

UGL REGIONAL LINX



Emergency Management Plan CRN-PRC-RLS-459032646-202

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Document Control

Function	Position
Originator	Rail Safety and Compliance
Reviewer	UGLRL HSE Manager Safety Manager
Controller	Document Controller
Approver	Chief Executive Officer UGLRL CEO

1 Introduction

As the accredited Rail Transport Operator of the Country Regional Network (CRN), UGL Regional Linx (UGLRL) provides this Emergency Management Plan (EMP) to satisfy the requirements and criteria of Rail Safety National Law and Regulations.

The criteria for this Emergency Management Plan are contained in Part 4 Division 3 of Rail Safety National Law National Regulations 2012, and Section 113 of Rail Safety National Law. UGLRL 's Emergency management plan is to consider:

- a) the types or classes of foreseeable emergencies;
- b) the consequences of each type or class of those emergencies, including estimates of the likely magnitude and severity of the effects of each type or class;
- c) the risks to safety arising from those emergencies;
- d) methods to mitigate the effects of those emergencies;
- e) initial response procedures for dealing with those emergencies and the provision of rescue services;
- f) recovery procedures for the restoration of railway operations and the assistance of people affected by the occurrence of those emergencies;
- g) the allocation of emergency management roles and responsibilities within the rail transport operator's organisation, and between the operator and other organisations;
- h) call out procedures;
- i) the allocation of personnel for the on-site management of those emergencies;
- j) procedures for liaison with relevant emergency services, including information about the circumstances in which the emergency services are to be immediately contacted;
- k) procedures to ensure that emergency services are provided with all the information that is reasonably required to enable them to respond effectively to an emergency;
- l) procedures for effective communications and cooperation throughout the emergency response; and
- m) procedures for ensuring site security and the preservation of evidence.

It is noted that some of these requirements will be fulfilled in CRN-PRC-RLS-4590 3646-202 Incident Management Procedure.

1.1 Reference documents

The following documents are referenced by or relate to this Emergency Management Plan

- Rail Safety National Law (as in force in NSW and the ACT)
- Rail Safety National Law Regulations as in force in NSW and the ACT)
- State Emergency and Rescue Management Act 1989 (NSW);
- NSW EMPLAN and sub-plans
- ACT Emergency Plan and sub-plans; and applicable ACT legislation
- Incident Management Procedure CRN-PRC-RLS-459032646-206
- CRC Operations and Maintenance Deed and Scope of Works

- Emergencies Act 2004 (ACT)
- UGLRL Network Rules and Procedures
- UGLRL Safety Interface Agreements (Various)
- Security Management Plan CRN-MPNM-RLS-459032646-245
- UGLRL Risk Registers

2 Purpose

This Emergency Management Plan provides guidance and advice to UGLRL personnel, response agencies, local councils, TfNSW, other Rail Transport Operators and other stakeholders who may be affected by an emergency on the Country Regional Network.

The activation of the Emergency Management Plan enables UGLRL to respond in the expected manner to an emergency. The purpose of managing the emergency response is to:

- contain the situation so as to prevent escalation of the emergency and minimise the consequences
- provide assistance as quickly as possible to those persons affected by the emergency;
- facilitate the preservation of evidence so that the incident may be investigated to establish the causal factors
- prevent recurrence; and
- facilitate the efficient restoration of normal services in coordination with the recovery procedures.

3 Objectives

The objective of this plan is to outline the processes for incident response, notification, escalation and activation of the IMT as follows:

- Outline roles and responsibilities of team members as well as communications processes
- Provide a guideline for response teams including immediate actions
- Provide guidance on assessing and managing stakeholders including next of kin
- Detail processes to reinstate and recover to normal operations; and
- Describe the reporting, training and accountability within the incident management system.

4 Emergency Preparedness

UGLRL is responsible for emergency preparedness on the CRN. The Manager in consultation with the Network Operations Manager and Infrastructure Maintenance allocate personnel for on-site response.

The CEO must ensure that emergency exercises occur annually to test the effectiveness of the EMP. The Emergency and Security Management Committee will review the findings to rectify any weaknesses in the planned arrangements and monitor the effectiveness of the plan for those nominated to respond to an emergency.

For emergencies that occur in the rail corridor, the UGLRL Network Control Centre at Mayfield (prior to transition to Orange) enacts the emergency response through the utilisation of the on-call list. This plan outlines the roles and responsibilities for staff that have the capacity to respond.

5 Procedure

5.1 Consultation and Accessibility

UGLRL is required to provide access to and consult with workers and other stakeholders during the development of the Emergency Management Plan which includes but is not limited to:

- Other Rail Transport Operators who may be affected by the implementation of the Emergency Management Plan for their railway operations (as defined in the relevant Interface Agreement)
- Any of the following if they are required to assist in implementing the Emergency Management Plan:
 - An entity (whether publicly or privately owned) that provides, or intends to provide, water, sewerage, drainage, gas, electricity, telephone, telecommunications or other like services under the authority of an Act of NSW or the ACT
 - Any person who, under the authority of an Act, is permitted to own or use a pipeline, or is licensed to construct or operate a pipeline
- Combat Agencies

Ongoing consultation with these parties occurs through attendance at Regional Emergency Management Committee (REMC) meetings. These REMCs are distributed across the CRN with committees representing the NSW regions of Central West, New England, Riverina and Monaro/ACT.

The UGLRL HSE Manager coordinates delegates to attend the REMC meetings to represent UGLRL's interest. Attendance at these meetings enables ongoing information to be exchanged in relation to risks associated with emergency management. REMC meeting minutes are provided to the Emergency and Security Management Committee for review and advice on emergency related matters.

Initially, communication streams in relation to an emergency are established between responding agencies and UGLRL Network Control. This line of communication following an emergency is to be maintained until an Incident Management Coordinator arrives and becomes the liaison between the response agencies and the Network Control Officer.

Personnel, including contractors, who have a role in the implementation of the Emergency Management Plan are to be made aware of the Emergency Management Plan and their respective responsibilities under the Plan. All persons allocated responsibility within the Emergency Management Plan are provided with information to effectively implement the Emergency Management Plan.

5.2 Identify Emergency Types

As part of the Risk Assessment process for UGLRL railway operations, potential emergency situations will be identified and recorded in the UGLRL Risk Register.

In summary of the risk assessment process, UGLR have identified a general list of typical potential emergency types that could impact the CRN include but are not limited to:

- Fire, explosion, flood or earthquake
- Hazardous chemical spills and poisonous gas emissions from rolling stock incidents

- Restricted or inadequate access to incident locations
- Rail Incidents – some examples listed below:
 - Failure at the Network Control Centre
 - Collision of rolling stock – train with train, train with infrastructure, train with object, train with RMV
 - Derailment
 - Serious injuries or loss of life of an employee, a representative from another rail transport operator or a member of the public
 - Significant Asset Damage
 - Unaccounted personnel
 - Asset Structural Failure
 - Unexploded Ordnance
 - Security Alert
 - Dangerous goods release from rolling stock
- Suspicious Mail
- Restrictions on resources due to covid impacts including:
 - Worker infection
 - Depot denial of access
 - Travel restriction
- Vehicle/plant/property damage
- Loss of electrical power
- Loss of communications
- Inadvertent contact (people/plant/equipment) with live services (electrical, gas etc)
- Security incident affecting passengers, the Public or Rail Safety workers

In addition, *Appendix 3 Types and Classes of emergencies* provides a specific list of the UGLRL specific types of emergencies, along with potential consequences and likely magnitude and severity

Emergency services have been consulted to keep them advised of the railway operations being undertaken by UGLRL on the CRN, and to determine the emergency response capabilities (times, resources to cope with potential events etc.), responsibilities and authority to be executed when responding to emergencies.

In addition, consideration will be given to the likelihood and impact of secondary events being triggered, such as a fire being started following a collision, or the release of fluids/gases as a result of a derailment.

5.3 Risk assessment and mitigation

Provided in *Appendix 4 Risks and Mitigations* is a detail risk assessment and list of mitigation controls for each of the UGLRL specific types of emergency events.

5.4 Identify Resources Required

Planning for dealing with emergency response situations needs to cover the various scenarios identified. Resources include personnel, communications equipment, and emergency equipment able to deal with the emergency which will for some issues involve the engagement of external resources.

Network Control will be the entity through which most emergencies will be reported, and it will be the Network Control Officer who receives the initial call who will instigate such emergency response as is necessary. The Network Control Officer will utilise the emergency response contact list to ensure an on-site incident controller is assigned, the correct response agencies are contacted and the relevant notifications to regulatory bodies have been activated.

Access to the respective Regional Emergency Management Committee contacts will be provided to the Network Control Officers and will also be available to UGLRL personnel who may need to access the contact details.

