

GOVERNMENT OF WESTERN AUSTRALIA

SEMC
STATE EMERGENCY MANAGEMENT COMMITTEE

Crash Emergency

STATE HAZARD PLAN

RESPONSIBLE AGENCY
State Emergency Management Committee

APPROVED BY
State Emergency Management Committee

RESOLUTION NUMBER XX/XXXX

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Amendments Table

Date	Details	Amended by
August 2018	Amalgamation of Westplans Air Crash, Brookfield Rail Crash Emergencies, Rail Crash PTA and Road Crash, new State Hazard Plan format, statement of fact changes, removal of duplication with the State Emergency Management (EM) Plan, inclusion of capability baseline and assurance activities, machinery of Government changes, minor amendments to the response arrangements for rail crash emergencies.	Office of Emergency Management
December 2018	Version 01.01 - Amendments approved by SEMC (Resolution Number 90/2018) as per State EM documents amendments table v02.00.	SEMC Business Unit
October 2019	Version 01.02 – Minor amendments approved by SEMC (Resolution Number 91/2019) as per State EM documents amendments table v02.02.	SEMC Business Unit
June 2020	Version 01.03 – Amendments to reflect amendments to the *Emergency Management Act 2005* and *Emergency Management Regulations 2006* and statement of fact amendments approved by SEMC (Resolution Number 39/2020) as per State EM documents amendments table v02.03.	SEMC Business Unit

Date	Details	Amended by
December 2020	Version 01.04 – Amendments approved by SEMC (Resolution Number 84/2020) as per State EM documents amendments table v02.06.	SEMC Business Unit
October 2021	Version 2.00 – Accessibility redesign approved by SEMC (Resolution Number 32/2021). Statement of fact amendments and amendments to improve accessibility as per State emergency management documents amendments table October 2021.	SEMC Business Unit
December 2022	Version 2.01 – Amendments approved by SEMC Executive Officer (Resolution Number 17/2021). Statement of fact changes and updated hyperlinks to new SEMC website as per amendments table December 2022.	SEMC Business Unit
September 2023	DRAFT FOR CONSULTATION	SEMC Business Unit

The SEMC acknowledges the Aboriginal peoples throughout the state of Western Australia as the Traditional Custodians of the lands where we live, work and volunteer. We recognise Aboriginal peoples' continued connection to land, waters and community, and pay our respects to Elders both past and present.

This document was designed to be viewed electronically and aims to meet the West Australian Government's accessibility and inclusivity standard, including meeting the World Wide Web Consortium's Web Content Accessibility Guidelines version 2.1 (WCAG 2.1) at level AA. If anything in this document is inaccessible to you, or you are experiencing problems accessing content for any reason, please contact the State Emergency Management Committee Business Unit at semc.policylegislation@dfes.wa.gov.au.

All of the State emergency management legislation and documents can be accessed via the State Emergency Management Framework page of the State Emergency Management Committee website.

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Part One:

Introduction

The State Hazard Plan for Crash Emergency (the Plan) provides an overview of arrangements for the management of crash emergencies in Western Australia and contains information on prevention, preparedness, response and initial recovery.

The Plan refers to a range of existing plans and documents relating to crash emergencies but does not duplicate the information contained in these, instead providing directions to websites or other sources where further information can be obtained if required.

The Hazard Management Agencies (HMA) for crash emergencies and in the context of this plan are:

Hazard	Hazard Management Agency
Air crash	Commissioner of Police
Rail Crash Arc Infrastructure	Arc Infrastructure Pty Ltd (Arc Infrastructure)
Rail Crash PTA	Public Transport Authority (PTA)
Road crash	Commissioner of Police

The Head of Operations and Customer Management (Arc Infrastructure) and Managing Director (PTA) are the responsible person for ensuring that emergency management is carried out on behalf of the respective agencies.

1.1 Scope

This Plan covers emergency management arrangements within the geographic boundaries of Western Australia for the hazards of air crash, rail crash on the Arc Infrastructure network (Rail Crash Arc Infrastructure), rail crash on the PTA network (rail crash PTA) and road crash. It describes risk reduction strategies, preparedness for, response to and initiation of recovery arrangements following the impact of these hazards.

The following information is provided to further clarify the scope of some of these hazards.

Hazard	Further Detail
Air crash	The *Commonwealth Places (Application of Laws) Act 1970*, section 4(1) provides authority for state laws to have effect at aerodromes that are on Commonwealth land and in Commonwealth places.
Rail Crash Arc Infrastructure	Rail crashes for that area of the State comprising any parcel of land or corridor land on which railway infrastructure operated, maintained or managed by Arc Infrastructure is situated.
Rail Crash PTA	Rail crashes for that area of the State comprising any parcel of land, other than corridor land, on which railway infrastructure controlled, operated, maintained or managed by the PTA is situated.

