal system – a system (pallets, shelving, racks) where tyres are stacked upright along a horizontal length exceeding 1.5m.
- Laced storage (outside only) – tyres which are stacked overlapping to create a woven or laced arrangement.
- Portable system – small portable systems that can be readily moved by fork lift.

Outdoor tyre storage:

- The site should be level, clear of all rubbish and combustible materials, and enclosed by fences or walls constructed of non-combustible materials.
- A hydrant system complying with AS2419.1 should be provided when the total quantity of outdoor storage will exceed 50 tonnes.
- Individual tyre stacks should not exceed 3.7m in height, 60m² in area and 12.5 tonnes in weight.
- A maximum of four small individual tyre stacks can be grouped into a stack pile. A minimum clear separation of 2.5m must be maintained between each stack.
- A minimum clear separation of 18m must be maintained between each stack pile of four small stacks.

Small tyre facilities (less than 50 tonnes):

- Tyres should be stacked at least 6m from all non-combustible boundaries and buildings, and 18m from combustible boundaries or buildings.
- Tyre stacks must be at least 6m from the site boundary facing the public road.

Large tyre facilities (50 tonnes or more):

- Tyre stacks should be at least 18m from any boundary or any building.
- Any outdoor tyre storage facility should have at least two site access points each being not less than 4m wide.

Indoor tyre storage:

- Buildings with a floor area of 2,000m² or more and containing more than 20 tonnes of tyres should have a sprinkler system complying with AS2118 .1 .
- Buildings with a floor area of 2,000m² or more and containing more than 10 tonnes of tyres should have smoke and heat vents complying with specification E2 .2c Volume 1 of the NCC .
- Individual tyre stacks within buildings should not exceed 3 .7m in height and 30m² in area .
- Stored tyres must remain at least 1m clear in all directions from the underside of the building's roof or

ceiling, roof structural members, lights (including light fixtures), and sprinkler heads .

- A minimum clearance of 1m must be maintained along paths of travel to required exits and firefighting equipment (e.g. hose reels, extinguishers, hydrants) . The paths of travel must be kept clear and unobstructed at all time .

Unsprinklered buildings:

- A minimum clearance of 3m should be provided between stacks.

Sprinklered buildings:

- A minimum clearance of 2m should be provided between stacks. A minimum clearance of 1.5m should be provided between stacks and any building structural feature.

Site containment of contaminated water

If the tyre storage facility has a hydrant or sprinkler system, provision should be made for the retention of contaminated water run off. The minimum containment capacity should be calculated on the basis of two (2) hydrants operating simultaneously at 10 L/sec (total of 20 L/sec) each plus the calculated maximum sprinkler design output, operating for a period of 90 minutes.

If the tyre storage facility does not have a sprinkler system, the demand from a hydrant system will be greater. In this case, the minimum containment capacity should be calculated at three (3) hydrants operating simultaneously at 10 L/sec each (total of 30 L/sec) for a period of 90 minutes.

Tyre recycling regulations

<https://www.epa.nsw.gov.au/Your-environment/Waste/industrial-waste/tyres>

<https://www.environment.nsw.gov.au/resources/wasteregulation/150105-guide-to-licensing-factsheet.pdf>

As above in the NSW tyre storage regulations, a licence is required under the Protection of the Environment Operations Act 1997 for a business involved in processing more than 5,000 tonnes of waste tyres per year.

A company wishing to start operating a waste tyre processing facility must first contact the local council and ensure the activity is permitted in the proposed location. Council will then refer the application to the NSW Environment Protection Authority (EPA) if required.

Northern Territory (NT)

Tyre transportation regulations

Waste Management and Pollution Control (Administration) Regulations 1998

<https://ntepa.nt.gov.au/your-business/licensing-and-approvals>

Transportation of waste tyres within NT

Waste tyres are specified as a Listed Waste in Schedule 2 of the Waste Management and Pollution Control (Administration) Regulations 1998 and requires an Environment Protection Licence (EPL) for the transport of waste tyres and for the listed waste to be tracked.

Access to the NT Online Waste Tracking Portal is available via the EPA Online system. NT licenced waste handlers have access to the system to manage their EPLs, consignment authorisations (CAs) and waste tracking certificates.

Additional conditions specified in the EPL for the transport of waste tyres must be met.

Interstate transportation of waste tyres out of and into NT

<https://ntepa.nt.gov.au/your-business/licensing-and-approvals/waste-tracking>

A CA from NT EPA is required prior to transporting waste tyres into the territory. A CA can be generated by a transporter with a valid EPL.

If the waste is to be transported out of NT contact the environment agency in the destination jurisdiction for a consignment authorisation.

A waste tracking certificate (WTC) must be completed for each separate movement of controlled waste (tyres) into or out of the NT.

For waste tyres leaving NT, the following is required:

1. Apply for and obtain an approved CA from the destination jurisdiction.
2. Create and submit a CA in the NT Online Waste Tracking System using the interstate CA number.
3. Complete and submit an NT WTC in the NT Online Waste Tracking System. A separate WTC must accompany each consignment of waste leaving the NT.

Tyre storage regulations

Waste Management and Pollution Control Act 1998

Fire and Emergency Regulations 1996

In the Northern Territory the Waste Management and Pollution Control Act 1998 is the governing legislation for the collection, transportation, storing and processing of tyres and requires an EPL if these activities are undertaken on a commercial or fee basis. The NT EPA grants environment protection approvals and licences for activities listed in Schedule 2 of the Act.

Tyre storage is also regulated under the Northern Territory's *Fire and Emergency Regulations 1996*. Section 7A of the regulations contains specific requirements for 'stacked tyres' requiring anyone storing any number of tyres (new or used) to adhere to listed stockpile heights, dimensions and separation distances.

Storage regulations for tyre pile size involve ensuring:

- The height of any stack does not exceed 3m.
- The base layer of tyres in any stack does not exceed 45m in length and 5m in width.
- The slope of any side of any stack is not steeper than 1:1.

The tyre stacks are to be separated from each other and the site boundary:

- By not less than 10m at any point; or
- Separated by walls that have a fire rating of not less than 4 hours.

If tyre stacks are separated by walls:

- The walls exceed the height of the stacks by not less than 1.5m and protrude not less than 1.5 m past the stack at either end;
- The stacks are not grouped more than 2 stacks in either direction;
- The combined width of the group does not exceed 10m;
- The combined length of the group does not exceed 90m; and
- A group of stacks is separated from any other flammable or combustible material by not less than 10m at any point.

Fire safety requirements

Apart from the requirements under the Fire and Emergency Regulations 1996, there are no specific guidelines on tyre storage and fire/emergency management published for NT, however a tyre recycling facility's Environment Protection Licence (EPL) generally contains licence conditions on tyre storage requirements.

Tyre Recycling Regulations

Waste Management and Pollution Control Act 1998

Under the Waste Management and Pollution Control Act, processing waste tyres requires an EPL. Operating premises, other than a sewerage treatment plant, associated with collecting, transporting, storing, recycling, treating or disposing of a listed waste on a commercial or fee for service basis.

Conditions specified in the EPL for the re-cycling of waste tyres must be met.

