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GWA RESPONSE PLAN FOR 'ON-RAIL' EMERGENCIES

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GWA Rail Safety Document	Issuing Section: Rail Safety & Environmental
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AMENDMENTS

Page No.	Issue Number	Date of Issue	Amendment Details
All	1	20.04.2003	Annual Review. Replaces ASR-RSD-005. Allocation of new document number.
All	2	01.08.2003	Issue of version 1 delayed. Document updated and released as version 2.
All	3	01.11.2003	Expansion of Operations in NSW and completion of Alice Springs – Darwin Railway Construction Project.
All	4	01.10.2006	Procedure updated to reflect requirements of AS 4292.1 (2006), NAP and name change of organisation to GWA

DOCUMENT REVIEW AND AUTHORISATION DETAILS

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1. PURPOSE

The purpose of this plan is to provide Genesee and Wyoming Australia (GWA) staff with clear and concise guidelines for initiating a response to an 'on-rail' emergency.

In the process, it will also:

- Demonstrate compliance with *Australian Standard AS4292:2006 Railway safety management, Part 1, Section 8.1 Occurrence Notification and Management, the National Rail Safety Accreditation Package, section 3.27 Occurrence and Emergency Management* and applicable Rail Safety Acts and Regulations.
- Provide other network owners and railway operators with verifiable evidence of the existence of an emergency response plan.

2. EMERGENCY

An emergency is usually triggered by a Level 1 (Major) or Level 2 (Significant) incident – refer to Section 4 Incident Definition for further details.

An emergency requires the coordination and mobilisation of all available resources and often necessitates urgent medical and/or emergency aid.

For the purpose of this procedure an emergency is defined as:

'Any occurrence (including an accident, dangerous goods spill, fire, flood, storm, tempest, earthquake or eruption) that:

- a) causes or threatens to cause loss of life or injury to persons or significant damage to property, and
- b) is of such a nature or magnitude that extraordinary measures are required in order to protect life or property'.

An emergency is, by its very nature, beyond the capacity of GWA staff to handle alone. Most of the work associated with an emergency will be handled by emergency service organisations - specially trained and equipped for the task.

Control of the incident response will normally be taken by a Senior Police Officer, or some other suitably empowered emergency service representative. This person will assume the role of *Civil Incident Controller*.

GWA will provide assistance and support in every possible way and once the site has been declared safe, will effect the recovery of rollingstock and (where appropriate) the reinstatement of track infrastructure.

3. SCOPE

This plan shall apply to all Level 1 and Level 2 incidents that occur on the GWA railway network or, involve GWA operations and/or resources on the railway networks of other Owners.

This plan will remain in effect for the entire duration of the emergency phase of a Level 1 or Level 2 incident.

While the operating protocols contained within this plan should be followed wherever possible, circumstances may, on occasion, dictate the need for alternative action.

Such decisions shall be left to the discretion of attendant personnel.

4. INCIDENT DEFINITIONS

For the purpose of this plan, the following incident definitions shall apply:

4.1. Level 1 (Major) Incident

An occurrence that has been classified as a major emergency, requiring a sustained response by emergency service personnel eg:

- A collision involving a passenger train, which results in multiple deaths/injuries;
- A dangerous goods incident;
- A bush fire, or
- A terrorist act or threat.

4.2. Level 2 (Significant) Incident

An occurrence such as an on-rail collision, main line derailment, or level crossing accident, which results in, or has the potential to result in:

- The death or serious injury of persons,
- The health or safety of persons being affected,
- Significant damage to property or infrastructure,
- Significant disruption to train services,
- Significant environmental impact.

For the purpose of this plan a Level 1 incident shall be managed in the same manner as a Level 2 incident.

5. EXCLUSIONS

This plan does not address incidents of a lesser nature ie Level 3 (Minor) incidents, which typically include:

- Minor injuries,
- Minor mainline and yard derailments,
- Infrastructure irregularities,
- The failure of locomotives and rolling stock, and
- SPADs (Signals Passed at Danger)

Response plans for this type of incident, along with detailed procedures for the recovery of rollingstock, freight and property, as well as the reinstatement of track (for the GWA railway network only) are contained in document RS-PRC-007 *Procedure for the Management of 'On-Rail' Incidents*.