A link to an online map of the Arc Infrastructure Network is available at Appendix E.

A map of the PTA rail networks is available at Appendix F.

1.2 Hazard Definition

For the purposes of this Plan, a crash emergency is a **collision or imminent collision** of a vehicle with a structure, terrain, water, vehicle or other thing and is of such a nature or magnitude that it requires a significant and coordinated response.

In addition to the above definition:

- An air crash emergency applies only to aircraft in flight (which includes taxing) and is more specific than an 'accident' as defined in the *Commonwealth Transport Safety Investigation Act 2003.*
- A rail crash emergency includes derailments.
- A road crash emergency includes vehicle roll over.

1.3 Organisational Roles and Responsibilities

HMAs have overall responsibility for the emergency management of their prescribed hazards.

In addition to the above and the roles and responsibilities detailed in the State Emergency Management Plan (State EM Plan), the following have been agreed:

- The Australian Federal Police will assume initial control for air crash emergencies occurring at Perth Airport, until the incident is resolved or, if required a formal handover of the incident to the Western Australia Police Force (WA Police Force) Police Forward Commander occurs.
- Arc Infrastructure has negotiated for the WA Police Force or the Department of Fire and Emergency Services (DFES) (depending on the circumstances of the emergency) to undertake the role of Controlling Agency for the response to an emergency for which Arc Infrastructure is the HMA.
- PTA has negotiated for the WA Police Force or DFES (depending on the circumstances of the emergency) to undertake the role of Controlling Agency for the response to an emergency for which PTA is the HMA.
- The State Emergency Management Committee (SEMC) is responsible for coordinating the Plan's overall maintenance and currency, with the above HMAs responsible for proactively ensuring their elements of the Plan are kept up to date and for participating in reviews of the Plan as requested by the SEMC, in line with section 1.5 of the State Emergency Management Policy (State EM Policy).

District Emergency Management Committees are encouraged to develop and maintain emergency response planning arrangements for a rail crash that does not occur on the Arc Infrastructure or PTA network/s.

It is recommended that each agency with a role or responsibility under this Plan has appropriate operational procedures detailing their response arrangements in accordance with this Plan. These arrangements should be complementary to the agency's operational procedures detailing their roles and responsibilities under the State EM Plan.

Information regarding the roles and responsibilities of relevant agencies under this Plan are detailed in Appendix C.

1.4 Related Documents and Legislation

This Plan should be read in conjunction with the following documents:

- Australian Government Disaster Response Plan (COMDISPLAN)
- Arc Infrastructure Emergency Management Manual
- Contingency Plan for Rail Crash (East of Kalgoorlie) (held by the Goldfields-Esperance District Emergency Management Committee)
- Individual Aerodrome Emergency Plans
- MOU between the WA Police Force and Australian Federal Police for Perth Airport
- National Search and Rescue Manual
- PTA Emergency Management Manual Parts 2 and 7
- State Hazard Plan – Hazardous materials emergencies (HAZMAT)
- State Hazard Plan – Persons lost or in distress requiring a Search and Rescue response (SAR Emergency)
- State Health Emergency Response Plan
- WA Police Force Local Hazard Plans (for Road Crash and Air Crash).