Queensland (QLD)

Tyre transportation regulations

Environmental Protection (Waste ERA Framework) Amendment Regulation 2018

<https://www.business.qld.gov.au/running-business/environment/waste-management/regulated-waste/end-of-life-tyres>

Transportation of waste tyres within QLD

A transporter of end-of-life (EOL) tyres is anyone who commercially transports the trackable waste from its place of generation or storage to another location. Waste generators are required to ensure the individual or company engaged to transport any amount of EOL tyres operates under a relevant Environmental Authority (EA) for ERA 57 – Transporting Regulated Waste and completes documentation for waste tracking via the Department of Environment, Science and Innovation (DESI) with a fully completed Waste Tracking Certificate (WTC) via the Online Services.

If a tyre retailer chooses to transport EOL tyres themselves, the transporter may not need to hold an EA for ERA 57 if all of the following criteria is met:

1. the person transporting the waste is the occupier of the commercial premises where the waste is generated; and
2. the waste is transported from the premises free of charge; and
3. no more than 250kg of waste is being transported in the vehicle.

Waste generator responsibilities:

- Provide the prescribed information about the waste to the transporter.
- Submit the prescribed information about the waste to DESI
- Record and keep the prescribed information for a minimum of 5 years

Waste transporter responsibilities:

- Hold a valid ERA 57- Regulated Waste Transport licence and comply with the conditions within.
- Obtain from the generator the prescribed information about the waste.
- Carry the prescribed information about the waste.
- Give the prescribed information about the waste to the waste receiver.
- Must ensure that the waste receiver can lawfully receive that waste (receiver obtains a valid ERA 62 – Resource Recovery and Transfer Facility Operation)

- Report any discrepancies in information within seven days of becoming aware of the discrepancy to DESI by written notice.
- Keep records of the prescribed information for at least five years.

Waste receiver responsibilities:

- Hold a valid ERA 62 – Resource Recovery and Transfer Facility Operation licence and comply with the conditions within.
- Record the prescribed information about the waste.
- Give the prescribed information about the waste to DESI with a fully completed WTC via the Online Services.
- Report any discrepancies in information within seven days of becoming aware of the discrepancy to DESI by written notice.
- Keep records of the prescribed information for at least five years.

Interstate transportation of waste tyres out of and into QLD

<https://www.business.qld.gov.au/running-business/environment/waste-management/waste-tracking/transporting-interstate>

DESI assesses applications for the movement of trackable wastes into Queensland under s93 of the Environment Protection Regulation 2019 and supports other states and territories through their assessment of proposed movements of trackable waste from Queensland into their jurisdiction. To transport regulated waste into Queensland, you must complete and submit an application for consignment authorisation. If approved, you will be assigned a consignment number which must be recorded on interstate waste tracking documentation while the waste is being transported. A consignment number may be approved subject to conditions.

A paper interstate waste transport certificate (WTC) issued by the state where the waste was generated must be completed and submitted to the relevant destination state.

The trackable tyre waste can only be transported when a consignment number has been issued and is present on all applicable waste tracking information.

If the waste is to be transported out of QLD, contact the environment agency in the destination jurisdiction for a consignment authorisation.

Tyre storage regulations

Under the [Environmental Protection Regulation 2019](#), tyres are a category 2 regulated waste (commercial or industrial waste). If a person or business receives and stores more than 4 tonnes or 4m³ of EOL tyres at any one time (500 EPU), then you are required to hold an EA as this activity is classed as undertaking ERA 62 – Resource recovery and transfer facility operation.

- [The Fire and Rescue Service Act 1990](#), requires occupants of premises to ensure the risk of a fire occurring at the premises is properly managed to mitigate the risk.
- This is regulated under the Building Fire Safety Regulation 2008. There is a requisition under the Act (Fire and Rescue Service Act Requisition (No. 1) 2011), this applies to outdoor storage of more than 500 tyres. The requisition prescribes stockpile dimensions and configurations, firefighting equipment, machinery for moving tyres and a number of other requirements.
- The [Public Health Act 2005](#) and more specifically the [Public Health Regulation 2005](#), Division 2 prescribes mosquitos as a public health risk and requires all persons to ensure that there is no breeding ground for mosquitos through the accumulation of water.

Fire safety requirements

Queensland Government Gazette No. 78 (1 April 2011) pages 539 – 544

Fire and Rescue Service Act 1990 Fire and Rescue Service Act Requisition No. 1 2011.

The requisition applies to any person who stores or stockpiles in excess of 500 tyres of any type and in any condition (new, second-hand, re-conditioned, scrap, shredded or crumbed) or their equivalent parts with a dimension exceeding 100mm in the open.

Single stack tyre dimensions must not exceed the following:

- Maximum width of base – 5m.
- Maximum length of base – 45m.
- Maximum height – 3m.
- Minimum distance between stacks – 10m.
- Average side slope – 1:1.

The longest dimension of a stack must be at right angles to the direction of the prevailing winds.

Multiple stacks may be separated by a protective wall with a fire rating of 4 hours provided that:

- The protective wall protrudes 1.5m above the highest point and 1.5m beyond the widest point to each side
- Only two stacks abut on the longest axis and two stacks on the shortest axis (i.e. four individual stacks in any one group)
- Any individual stack must not exceed the dimensions specified above (except that tyres may be stacked against such wall with a side slope batter only on the exposed sides)
- Such groups of stacks do not exceed an aggregate width of 10m and an aggregate length of 90 meters
- Such groups of stacks are separated from any other group of stacks, individual stacks of tyres or any combustible or flammable material including grass and weeds by a distance of 10m or more.
- Machinery capable of creating a break 10m wide between burning and unburnt tyres must be kept on site 24 hours a day. A competent operator for this equipment must be available 24 hours a day.
- A system to have the operator on site within 20 minutes must be in place 24 hours a day. This system must be approved by the Commissioner, Queensland Fire and Rescue Service.
- A stockpile of sand or soil and the resources to load and transport it to the tyre storage site, and to place it on the tyre stacks must be readily available. The volume of sand or soil must be sufficient to completely cover the largest stack to a depth of 1 metre over the entire exposed surface area of the stack.
- A water supply system capable of delivering high volumes of water with minimum delay is required. The source may be reticulated town water or a dam.
- The on-site water reticulation system is to have the following characteristics:
 - A minimum of three standpipes with fittings approved by the Commissioner, Queensland Fire and Rescue Service are to be located so that at least one is no closer than 50m and no further than 90m from any part of any stack and is up-wind or cross-wind no matter what the wind direction.
 - Each standpipe is to be able to deliver 1,800 litres/minute when any two are operating. This flow rate must be able to be continuously maintained for a minimum of 3 hours.
 - Three 30 metre lengths of 64 millimetre hose and fittings, one branch and one nozzle must be kept readily available at a specified Fire Point.
 - This equipment is to be maintained in accordance with AS1851 and to meet the specifications of the Commissioner, Queensland Fire and Rescue Service.

- If water is to be drawn from a dam, a volume of 648,000 litres must always be available for pumping.
- Provision should be made to contain firewater runoff.
- More than one access point to the storage area shall be available to allow for varying wind directions. A perimeter road shall be developed to aid security and access. All roads to, and lanes between stacks, shall be maintained in a condition suitable for Queensland Fire and Rescue Service vehicles.
- If water is to be drawn from a dam, a hard standing area of a design and location approved by the Commissioner, Queensland Fire and Rescue Service must be provided adjacent to the dam for the sole use of a Queensland Fire and Rescue Service pumping unit.
- A security system meeting the approval of the Commissioner, Queensland Fire and Rescue Service is to be provided.
- A plan of action for a fire emergency must be developed. This plan must be approved by the Commissioner, Queensland Fire and Rescue Service.