This plan does not cover emergencies that occur on the OneSteel Railway in South Australia. A separate plan applies to these incidents – refer to ASR-RSD-028 *Induction and Emergency Response for Railroad Operations on the BHP Whyalla Steelworks*.

6. REFERENCES

- Rail Safety Management Plan (RS-PLN-001)
- Code of Practice for the Australian Rail Network (formerly the Defined Interstate Rail Network),
- Addendum to the Code of Practice (ARN) OP-COP-00,
- Response Plan for 'On-Rail' Emergencies (RS-PRC-006),
- GWA Procedure for Incident Reporting (RS-PRC-008),
- Rail Corp Incident Management Manual AO-00-M006,
- WestNet Rail Mainline Emergency Procedures Manual,
- Western Australian Hazardous Materials Emergency Management Plan WESTPLAN – HAZMAT
- ARTC Interface Procedure – Incident Management Plan – TA44
- FreightLink Emergency Response Plan (FL-PRO-017)
- Transfield Services Plans TMP 6454-OP-0006,
- Level Crossing Locations (GWA rail network),
- Australian Standard AS 4292:2006 *Rail safety management* Part 1, Section 8.1 *Occurrence Notification and Management*
- *National Rail Safety Accreditation Package (version 2)*, Section 3.27 *Occurrence and Emergency Management*

7. DEFINITIONS

This procedure uses terms contained in AS 4292:2006, the National Rail Safety Accreditation Package (version 2) and the following:

- **Civil Incident Controller**
Usually a senior police officer or member of the emergency services who is suitably trained and empowered to assume control of the emergency response.
- **GWA First Advice Coordinator**
GWA Transport Control
- **GWA Incident Response Coordinator**
Suitably trained GWA officer, or nominee, who assumes responsibility for management of the organisation's incident response.
- **On-Rail**
Any activity conducted on track or within three (3) metres of the nearest running rail.

8. RESPONSIBILITIES RELATIVE TO THIS PLAN

8.1. General Manager

The General Manager shall be responsible for ensuring that all staff under his/her management are familiar with and comply with the requirements of this plan.

The General Manager shall also ensure that this plan is made available to contract service providers, owners of other railway networks that GWA operates on, and any other party that may require access to the GWA railway network.

The General Manager shall ensure that the organisation is suitably resourced and positioned to deal with the consequences associated with an emergency.

8.2. Line Managers and Coordinators

Line Managers and Coordinators involved in GWA's operations shall ensure that all employees engaged in rail safety work under their direct supervision are familiar with this plan and comply with its requirements.

8.3. Rail Safety & Environmental Manager

The Rail Safety & Environmental Manager shall be responsible for ensuring that the effectiveness of this plan is subject to routine assessment via the performance and review of simulated emergency exercises.

The Rail Safety & Environmental Manager shall review this plan on a regular basis, or whenever changed circumstances dictate, in a bid to ensure its ongoing accuracy and ability to meet the stated purpose.

The Rail Safety & Environmental Manager shall also be responsible for identifying, establishing and maintaining interface coordination plans with applicable emergency service organisations.

8.4. Rail Safety Workers

Employees and contractors of GWA engaged in rail safety work and users of the GWA railway network shall be familiar with and comply with the requirements of this plan.

9. PLAN RECIPIENTS

A copy of this plan and the *Procedure for the Management of 'On Rail' Incidents* (RS-PRC-007) is located on the GWA Web site www.gwrr.com → Australia → Documents.

A copy of this Plan is also held by:

- GWA Senior Management,
- GWA Line Managers and Coordinators,
- GWA Transport Control,
- Owners of other railway networks that GWA operates on,
- Operators of railway services and other users of the GWA railway network, and
- Applicable Police Communication Centres and Emergency Response Organisations.

10. GWA RAILWAY NETWORK

GWA owns and operates the following railways, yards and facilities in South Australia.