The emergency response contact list includes contact details of the following resources:

- Regional Fire, Police and Ambulance services
- Network Control Centre
- Disaster Recovery Facility
- Adjoining Rail Infrastructure Managers, safety representative and emergency coordinator contact details
- Hazardous chemical authorities for sites where particular hazards have been identified
- Service utility authorities who manage service crossings where applicable
- All Rail Transport Operators who operate on the CRN
- Service NSW
- Telecommunications service providers
- Local councils
- The Office of Environment and Heritage and respective NSW and ACT EPAs
- Neighbouring properties affected by UGLRL activities or those that could impact UGLRL

Emergency equipment shall adequately cover all realistically foreseeable emergency scenarios identified in the Risk Assessment. Frequent testing and ongoing maintenance of this equipment is essential to ensure its operability. Equipment may include:

- Effective communication equipment
- Auxiliary communication equipment
- Rolling stock recovery equipment
- Emergency vehicles
- Trained resources required (to be trained in preparation)
- Spill kits
- Haz Mat equipment

- Fire Fighting equipment (to control small fires)
- Medical Supplies
- First aid requirements
- Search and rescue equipment
- Respirators
- Personal Protective Equipment
- Power generators
- Atmospheric testing equipment
- Chemical and radiation detection equipment
- Extrication equipment
- Rope rescue equipment
- Electrical rescue kits

The type, quantities, testing schedule and maintenance schedules of emergency equipment shall be determined by the relevant risk assessment for the site operations.

The assessment of the emergency equipment required, and its positioning, should be undertaken by a suitably competent person. During the assessment, records of the assessment together with the evidence of the assessor competencies should be taken and added to the respective records management system, and the applicable UGLRL Training Register.

5.5 Assign responsibilities for emergency situations

The EMP shall include the nomination of persons to undertake the required emergency response roles. These may include:

- Line Manager
- HSE Manager
- Site supervisor
- Safeworking personnel
- Network control officer
- Emergency response team (if different to those listed above):

When appointing persons to these roles, UGLRL is to ensure that the persons assigned have the required knowledge of the operations and of the resources available to deal with such emergencies. The EMP Contact lists for each REMC will detail the names of specified individuals who have been allocated the overall responsibility for control of emergency situations, how their responsibilities are communicated, and who is to deputise in their absence.

Please refer to *Appendix 1 Roles and responsibilities Matrix* for the full list of EMP roles and responsibilities.

5.6 Plan Testing - Emergency Scenario Exercise

The Emergency and Security Management Committee shall ensure that scheduled emergency scenario exercise are planned and carried out so that personnel are aware of the procedures in actual situations.

Emergency training and exercising is essential to ensuring UGLRL workers are competent in managing an incident that impacts UGLRL 's people, the public, the environment, property or reputation. UGLRL 's training includes individual and team training and an annual exercise. Participation in desktop and/or mock exercises will suffice for annual training upon completion of the initial training.

When developing desktop and mock exercises consideration is to be given to inviting external emergency services and regulatory bodies to participate and observe the exercise.

UGLRL representatives who are on the Emergency and Security Management Committee are required to be aware of their role and Responsibilities.

UGLRL workers are to have an awareness of incident management procedures and processes.

Emergency management training is to occur as follows:

- NCO training upon appointment and as identified
- Line Management (Supervisor, Superintendent) training upon appointment and annually
- Emergency and Security Management Committee members are to undertake training upon appointment and annually

The relevant Manager, in conjunction with the Emergency and Security Management Committee, shall ensure that scheduled emergency exercises have a debriefing session (critical response analysis). The Emergency Management Plan must be updated to ensure continuous improvement and streamlining of process.

Emergency scenarios identified in the risk assessment process will be recorded and formally passed to the Emergency and Security Management Committee for incorporation in this Emergency Management Plan (EMP). For the purpose of conducting emergency exercises and drills, there will be an Emergency Scenario forms completed as required. The template is provided in *Appendix 6 Emergency Response Scenario Template*. with the determination of each scenario will be selected by experienced staff as to most likely emergency response scenario in the current state.

5.7 Review Plan

Testing the effectiveness of emergency response will occur through a combination of desktop audits, internal exercises and exercises in conjunction with external response agencies.

An emergency exercise plan is to be prepared in consultation with affected parties such as:

- Response agencies
- Government agencies
- Other Rail Transport Operators
- Providers of utility services such as water, sewerage, electricity or telecommunications, or providers of public services
- Any person who is permitted to own or use a pipeline, or is licensed to construct a pipeline
- Providers of non-rail public transport modes (where modal interchange hubs are located)

Participants in these exercises may include response agencies, rail transport operators, owners or managers of utility services that cross the rail corridor (region dependent) and other stakeholders required by legislation.

The Emergency Management Plan or components of it are tested to ensure the plan is effective at intervals determined by the UGLRL HSE Manager. The frequency of testing will be based on:

- the extent and frequency of amendments in the Emergency Management Plan
- the extent and frequency of amendments to response agency work practices or personnel changes; and
- the extent and frequency of changes to legislation affecting emergency management requirements

6 Coordination

The coordination and delivery of the emergency management plan, including incident management, is split into both preparing and responding. The delivery of the emergency management plan offers a tiered approach based on escalation of the event from incident to emergency to crisis. Please see below diagram demonstrating the different teams and accountabilities.

Table 1 Emergency Coordination teams

Level of Response	Accountable management	Colour Code
Nil – purely for preparing and monitoring and maintain the EMP	Emergency and Security Management Committee (ESMC) and other roles with EMP responsibilities	
In house only or local event seen as 'business as usual' / not an emergency	Event Response Team (ERT)	
Operational response including emergencies and crisis management	Emergency Management Team (EMT)	
Integrated response require between UGLRL, CIMIC and TfNSW	Crisis Management Team (CMT)	

Diagram 1 Coordination overlaps

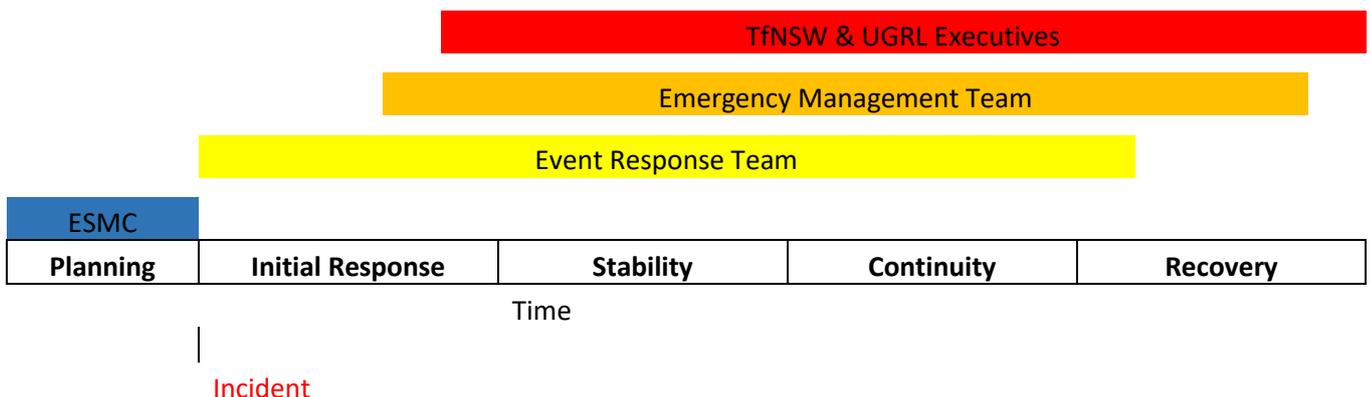
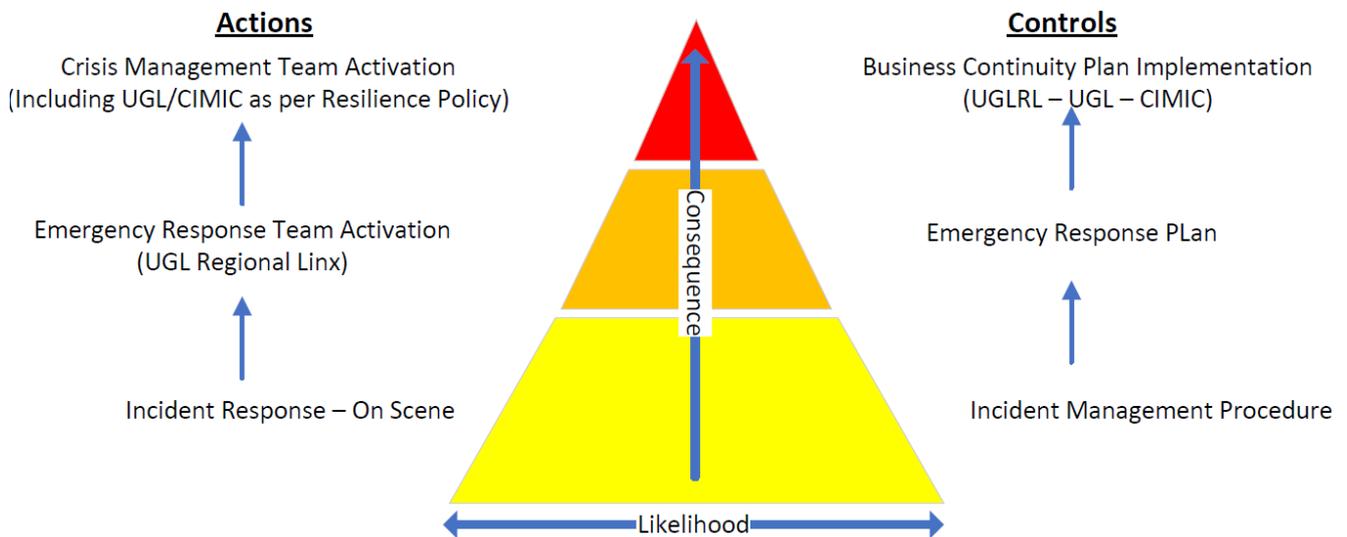