Tyre recycling regulations

Environmental Protection (Waste ERA Framework) Amendment Regulation 2018

Mechanically reprocessing the waste tyres (e.g. shredding) is an activity under ERA 54(3) – Mechanical Waste Reprocessing for operating a facility for receiving and mechanically reprocessing, category 2 regulated waste.

There are three thresholds based on the quantity received and reprocessed per year:

1. 5,000t or less
2. more than 5,000t but not more than 10,000t
3. more than 10,000t

All thresholds of ERA 54(3) are concurrence activities, therefore you will need a development approval for the activity and an application will need to be submitted to local council and State Assessment Referral Agency. Your application for the development permit will also be the application for the EA (both are assessed concurrently). Please contact the relevant local government and State Assessment and Referral Agency (SARA) (or the relevant port authority for development on the port authority's strategic port land) to determine what assessable development triggers apply.

South Australia (SA)

Tyre transportation regulations

[Environment Protection Act 1993](#)

[Environment Protection Regulations 2023](#)

https://www.epa.sa.gov.au/environmental_info/waste_recycling/disposing-waste

Transportation of waste tyres within SA

Under the Act, an environmental authorisation is required to transport tyre waste if transported for fee or reward. Licensed waste transporters must complete a waste tracking form (supplied by the EPA), identifying where tyres are collected and where they are taken. The form must be completed by the producer of the waste (in most cases the retailer), the licensed transporter and the licensed waste depot operator (the disposal operator).

Licensed transporters must take waste tyres to a waste or recycling depot licensed by the EPA, or to an unlicensed waste or recycling depot that can receive the tyres under exempted circumstances (refer to Tyre Storage Regulations section for South Australia below).

Tyres are listed in Schedule 1 of the Act as a waste that must be tracked.

A consignment authorisation is issued to a waste consignor (usually the waste producer or someone acting on their behalf) by an approved receiving facility or by the SA EPA. It allows the transport of specified waste from a consignor to a receiving facility. It can cover multiple loads and remain valid for up to 1 year.

A separate paper transport certificate must accompany each load of waste that is being transported. Users of the SA EPA's online waste tracking system can create a transport certificate using the system.

Transportation of waste tyres into and out of SA

The tracking requirements for waste movements into SA from interstate locations are essentially the same as for waste movements within SA (see above).

If the waste is to be transported out of SA, contact the environment agency in the destination jurisdiction for a consignment authorisation.

The SA EPA online tracking system can be used for waste transported within SA or into SA from other states or territories.

Tyre storage regulations

Environment Protection Act 1993

[Environment Protection Regulations 2023](#)

In South Australia, the *Environment Protection Act 1993*, governs the licensing requirements regarding the transportation, storage and processing of waste tyres.

Key storage requirements are summarised as follows:

- The reception, storage, treatment and disposal of waste tyres (greater than 250 millimetres in size) is listed as a Prescribed Activity of Environmental Significance and therefore requires an Environmental Authorisation (works approval, licence or exemption), unless the amount in question is below 5 tonnes per annum and being used solely for the purpose of recycling, reuse, or if it is conditionally approved by the Authority.
- Used tyres should be stored in a manner that minimises risks to the environment, human health and therefore minimising the risk of fire. Businesses are considered to be compliant if they operate in accordance with the following guidelines:
- *General Guidelines for the Outdoor Storage of Used Tyres* issued by the South Australian Fire Service Fire Safety Department.

Some general storage requirements are listed under the *EPA 183/10: Waste guidelines – Waste tyres, updated September 2010*, such as secure fencing and access for emergency vehicles, and there is a specific requirement that all tyre facilities comply with the guidelines issued by the South Australian Fire Service Fire Safety Department.

[EPA Guidelines: Waste Tyres](#)

Under the Environment Protection Act 1993, an environmental authorisation is not required if:

- *The tyres are handled solely for recycling or reuse and are not in quantities exceeding five (5) tonnes per year (approximately 500 passenger vehicle tyres); or*
- *the EPA is satisfied that the waste or recycling depot will be conducted for such limited purposes that requiring an environmental authorisation would not be justified.*

Tyres should be stored on a level site away from surface watercourses, flood zones and groundwater recharge points. The site should be securely fenced and have access gates wide enough to allow the entry of emergency vehicles. Flammable or combustible liquids, hazardous wastes or other ignitable materials should not be stored close to tyre stockpiles.

All tyre sites should comply with the General Guidelines for the Outdoor Storage of Used Tyres issued by the South Australian Fire Service Fire Safety Department (replaced in March 2022 by the Fire Safety Guideline - Rubber Tyre Storage (see section 7 and below).

Tyre storage in buildings must comply with the Building Code of Australia, Part E of Book 1; refer to your local council for further details.

Fire safety requirements

Fire Safety Guideline for Rubber Tyre Storage issued by the South Australian Metropolitan Fire Service.

[Fire Safety Guideline for Rubber Tyre Storage](#)

This Guideline is applicable to sites storing more than 100 individual tyres or 10 tonnes of tyre product (whichever is the lesser).

Where the requirements of this Guidelines do not fit site-specific circumstances, advice should be sought directly from the South Australian Metropolitan Fire Service (MFS).

The key storage aspects provided in the Guide are listed as follows:

Outdoor storage:

- Storage heights should be determined by the stability of the pile and must not exceed 3m high.
- 'on-flat' or 'laced' tyre storage will be employed for all outdoor tyre piles.
- Tyre piles shall be arranged in 'thin' rows to assist firefighting operations and shall be no more than 6m wide.
- Tyre pile rows shall be no more than 20m in length to limit the total volume of tyres contained in a pile to a maximum of 360m³.
- Aisle separation of outdoor piles to be a minimum width of 20m and are to be free from combustible materials (including tyre scraps);
- Narrow end of piles shall be set-back from the allotment boundaries with a minimum clearance of 12 metres;
- Long side of piles shall be set-back from the allotment boundaries with a minimum clearance of 20 metres;
- Where the allotment boundary adjoins a public road affording perimeter fire appliance access, the total applicable setback distance may include the far boundary of the roadway. However, in this instance, the set-back off the perimeter fence line should be not less than 3 metres.
- Where the allotment boundary is of fire resisting construction to a minimum height of three (3)m (above the finished ground level of the site) and has a minimum fire resistance level (FRL) of -/60/60, the boundary set-back distance may be reduced to a minimum of 6 metres.
- Separation distances of tyre piles from buildings on the same allotment shall be 12 or 20m (as applicable from above) where the building's exposed façade is not protected.
- Where the building's exposed façade is protected with an automatic fire sprinkler system in accordance with AS 2118.1 or a wall wetting sprinkler system in accordance with AS 2118.2, the separation distance may be reduced to 10 metres.