Railways

- Port Lincoln to Kevin (Eyre Peninsula)
- Cummins to Buckleboo (Eyre Peninsula)
- Yeelanna to Kapinnie (Eyre Peninsula)
- Gawler to Penrice
- Gawler to Roseworthy
- Roseworthy to Balaklava
- Roseworthy to Kapunda
- Roseworthy to Burra
- Tailem Bend to Loxton
- Tailem Bend to Pinnaroo
- Monarto South to Apamurra

Depots, Yards and Facilities

- Tailem Bend
- Islington Workshops
- Dry Creek North
- Dry Creek South
- Port Adelaide
- Port Pirie
- Port Augusta

- Cook
- Port Lincoln
- Thevenard

11. GWA OPERATIONS OVER OTHER RAILWAY NETWORKS

GWA also operates train services over the following railway networks:

South Australia

- Australian Rail Track Corporation Ltd (ARTC) Interstate Railway between Adelaide and Wolseley
- ARTC Interstate Railway between Port Augusta and Northgate Block Point
- ARTC Interstate Railway between Adelaide and Port Augusta
- ARTC Interstate Railway between Crystal Brook and Broken Hill
- ARTC Interstate Railway between Port Augusta and Deakin
- Trans Adelaide Metropolitan Rail Network
- OneSteel Railway between Whyalla, Iron Duke and Iron Knob
- FreightLink Interstate Railway between Northgate BP and SA/NT Border.

Western Australia

- ARTC Interstate Railway between Deakin and Parkeston
- WestNet Railway between Parkeston and Perth (as Hook and Pull provider only).

Victoria

- ARTC Interstate Railway between Wolseley and Melbourne
- ARTC Interstate Railway between Albury and Melbourne

New South Wales

- Railways forming the Australian Rail Network (ARN) owned by ARTC
- Intrastate railways owned by Rail Corp
- Various private sidings, yards and terminals.

Northern Territory

- FreightLink Interstate Railway between SA/NT border and Darwin

Appendix B contains a map of the GWA rail network and those portions of the ARN that the organisation operates over.

12. FIRST ADVICE

First advice of an emergency will normally come from GWA staff at the incident site, other rail operators or network owners (as detailed in the Code of Practice for the Australian Rail Network (ARN) and safe working procedures).

Advice may also be received from one (or more) of the Regulatory Authorities, contractors, customers, or members of the public.

GWA Transport Control assumes the role of *First Advice Coordinator* for the organisation, providing a 24 hour/day, 7day/week point of contact for all incidents involving or affecting GWA.

GWA Transport Control can be contacted by telephoning the following numbers in order of priority:

1. **(08) 8262 5424 (Dedicated Emergency Response Number)**
2. **0419 819 136 (Dedicated Emergency Response Number)**
3. **(08) 8343 7711**
4. **(08) 8343 7732**

13. DRY CREEK SOUTH

On occasions, long trains standing on the north end of the ARTC Dry Creek Crossing Loop may block road access into the GWA Dry Creek South rail yards.

Should this occur, contact is to be made with GWA Transport Control (refer Section 12. above) who will in turn contact ARTC Train Control and request that the train be pulled clear of the road crossing as a matter of urgency.

Under certain circumstances, access to Dry Creek South may have to be obtained via the Dry Creek North rail yards.

Once again, GWA Transport Control should be contacted to make the necessary arrangements.

14. RESPONSIBILITIES

It must be stressed that the following information is offered as a guide only.

Under no circumstance should personal safety, or that of any other party, be compromised in an effort to comply with these guidelines.

14.1. GWA Locomotive Drivers and Rail Operators

In the event of an emergency, the GWA Locomotive Driver, Rail Operator, or other GWA personnel at the site, should adhere to the following steps in the sequence given:

Note: Where a GWA-operated passenger train is involved and where the train crew or single driver has been injured or rendered ineffective, the Passenger Attendant may assume the formers emergency coordination responsibilities.

Remain calm, provide leadership, co-operate with all services involved.

14.1.1. Protect the site and survey the scene;

- Ensure train safety in accordance with safe working regulations, including dangerous goods, fire, weather or other effects;
- Unless incapacitated, the person driving or 'in charge' of the movement at the time of the incident shall take control of the incident site until relieved by a GWA (or other network) *Incident Response Coordinator* or *Civil Incident Controller*.

14.1.2. Report the incident to the relevant Transport Control/Train Control

- Contact the relevant Transport Control/Train Control and give first advice. If necessary, obtain details of return contact numbers.
- Confirm that initial calls to the emergency services have been made.
- Arrange for the constant manning of communications.
- Check the train for trapped or injured people.
- Establish location and any road access points relative to the incident site and advise Transport Control/Train Control of details as soon as possible.
- Arrange message runners, if required.