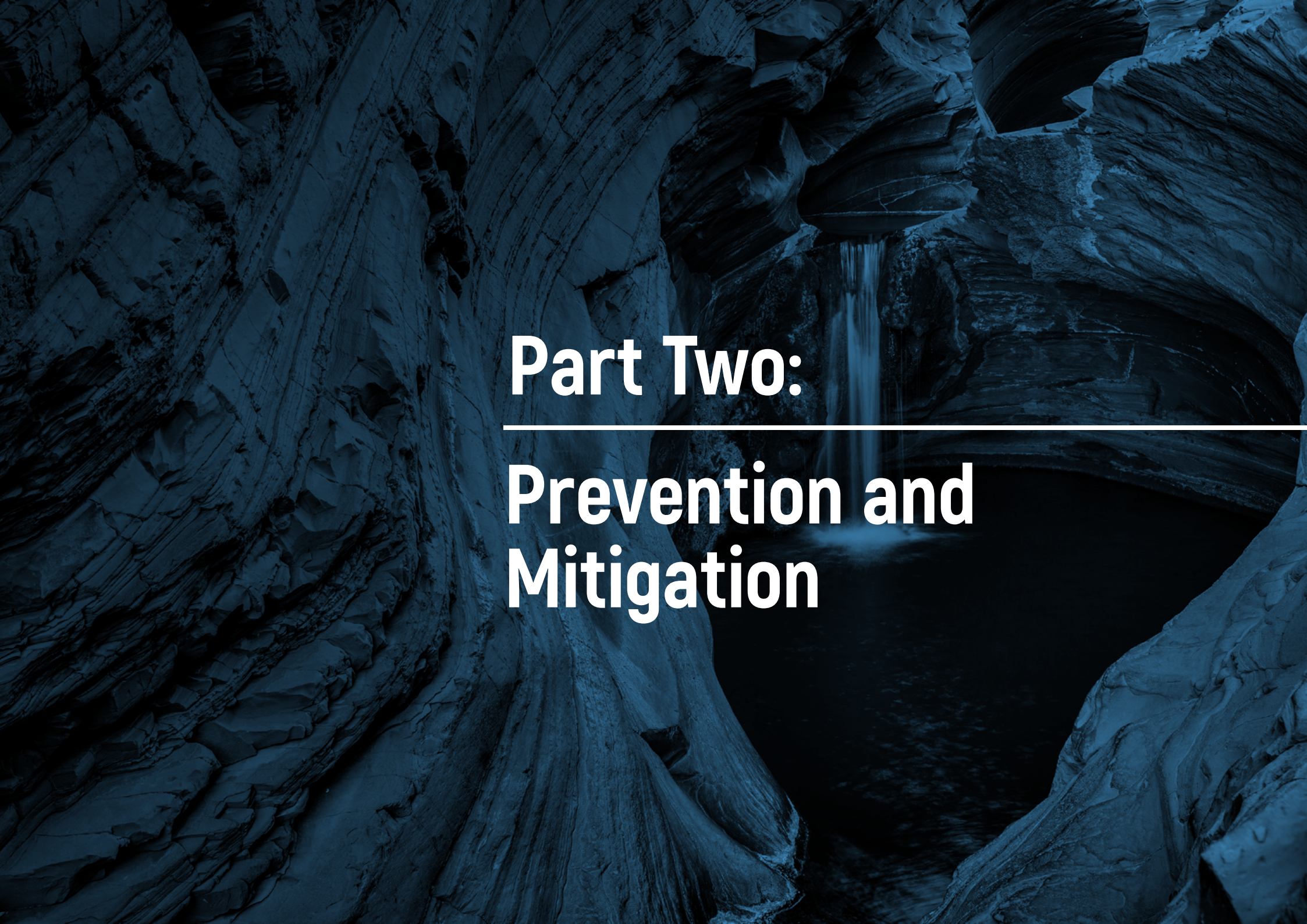
Legislation and codes relevant to this plan include but are not limited to:

- *Civil Aviation Act 1988 (Commonwealth)*
- *Civil Aviation Regulations 1988 (Commonwealth)*
- *Civil Aviation Safety Regulations 1998 (Commonwealth)*
- *Coroners Act 1996*
- *Dangerous Goods Safety Act 2004*
- *Dangerous Goods Safety (Road and Rail Transport of non-explosives) Regulations 2007*
- *Emergency Management Act 2005*
- *Emergency Management Regulations 2006*
- *Environmental Protection Act 1986*
- *Local Government Act 1995*
- *Main Roads Act 1930*
- *Motor Vehicle (Third Party Insurance) Act 1943*
- *Work Health and Safety Act 2020*
- *Work Health and Safety (General Regulations) 2022*
- *Rail Safety National Law (WA) Act 2015*
- *Rail Safety National Law (WA) Regulations 2015*
- *Road Traffic Act 1974*
- *Road Traffic Code 2000*
- *Road Traffic (Vehicle) Regulations 2014*
- *Transport Safety Investigation Act 2003 (Commonwealth)*
- *Transport Safety Investigation Regulations 2003 (Commonwealth).*

1.5 Activities Informing the Assurance Process

The HMAs undertake the following assurance activities:

Hazard	Hazard Management Agency	Assurance Activities
Air crash	Commissioner of Police	Accreditation with Civil Aviation Safety Authority (CASA). Adherence to Civil Aviation Safety Regulations assurance requirements. Post Incident Analysis and Review following an emergency.
Rail Crash Arc Infrastructure	Arc Infrastructure	Retain accreditation with the Office of the National Rail Safety Regulator. Post Incident Analysis and Review following an emergency.
Rail Crash PTA	Public Transport Authority	Retain accreditation with the Office of the National Rail Safety Regulator. Member of the Australasian Railway Association. Member of the Rail Industry Safety and Standards Board. Post Incident Analysis and Review following an emergency.
Road crash	Commissioner of Police	Post Incident Analysis and Review following an emergency.



Part Two:

Prevention and Mitigation

2.1 Responsibility for Prevention and/or Mitigation

The HMAs are responsible for undertaking prevention and/or mitigation activities in relation to their prescribed hazard as outlined in section 2.2.