Diagram 2 Hierarchy of coordination and plans



6.1 Emergency and Security Management Committee (ESMC)

The UGLRL HSE Manager has resolved to establish a committee known as the Emergency and Security Management Committee (ESMC). The Terms of Reference outline the duties of the ESCMC and shall be:

- a) to monitor the effectiveness of the Emergency Management Plan (EMP) and the Security Management Plan (SMP)
- b) to monitor advancement in technologies with a strategic view to emergency and security system development and improvement
- c) to provide feedback into the UGLRL Risk Register by applying the emergency and security response and preparedness controls to the identified hazard threats and events
- d) to review the effectiveness and relevance of controls and defenses listed within the risk register
- e) to conduct post incident reviews of incidents and the effectiveness of the emergency response and/or security occurrences from investigation reports
- f) to develop an audit schedule to measure or check for compliance and effectiveness of the emergency and security management plans
- g) to prepare the EMP/SMP in consultation with UGLRL management, emergency service providers, accredited transport operators, local councils, TfNSW and listed stakeholders
- h) to review the results and provide a written report from the findings of the emergency exercises to the emergency service providers, accredited transport operators, local councils, TfNSW and listed stakeholders and the UGLRL Board
- i) to conduct emergency and security exercises
- j) to make recommendations from the emergency and security exercises
- k) to provide safe access to the rail corridor and depot locations for Emergency Services; and

- i) to report to the Board Safety and Environment Committee on the matters identified above quarterly, and to consider such other emergency or security-related topics as may be requested by the Board.

6.2 Event Response Team (EVT)

The role Event Response Team is to undertake the initial response to determine the appropriate escalation. The response to events such as minor incidents and injuries on worksites are described further in the Incident Management Procedure.

The objectives of the ERT are to:

- Protect UGLRL employees, contractors, other impacted persons, the environment and assets
- Coordinate response actions to contain and control the scene
- Barricade the incident scene and prevent unapproved access as required
- Inform and obtain the necessary support and resources from Line Manager/ Business Unit Manager
- Provide support to responding agencies and regulators as required; and
- Keep the Line Manager/Business Unit Manager informed of the incident with relevant and timely information.

6.3 Emergency Management Team (EMT)

The purpose of the EMT is to respond to incidents that require an emergency response as determined by the CEO. The UGLRL CEO will be the EMT Leader or, if unavailable, a Senior Manager from a relevant business unit, as nominated by the CEO. The authority of the CEO will be delegated to the EMT leader in order to direct and coordinate the response to an incident

The composition of the EMT will be influenced by the nature of the event and the resources and expertise required to manage the incident. The decision on the composition of the team rests with the EMT Leader with advice from subject matter experts.

Role allocation for the EMT is as follows:

- EMT Leader: CEO UGLRL
- EMT Coordinator: HSE Manager
- EMT Log Keeper: Executive Assistant, or as supplied by location
- EMT Network Operations Manager: Manager Network Operations
- EMT Infrastructure Representative: Infrastructure Maintenance Manager
- EMT Communications Manager: Communications and Stakeholder Manager
- EMT P&C Manager: People and Culture Manager
- EMT Finance Representative: Commercial and Finance Manager
- EMT ICT Representative: Systems Manager
- EMT Engineering Representative: Asset and Engineering Manager

6.4 Protocols

6.4.1 Event and Incident Response

As part of the initial incident response, the NCO utilises the “on call” list to ensure an on-site Rail Incident Commander (RIC) is responding, the correct response agencies are contacted and responding and the correct notifications to regulatory bodies occur.

Notification of an event involving UGLRL regardless of whether it’s a rail incident or not must be made to the NCO.

6.4.2 Initial Notification and Response

Initial notification of incidents to the Network Control Centre may be made by train crews, station staff, rail safety workers, members of the public, State Emergency Services, Police, Ambulance, Fire and Rescue NSW and the ACT as well as the Rural Fire Service.

It is the responsibility of the individual who identifies the incident to:

- assess the situation and nature of the incident
- notify the incident to the Network Control Centre
- seek assistance from other workers as required
- render first aid to injured personnel provided it is safe to do so
- maintain communications with the Network Control Officer and fulfil the role of Rail Incident Commander until relieved by the appointed UGLRL Rail Incident Commander, including those appointed by Rollingstock Operators or third parties
- secure the area and control the situation if safe to do so
- direct emergency services to the scene and conduct a handover brief (if Emergency Service response is required); and
- be prepared to support responding agencies and Investigating Agencies.

NOTE: In the event of an emergency, the appointed Incident Management Coordinator is to respond only to contact with the UGLRL CEO and Network Controllers. The UGLRL CEO is to be the single point of contact for information if the wider business requires updates.

UGLRL will initiate notification to owners and occupiers of affected premises, in consultation with TfNSW. The methods used are dependent on the severity of the incident, the size and nature of the community impacted, and the environmental sensitivity of the site. Notification will be led by the UGLRL HSE Manager in consultation with TfNSW but may be face-to-face by the on-site teams (i.e., door knocking by the Supervisor) or in more formal situations by UGLRL and/or TfNSW representatives.

These notifications will occur via one or more of the following methods:

- Written correspondence – e.g., letter
- Website updates
- Radio and television (including news articles as appropriate)

- Community meetings
- Door knocking

6.4.3 Network Control Immediate Actions

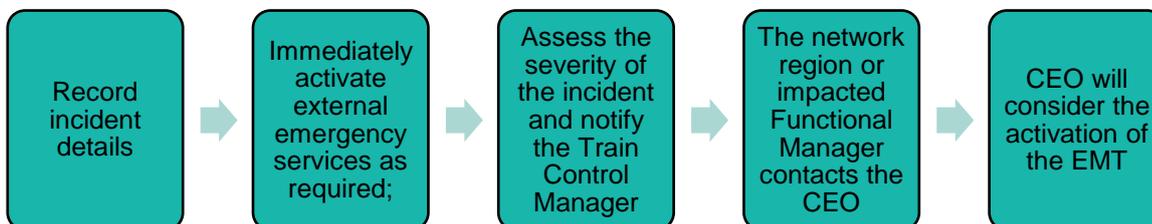
The NCO will identify the incident type and severity and manage the immediate response by coordinating rail traffic and notification to internal and external emergency response agencies. Depending on severity this action may occur prior to calling response personnel or emergency services.

If a person is injured at a worksite and that event does not affect the safety of others and rail operations, the On-Scene Coordinator will call 000 and request the ambulance service to attend. The OSC will make arrangements for the ambulance to be escorted into the incident site.

If access to the CRN rail corridor is required by a response agency or emergency service, contact with the NCO is required prior to entry into the corridor. The intent is to enable the NCO to provide information on train running and, if required, stop trains until notified that the response agency or emergency service has cleared the rail corridor.

The NCO shall complete the following actions in accordance with the relevant Country Network Instruction (CNIF 1):

Diagram 3: NCO Incident response process



6.4.4 Site security and preservation of evidence

Following the determination of an emergency the Network Control Officer in consultation with the person reporting the event will appoint an Incident Management Coordinator who will be responsible for site protection in accordance with the CRN network rules and procedures for emergencies.

The site is to be secured and left without interference until authority to start the recovery process has been obtained from the Emergency Response Agency, Combat Agency, ONRSR, ATSB or OTSI as appointed. The exception to this is to allow for the safe and timely removal of any injured persons or the preservation of life and in certain circumstances, the preservation of environment.

If an unsafe situation exists, steps must be taken to secure the site. These steps must consider the potential impact of the unsafe condition and ensure that exclusion zones have been implemented to prevent any additional risks to safety.

Following the resolution of the emergency, an investigation will be carried out in line with UGLRL investigation process. Evidence that is required for use in internal or external investigations is collected and recorded by an appointed UGLRL representative. A person appointed by the UGLRL HSE Manager is responsible for coordinating the evidence required by external parties.