Fire hydrants for Outdoor storage:

- A fire hydrant system complying with AS 2419.1 shall be installed to provide firefighting water supplies to tyre storage facilities.
- Fire hydrant system design shall be in accordance with AS2419.1 Clause 3.3 for Open Yard Protection, with the exception that the minimum number of hydrants flowing simultaneously shall be as follows:
 - **Small facility:** where the total storage volume on site is less than or equal to 750m³, the facility shall have a hydrant system capable of providing simultaneous hydrant flows of two (2) outlets (10 L/s each).
 - **Large facility:** where the total tyre storage volume on site is greater than 750m³, the facility shall have a hydrant system capable of providing minimum simultaneous hydrant flows of three (3) outlets (10 L/s each).
 - Where the facility is of a size that AS 2419.1 requires additional heads to flow (with respect to total yard areas), then the requirements of AS 2419.1 takes precedence.

Indoor storage:

- Building with more than 500m² floorspace should be used.
- Buildings that store more than 10 tonnes or 1,000 tyres should have natural ventilation, automatic smoke hazard management systems. All systems to comply with BCA.
- If a building stores more than 20 tonnes or 2,000 tyres then automatic sprinkler systems are to be fitted, including automatic smoke hazard management. All systems to comply with BCA.
- Tyres should be stored 'on-flat' or laced.
- Storage of tyres within premises shall be within open framed fixed or portable racking systems or palletised and shall be arranged to prevent tyres from becoming dislodged and falling/rolling from the storage system.

Firefighting water containment:

- Bund walls, sealed kerbing and blind sumps/catchment pits should be provided to contain water run-off from the site during firefighting activities.
- The proposed site containment systems shall also meet EPA SA licensing conditions.
- **Non-sprinkler protected premises:** The bunded capacity shall be designed to cater for a run-off of not less than 30 litres a second (fire hydrant flows) for 90 minutes, which equates to 162,000 litres (162kL).
- **Sprinkler protected premises:** The bunded capacity shall be designed to cater for a run-off of not less than the combined volume of 20 litres a second (fire hydrant flows) for 90 minutes (108kL) AND the design sprinkler system flow rate for 20 minutes.

Fire prevention:

- Perimeter clearances between piles and site boundaries must be clear of vegetation to prevent fire spread to adjacent allotments.
- No storage of flammable or combustible liquids, hazardous waste, or other easily ignitable materials within 30m of any tyre storage.
- All hot work activities, such as oxy cutting, welding and grinding, shall be controlled via a "Hot Works" permit system and appropriate safety measures employed, such as a fire spotter (with extinguisher/s).

Tyre recycling regulations

[Environment Protection Regulations 2023](#)

As per the Tyre storage regulations for SA section above, an Environmental Authorisation licence from the SA EPA must be obtained for the processing and treatment of waste tyres under Schedule 1 Part A of the Act – 3(2)c – tyre waste treatment works, being a depot, facility or works with the capacity to treat more than 5 tonnes of tyre waste during a 12 month period;.

In order to conduct the prescribed activities specified in the Licence, all conditions of the licence are to be satisfactorily met.

Tasmania (TAS)

Tyre transportation regulations

Environmental Management and Pollution Control (Waste Management) Regulations 2020

<https://epa.tas.gov.au/business-industry/regulation/waste-management/controlled-waste/handling-controlled-waste-in-tasmania/registration-of-controlled-waste-transporters>

<https://epa.tas.gov.au/Documents/Controlled%20Waste%20Transport%20-%20Spill%20Management%20Plan%20Guide.pdf>

Transportation of waste tyres within TAS

Under the Environmental Management and Pollution Control (Waste Management) Regulations 2020, transportation of controlled waste within Tasmania must only be undertaken by a person who is a Registered Controlled Waste Transporter.

It is a requirement for both new applications and variation applications for a registration for waste transport that you have a spill management plan(s) in place that is applicable to each controlled waste category you apply for. Guidance on what a spill management plan should include can be found via the Controlled Waste Transport Spill Management Plan Guide from EPA Tasmania.

No waste tracking is currently required by EPA Tasmania for tyres transported within the state.

Transportation of waste tyres into and out of TAS

A CA is required for interstate movements of controlled waste (including the Tasmanian leg of such movements) – which includes waste tyres.

The information provided in the CA serves as tyre waste tracking for EPA Tasmania.

The requirement for a registered controlled waste transporter to have a spill management plan(s) is also applicable for transporting waste tyres interstate.

Tyre storage regulations

Environmental Management and Pollution Control (Waste Management) Regulations 2020

In Tasmania waste tyres are classified as a controlled waste under section 3 of the *Environmental Management and Pollution Control Act 1994* and under regulation 5 of the *Environmental Management and Pollution Control (Waste Management) Regulations 2020*. This Regulation requires the registration of handlers of controlled waste and therefore this regulation applies to all parties involved with the production, transportation and receiving of tyres.

The regulation requires that a person not cause a controlled waste to be handled in a manner that will:

- Cause a leak, spill or escape of waste into the environment; or
- Cause serious environmental harm, material environmental harm or environmental nuisance.

An Approved Management Method (AMM) for the Storage and Reuse of Waste Tyres 2021 has been developed under the Waste Management Regulations.

Key storage requirements are summarised as follows:

- Except where approved or provided for in accordance with the Waste Management Regulations, no more than 6,250 EPU's of waste tyres may be stored on any premises.
- Waste tyres stored either indoors or outdoors must be stored in accordance with all of the guidelines contained in the Guidelines for Bulk Storage of Rubber Tyres published by Fire & Rescue NSW in 2014.
- Tyres must be stored in a manner that reduces rainwater collection in the tyres to the greatest practicable extent.
- Tyres must be stored in a manner which reduces animal, vermin and pest habitation in the tyres to the greatest practicable extent.

[A Companion Document](#) has been developed to assist relevant site operators to comply with the requirements for tyre storage and reuse set out in the AMM. Refer to Approved Management Method for the Storage and Reuse of Waste Tyres, Companion Document, EPA Tasmania June 2021.

Fire safety requirements

General Fire Regulations 2010

No specific guidelines on tyre storage and fire/emergency management have been published for Tasmania. The Tasmanian Government refers to the NSW guidelines where guidance is needed. See Tyre Storage Regulations.

Tyre Recycling Regulations

[Environmental Management and Pollution Control \(Waste Management\) Act 1994 \(EMPCA\)](#)

[Environmental Management and Pollution Control \(Waste Management\) Regulations 2020](#)

<https://epa.tas.gov.au/business-industry/assessment/guidance-documents>

Under Section 74(4) of the EMPCA regarding Environmental Impact Assessment Principles, the Tasmanian EPA must assess each proposal for waste tyre recycling as a business case before approving the activity. The business must prepare an Environmental Effects Report (EER), which is a document that provides information to the EPA Board about the environmental impacts of the proposed activity and the proposed mitigation measures.

Guidelines are adapted in the EER with the Tasmanian EPA providing project-specific information requirements that must be met in order for the activity to be approved.

Victoria (VIC)

Tyre transportation regulations

[Environmental Protection Act 2017 \(EP Act\)](#)

[Environmental Protection Regulations 2021 \(EP Regulations\)](#)

<https://www.epa.vic.gov.au/for-business/permissions/permits/how-to-apply-for-an-a11-permit-for-transporting-controlled-waste-into-victoria>

Transportation of waste tyres within VIC

As reportable priority waste, movement or transport of waste tyres must be tracked via Vic EPA's Waste Tracker. This applies to producers, transporters and receivers.