In addition, the following also have prevention and/or mitigation responsibilities and as outlined in section 2.2.

Civil Aviation Safety Authority (CASA)

CASA is responsible for the safety regulation of civil air operations in Australian territory and the operation of Australian aircraft outside Australian territory, and more generally, for the promotion of high standards of aviation safety.

Road Safety Council of Western Australia

The Road Safety Council of Western Australia (the Council) has legislative responsibilities under the *Road Safety Council Act 2002*. The Council's functions are:

a. to identify measures -

   i. to improve the safety of roads in the State

   ii. to reduce the deaths of people, the injuries to people, and the damage to property, resulting from incidents occurring on roads in the State

b. to recommend to relevant bodies and persons the action that should be taken to implement those measures

c. to coordinate the implementation of those measures by relevant bodies and persons

d. to evaluate and monitor the effectiveness of those measures

e. to evaluate and monitor the safety of roads in the State

f. to recommend to the Minister how money standing to the credit of the Road Trauma Trust Fund account should be spent to implement those measures and to facilitate the performance of the Council's functions and

g. to make recommendations to the Minister in compliance with directions given by the Minister under section 6A (expenditure of the Road Trauma Trust Account).

2.2 Prevention and/or Mitigation Strategies

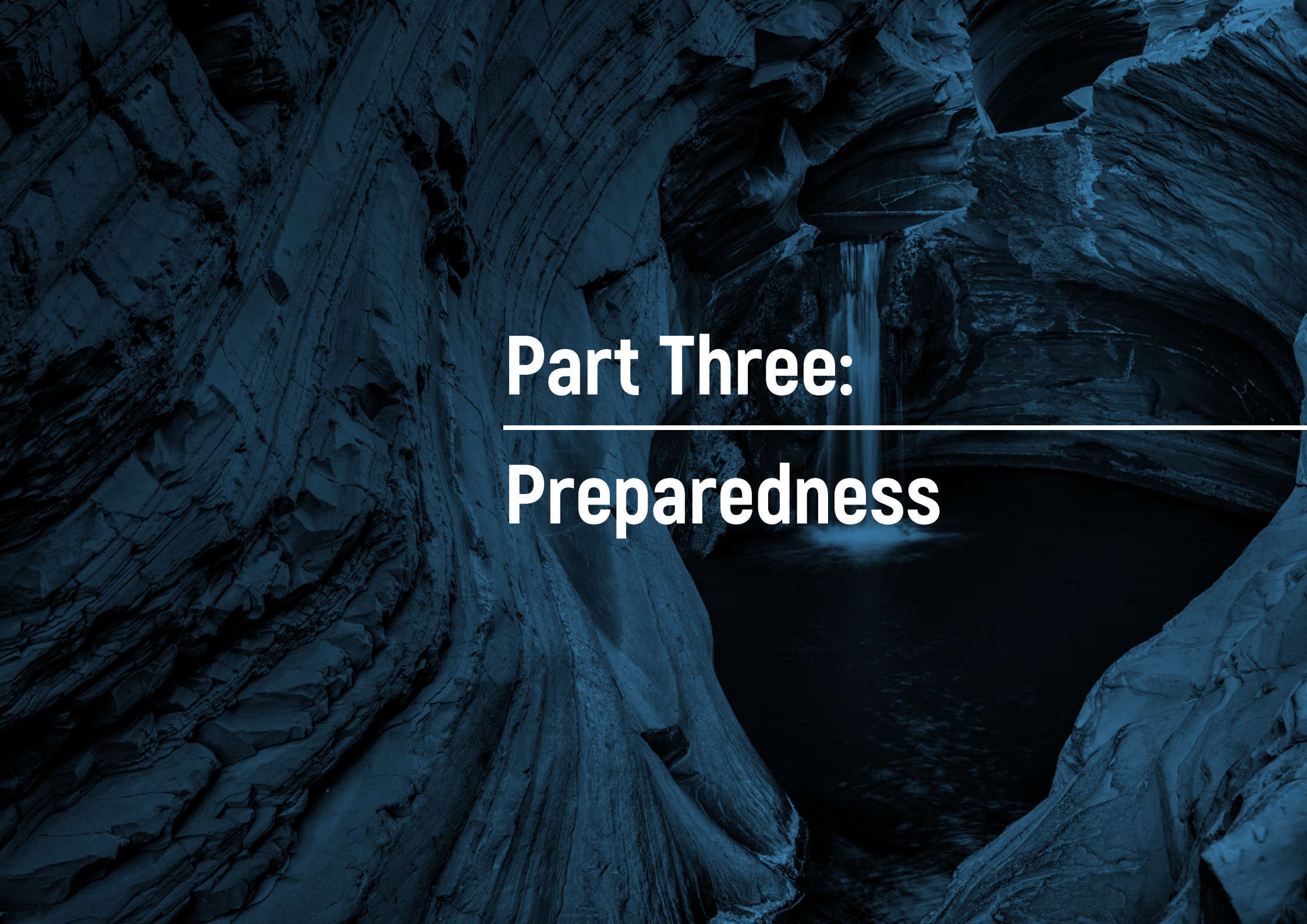
Prevention and mitigation strategies include:

Hazard	Strategy	Responsible Agency
Air crash	The Civil Aviation Safety Authority (CASA) is responsible for the safety regulation of civil air operations in Australian territory and the operation of Australian aircraft outside Australian territory, and more generally, for the promotion of high standards of aviation safety. CASA operates under a framework responsible for maintaining, enhancing and promoting the safety of civil aviation, with a particular emphasis on preventing aviation accidents and incidents.	Civil Aviation Safety Authority
Rail Crash Arc Infrastructure	Retain accreditation with the Office of the National Rail Safety Regulator, which requires a rail safety management system consistent with Schedule 1 requirements. Track and signalling infrastructure is maintained in accordance with these requirements to mitigate the risk of a crash.	Arc Infrastructure
	Weather conditions are monitored by an automatic process with sensors located throughout Arc Infrastructure's infrastructure. In addition, weather forecasts are received from the weather bureau and an earthquake reporting process is in place.	Arc Infrastructure
	Rail Inspectors patrol rail lines to an agreed schedule and report all identified faults or possible maintenance issues.	Arc Infrastructure
	Rail Inspectors patrol rail lines during and after inclement weather (in addition to the agreed schedule) to ensure the safe operation of trains is maintained.	Arc Infrastructure
	TrackSAFE Education Program for school students.	TrackSAFE Foundation (Arc Infrastructure member agency)

Hazard	Strategy	Responsible Agency
Rail Crash PTA	Retain accreditation with the Office of the National Rail Safety Regulator, which requires a rail safety management system consistent with Schedule 1 requirements. Track and signalling infrastructure is maintained in accordance with these requirements to mitigate the risk of a crash.	PTA
	Implementation of Automatic Train Protection (ATP) system.	PTA
	The rail reserve on all rail lines is patrolled on a regular basis to an agreed schedule and all identified faults or possible maintenance issues are reported.	PTA
	TrackSAFE Education Program for school students.	TrackSAFE Foundation (PTA member agency)
Road Crash	Recommend to the Minister for Road Safety an annual work plan for agencies and other stakeholders, funded by the Road Trauma Trust Account, to meet the objectives of the State Road Safety Strategy, and influence and monitor implementation of actions.	Road Safety Council of Western Australia
	Develop a recommended strategic direction for road safety in Western Australia, including coordinating the development of the Western Australia Road Safety Strategy.	Road Safety Council of Western Australia
	Enforcement of relevant legislation (e.g. *Road Traffic Act 1974, Road Traffic Code 2000, Road Traffic (Vehicles) Regulations 2014* and the *Road Traffic (Drug Driving) Regulations 2007).*	WA Police Force
	Continued delivery and implementation of the strategic directions outlined for a safe system and continued improvement of road safety through the four cornerstones of: Safe Road Use, Safe Roads and Roadsides, Safe Speeds, and Safe Vehicles.	Road Safety Commission of Western Australia

In addition to the above, land use planning by the Department of Planning, Lands and Heritage contributes to safety by:

- Securing compatible land uses
- Providing adequate buffers and providing for safe transport routes and
- Ensuring that infrastructure is designed appropriately, for example, ensuring fire and emergency services will have appropriate access.



Part Three:

Preparedness

3.1 Responsibility for Preparedness

The HMAs are responsible for the development of plans and arrangements to manage emergencies in relation to their prescribed hazard.

3.2 Capability Baseline

To assist with planning and preparedness for emergencies relating to the hazards of air, rail and road crash, agencies are to consider a capability baseline of providing support to incidents of the following magnitude:

3.2.1 Air Crash

An air crash emergency involving up to 500 passengers with fatal and serious injuries.

This capability baseline is based on:

- The largest passenger aircraft to arrive and depart Perth Airport (Airbus A380, weight of approximately 569 tonnes, carrying up to 500 passengers) and
- A collision with terrain or water.

3.2.2 Rail Crash

A level crossing crash involving a railcar with 100 passengers and a road coach carrying 50 passengers, resulting in 10 deaths and 40 critically injured persons.

A rail crash involving an urban passenger train (express 6 car set (B Series EMU)) travelling at 105 km/h to Mandurah with 1000 plus passengers, resulting in 100 deaths and 200 critically injured persons. The train passes Canning Bridge Station and derails coming to a stop on Kwinana Freeway southbound lanes due to the concrete barriers failing.