Other investigations may take place by regulatory bodies, which are:

- Office of the National Rail Safety Regulator (ONRSR)
- Office of Transport Safety Investigations (OTSI)
- Australian Transport Safety Bureau (ATSB)
- WorkSafe NSW or WorkSafe ACT
- Office of Environment and Heritage (OEH)
- EPA (ACT and NSW)

If the Police declare the emergency site a crime scene, the site will be closed to enable the police and/or response agencies to carry out investigations. The site is not to be accessed until released by the Police or the Investigating Party

6.4.4.1 Combat Agency or Emergency Service Access to the Rail Corridor

If a person is injured at a worksite and that event does not affect the safety of others and railway operations, the Site Manager will call '000' and request ambulance services to attend. The Site Manager will make arrangements for the ambulance to be escorted into the incident site and relevant worksite protection to be implemented.

If access to the CRN rail corridor is required by a response agency or emergency service for a non-rail incident, contact with the Network Control Centre is required by the response agency or emergency service prior to entry into the corridor. This will enable the Network Control Officer to provide train running information and, if required, stop rail traffic until notified that the response agency or emergency service has cleared the rail corridor.

6.4.5 Communication

Emergency Management Plans shall include responsibilities for the communication with attending emergency services, typically by the relevant members of the Emergency Services organisation.

Where manifest quantities of chemicals are stored, or as required by other legal or other requirement, Emergency Management Plans must be communicated to local emergency services to ensure their familiarity with the respective site.

Communication sessions are important in the effective response to an emergency to minimise potential danger to personnel and property.

Communications include:

- New employee inductions
- Refresher inductions
- Toolbox meetings
- EPC meetings

6.5 Resources

Provided listed below is a list of the key resources and administrations associated with event and emergency management response.

Type	Description
Access and Equipment	<p>The response teams should establish itself as near to the incident scene as possible. The team will normally locate itself at the incident scene and operate from a fixed, safe and appropriate facility.</p> <p>The response team also should have:</p> <ul style="list-style-type: none"> - Access to copies of relevant information relating to assisting in the incident response e.g., rail corridor access; - OSC duty card; and - Communications equipment that may include satellite phone.
Incident Management room	<p>The Incident Management Room is the focal point of the IMT’s incident response. An Incident Management Room can be established in the Incident Room located on Level 2 of the UGLRL Office at 161 Kite St, Orange or at the recovery center in Bathurst.</p> <p>Breakout Rooms will be set up and used by team members to allow them to complete tasks and conduct planning away from the IMR to avoid it becoming too noisy and crowded</p>
Crisis: Rehabilitation and Counselling	<p>Post incident Rehabilitation and Counselling will be arranged in accordance with UGLRL rehabilitation procedures, Return to Work Program, and the Employee Assistance Program.</p>
Evacuation diagrams	<p>Each site safety management plan will have specific evacuation diagrams and plans.</p> <p>Where necessary, Emergency Management Plans must include the actions required to evacuate any persons who may require additional assistance during an emergency. A Personal Emergency Evacuation Plan should be developed, agreed, and tested as part of the routine testing arrangements.</p> <p>EMPs shall include guidelines for employees who need access to UGLRL premises/sites after normal working hours.</p>

6.6 Records

Emergency incident records, and records of all emergency exercises, are to be maintained according to the NSW State Records Act of 1998 and will include:

- Emergency exercise plans
- Emergency exercise reports, including information relating to:

- attendees
- scope of the exercise(s)
- findings made as part of an exercise
- local conditions
- timing and results of any evacuations conducted
- preparedness of all participants
- response agency control and management outcomes
- exercise recommendations from reports
- Actual emergency incident reports, specifically including information pertaining to the emergency nature of the incident, such as:
 - details of any injuries or fatalities
 - safety risks arising from the initial emergency event
 - contributing factors to the emergency
 - contributing factors to any failings or deficiencies in the management or response
 - investigation reports
 - any records that may be required for Safety Performance Indicator reporting needs
 - details of lessons learnt and improvement opportunities
 - any recommendations to improve UGLRL 's emergency response capability

6.7 Training

Training shall be provided to ensure that appropriate numbers of people are trained to respond to foreseeable emergencies. The training modules should be added to the training matrix in accordance with the Training and Competence Procedure.

Examples of specific training:

- Emergency control organisation training
- Firefighting/fire extinguisher training
- Search and rescue techniques (e.g., confined space)
- First aid training.
- Rope rescue
- Extrication
- Spill kit training

Records of training undertaken, and associated validity periods should be kept in the respective training register or database and monitored to ensure currency.

Appendix 1 Responsibilities

Position	Responsibilities
UGLRL CEO	<ul style="list-style-type: none"> • Ensure a suitably competent person is engaged to assess the Emergency Equipment requirements • Ensure Emergency Equipment is inspected, tested, and maintained • Review the EMP and arrangements when the operations or activities change
Emergency and Security Management Committee	<ul style="list-style-type: none"> • Develop and maintain EMP, SMP and supporting procedures. • Allocate Emergency Management Control roles and responsibilities • Arrange Training and Drills in accordance with the Plan requirements • Meet to discuss EMP requirements as regularly as is deemed necessary, particularly considering changes to operations, activities or key personnel • Ensure all records associated with Emergency Activities are made available and kept in the specified records management system • Monitor changes in the operations which may require the EMP to be updated
UGLRL HSE Manager	<ul style="list-style-type: none"> • Ensure the EMP produced is in compliance with this procedure and the relevant standards (e.g., AS3745 Planning for Emergencies in Facilities) • Ensure that the Hazard Identification and Risk Assessment activities include emergency situations • Provide advice to the Emergency and Security Management Committee as Required • Monitor changes in the operations which may require the Emergency plan to be updated
Network Control Officer	<ul style="list-style-type: none"> • Collect the initial incident information and, if required, provide the appropriate protection from rail traffic at the site of the emergency. • Assesses the information provided and determines the appropriate response (Civil, Signal, Infrastructure, Incident Management Coordinator and or Emergency Services). • Initiate the callout response to an emergency.
Incident Management Coordinator	<ul style="list-style-type: none"> • Fulfil the role of UGLRL Incident Management Coordinator (commonly referred to as Rail Incident Commander for network incidents) when emergency services or combat agencies are involved and is responsible for establishing the UGLRL site response management team, liaison with Network Control, initiating site meetings and keeping records of those meetings. • For non-network incidents the IMC can be the respective supervisor

Position	Responsibilities
	<ul style="list-style-type: none">• Coordinate UGLRL 's activities at the site of the emergency and becomes the liaison between the UGLRL emergency response personnel at the site, the Network Control Centre and the Combat Agency Site Controller.• Arrange and co-ordinate site meetings between UGLRL emergency response representatives and attends and represents UGLRL at the incident site meetings arranged by the Combat Agency Site Controller.

Appendix 2 Definitions

Term	Definition
ATSB	Australian Transport Safety Bureau
Combat Agency	Means the agency identified in EMPLAN as the agency primarily responsible for controlling the response to a particular emergency. Combat Agency
Emergency	An event that arises internally, or from external sources, which may adversely affect the railway operations, or the facilities associated with such operations.
Emergency Services agency	Means the NSW Police, NSW Fire Brigades, Rural Fire Service, Ambulance Service, and State Emergency Service, Volunteer Rescue Association or any other agency which manages or controls an accredited rescue unit.
Hazardous Material Incident	Means an actual or impending land-based spillage or other escape of hazardous material that causes or threatens to cause injury or death or damage to property.
Incident	Means a localised event, either accidental or deliberate, which may result in death or injury, or damage to property, which requires a normal response from an agency, or agencies.
Lead Agency	Means the agency that has overall leadership in each situation. It could be a combat agency, a Functional Area, or another agency (e.g., in a recovery).
Network Control	The resource responsible for the planning, programming, and control of rolling stock movements on the CRN.
ONRSR	Office of the National Rail Safety Regulator. The Statutory Regulatory body for the Rail Transport industry.
OTSI	Office of Transport Safety Investigations (NSW)
Rail Corridor	The area bounded by and within the designated railway fence line, or where no fence line exists, within 15m from the nearest rail, covering both operational and non-operational rail lines.
Rail Safety National Law (NSW) and (ACT)	The Rail Safety National Law to which UGLRL is bound to comply for all rail safety elements relating to its obligations as a Rail Transport Operator
Rail Safety National Law Regulations 2012	The Rail Safety National Law Regulations 2012, to which UGLRL is bound to comply for all elements of its rail SMS as a Rail Transport Operator

Term	Definition
Response	In relation to an emergency includes the process of combating an emergency and of providing immediate relief for persons affected by an emergency.
Site Controller	A person appointed by a network control officer to be responsible for establishing site control and controlling on the ground response to an emergency until an Emergency Operations Controller arrives on site and takes control of the event.
RTO	Rail Transport Operator, a category of organisation that is eligible for rail safety accreditation in NSW as defined in Part 1, Section 4 of Rail Safety National Law 2012.
SFAIRP	So Far as Is Reasonably Practicable, a measure of the level of safety management required to be demonstrated to comply with legislation