Waste Tracker is a secure online system that must include:

- The volume and category of waste
- Its source
- Transport arrangements, and
- Reuse, recycling or lawful disposal of the waste.
- Each waste producer and transporter must verify that the reportable priority waste is transported to a place that is lawfully allowed to receive it (refer to Victoria Tyre storage regulations section below).
- An A10b registration for transporting waste tyres and shredded waste tyres is required for transport of reportable priority waste.
- Transporters must store and handle the waste tyres in a manner that enables resource recovery and minimises environmental harm.

Interstate transportation of waste tyres out of VIC

- A consignment authority (CA) must be issued from the destination State or Territory receiving the waste tyres.
- The waste movement must be recorded using the Victorian EPA Waste Tracker portal.
- The waste movement must also be recorded using the electronic waste transport record system of the State or Territory that is receiving the waste. A hard copy of the waste record must also be kept with the waste during transit.
- Waste tyres as controlled waste leaving Victoria does not require a permit/licence (A12 for controlled waste leaving Victoria – other than waste tyres) to transport.
- The duty holder/s need to ensure that their vehicles have the appropriate waste transport permissions (A10b registration) and the equivalent approvals with the relevant interstate regulators.

Interstate transportation of waste tyres into VIC

An A11 permit is required to transport waste tyres into Victoria and acts as a CA.

If you are a waste transporter you must:

- make sure your vehicle has the appropriate approvals to transport the waste. It needs to be approved by the correct environmental protection body for the State or Territory that the waste will be moving to. It also needs to be approved by EPA Victoria.
- at the time of pick-up, provide to or confirm with the controlled waste producer the relevant information on the waste record
- make sure all required documentation is kept in the cabin of the vehicle. This includes:
 - a printed copy of the waste record
 - a copy of your transport approval
 - an 'initial emergency response guide' card.

If you have a valid authorisation issued by another State or Territory to transport reportable priority waste, you may be able to get a permission exemption from Vic EPA via the EPA Portal. The exemption is issued to the waste transporter.

Tyre Storage Regulations

Relevant environmental protection laws include the **Environmental Protection Act 2017 (EP Act)** and the **Environmental Protection Regulations 2021 (EP Regulations)**.

The EP Act outlines environmental duties, including ensuring that hazards are identified and that potential risks to the environment and human health are either eliminated or controlled.

Schedule 1 of the EP Regulations requires that site storing more than 5m³ of waste tyres at any time requires permission from the EPA. The type of permission required depends upon the quantities of tyres stored.

The type of EPA permission required to store waste tyres depends on the quantity, as follows:

- An A09b EPA Registration of tyre storage is required for sites storing more than 5m³ of waste tyres, but less than 40 tonnes or 5,000 EPU. This level of storage is for small quantities of tyres, representing lower risk than larger operating sites.
- An A09a EPA Operating Licences is required for large waste tyre storage facilities. This involves all sites storing more than 40 tonnes or 5,000 EPU of waste tyres.

In Victoria waste tyres, including whole tyres and tyre pieces, are considered a combustible recyclable waste material (CRWM). More broadly CRWM includes other material types such as plastics, e-waste, wood, paper and cardboard. Any business responsible for receiving, reprocessing or storing of CRWM where there is a risk of fire is to minimise the risk of harm to human health and the environment from fire as far as reasonably practicable.

When developing waste tyre storage plans, for both indoors and outdoors, operators are to refer to the [Management and Storage of Combustible Recyclable and Waste Materials - Guideline \(ver1667.3\)](#) or CRWM Guide. This Guide has been developed to assist operators comply with the EP Regulations, and EPA permits (Registrations and Licenses) include storage conditions in accordance with the Guide.

The CRWM Guide requires a risk based assessment for tyre storage. Consult the Guide directly for further details. In summary however the performance of operator storage is to achieve acceptable risk mitigation, with success factors including:

- Compliance with waste storage permission thresholds, or waste is stored and managed which minimises the risk of fires so far as reasonably practicable.
- Compliance with your permission conditions.
- Providing information on the site to emergency services.
- Ensuring site access points (including any rear access) are evident and unobstructed. Laying out your storage to reduce heat transfer.
- Lay out storage to reduce potential ignition sources.
- Managing storage layout according to the site plan and permission conditions including pile dimensions where applicable.

Fire Safety Requirements

The CRWM Guide also outlines fire safety requirements expected of operators. Key elements provided in the Guide including the following fire safety requirements:

Outdoor storage

Unless licence or local regulator prescribe different requirements, tyre stockpiles stored externally should:

- Not exceed 3m in height due to potential for instability;
- Be no more than 6m wide and 20m in length (arranging tyres in long “thin” piles will help firefighting operations); and
- Not exceed 360m³ in total volume of tyres contained in a pile.

Indoor storage

- Tyre stacks inside a building should not exceed 3.7m in height or 30m² in area;
- Building without sprinklers requires a minimum of 3 m distance between stacks and building structures;
- Building with sprinklers requires a minimum of 2m between stacks and 1.5m between stacks and building structures;
- Maintain a minimum clearance of 1m along paths of travel to exits or firefighting equipment access. ‘
- Stored tyres must be 1m clear of the roof or any structures attached to the roof.

Effective Storage Management

- Separation of activities, for example separate drop off, processing and storage areas by distance, containment walls etc.
- Good layout of site arrange your site to consider spontaneous combustion and the flammable nature of your waste types.

Monitoring Hazards

- Security systems such as CCTV to monitor sites for illegal dumping, vandalism, other potential sources of ignition.
- Early detection devices such as thermal probes to monitor temperature of CRWM storage; and outdoor thermal detection, video smoke detection and flame detection to detect fire in the early stages.

Site Arrangements

- Separation of combustible non-waste materials from CRWM storage through removing gas cylinders, dangerous goods, electrical devices, batteries, flammable substances, etc. from areas where CRWM is stored.
- Quarantine areas for hazardous waste and hot loads through separating combustible hazardous wastes from where CRWM is stored and having designated areas for depositing and controlling hot loads.
- Adequate and maintained security fencing to restrict unauthorized access.

Policies and Procedures

- Good housekeeping and equipment maintenance through a regular maintenance program and records.
- Permits and policies, for example hot works in place and tilted (including exclusion zones).
- Site walks conducted regularly including inspections of equipment/vehicles.
- Record keeping of staff training, staff roles, and maintenance of vehicles and routine service of fire protection equipment and systems.
- Routine service of fire protection equipment is carried out to the latest edition of AS 1851 by individuals considered competent by VBA recognized qualifications or industry accreditation schemes such as Fire Protection Accreditation Scheme. Critical defects are to be rectified within 30 days.

- Review and make updates to safety documents in a timely manner/when introducing new equipment or tasks to the site in the event of a fire.
- Develop and enforce a smoking policy that prevents smoking on site or includes no-smoking zones near combustible materials.