14.1.3. Protect life and property

- Attend to personnel safety.
- Evacuate people if there is fire, smoke, vapour clouds or fumes and move a safe distance up wind if there are dangerous goods involved.
- Control leaks, spills or fire if it safe to do so.
- Organise First Aid teams - utilise uninjured people who have some first aid, nursing or medical knowledge into small teams.
- Update head counts and location details of any trapped or injured people.
- Prevent people from leaving the scene until cleared by emergency teams.
- Make contact with the *GWA* (or other network) *Incident Response Coordinator* and/or *Civil Incident Controller* upon their arrival at the scene and appraise them of the current status of the situation, including any special facilities that *GWA* has, that may assist with casualty evacuation/treatment.
- Relinquish control of the initial response to the *GWA* (or other network) *Incident Response Coordinator* or the *Civil Incident Controller* when instructed to do so by either officer.
- Provide assistance on an "as and when required basis" until stood down by the *GWA* (or other network) *Incident Response Coordinator*.
- Where safe to do so, recover and retain train consignment papers, train consist, brake certificates, train authorities and other relevant paperwork until relieved of them by the *GWA Incident Response Coordinator* or his/her Designee.
- Be aware of the need to preserve the incident scene and gather information for eventual completion of an Interim Report. Such action should never compromise attempts to protect life and property.

14.1.4. Involvement during the Civil Response

Once the *Civil Incident Controller* has assumed control of the site, *GWA* personnel should not be actively involved in treatment or assessment tasks. Instead, they should provide a central source of information gathering and liaison for the *Civil Incident Controller* and emergency service personnel.

14.2. GWA Transport Controller

Please note that in recognition of the significant role Transport Control plays in regard to a *GWA* emergency response, a checklist, designed to provide guidance to Transport Controllers and covering all critical points, has been developed and is appended to this plan as Attachment B.

In the event of an emergency on the GWA railway network, the GWA Transport Controller will follow these steps in the sequence given:

14.2.1. Protect The Site

When an incident is reported by other than GWA personnel, the Transport Controller must ensure that the train crew or on-site personnel are aware of the incident and that actions are being taken to:

- Protect the site and survey the scene.
- Protect life and property.

As a matter of priority the Transport Controller must confirm the nature and location of the emergency and ensure that all rail movements are excluded from the site.

When communication with the train crew is not possible, or where first advice of an incident is provided by another party e.g. a member of the public or another railway operator, the Transport Controller shall establish a return contact number or a means of communication with the person reporting the incident for the relaying and receiving of instructions/relevant information.

14.2.2. Initiate Action

Once satisfied that the train crew or on-site personnel understand their responsibilities, the Transport Controller is to immediately carry out the following actions, in the sequence given below.

Contact Emergency Services by phoning 000, and be prepared to provide the following details:

- a) The nature of the emergency
- b) A description of any injuries
- c) The exact incident location
- d) The time/date of the incident
- e) The train and the number of vehicles involved
- f) The total number of persons on board, including any resting crew in relay vans
- g) Any dangerous goods on board
- h) The name of the Rail Operator
- i) On-site contact numbers,
- j) The name of the GWA representative in charge at the scene
- k) Any other agencies advised (Ambulance and Fire Service),
- l) Any other hazards that emergency service personnel may need to be aware of (e.g. fire potential).
- m) The future intentions of the GWA Transport Controller, for example requesting the support of:
 - i) Environmental Protection Agency
 - ii) Clergy
 - iii) Heavy lifting equipment
 - iv) Gas services
 - v) Electricity services
 - vi) Water services

14.2.3. Inform Operators of Other Railway Services

Inform the accredited operator of any railway service involved in the incident and establish a return contact number for ongoing communications.

14.2.4. Inform Public Utilities

Simultaneously, or as soon as possible thereafter, advise any other public utility that may be involved, unless this task is undertaken by the *Civil Incident Coordinator*.

14.2.5. Incident Reporting

- Contact the relevant GWA Coordinators/Line Managers as detailed in RS-PRC-007 *Procedure for the Management of 'On-Rail' Incidents*.
- Contact any personnel or contractors nominated by the *GWA Incident Response Coordinator* at the scene, accurately conveying all available information and any requests.
- Advise the appropriate regulatory authorities in accordance with GWA *Procedure for Incident Reporting* RS-PRC-008.
- Initiate a *Transport Control Incident Report*, as detailed in *Procedure for Incident Reporting* RS-PRC-008.