Appendix 3 Types and Classes of Emergencies

Type	Class	Description	Potential consequences	Likely magnitude and severity
Fire	Bushfire	<ul style="list-style-type: none"> Uncontrolled bushfire adjacent to and threatening the rail corridor 	<ul style="list-style-type: none"> Network disruption on affected corridor Damage to or loss of CRC corridor boundary infrastructure Injury or loss of life affecting the public 	<ul style="list-style-type: none"> Likely to affect only one corridor per event May be a protracted impact on rail operations if Response Agencies require access across the corridor Likely to be severe damage in Total Fire Ban periods Injuries or loss of life likely to be minimal, but depends on location
	Fire in rail corridor	<ul style="list-style-type: none"> Uncontrolled fire within the rail corridor boundary (for example, bushfire crosses corridor boundary, fire caused by defective rolling stock) Uncontrolled fire in CRC asset Uncontrolled fire in UGLRL infrastructure Uncontrolled fire in third party asset (for example, intermodal depot or silo) 	<ul style="list-style-type: none"> Injury or loss of life affecting UGLRL staff Injury or loss of life affecting the public Loss of CRC assets Loss of UGLRL assets Loss of third party assets Destruction of flora and fauna in rail corridor Network disruption on affected corridor 	<ul style="list-style-type: none"> Likely to affect only one corridor per event May be a protracted impact on rail operations if Response Agencies require access across the corridor May be a protracted impact on network-wide operations if Operations Centre impacted Likely to be severe damage in Total Fire Ban periods Injuries or loss of life likely to be minimal, but depends on location May be uncontrolled for extended period, depending on location
	Fire in rolling stock	<ul style="list-style-type: none"> Uncontrolled fire in UGLRL or other RTO rolling stock 	<ul style="list-style-type: none"> Injury or loss of life affecting UGLRL staff Injury or loss of life affecting RTO staff Loss of single or multiple items of rolling stock Network disruption on affected corridor Damage to CRN Infrastructure 	<ul style="list-style-type: none"> Likely to affect only one corridor per event May impact rail assets over a wide area within a corridor if fire undetected in moving train Unlikely to be extreme unless in stored or derelict rolling stock (and undetected for long period) Fire in moving rolling stock likely to be detected by RTO crew or others (depending on location) Damage to signaling equipment, timber sleepers and rail
	Fire in UGLRL building	<ul style="list-style-type: none"> Uncontrolled fire in UGLRL facility or other building 	<ul style="list-style-type: none"> Injury or loss of life affecting UGLRL staff Loss of UGLRL assets Loss of third party assets 	<ul style="list-style-type: none"> Likely to affect only one corridor per event May be a protracted impact on rail operations if Response Agencies require access across the corridor May be a protracted impact on network-wide operations if Operations Centre impacted

Type	Class	Description	Potential consequences	Likely magnitude and severity
Explosion	In rolling stock (hazardous or other materials carried)	<ul style="list-style-type: none"> Accidental explosion of hazardous materials within a stabled wagon Accidental explosion of hazardous materials within a moving wagon Accidental explosion of fuel tanker while traversing the rail corridor (level crossing, underbridge, yard) 	<ul style="list-style-type: none"> Loss of single or multiple items of rolling stock Loss of CRC or UGLRL assets Injury or loss of life affecting UGLRL staff Injury or loss of life affecting the public Injury or loss of life affecting RTO staff Network disruption on affected corridor 	<ul style="list-style-type: none"> Likely to affect only one corridor per event, but service disruption likely to be prolonged on that corridor Injuries or loss of life likely to be minimal, but depends on location of explosion
	On infrastructure	<ul style="list-style-type: none"> Accidental explosion of stored materials in depot or workshop or worksite 	<ul style="list-style-type: none"> Loss of CRC or UGLRL asset Injury or loss of life affecting UGLRL staff Network disruption on affected corridor 	<ul style="list-style-type: none"> Likely to affect only one corridor per event Injuries or loss of life to UGLRL staff likely to be minimal, but depends on location of explosion
Flooding	Inundation of rail corridor	<ul style="list-style-type: none"> Natural flooding event due to rainfall or breach of riverbank or levee 	<ul style="list-style-type: none"> Loss of life or injury impacting UGLRL staff Loss of life or injury impacting the public Network disruption due to rail corridor closure Network-wide disruption due to loss of or damage to Network Control Centre Loss of CRC, UGLRL or third party assets 	<ul style="list-style-type: none"> Natural flooding event likely to affect only one rail corridor Loss of life or injury to the public unlikely, but depends on location Loss of life to UGLRL or third party staff unlikely Loss of or damage to RTO, CRC or UGLRL assets likely, depending on the rapidity of the inundation Complete loss of Network Control Centre unlikely, but damage to Control Centre assets likely Water utility crossing infrastructure failure unlikely to affect more than one location simultaneously
	Inundation of CRC or UGLRL assets or buildings	<ul style="list-style-type: none"> Man-made event due to failure of water utility crossing infrastructure Man-made event due to failure of water supply to building or fire sprinkler systems 	<ul style="list-style-type: none"> Loss of life or injury impacting UGLRL staff Loss of life or injury impacting the public Network disruption due to rail corridor closure Network-wide disruption due to loss of or damage to Network Control Centre Loss of CRC, UGLRL or third party assets 	<ul style="list-style-type: none"> Major or extreme earthquake unlikely in Australia on Eastern seaboard Minor or medium earthquake likely to occur during period of the Contract Tunnels likely to be structurally damaged except in minor earthquake events Loss of track structure integrity likely with any significant lateral or vertical displacement of landmass Unlikely to impact more than one corridor simultaneously, but depends on epicenter location Subsequent damage of rail assets due to gas explosion or fire likely if gas utility supply crossing infrastructure damaged in significant displacement of landmass
Earthquake	Minor Major Extreme	<ul style="list-style-type: none"> Earthquake damages infrastructure and rail-based assets 	<ul style="list-style-type: none"> Loss of life or injury impacting UGLRL staff Loss of life or injury impacting the public Network disruption due to rail corridor closure Network-wide disruption due to loss of or damage to Network Control Centre Loss of CRC, UGLRL or third party assets 	<ul style="list-style-type: none"> Major or extreme earthquake unlikely in Australia on Eastern seaboard Minor or medium earthquake likely to occur during period of the Contract Tunnels likely to be structurally damaged except in minor earthquake events Loss of track structure integrity likely with any significant lateral or vertical displacement of landmass Unlikely to impact more than one corridor simultaneously, but depends on epicenter location Subsequent damage of rail assets due to gas explosion or fire likely if gas utility supply crossing infrastructure damaged in significant displacement of landmass

Type	Class	Description	Potential consequences	Likely magnitude and severity
Collision	High speed passenger train-to-other train collision	<ul style="list-style-type: none"> Collision involving high speed trains at junction or any other point on key passenger or freight corridor 	<ul style="list-style-type: none"> Loss of life impacting passengers and/or the public Loss of life of RTO crew and public Loss of RTO assets 	<ul style="list-style-type: none"> If such event occurs involving a bus and a passenger train, magnitude of loss of life is considerable If a fuel tanker is involved (irrespective of train type or speed), likely magnitude of asset loss and loss of life is considerable
	High speed passenger train-to-object collision	<ul style="list-style-type: none"> Collision with obstruction/object involving high speed train at any point on key passenger or freight corridor 	<ul style="list-style-type: none"> Loss of or damage to UGLRL infatue infatue Corridor disruption for extended period 	<ul style="list-style-type: none"> Magnitude of asset loss (rail infrastructure) is considerable in any high speed collision Multiple corridors may be affected if train-to-train collision occurs at major rail junction
	High speed passenger or freight train-to-person collision	<ul style="list-style-type: none"> Collision with person at any point on the key passenger or freight corridor 	<ul style="list-style-type: none"> Road closure if collision at level crossing 	<ul style="list-style-type: none"> Loss of life of person illegally in the path of a train (irrespective of line speed) is highly likely
	High speed freight train-to-other train collision	<ul style="list-style-type: none"> Collision with person at any point on the key passenger or freight network 		
	High speed freight train-to-object collision			
Derailment	Passenger train derailment or other event in restricted access location	<ul style="list-style-type: none"> Passenger train derailment or collision or failure in tunnel Passenger train derailment or collision or failure on bridge Any train disablement in any restricted access location 	<ul style="list-style-type: none"> Egress of passengers not controlled or not done as per required process resulting in subsequent injury or death Structural failure of bridge or collapse of tunnel due to any collision damage caused by the initial collision event Disabled train not adequately protected or notified to Train Control, resulting in subsequent incident 	<ul style="list-style-type: none"> RTOs to ensure all passengers are properly evacuated Train Control to be notified immediately any train becomes disabled or experiences slow running
	Explosion	<ul style="list-style-type: none"> Planned terrorist act designed to cause maximum loss of life and asset damage 	<ul style="list-style-type: none"> Consequences wholly dependent on chosen location or asset, but intended consequences would be loss of life and disruption to public Loss of life of UGLRL staff possible Loss of RTO or UGLRL assets likely 	<ul style="list-style-type: none"> Magnitude of attack (if successful) would be considerable, but is location and asset dependent
	Sabotage of rolling stock, plant or mobile equipment	<ul style="list-style-type: none"> Deliberate interference with rolling stock, plant or mobile equipment resulting in injury or loss of asset 	<ul style="list-style-type: none"> Injury or loss of life of UGLRL staff Injury or loss of life of RTO staff Loss of RTO or UGLRL assets Corridor or service disruption 	<ul style="list-style-type: none"> Magnitude of consequences dependent on extent of interference, and the equipment affected Loss of life and asset damage or loss likely if both primary and redundant equipment or rolling stock safety systems compromised
Sabotage of rail safeworking equipment or rail infrastructure	<ul style="list-style-type: none"> Deliberate interference with safeworking equipment resulting in wrong-side failure 	<ul style="list-style-type: none"> Injury or loss of life of UGLRL staff Injury or loss of life of RTO staff Loss of RTO or UGLRL assets 	<ul style="list-style-type: none"> Magnitude of consequences dependent on extent of interference, and the equipment affected Loss of life and asset damage or loss likely if both primary and redundant 	