This capability baseline is based on the highest casualty rail crash reported in Australia – Granville:

- 18 January 1977: Granville New South Wales, 84 killed, 213 injured.

3.2.3 Road Crash

A road crash involving 50 deaths and 50 injured people occurring within a remote location or causing significant impact on infrastructure.

This capability baseline is based on the highest casualty road crashes reported in Australia:

- 28 October 1989: Grafton, New South Wales, 21 killed, 22 injured
- 22 December 1989: Kempsey, New South Wales, 35 killed, 41 injured.

3.3 Planning and Arrangements

The concept of this Plan is to effectively manage the resources of public authorities, together with resources available from private industry and volunteer groups for crash emergency response.

Preparedness activities focus on the development of systems to ensure the delivery of essential emergency response capabilities when an emergency occurs. This involves the development of emergency management plans (including contributing to this State Hazard Plan) and procedures, risk assessments, and the organisation and management of resources and training.

3.3.1 Air Crash Emergencies

It is a CASA requirement that certified aerodromes must have an Aerodrome Emergency Plan (AEP) (however titled). The aerodrome operator must exercise the AEP in alignment with the Civil Aviation Safety Regulations Manual of Standards Part 139 - Aerodromes. A list of certified aerodromes can be found on the CASA website.

The local aerodrome emergency plan details the organisational and procedural arrangements for response to emergencies. The procedures should have a high degree of similarity with procedures used in the community and should be developed with the involvement of responding agencies and subsequently endorsed as in accordance with the Civil Aviation Safety Regulations Manual of Standards Part 139 – Aerodromes.

Where appropriate, certified aerodrome emergency plans and WA Police Force local air crash hazard plans used to respond to an air crash emergency within the local government area should align with established emergency management practices.

The WA Police Force Local Air Crash Hazard Plan and the Local Emergency Management Arrangements, prepared by the Local Emergency Management Committee, should contain a comprehensive list of resources available in the local area.

3.3.2 Rail Crash Emergencies

High risk areas have been identified as:

- Level crossings where rail infrastructure is crossed by a public or private road or highway. Level crossings are managed in consultation with Main Roads Western Australia with automatic monitoring of flashing lights and boom gates and audio and visual alarms as required.
- Vegetated areas subject to bushfires.
- Low lying areas subject to flooding.
- Areas subject to storms and extreme weather conditions.
- Rail tunnel infrastructure associated with Perth Station, Perth Underground Complex and Airport Line.

Arc Infrastructure Inspectors, PTA patrollers within the rail reserve and all train drivers are in direct communication with their respective Network Control Centre who will manage the movement of trains in the event of an incident.

Arc Infrastructure and PTA maintain a pool of personnel who are trained in the management of incidents who, in addition to their normal duties, are able to take on the following roles and responsibilities:

- Incident Controller (IC). Responsible for the initial response and recovery activities of an incident within the capacity of Arc Infrastructure/ PTA. When a situation exceeds the capacity of Arc Infrastructure/PTA, the IC hands over control of the response to the incident to another Controlling Agency (either the WA Police Force or DFES, depending on the circumstances of the emergency), by agreement.
- Other members of the Incident Management Team (IMT) in accordance with the Australasian Inter-service Incident Management System model (for example, PTA would provide rail operations expertise on the IMT).

3.3.3 Road Crash Emergencies

The WA Police Force prepare specialised officers and staff for various aspects of road traffic enforcement and investigation. These personnel respond to road crash emergencies and provide a visual road enforcement role in order to mitigate road crashes.

3.4 Assistance Arrangements with other Jurisdictions

DFES has established a Memorandum of Understanding with the Eucla Volunteer Fire and Rescue Service and the South Australian Country Fire Service for the Eucla Volunteer Fire and Rescue Service to respond to incidents up to 150 km east of the border into South Australia (subject to availability). This provides for the Eucla Volunteer Fire and Rescue Service to respond to fires, hazardous materials and rescue operations.

3.4.1 Air Crash Emergencies

When the total resources of the State cannot reasonably cope with the needs of an air crash emergency, assistance can be sought from the Australian Government, who may trigger activation of COMDISPLAN. COMDISPLAN outlines the coordination arrangements for the provision of Australian Government non-financial assistance in the event of a disaster or emergency within Australia or its offshore territories.

3.4.2 Rail Crash Emergencies

Arc Infrastructure has a Safety Interface Agreement in place with the Australian Rail Track Corporation.