14.3. GWA Incident Response Coordinator

When an emergency occurs on the GWA railway network, the *GWA Incident Response Coordinator* will assume control of the response until relieved of this role by a *Civil Incident Controller*.

The *GWA Incident Response Coordinator* will act as the organisation's nominated officer at incidents that occur on other railway networks.

The *GWA Incident Response Coordinator's* role may, on occasion, be delegated to an Asset Manager, another railway operator, or a contract service provider, provided such action does not pose potential for a conflict of interest.

The *GWA Incident Response Coordinator* shall, at all times, wear a high visibility vest marked '*GWA Incident Response Coordinator*'.

Only one person shall assume the role of *GWA Incident Response Coordinator* at any one time.

In the event of an emergency on the GWA railway network, the *GWA Incident Response Coordinator* should follow these steps in the sequence given:

14.3.1. If emergency service personnel have not yet arrived at the scene:

- Make contact with any on-site personnel, appraise them of the status of the situation, survey the scene and assume control of the site until the *Civil Incident Coordinator* arrives.
- Confirm train safety in accordance with safe working regulations, including dangerous goods, fire, weather or other effects.
- Confirm that initial calls to the emergency services have been made. Where necessary, update information regarding site conditions, injuries, etc.

- Carry out and/or confirm that actions detailed in Sections 14.1.1, 14.1.2 and 14.1.3 above have been executed by on-site personnel.
- Make contact with emergency service personnel as they arrive; appraise them of the status of the situation; provide ongoing assistance; and when appropriate, hand control of the site over to the designated *Civil Incident Controller*.

14.3.2. If emergency service personnel are already in attendance:

- The *GWA Incident Response Coordinator* should appraise him/herself of the status of the situation and make contact with the *Civil Incident Controller*.
- When appropriate and with the approval of the *Civil Incident Controller*, relieve any on-site GWA personnel; arrange for them to be debriefed; and if necessary, receive counselling. The *GWA Incident Response Coordinator* will collect any train documentation from the train crew at this time.
- Provide ongoing industry expertise and assistance to the *Civil Incident Coordinator* and emergency service personnel.
- If possible, survey the scene and make a note of any details that may be relevant in a subsequent incident investigation.
- Once the emergency has been dealt with and down-graded, take control of the site from the *Civil Incident Controller*.
- Implement recovery action in accordance with RS-PRC-007 *Procedure for the Management of 'On-Rail' Incidents*.

14.4. Incidents Occurring on Other Railway Networks

Emergencies that occur on other railway networks and involve GWA personnel and/or resources shall be managed in accordance with the emergency response plans of the network owner.

In such cases, the GWA Transport Controller and the *Incident Response Coordinator* will play a supporting role to network personnel, providing assistance and a point of contact between the two organisations and, where necessary, the *Civil Incident Controller*.

These officers shall also take whatever steps are necessary to ensure the immediate well-being of any GWA rail safety workers involved in the incident.

14.5. GWA Management

In the event of an emergency, GWA Line Managers and Coordinators should follow these steps in the sequence given:

14.5.1. Assistance

- Support the Transport Controller and the *Incident Response Coordinator* and any other on-site personnel – including emergency service staff.
- Consider establishing a dedicated office, free from distractions and interruptions for the ongoing management of the emergency, including the possible re-allocation of Train Control duties for the duration of the emergency.
- Arrange for a telephone conference with track owners, operators, recovery contractors and other parties to discuss interim measures and remedial action, including relief crews, debriefing, counselling, passenger transport etc.

Please note the GWA Conference Call details are as follows:

Telephone Number: 1800 672 949; Account Number: 750 127 27; Pin Number: 7370#

14.5.2. De-briefing

- As soon as possible after emergency services have taken control and the need for GWA personnel decreases, stand down staff for de-briefing and counselling.

14.5.3. Recovery of Assets

- After the site has been handed back by the *Civil Incident Controller*, arrange for the retrieval of equipment and rollingstock as per *GWA Procedure for the Management of 'On-Rail' Incidents* (RS-PRC-007).

15. MEDIA CONTACT

The General Manager will handle all media inquiries relating to emergencies that occur on the GWA railway network and liaise directly with the designated Police Media Relations Officer.

No one else within GWA is to give information to the media unless authorised to do so by the General Manager.