leading to injury or loss of asset or life

- Corridor or service disruption

equipment or infrastructure safety systems compromised

Type	Class	Description	Potential consequences	Likely magnitude and severity
	Hijack of train service	<ul style="list-style-type: none"> Deliberate interference with or unauthorised takeover of control of a moving train 	<ul style="list-style-type: none"> Injury or loss of life of UGLRL staff Injury or loss of life of RTO staff Loss of RTO or UGLRL assets Corridor or service disruption 	<ul style="list-style-type: none"> Magnitude of loss wholly dependent on circumstances Service disruption on corridor likely to be severe if hijacking event is prolonged or malicious
Network Control loss	Loss of Network Control Centre Simultaneous loss of backup facilities or capacity Loss of automatic signalling capacity	<ul style="list-style-type: none"> Loss of system communication between Control Centre and all rail traffic Loss of communication between Control Centre and specific rail traffic 	<ul style="list-style-type: none"> Network-wide service disruption Corridor-specific service disruption Failure to maintain train separations due to loss of signalling or other safeworking protection 	<ul style="list-style-type: none"> Loss of life unlikely purely due to lack of train control oversight Extensive service disruptions across all corridors once loss of network control identified
Medical event	Individual injury, illness or death in rail corridor	<ul style="list-style-type: none"> Serious injury, illness or death to passenger Serious injury, illness or death to UGLRL staff Serious injury, illness or death to RTO staff Serious injury, illness or death to visitor/public while on the rail corridor 	<ul style="list-style-type: none"> Loss of individual life Disablement of Driver Only Operation (DOO) train service RTO (for example, XPT) 	<ul style="list-style-type: none"> Loss of individual life Extensive service disruption on specific rail corridor, depending on location of event
	Pandemic illness	<ul style="list-style-type: none"> Widespread and uncontained pandemic illness affecting staff and the general population 	<ul style="list-style-type: none"> Extensive loss of operational staff capacity for UGLRL P/L Extensive loss of operational capacity for RTOs Loss of life Loss of network control capacity 	<ul style="list-style-type: none"> Extensive network disruption for prolonged period unlikely Localised corridor service disruption likely
	Dangerous/noxious gas leak	<ul style="list-style-type: none"> Localised severe effects to staff, passengers and the public from gas leak or other noxious substance 	<ul style="list-style-type: none"> Illness and loss of life to UGLRL staff Illness and loss of life to passengers/general public 	<ul style="list-style-type: none"> Extensive network disruption for prolonged period unlikely Localised corridor service disruption likely Widespread deaths unlikely, but is dependent on the type of noxious gas and location



Appendix 4 Risks and Mitigations

Table 1: The risks to safety arising from each type and class of emergency and their mitigation

Type – class of emergency	Risk to safety	Mitigation strategy for the safety risks of the emergency
Fire – Bushfire	<ul style="list-style-type: none"> • Wind velocity changes • Secondary ignition points • Spotting • Flare-ups of hot spots • Latent radiant heat • Inability to egress site if conditions deteriorate 	<ul style="list-style-type: none"> • All potential access/egress routes through the rail corridor are identified during consultation with Response Agencies, specifically with firefighting agencies • No UGLRL staff will act in a combat role • All rail services terminated at appropriate station, yard or loop remote from the affected site
Fire – Fire in rail corridor	<ul style="list-style-type: none"> • Ignition of unknown or unprotected fuel sources • Latent radiant heat • Inability to egress site if conditions deteriorate • Response Agencies may assume corridor access available after rail services resumed 	<ul style="list-style-type: none"> • All potential access/egress routes through the rail corridor are identified during consultation with Response Agencies, specifically with firefighting agencies • No UGLRL staff will act in a combat role unless escalation of fire cannot occur and is manageable through local response capacities • All rail services terminated at appropriate station, yard or loop remote from the affected site
Fire – Fire in rolling stock	<ul style="list-style-type: none"> • Lack of separation of additional unknown fuel sources from ignition sources • Unable to isolate or separate items of rolling stock • Latent radiant heat • Response Agencies may assume corridor access available after rail services resumed 	<ul style="list-style-type: none"> • RTOs are required to isolate affected rolling stock to the extent possible • No UGLRL staff will act in a combat role unless escalation of fire is impossible and it is manageable through local response capacities • Consultation with Response Agencies (and SIA obligations) requires Response Agencies, specifically the firefighting agencies, to seek and be made aware of train running information
Fire – Fire in UGLRL building	<ul style="list-style-type: none"> • Latent radiant heat • Inability to egress site if conditions deteriorate • Fire containment efforts may impart further damage to assets • Staff unable to egress facility safely 	<ul style="list-style-type: none"> • No UGLRL staff will act in a combat role unless escalation of fire is impossible and it is manageable through local response capacities • Emergency egress routes and processes for buildings, offices or facilities confirmed via drills and exercises
Explosion – In rolling stock (hazardous or other materials carried)	<ul style="list-style-type: none"> • Type of hazardous materials not identified leading to inappropriate Personal Protection Equipment (PPE) being worn • Behaviour of unexploded materials affected by ambient conditions • Adjacent rolling stock unable to be removed (additional risk sources) • Inability to egress site if conditions deteriorate 	<ul style="list-style-type: none"> • SIA obligations require RTOs to notify UGLRL and authorities train consists carrying hazardous or flammable materials • RTOs required to utilise and deploy fit-for-purpose rolling stock for conveyance of hazardous materials • RTOs required to undertake emergency drills with Response Agencies and UGLRL as part of the EMP
Explosion – In infrastructure	<ul style="list-style-type: none"> • Type of hazardous materials not identified leading to inappropriate PPE being worn • Behavior of unexploded materials affected 	<ul style="list-style-type: none"> • MSDS data for all hazardous materials used by UGLRL to be supplied and logged • Storage and handling requirements to be complied with by UGLRL ILS or project staff

Type – class of emergency	Risk to safety	Mitigation strategy for the safety risks of the emergency
Flooding – Inundation of rail corridor	<ul style="list-style-type: none"> Secondary flash flooding after initial event Residual flood debris may be hazardous Structural asset damage or track foundation subsidence may not be detected Subterranean electrical or other assets may be affected 	<ul style="list-style-type: none"> Track inspections and additional ballasting to be performed over affected corridors All affected infrastructure to be inspected, tested and re-certified as serviceable prior to resumption of services UGLRL CRN standards for mitigation of risks of substandard track to be applied
Flooding – Inundation of CRC or UGLRL assets or buildings	<ul style="list-style-type: none"> Structural damage to buildings or assets may be undetected or improperly isolated Residual damage to electrical assets or systems may not be detected prior to reinstatement Evacuation causes injury to staff 	<ul style="list-style-type: none"> Alternative emergency egress routes and processes for flooded buildings, offices or facilities confirmed via drills and exercises (such as, second floor evacuation if relevant) Stand-by Control Centre on readiness level for crossover if required
Earthquake – Minor	<ul style="list-style-type: none"> Structural damage to buildings or assets may be undetected or improperly isolated Residual damage to electrical assets or systems may not be detected prior to reinstatement Track inspections do not identify gauge or geometry faults prior to resumption of services 	<ul style="list-style-type: none"> Emergency egress routes and processes for buildings, offices or facilities confirmed via drills and exercises Track inspections and additional ballasting to be performed over affected corridors All affected infrastructure to be inspected, tested and re-certified as serviceable prior to resumption of services
Earthquake – Major	<ul style="list-style-type: none"> Structural damage to buildings or assets may be undetected or improperly isolated Residual damage to electrical assets or systems may not be detected prior to reinstatement 	<ul style="list-style-type: none"> UGLRL to liaise with geotechnical authorities to assess and understand risk exposure level of earthquakes in CRN region Emergency egress routes and processes for buildings, offices or facilities confirmed via drills and exercises Track inspections and additional ballasting to be performed over affected corridors All affected infrastructure to be inspected, tested and re-certified as serviceable prior to resumption of services
Earthquake – Extreme	<ul style="list-style-type: none"> Structural damage to buildings or assets remote from identified damage zone may be undetected or improperly isolated 	<ul style="list-style-type: none"> Emergency egress routes and processes for buildings, offices or facilities confirmed via drills and exercises Track inspections and additional ballasting to be performed over affected corridors All affected infrastructure to be inspected, tested and re-certified as serviceable prior to resumption of services
Collision – High speed passenger train-to-other train collision	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies Fire ignition sources not identified in rolling stock (such as, hot water heaters, buffet gas supply) resulting in secondary fire threat Bystanders at risk from recovery operations (location dependent) High network control workload in recovering services results in secondary incident Emergency access points to damaged rolling stock not known or noted (such as, emergency windows or doors) 	<ul style="list-style-type: none"> Fail-safe Train Control systems Employed Passenger carrying Rail Transport Operators to ensure all DOO rail traffic crews are fit to perform their duties (including fatigue management aspects)