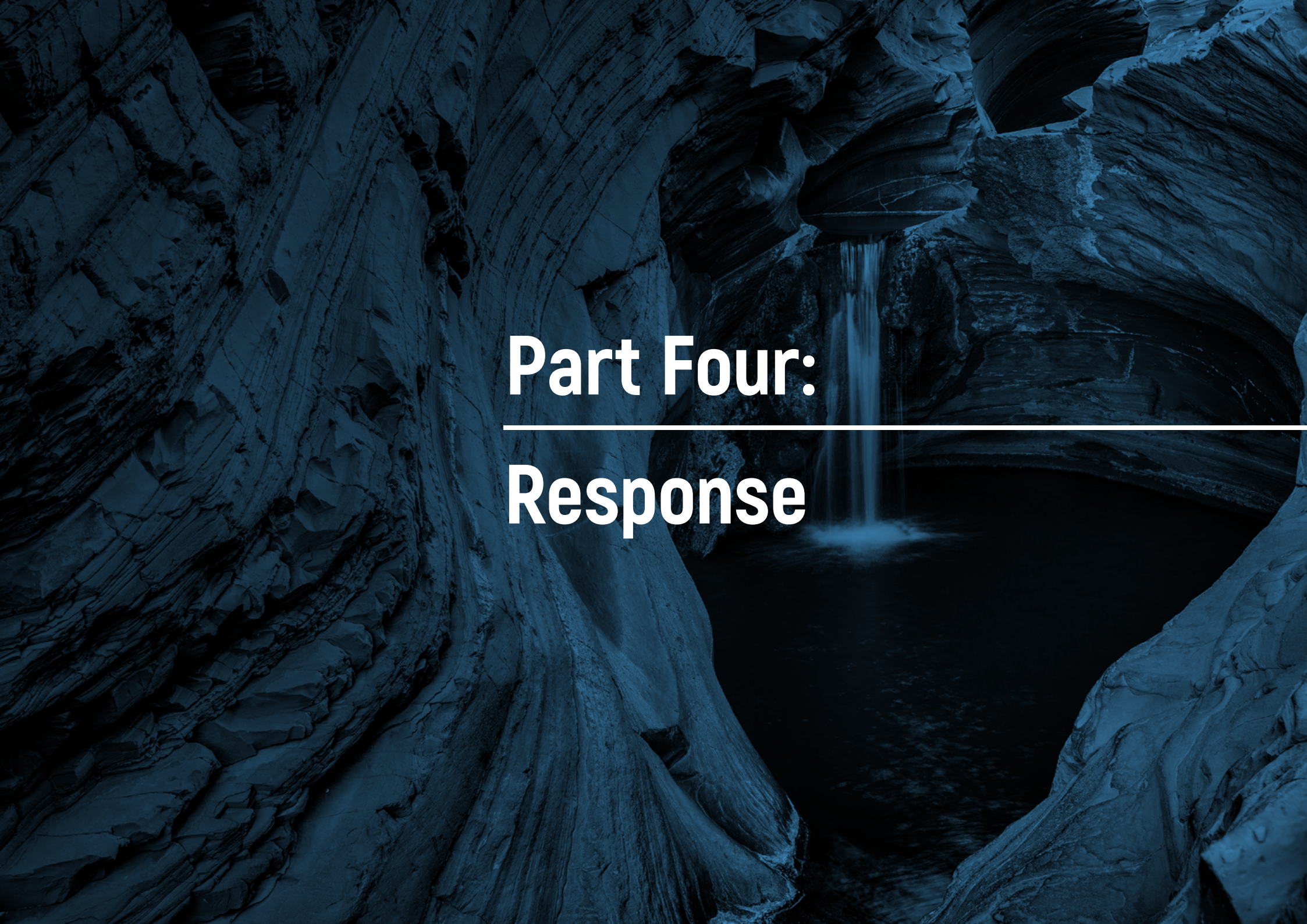
3.4.3 Road Crash Emergencies

On 26 August 2011, the Western Australia Police Force signed a Cross Border Justice Scheme Memorandum of Understanding (0269/2010) with South Australia Police and Northern Territory Police agreeing that parties cooperate to provide appropriate police services to the cross border regions, including providing assistance to neighbouring states/territories as requested where an emergency response is required.

3.5 Coordination/Control Arrangements with other Jurisdictions

3.5.1 Air Crash Emergencies

The Joint Rescue Coordination Centre (JRCC) within the Australian Maritime Safety Authority, established by section 5 of the *Australian Maritime Safety Authority Act 1990* (Commonwealth), is the Commonwealth authority responsible for civil aviation search and rescue. The Australian Defence Force (ADF), through Headquarters Joint Operations Centre Air and Space Operations Centre Joint Personnel Recovery, is the authority for military aircraft search and rescue. These arrangements are detailed in the National Search and Rescue Manual and a summary of the National SAR responsibilities are at Appendix C.