Operators of other railway services involved in emergencies on the GWA railway network shall only make comment relative to their organisation's involvement in the incident and only after consulting the GWA General Manager.

For incidents that occur on other railway networks, the General Manager shall only make comment relative to GWA's involvement and only after consulting the appropriate network manager.

16. FIRST AID FACILITIES

If required and where resources permit, GWA will provide a first aid facility at the emergency site, which meets the requirements of the Occupational Health and Safety Act.

The facility will be staffed by a person(s) with appropriate First Aid qualifications.

17. SITE COORDINATION CENTRE

If required, a Site Coordination Centre will be established for the management of the emergency.

Where applicable it will be operated in conjunction with the *Civil Incident Controller* who may elect to use this facility or establish a separate Civil Site Control Centre, depending on the circumstances. The location of the Site Coordination Centre will be selected by the *GWA Incident Response Coordinator* and provide suitable access to power and communication facilities.

18. COMMUNICATIONS

18.1. Prior to Arrival of *Civil Incident Coordinator* or *GWA Incident Response Coordinator* at the Emergency Site

Except in the case where a specific request for direct contact with attendant personnel at the emergency site is made by a Senior Police Officer or some other suitably empowered emergency service officer, all communications to on-site personnel from outside parties e.g. operators of other railway services involved, should be channelled through Transport Control in a bid to ensure:

- consistency and accuracy of information, and
- minimisation of disruption to the activities of on-site personnel.

18.2. Communication Facilities

The *GWA Incident Response Coordinator* will arrange for adequate communication facilities to be established.

Emergency service organisations attending may choose to utilise facilities supplied by their own internal communication providers.

19. CATERING

Responsibility for catering will normally rest with each attendant organisation, however in the event of a sustained response, GWA may, at the discretion of the *Incident Response Coordinator*, provide on site catering facilities.

20. EMERGENCY PLANNING

GWA shall, in conjunction with emergency services, other railway operators and contract service providers, conduct and participate in desktop and simulated exercises to test the effectiveness of the emergency response protocols established within this plan.

The results of these exercises will be used to identify and manage risks and make amendments to this plan, as deemed necessary.

The exercises will typically endeavour to assess and evaluate:

- Emergency services preparedness and capability,
- Adequacy of and organisational compliance with documented procedures,
- Adequacy of response facilities,
- Effectiveness of communications,
- Effectiveness of recovery mechanisms,
- Response times,
- Training needs, and
- Interface working relationships.

Exercises are to be held regularly and will focus on the interaction between different organisations.

Other operators on the GWA railway network may also be required to program exercises to train and/or test staff in their own procedures.

GWA's approval must be obtained for any such exercise that is to be conducted on the GWA railway network.

20.1. Exercise Organisation

When organising an exercise or simulation, consideration should be given to:

- The need to appoint a person with overall responsibility for coordinating exercise planning, management and debriefing,
- The identification of exercise objectives,
- The determination and apportionment of any associated costs,
- Any legal issues, such as the:
 - Need for written agreements,
 - Identification of responsibility for any liabilities incurred,
 - Need for indemnities.

20.2. Assets

Agreement must be reached with the owners of assets employed in exercises or simulations on any conditions that may be attached to their use.

Where rolling stock is used, any inherent risks, such as the presence of chemical residues or the potential for damage to vehicles must be identified and appropriate safety controls applied.

The impact on infrastructure and normal rail operations must be assessed and agreed with any other organisation who is actually, or potentially involved and should include consideration of how the site will be cleared after the exercise.

21. INTERFACE COORDINATION

In a bid to eliminate the risk to attendant emergency service organisations and provide all parties with a clear understanding of the operating environment and the resource capability/priorities of each organisation involved, GWA shall identify and establish interface coordination plans with applicable emergency service organisations.

These ICP's shall be supported with railway familiarity sessions, track safety awareness sessions and yard/facility inspections.

The Rail Safety and Environmental Manager shall be responsible for identifying, establishing and maintaining these ICP's and for scheduling simulated exercises for the GWA railway network.

22. REVIEW

The ability of this plan to meet its stated purpose shall be the subject of regular review. This review shall be carried out by the Rail Safety and Environmental Manager. The results of this review shall be documented and reported as part of GWA's formal Safety Management System Review process.