Type – class of emergency	Risk to safety	Mitigation strategy for the safety risks of the emergency
Collision – High speed passenger train-to-object collision	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies Bystanders at risk from recovery operations (location dependent) Road congestion due to level crossing closure not managed High network control workload in recovering services results in secondary incident 	<ul style="list-style-type: none"> Fail-safe Train Control systems Employed Rail traffic crews are fit to perform their duties (including fatigue management aspects)
Collision – High speed passenger or freight train-to-person collision	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies High network control workload in recovering services results in secondary incident 	<ul style="list-style-type: none"> RTO rail traffic crews required to maintain the required level of vigilance when approaching stations, level crossings or known access points Network Control to monitor workload
Collision – High speed freight train-to-other train collision	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies Fire ignition sources not identified resulting in secondary fire threat Bystanders at risk from recovery operations (location dependent) High network control workload in recovering services results in secondary incident 	<ul style="list-style-type: none"> Fail-safe Train Control systems Employed RTOs to ensure all rail traffic crews are fit to perform their duties (including fatigue management aspects)
Collision – High speed freight train-to-object collision	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies Bystanders at risk from recovery operations (location dependent) Road congestion due to level crossing closure not managed High network control workload in recovering services results in secondary incident 	<ul style="list-style-type: none"> RTO rail traffic crews required to maintain the required level of vigilance when approaching stations, level crossings or known access points
Derailment – Passenger train derailment or other event in restricted access location	<ul style="list-style-type: none"> Approaching rail services are not diverted or stopped prior to corridor accessed by response agencies Fire ignition sources not identified in rolling stock (such as, hot water heaters, buffet gas supply) resulting in secondary fire threat 	<ul style="list-style-type: none"> All potential access/egress routes through the rail corridor are identified during consultation with Response Agencies, specifically with firefighting agencies All rail services terminated at appropriate station, yard or loop remote from the affected site All affected infrastructure to be inspected, tested and re-certified as serviceable prior to resumption of services
Terrorist act – Explosion	<ul style="list-style-type: none"> Dispersed site secondary explosions target assembly areas or other parts of the network simultaneously Rail services not suspended across network before secondary explosions affecting network occur 	<ul style="list-style-type: none"> Security Management Plan preparedness exercises to be conducted Train Control to be made aware of the specific nature of any terrorist explosion/attack or threat to deploy multiple attack site strategy
Terrorist act – Sabotage of rolling stock, plant or mobile equipment	<ul style="list-style-type: none"> Extent of sabotage of other rolling stock, plant or mobile equipment not known or assessed Affected assets not properly isolated or repaired 	<ul style="list-style-type: none"> Security Management Plan preparedness exercises to be conducted Train Control to be made aware of the specific nature of any sabotage/attack or threat to deploy multiple attack site strategy All affected equipment to be inspected and recertified fit-for-purpose prior to re-entering service

Type – class of emergency	Risk to safety	Mitigation strategy for the safety risks of the emergency
Terrorist act – Sabotage of rail safeworking equipment or rail infrastructure	<ul style="list-style-type: none"> Unable to detect if event is isolated or part of an extended pattern of interference Rail services not advised of extent of interference and not halted as required 	<ul style="list-style-type: none"> Security Management Plan preparedness exercises to be conducted Train Control to be made aware of the specific nature of any sabotage/attack or threat to deploy multiple attack site strategy All affected equipment to be inspected and recertified fit-for-purpose prior to re-entering service
Terrorist act – Hijack of train service	<ul style="list-style-type: none"> Copycat attempts not predicted or properly mitigated Media coverage not managed resulting in copycat attempts or biased publicity 	<ul style="list-style-type: none"> RTOs to ensure cab security strategies are in place and observed
Network Control Loss – Loss of Network Control Centre	<ul style="list-style-type: none"> Back-up training Operations Centre not maintained in ready-to-activate status Trains in section not contacted or monitored by stand-by Centre or backup systems resulting in proceed authorities not observed 	<ul style="list-style-type: none"> Stand-by Control Centre on readiness level for crossover if required
Network Control Loss – Simultaneous loss of backup facilities or capacity	<ul style="list-style-type: none"> Trains in section not contacted or monitored by mobile phone resulting in wrong-side proceed authority violations 	<ul style="list-style-type: none"> RTO internal emergency management contacts notified and redundant communication paths activated with trains in section
Network Control Loss – Loss of automatic signalling capacity	<ul style="list-style-type: none"> Trains in section not contacted or monitored by stand-by Centre or backup systems resulting in proceed authorities not observed 	<ul style="list-style-type: none"> RTO internal emergency management contacts notified and redundant communication paths activated with trains in section
Medical event – Individual injury, illness or death in rail corridor	<ul style="list-style-type: none"> Mechanism or agency causing the illness, injury or death not isolated or identified Halting of train in section and evacuation of the patient exposes Response Agencies to risk of adjacent running line risks (if in dual track territory) 	<ul style="list-style-type: none"> If patient is onboarding a train, the train is required to proceed to next available station and remain until Response Agencies arrive If patient is in the rail corridor, all approaching trains to be notified to the extent possible and stopped short of the site to allow Response Agencies access
Medical event – Pandemic illness	<ul style="list-style-type: none"> Appropriate PPE not provided to combat agencies or UGLRL or RTO operational staff Breach of threshold of rail safety critical worker availability for safe running of network 	<ul style="list-style-type: none"> RTOs to Employ Business Continuity Plan UGLRL to Employ Business Continuity Plan
Medical event – Dangerous or noxious gas leak	<ul style="list-style-type: none"> Appropriate PPE not provided to combat agencies or UGLRL or RTO operational staff Mechanism or agency causing the illness, injury or death not isolated or identified Affected assets not properly isolated or repaired 	<ul style="list-style-type: none"> MSDS data for all hazardous materials used by UGLRL to be supplied and logged Storage and handling requirements to be complied with by UGLRL ILS or project staff SIA obligations require RTOs to notify UGLRL and authorities of consists carrying hazardous or flammable materials RTOs required to utilise and deploy fit-for-purpose rolling stock for conveyance of hazardous materials RTOs required to undertake emergency drills with Response Agencies and UGLRL P/L

Appendix 5 Recovery Procedures

Table 2: Recovery procedures

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Fire – Bushfire	<ul style="list-style-type: none"> Rail corridor boundary inspections to be undertaken Corridor infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained, assistance with relocation of accommodation. Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
Fire – Fire in rail corridor	<ul style="list-style-type: none"> Track inspections to be undertaken Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services Utility services in the rail corridor to be inspected and certified safe Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Police or Fire authorities All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained, assistance with relocation of accommodation. Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Fire – Fire in rolling stock	<ul style="list-style-type: none"> Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services All items of rolling stock affected to be isolated from the main line such that rail services may be resumed Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Police or Fire authorities All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained. Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Fire – Fire in UGLRL building	<ul style="list-style-type: none"> No specific procedures unless the building condition affects the safe running of trains Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Police or Fire authorities 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained. Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Explosion – In rolling stock (hazardous or other materials carried)	<ul style="list-style-type: none"> Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services All items of rolling stock affected to be isolated from the main line such that rail services may be resumed Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Police or Fire authorities All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Explosion – In infrastructure	<ul style="list-style-type: none"> Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services All items of rolling stock affected to be isolated from the main line such that rail services may be resumed Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Police or Fire authorities All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Flooding – Inundation of rail corridor	<ul style="list-style-type: none"> Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services All items of rolling stock affected to be isolated from the main line such that rail services may be resumed All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL P/L: Redeployment to other duties if place of work is affected for extended period (such as, depot), provision of financial and counselling services to affected staff consistent with the circumstances Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
Flooding – Inundation of CRC or UGLRL assets or buildings	<ul style="list-style-type: none"> No specific procedures unless the building or asset condition affects the safe running of trains Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved Site to be confirmed as released by Fire and utility service authorities 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Earthquake – Minor	<ul style="list-style-type: none"> No specific procedures unless the infrastructure, building or asset condition affects the safe running of trains Track sectors to be re-certified as fit for resumption of services (if any interruption was required) 	<ul style="list-style-type: none"> Not applicable
Earthquake – Major	<ul style="list-style-type: none"> Track inspections to be undertaken Track infrastructure not fit for service to be identified and repaired or replaced Track sectors to be re-certified as fit for resumption of services Utility services in the rail corridor to be inspected and certified safe Site to be confirmed as released by Police or Fire authorities All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained, assistance with relocation of accommodation Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Earthquake – Extreme	<ul style="list-style-type: none"> • Track inspections to be undertaken • Track infrastructure not fit for service to be identified and repaired or replaced • Track sectors to be re-certified as fit for resumption of services • Utility services in the rail corridor to be inspected and certified safe • Site to be confirmed as released by Police or Fire authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained, assistance with relocation of accommodation • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Collision – High speed passenger train-to-other train collision	<ul style="list-style-type: none"> • Site to be declared safe by emergency authorities • Damaged rolling stock to be inspected by any and all authorities conducting an investigation • All evidence required to be confirmed as collected, quarantined and removed from the site • Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities • Damaged rolling stock to be removed from the rail corridor • Collision site restored and recovered to extent possible • All affected rail infrastructure and systems to be repaired, replaced or otherwise restored • Utility services in the rail corridor to be inspected and certified safe • Affected systems to be tested and recertified as functional to the required engineering and technical standards • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency

Rail operations restoration

Assistance to be provided to affected persons

Collision – High speed passenger train-to-object collision

- Site to be declared safe by emergency authorities
- Damaged rolling stock to be inspected by any and all authorities conducting an investigation
- All evidence required to be confirmed as collected, quarantined and removed from the site
- Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities
- Damaged rolling stock to be removed from the rail corridor
- Collision site restored and recovered to extent possible
- All affected rail infrastructure and systems to be repaired, replaced or otherwise restored
- All affected road (level crossing) protection equipment and systems to be repaired, replaced or otherwise restored
- Utility services in the rail corridor to be inspected and certified safe
- Affected systems to be tested and recertified as functional to the required engineering and technical standards
- All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running
- RTO rail traffic crews to be relieved if shift length exceeded
- Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor

- UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained
- Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
- Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Collision – High speed passenger or freight train-to-person collision

- Site to be declared safe by emergency authorities
- Lead locomotive to be inspected by any and all authorities conducting an investigation
- All evidence required to be confirmed as collected, quarantined and removed from the site
- Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities
- Collision site restored and recovered to extent possible
- All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running
- RTO rail traffic crews to be relieved if shift length exceeded
- Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor

- UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained
- Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
- Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency

Rail operations restoration

Assistance to be provided to affected persons

Collision – High speed freight train-to-other train collision

- Site to be declared safe by emergency authorities
- Damaged rolling stock to be inspected by any and all authorities conducting an investigation
- All evidence required to be confirmed as collected, quarantined and removed from the site
- Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities
- Damaged rolling stock to be removed from the rail corridor
- Collision site restored and recovered to extent possible
- All affected rail infrastructure and systems to be repaired, replaced or otherwise restored
- Utility services in the rail corridor to be inspected and certified safe
- Affected systems to be tested and recertified as functional to the required engineering and technical standards
- All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running
- RTO rail traffic crews to be relieved if shift length exceeded
- Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor

- UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained
- Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
- Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Collision – High speed freight train-to-object collision

- Site to be declared safe by emergency authorities
- Damaged rolling stock to be inspected by any and all authorities conducting an investigation
- All evidence required to be confirmed as collected, quarantined and removed from the site
- Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities
- Damaged rolling stock to be removed from the rail corridor
- Collision site restored and recovered to extent possible
- All affected rail infrastructure and systems to be repaired, replaced or otherwise restored
- All affected road (level crossing) protection equipment and systems to be repaired, replaced or otherwise restored
- Utility services in the rail corridor to be inspected and certified safe
- Affected systems to be tested and recertified as functional to the required engineering and technical standards
- All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running
- RTO rail traffic crews to be relieved if shift length exceeded
- Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor

- UGLRL staff: medical treatment consistent with any injuries, personal counseling services consistent with any level of trauma sustained
- Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation
- Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Derailment – Passenger train derailment or other event in restricted access location	<ul style="list-style-type: none"> • Site to be declared safe by emergency authorities or UGLRL and RTO as applicable • Damaged rolling stock to be inspected by any and all authorities conducting an investigation • All evidence required to be confirmed as collected, quarantined and removed from the site • Injured (or deceased) persons to be appropriately managed by Ambulance and Coronial) authorities • Damaged rolling stock to be recovered from the derailment site and stored pending further inspection and investigations • Derailment site restored and recovered to extent possible • All affected rail infrastructure and systems to be repaired, replaced or otherwise restored • All affected civil infrastructure and systems to be repaired, replaced or otherwise restored • Affected systems to be tested and recertified as functional to the required engineering and technical standards • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counseling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Terrorist act – Explosion	<ul style="list-style-type: none"> • Initiate Business Continuity Plan at UGLRL executive management level • Police or security agency to confirm terrorist threat is abated • Track infrastructure not fit for service to be identified and repaired or replaced • Track sectors to be re-certified as fit for resumption of services • All items of rolling stock affected to be isolated from the main line such that rail services may be resumed • Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved • Crime scene to be confirmed as released by Police or other authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counseling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Terrorist act – Sabotage of rolling stock, plant or mobile equipment	<ul style="list-style-type: none"> • Initiate Business Continuity Plan at UGLRL executive management level • Police or security agency to confirm terrorist threat is abated • Rolling stock, plant or mobile equipment not fit for service to be identified and repaired or replaced • All items of rolling stock affected to be isolated from the main line such that rail services may be resumed • Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved • Crime scene to be confirmed as released by Police or other authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counseling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Terrorist act – Sabotage of rail safeworking equipment or rail infrastructure	<ul style="list-style-type: none"> • Initiate Business Continuity Plan at UGLRL executive management level • Police to confirm terrorist threat or criminal activity is abated • Rail equipment or infrastructure not fit for service to be identified and repaired or replaced • Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved • Crime scene to be confirmed as released by Police or other authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained
Terrorist act – Hijack of train service	<ul style="list-style-type: none"> • Police or security agency to confirm criminal activity or terrorist threat is abated • Rolling stock not fit for service to be identified and repaired or replaced • All items of rolling stock affected to be isolated from the main line such that rail services may be resumed • Any evidence collected for forensic, criminal, rail safety or WorkCover investigations confirmed to be quarantined and preserved • Crime scene to be confirmed as released by Police or other authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: Medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the Third Party. All required assistance will be provided as needed

Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Network Control Loss – Loss of Network Control Centre	<ul style="list-style-type: none"> Initiate Business Continuity Plan at UGLRL executive management level General Manager Network Operations to confirm to authorities that transfer of network control functionality and capacity has been established at Training Centre General Manager Network Operations to confirm all Train Control staff are available at backup Centre All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Network Control Loss – Simultaneous loss of back-up facilities or capacity	<ul style="list-style-type: none"> Initiate Business Continuity Plan at UGLRL executive management level Trains in section contacted or monitored by mobile phone or other means to ensure safe shutdown until network control can be restored All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Network Control Loss – Loss of automatic signalling capacity	<ul style="list-style-type: none"> GM Network Operations to initiate suitable replacement system of train management to ensure safe separation distances until automatic signalling control is restored Trains in section contacted or monitored by mobile phone or other means to ensure safe shutdown until network control can be restored All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running RTO rail traffic crews to be relieved if shift length exceeded Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed



Type – Class of emergency	Rail operations restoration	Assistance to be provided to affected persons
Medical event – Individual injury, illness or death in rail corridor	<ul style="list-style-type: none"> • UGLRL to confirm the mechanism or agency causing the illness, injury or death has been isolated or identified • Site to be declared safe by emergency authorities • All evidence required to be confirmed as collected, quarantined and removed from the site • Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed
Medical event – Dangerous or noxious gas leak	<ul style="list-style-type: none"> • Appropriate PPE provided to combat agencies and UGLRL /RTO operational staff if required • Mechanism or agency causing the illness, injury or death isolated and identified • Site to be declared safe by emergency authorities • All evidence required to be confirmed as collected, quarantined and removed from the site • Injured and deceased persons to be appropriately managed by Ambulance and Coronial authorities • All rail services terminated at appropriate station, yard or loop remote from the affected site to be inspected by RTO rail traffic crews and confirmed as able to resume running • RTO rail traffic crews to be relieved if shift length exceeded • Network Control to initiate resumption of services on affected corridor(s) consistent with the priority of the affected services and the availability of train paths for the corridor 	<ul style="list-style-type: none"> • UGLRL staff: medical treatment consistent with any injuries, personal counselling services consistent with any level of trauma sustained • Public: Assistance and resources required to be provided by UGLRL consistent with any public liability insurance obligation • Third party personnel: Consultation between UGLRL and third party to resolve liability issues and the funding of assistance for affected staff of the third party. All required assistance will be provided as needed

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