Effective Storage Management

- Using bunker fire walls or separation/free air gaps to create barriers between piles.
- Manage pile size and arrangement of waste types
- Interlace baled material for stability of stacks

Fire Protection Systems

- Fire protection systems (for example: hydrants, fire water monitors, fire sprinklers) provided to respond to hazards on the site (compliant with applicable standards and appropriate to the potential fire hazard).
- Water supply (for example: dams, reticulated or tanks) provided onsite. Where a reticulated supply is not available, cannot meet the requirements of AS 2419.1, or is the worst credible fire scenario, it is important to provide a static water supply that is fit for purpose. Water for fire systems should be potable or Class A recycled water and salt-free.
- Fire warning systems (for example: bells, alarms, alarm signalling equipment) that can be automatically or manually triggered by the fire detection and protection systems, providing both local alarms and automatic notification to the CFA or FRV of the fire.
- First aid firefighting equipment (for example: fire extinguishers, fire hose reels) that is both accessible and in effective working order.
- Firefighting support equipment (for example: excavators) that is stored on site and fitted with AS 5062-compliant vehicle fire suppression systems to separate burning materials or build containment ponds.
- Automatic fire deluge systems in bunkered storage within the site.

Fire Water Containment

- Liquid run-off management including bunding, drainage basins/catchment pits, contingency plans to divert from storm drains to sewers, use of booms, extinguishing fires with sand instead of foam/water, eductor pumps to pump firewater off site for disposal, and/or monitoring of waterways.

Tyre Recycling Regulations

[Environmental Protection Act 2017 \(EP Act\)](#)

[Environmental Protection Regulations 2021 \(EP Regulations\)](#)

The EP Act outlines environmental duties, including ensuring that hazards are identified and that potential risks to the environment and human health are either eliminated or controlled.

Schedule 1 of the EP Regulations requires that a site receiving, storing, or processing waste generated at another site, including specified combustible recyclable and waste material but excluding reportable priority waste (transport), for the purposes of resource recovery or off-site transfer or disposal requires an EPA permission.

The type of EPA permission required to process waste tyres depends on the quantity, as follows:

- An A13a EPA Operating Licence is required for sites processing 4,000 tonnes or more of waste tyres received in any one month, or 10,000m³ or more of waste tyres are stored for processing on the site at any time; or
- An A13b EPA Permit is required for sites processing 4,000 tonnes or more of waste tyres received in any one month, or 5,000m³ or more of waste tyres are stored for processing on the site at any time or
- An A13c EPA Registration is required for sites processing between 5m³ and 5,000m³ of waste tyres stored at any one time.

Western Australia (WA)

Tyre transportation regulations

[Environmental Protection Regulations 1987](#)

[Environmental Protection \(Controlled Waste\) Regulations 2004](#)

<https://ablis.business.gov.au/service/wa/controlled-waste-carrier-licence/17171>

Transportation of waste tyres within WA

Transporting used tyres is regulated under the Environmental Protection (Controlled Waste) Regulations 2004. Individuals or businesses transporting bulk controlled waste or packaged controlled waste (waste tyres) on roads in Western Australia must hold a Controlled Waste Carrier Licence issued by Department of Water and Environmental Regulation (DWER).

<https://www.wa.gov.au/government/publications/controlled-waste-fact-sheet-4-requirements-of-controlled-waste-carriers>

To apply for a Controlled Waste Carrier Licence for waste tyre transport, you need to complete and submit the following:

- **Form CW4** – Application enquiry for becoming a controlled waste carrier and received a response from the department.
- **Form CW1** – Application for controlled waste carrier licence
- **Form CW11** – Controlled waste tracking system (CWTS) access form
- **Form CW5** – List of vehicle(s) or trailer(s) used to transport packaged controlled waste, which lists all the carrier's vehicles and trailers.
- **Form CW6** – List of driver(s) transporting packaged controlled waste, which lists all drivers of packaged waste.
- A spill management plan.
- A confirmation letter from the proposed waste facility(s) that they are able to accept the controlled waste.

Licensed carriers must complete a controlled waste tracking form (CWTF) for each load of waste tyres transported and is valid for one disposal only. The CWTF is completed via the online CWTS and tracks the waste from its origin (waste holder) to its final destination (waste facility).

Both the waste carrier and the receiving waste facility are required to submit copies of the completed tracking form to DWER.

If the total weight of waste tyres in the individual load weighs less than 200kg, the licenced waste carrier may be exempt from completing waste tracking via CWTS.

Interstate transportation of waste tyres into and out of WA

If you are a waste transporter and hold a valid controlled waste carrier licence issued by DWER and you intend to transport waste tyres into WA, you will need to apply for a consignment authorisation (CA) by completing and submitting application Form CW17 - Application for a Consignment authorisation to transport controlled waste into Western Australia.

If you are a waste transporter and hold a valid licence and CA issued by another jurisdiction within Australia and intend on transporting controlled waste into WA, you need to complete and submit Form CW26 - Application to list an interstate controlled waste carrier in the Controlled Waste Tracking System.

For CW26 application, the following must be submitted:

- Copy of certificate of registration or certificate of registration of business name or other legal document which demonstrates the ownership as a legal entity.
- Copy of each controlled waste carrier licence issued by the jurisdiction of another state or territory.
- Copy of issued CA from the waste origin jurisdiction.
- Spill management plan.
- Copy of each transport vehicle's current registration paper issued by Department of Transport.

Tyre storage regulations

[Environmental Protection Regulations 1987](#)

[Environmental Protection \(Controlled Waste\) Regulations 2004](#)

Both the *Environmental Protection Act 1986* and the *Waste Avoidance and Resource Recovery Act 2007* have provisions that can be relevant to the control of used tyre waste.

Up to 500 tyres can be stored at a tyre fitting business (or at a place connected with one) or up to 100 tyres can be stored in any other place before they are required to be licensed.

Any premises storing more than 500 tyres per year are required to obtain a licence.

The permitted quantity of used tyre storage is stipulated on a site's licence (under category 56 or 57 in Schedule 1 of the *Environmental Protection Regulations 1987*). Used tyres cannot be stored on a licensed property in any other way than that specified on the license.

Refer to Tyres Legislation:

<https://www.wasteauthority.wa.gov.au/publications/view/miscellaneous/tyres-used-and-waste>

The [Guidance Note: GN02 Bulk Storage of Rubber Tyres Including Shredded and Crumbed Tyres](#) also has information on the suitable storage of tyres to avoid fire hazards.

When planning a tyre storage and/or processing facility, it must have:

- Fire risk assessment.
- Emergency Preparedness – Pre-Incident Emergency Plan.

Acceptable tyre storage includes, bundled tyres, pallet systems, horizontal systems, portable systems, and laced storage (outdoor only). Unacceptable storage included "Tread Up" storage and uncontrolled storage. It also includes the dimensions for tyre stacks and piles, requirements of indoor and outdoor tyre storage,

Individual stacks should not exceed 3.7m in height, 60m² in area and/or 12.5 tonnes in weight.

A maximum of four individual stacks can be grouped with each group of four stacks being a pile. A separation distance of not less than 2.5m at the base must be maintained between each stack, and 18mm must separate each pile.

For external tyre storage at small tyre facilities (less than 50 tonnes):

- Tyre stacks should be no closer than 6m to all buildings on the same allotment having non-combustible outdoor walls.
- Tyre stacks should be no closer than 18m to all building on the same allotment having combustible outdoor walls.
- Tyre stacks should be no closer than 18m to allotment boundaries, except in the following circumstances:
 - The far side of a public road reserve that adjoins the site may be considered the allotment boundary for the purpose of clearance, however tyre stacks must remain at least 6 m back from the actual allotment boundary or boundaries facing the public road/s.
 - Where boundaries have non-combustible walls/windows/doors of equal or greater height to the tyre stacks (3.7 m), the separation distance may be reduced to 6m.