Any deficiencies in the plan shall be identified and remedied by way of a revised plan.

23. EMERGENCY CONTACT DETAILS**AUSTRALIA WIDE EMERGENCY CALLS 000**

<u>ADELAIDE</u>	FIRE	000
	POLICE (emergency)	000
	POLICE (for attendance)	131444
	AMBULANCE	000

Telstra Directory Assistance	12455 or 1223
Telstra Call Connect	12456

GWA TRANSPORT CONTROL (in priority order – for all areas except New South Wales):

(08) 8262 5424 (dedicated emergency number)
0419 819 136

(08) 8343 7711
(08) 8343 7732

NETWORK OWNERS**ARTC LTD – other than NSW**

(08) 8231 4506 (dedicated emergency number)
(08) 8217 4540 or (08) 8217 4548 (Train Transit Manager)
0419 867 541

ARTC LTD – NSW

Orange Train Order Control
(02) 6391 4230

Orange Train Control
(02) 6391 4237

Junee Train Control
(02) 6930 5256

Sydney Train Control
(02) 9379 1743

TRANSADELAIDE

(08) 8218 2301
(08) 8218 2331

FREIGHTLINK

In order of priority

General Manager Operations
0427 183 582 (mobile)
(08) 8301 1518 (office)

General Manager Infrastructure
0417 813 287 (mobile)
(08) 8301 1456 (office)

Rail Safety Manager
0417 884 151 (mobile)
(08) 8245 9111 (office)

AWR

Standard Gauge Region WA
Train Management Emergency
(08) 9454 0421

WESTNET RAIL

Access Manager (Priority Number)
(08) 9212 2807
0429 990 662

Westrail Train Control Centre Emergency Number
(08) 9326 2211

Train Control Eastern
(08) 9326 2215

Train Control West - Merredin (Kalgoorlie Area)
(08) 9022 0627

Train Control Avon Disaster Control
(08) 9622 4658

OPERATORS OF RAILWAY SERVICES AND OTHER PARTIES REQUIRING ACCESS TO THE GWA RAILWAY NETWORK

BJB Joint Venture
Rostered Contact Officer
0428 717 570 (mobile)

Track Superintendent Tennant Creek
0428 853 430 (mobile)
0404 801 560 (satellite)

Track Superintendent Alice Springs
0418 626 700 (mobile)
0404 000 610 (satellite)
(08) 8952 9638 (office)

Track Superintendent Darwin
0423 284 668 (mobile)
0405 228 953 (satellite)
(08) 8922 4092

EDI Rail
Help Desk (08) 8260 7853
State Manager 0419 393 124

Great Southern Railway
Rail Safety Manager
0417 694 177 (mobile)
(08) 8213 4413 (office)
(08) 8566 2343 (home)

Pacific National Ltd
Divisional Control Centre Manager
(08) 8366 5302

Transfield Services
Rail Safety Manager
0419 818 948 (mobile)

ENVIRONMENTAL EMERGENCY CONTACT NUMBERS

EPA South Australia

1800 100 833

DEPA Western Australia

1800 018 800

Northern Territory Pollution Hotline

1800 06 4567

ATTACHMENT A

MAP OF THE GWA RAILWAY NETWORK

and

Those sections of the Australian Rail Network that the organisation routinely operates over



ATTACHMENT B

EMERGENCY RESPONSE CHECKLIST FOR TRANSPORT CONTROLLERS

- Confirm the nature and location of the emergency
- Ensure that all rail movements are excluded from the site.
- Establish a return contact number or a means of communication with the person reporting the incident for the relaying and receiving of instructions/relevant information.
- If report not made by train crew, contact them and inform them of emergency.
- Contact Emergency Services by calling 000.
- Be prepared to provide details of:
 - location of emergency, where possible referenced to road names, GPS coordinates, etc
 - specific nature of emergency,
 - the train consist and whether any dangerous goods are involved,
 - The number of people on board and any injuries they may be suffering.
 - Names and contact telephone numbers of any personnel on site.
 - Any other hazards or relevant information.
- Inform GWA Coordinator Train Management or other Line Manager.
- Respond to any further calls from Emergency Services and/or site personnel as required. Liaise between parties if needed. Provide Guidance to on-site personnel.
- When time permits, and only once all details are known, report Category A Notifiable Occurrence to Regulator.
- Prepare TCIR report.