For external tyre storage at large tyre facilities (more than 50 tonnes), tyre stacks should be at least 18m from any boundary or building on the allotment, except the far side of a public road reserve that adjoins the site may be considered the allotment boundary for the purpose of clearance, however tyre stacks must remain at least 6 m back from the actual allotment boundary or boundaries facing the public road/s.

If a site recycles whole tyres to shred or crumb, the following dimensions and separation distances are not to be exceeded:

- Max 20m long (followed by 5m gaps at ends).
- Max 3m high (to avoid heating & spontaneous combustion).
- Width of base 5m (approximate maximum).
- 6m between rows (to permit movement of earth moving equipment to create fuel break).
- No closer than 10m to structures (either same lot or neighbouring).

Fire safety requirements

In Western Australia, there are no prescribed Essential Fire Safety Measures provisions other than those outlined in Part 1 of Volume 1 of the NCC for new buildings and GN02 [Bulk Storage of Rubber Tyres Including Shredded and Crumbed](#).

There are special provisions that must be followed for tyres stored inside, including for:

- Smoke and Heat Venting – required for internal storage buildings which have a fire compartment floor area of 2000m² or more and contains more than 10 tonnes of tyres.
- Sprinkler Protection – required for internal storage buildings which have a fire compartment floor area of 2000m² or more and contains more than 20 tonnes of tyres.
- Indoor Storage Configuration – must remain 1 m clear in all directions from the underside of the building's roof or ceiling structures (including sprinklers) and minimum 1 m clearance maintained along paths of travel for exits and firefighting equipment.
- Non-sprinkler protected buildings – minimum clearance of 3 m be provided between stacks and any load bearing building elements.

Any external tyre storage facility should have at least two site access points, each being not less than 4m wide.

Maintaining an adequate water supply source for use by Department of Fire and Emergency Services (DFES) in the event of a tyre fire is a critical component of site operations. The availability of fire hydrants is essential to fire protection.

The table below provides the minimum number of hydrant outlets based on the site size and storage.

Number of Fire Hydrants Outlets to Discharge Simultaneously @ 10 litres per second.
According to Size and Type of Tyre Storage Facility.

Internal Storage Fire	Compartment Floor Area	Number of Outlets
Non-sprinklered internal	<5,000 m ²	3
Non-sprinklered internal	≥5,000 m ²	4 plus one additional outlet for each additional 5,000m ²
Sprinklered internal	<5,000 m ²	2
Sprinklered internal	≥5,000 m ²	3
External Storage	Area Used for Storage	Number of Outlets
Open Yard	<5,000 m ²	3
Open Yard	≥5,000 m ²	4 plus one additional outlet for each additional 5,000m ²

If the tyre storage facility has a hydrant and/or sprinkler system, provision must be made for the retention of contaminated water run-off:

- Sprinkler Protected (Internal Storage)
 - The calculated maximum sprinkler design output operating for a period of 90 minutes (simultaneous operation with hydrants) is to be included in the total fire water run-off.
 - Determine the number of hydrants operating simultaneously at 10 L/sec for four (4) hours using table above.
- Non-Sprinkler Protected (Internal and External Storage):
 - Determine the number of hydrants operating simultaneously at 10 L/sec for four (4) hours using table above.

Licences issued by DWER contain specific tyre storage conditions such as stockpile heights and separation distances. It is understood this is done on a case by case basis.

Tyre Recycling Regulations

[Environmental Protection Regulations 1987](#)

<https://www.wa.gov.au/service/environment/environment-information-services/licences-and-works-approvals-prescribed-premises>

In Schedule 1 of the EP Regulations, a solid waste facility is categorised (61A) as a prescribed premises (other than premises within category 67A) on which solid waste produced on other premises is stored, reprocessed, treated, or discharged onto land. Category 61A is dependent on the operational capacity of 1,000 tonnes or more per year.

A prescribed premises requires a licence under the Act and is regulated by WA EPA.

Appendix B:

Checklist of essential requirements

Aspect	Essential Requirement	Reference Section
Site selection	<p>Site selection for storage of tyres should include consideration of the following;</p> <ul style="list-style-type: none"> • impermeable soil, or addition of sealed surface • site should be situated away from surface watercourses • where tyres are stored outside, proximity to infrastructure and ensure site is large enough to account for separation distances and allow for future expansion • flat, level ground where possible. 	3.1.1
Building design	<p>Tyre storage facilities must comply specifically with Clause E1.10 and E2.3 of Part E, Volume 1 of the NCC.</p>	3.1.1
Security and monitoring	<p>Site security should include full enclosure of the site with fence or wall (non-combustible materials) of adequate height to prevent unauthorised access.</p>	3.1.2
Fire retardant access and containment	<p>Facilities should refer to both AS2419.1 (Fire hydrant installations) and AS2118.1 (Automatic fire sprinkler systems) for determining water supply requirements.</p>	3.1.3
Site specific risk assessment	<p>All sites storing tyres, regardless of volume or size, should undertake a site-specific fire risk assessment or fire safety study.</p>	3.1.4
Indoor storage general requirements	<p>Where tyres are stored indoors, operators should ensure that they are in compliance with</p> <ul style="list-style-type: none"> • Environmental regulator permissions or licence conditions • Local regulations • Standards set out in Volume 1 of the NCC, especially fire protection systems which are pursuant to Clause E1.10 and E2.3. 	3.2
Indoor storage – site layout and design	<p>Site entry points should have at least 4m clearance with access roads designed for large emergency vehicles and their weight limits. Large facilities should have at least 2 separate access points.</p>	3.3.2
Indoor storage – stacking/stockpile arrangements	<p>Where tyres are stored indoors, at a minimum the following is required:</p> <ul style="list-style-type: none"> • Portable storage systems that can be easily moved by forklift • Horizontal systems using pallets or shelving racks for heights exceeding 1.5m • No obstruction of fire equipment and storage. 	3.3.2

Aspect	Essential Requirement	Reference Section
<p>Indoor storage – stockpile size, dimensions and configurations</p>	<p>Tyre stacks within a building should not exceed 3.7m in height or 30m² in area. The following boundary perimeters are required:</p> <ul style="list-style-type: none"> • Building without sprinklers – minimum of 3m between stacks and building structures • Building with sprinklers – minimum of 2m between stacks and 1.5m between stacks and building structures. <p>A minimum clearance of 1m should be maintained along paths of travel to exits or firefighting equipment access and stored tyres must be 1m clear of roof or any structures attached to the roof.</p>	<p>3.3.3</p>
<p>Outdoor storage – site/ fire access</p>	<p>Site entry points should have at least 4m clearance with access roads designed for large emergency vehicles and their weight limits. Large facilities should have at least 2 separate access points.</p>	<p>3.3.2</p>
<p>Outdoor storage – stacking/stockpile arrangements</p>	<p>Where tyres are stored outdoors, operators should ensure that they are in compliance with:</p> <ul style="list-style-type: none"> • Environmental regulator permissions or licence conditions • Local regulations <p>Tyres should not be stacked on their treads unless there is some means of containing/constraining the stacks. This containment/constraint should be fire resistant.</p>	<p>3.3.3</p>
<p>Outdoor storage – stacking/stockpile arrangements</p>	<p>Acceptable tyre storage configurations/stacking (to be used in absence of local jurisdiction regulations):</p> <ul style="list-style-type: none"> • For outdoor storage, tyres should be stored on their sides or laced, with tyres stacked overlapping to create a woven arrangement, unless they are restrained by some means e.g . metal cages or portable systems. • Tyres should not be stacked on their treads unless they are contained by some means. This containment/constraint should be fire resistant. <p>Unless your licence or local regulator prescribe different requirements, tyre stockpiles should:</p> <ul style="list-style-type: none"> • not exceed 3m in height due to potential for instability • be no more than 6m wide and 20m in length (arrangement in long ‘thin’ piles will assist firefighting operations) • Alternatively, the total volume of tyres contained in a pile should not exceed 360m³. <p>Aisles between tyre stockpiles should remain clear from all combustible material and allow for fire fighter access. Appropriate separation distances should be determined based on the size of the pile, a minimum separation distance of 20m is recommended between each tyre stockpile.</p> <p>Differing requirements exist for NSW sites, refer to the NSW guidelines for further detail (see Section 7).</p>	<p>3.3.3</p>

Aspect	Essential Requirement	Reference Section
<p>Outdoor storage – separation distances</p>	<p>The following separation distances are recommended:</p> <ul style="list-style-type: none"> • Non-combustible boundaries – at least 6m from perimeter • Combustible boundaries or public roads – at least 20m from perimeter if the stockpile’s long sides face the boundary and 12m from perimeter if the stockpile’s narrow ends are facing the boundaries. <p>If the building is protected with automatic fire sprinkler system that meets the AS2118.1 standards, this distance may be reduced to 10m.</p>	<p>3.3.3</p>
<p>Site Emergency Plan</p>	<p>All sites should develop and document an emergency plan in accordance with WHS/OHS laws and meeting Australian Standard AS3745-2010.</p> <p>that shows the location of all key fire equipment, site evacuation procedures and other emergency services related information. This should include appointment of an Emergency Control Organisation and a dedicated Site Safety Officer, and ensuring that all employees are trained in the emergency procedures and that they are well rehearsed.</p>	<p>4.1</p>
<p>Fire Risk Assessment</p>	<p>All sites (new and existing) should undergo a fire risk assessment to identify fire risks and document essential site equipment and resourcing requirements.</p> <p>Where possible, this should be completed in consultation with your local fire authority.</p>	<p>4.3</p>
<p>Ignition source control</p>	<p>All potential ignition sources should be eliminated or controlled via reference to Section 25.3 of the Code of Practice for the Storage and Handling of Dangerous Goods (Safe Work Australia) in particular:</p> <ul style="list-style-type: none"> • Regular inspection of all electrical equipment and machinery • Control of smoking at the site (i.e. only in designated areas away from hazards) • Control/exclusion of open flames or hot work within 3m of tyre storage areas (via hot work permitting) • Keep site clear or minimise flammable material around tyre storage areas • Ensuring that storage of flammable or combustible liquids are not within 30m of any tyre storage. 	<p>4.5</p>
<p>Staff training</p>	<p>All staff should also be trained in implementation of the site emergency plan and emergency response procedures, in accordance with the Work Health and Safety Regulations.</p> <p>It is recommended that all staff are trained in basic fire prevention methods and operation of installed fire equipment.</p>	<p>4.9</p>

Aspect	Essential Requirement	Reference Section
<p>Fire safety and emergency equipment</p> <p>– general water supply and accessibility</p>	<p>Water provided for fire systems should be potable or Class A recycled water.</p> <p>Indoor storage:</p> <ul style="list-style-type: none"> • Operators need to be able to provide adequate water supply for firefighting operations. Facilities should refer to both AS2419.1 and AS2118.1 for determining water supply requirements. <p>Outdoor storage:</p> <ul style="list-style-type: none"> • A site-specific assessment should be undertaken to determine capacity. <p>As an absolute minimum ensure that there is adequate water supply of 2 x 250,000L tanks where town water is insufficient.</p>	<p>5.1.2</p>
<p>Fire safety and emergency equipment</p> <p>– firewater containment capacity</p>	<p>For best practice indoor storage, the NSW/SA method may be used to determining the required containment capacity:</p> <ul style="list-style-type: none"> • Hydrant and sprinkler system – calculate containment capacity on basis of 2 hydrants operating simultaneously at 10 L/s each (no less than 20L/s altogether) (in addition to the buildings maximum sprinkler design output operating for period of 90 minutes). • No sprinkler system – calculate containment capacity on basis of 3 hydrants operating simultaneously at 10L/s each (no less than 30L/s altogether) for a period of 90 minutes. <p>For outdoor storage (and both situations in Victoria) the capacity should be determined as part of a site- specific fire risk assessment.</p> <p>You can refer to the NSW and SA guidelines (see Section 7) for guidance and refer to your local regulator for advice specific to your jurisdiction.</p>	<p>5.1.3</p>
<p>Indoor storage</p> <p>– fire hydrant systems</p>	<p>Depending on your building size, a fire hydrant system complying with AS2419.1 (greater than 500m²) and a fire hose reel should be installed. The flow rate of each hydrant should be based on a minimum flow rate of 10L/s per hydrant.</p> <p>The number of hydrants required should be based on Standards Australia, 2004, AS2419.1 (Amend Nos 1 and 2) Fire hydrant installations – Part 1: System design, installation and commissioning</p>	<p>5.2.3</p>
<p>Indoor storage</p> <p>– building compliance</p>	<p>Tyre storage facilities should ensure that they are in compliance with the standards set out in Volume 1 of the NCC, especially fire protection systems which are pursuant to Clause E1.10 and E2.3 .</p> <p><i>Ref: National Construction Code Volume One, Building Code of Australia Class 2 to Class 8 Buildings, 2014, Canberra ACT, Australia</i></p>	<p>5.2.1</p>

Aspect	Essential Requirement	Reference Section
<p>Indoor storage – smoke hazard management system</p>	<p>All indoor tyre storage facilities should have a smoke hazard management system in accordance with Clause E2.3 and Specification E2.2c of Volume 1 of the NCC or as a minimum, provision of permanent natural ventilation in accordance with Table 2.2a, Volume 1 of the NCC</p>	<p>5.2.5</p>
<p>Indoor storage – sprinkler systems</p>	<p>Indoor tyre storage facilities storing in excess of the threshold defined for combustible goods in Table E1.5 (relevant to your state/territory) of Volume 1 of the NCC should have sprinkler system complying with AS2118 .1 be installed. In Victoria, this is required regardless of the quantity stored.</p> <p><i>Ref: Standards Australia, 2006, AS2118.1 Automatic fire sprinkler systems – Part 1: General systems</i></p>	<p>5.2.4</p>
<p>Outdoor storage – fire hydrants</p>	<p>Sites should install a fire hydrant system complying with AS2419 .1.</p> <p>Standards Australia, 2004, AS2419 .1 (Amend Nos 1 and 2) Fire hydrant installations – Part 1: System design, installation and commissioning</p>	<p>5.3.2</p>