Part Four:

Response

4.1 Responsibility for Response

The HMAs are responsible for responding to crash emergencies in relation to their prescribed hazard.

Both Arc Infrastructure and the PTA have arrangements in place for other agencies to assume the role of Controlling Agency for the response to situations that exceed the capacity of Arc Infrastructure/the PTA. These arrangements are detailed in section 4.3 and Appendix C of this Plan.

4.2 Response Arrangements

4.2.1 Standing Authorisations

WA Police Officers and any employee of the WA Police Force tasked with an operational support role have been provided with standing authorisations to perform functions as Hazard Management Officers upon the declaration of an Emergency Situation for emergencies where the Commissioner of Police is the prescribed HMA, and as Authorised Officers upon the declaration of a State of Emergency.

4.2.2 Air Crash Emergency

The purpose of the air crash response arrangements in this Plan is not to usurp an Aerodrome Emergency Plan, but instead are designed to provide effective management of a level 2 or 3 incident. In such circumstances, the WA Police Force on behalf of the Commissioner of Police will activate these arrangements, utilising State arrangements and resources as part of a graduated approach.

Dependent on the nature of the emergency, the response to an air crash emergency is outlined below.

In Flight Response

In-flight emergency responsibility rests with Airservices Australia. The responsibilities for the coordination of aviation search and rescue is passed to the JRCC Australia when the aircraft is believed to be lost, missing, or has crash-landed.

Air Traffic Service Units (Airservices Australia) are responsible for the declaration of an appropriate emergency phase. This phase indicates to the air traffic controller the level of response required. The severity of the situation can be upgraded or downgraded depending on its progress. The following three phases of emergency have been established:

- *Uncertainty Phase:* A situation where uncertainty exists as to the safety of an aircraft and its occupants.
- *Alert Phase:* A situation where apprehension exists as to the safety of an aircraft and its occupants (this generally equates to a radio communication prefaced as 'PAN PAN').
- *Distress Phase:* A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance (this generally equates to a radio communication prefaced 'MAYDAY').

Once aware of the emergency, air traffic control may provide a range of support services including:

- Allocating the pilot a priority status
- Allocating the pilot a discrete frequency (where available) to reduce distractions
- Notifying the JRCC, appropriate aerodrome or other agency or
- Asking other aircraft in the vicinity to provide assistance.

Search and Rescue Response

JRCC Australia is the lead agency responsible for the search and rescue response to all international and civil registered aircraft as well as aircraft registered on the Recreational Aviation Australia register within the Australian search and rescue region.

The responsibilities for the coordination of aviation search and rescue is passed to the JRCC Australia when the aircraft is believed to be lost, missing, or has crash-landed.

In WA, the JRCC Australia will coordinate the search and rescue response with assistance from the WA Police Force as required.

In urban areas, remote locations, unmanned airports or landing grounds and in coastal waters of the State, JRCC remain the lead agency until such time as the crash site has been located, and the survivors have been removed to a place of safety. For air crash emergencies offshore (beyond coastal waters of the State), JRCC is the controlling authority and will request assistance from WA through the WA Police Force as required.

In the event the missing aircraft is not located, and the chance of survivability has diminished, JRCC Australia will suspend the ongoing search and rescue response and hand any ongoing investigation to the WA Police Force.

Arrangements between the Commonwealth and the State provide that once the position of the crashed aircraft is known and the magnitude of the event requires the activation of the response arrangements, the overall control will be transferred from JRCC Australia to the WA Police Force with JRCC Australia providing continuing support as required. Handover will take place after due discussion between the JRCC Australia and the WA Police Force.

In WA, the JRCC Australia discharges their search and rescue responsibility to the WA Police Force in line with the National SAR Manual.

Aerodrome Response

At or in the vicinity of a certified aerodrome where an air crash emergency occurs, the local AEP details the local response management to the emergency. At these airports, the WA Police Force is the controlling agency with mutual agreement with JRCC.

Once the proposed landing airport is advised of the aircraft's pending arrival, they will activate their AEP. An AEP has two activation levels:

- **Local Standby:** Declared when only airport-based agencies in the AEP are required (e.g. the on-airport Rescue and Fire Fighting Service and the Aerodrome Safety Officer). A Local Standby will be the normal response when an aircraft approaching an airport is known or is suspected to have developed some defect, but the trouble would not normally involve any serious difficulty in effecting a safe landing.
- **Full Emergency:** Declared when more than the airport-based agencies are required. A Full Emergency will be declared when an aircraft approaching the airport is known or suspected to be in such trouble that there is danger of an accident.[1]

Controlling Agency Response

As the HMA for the hazard of air crash, the Commissioner of Police is responsible for response to an air crash emergency within Western Australia, including coastal waters of the State.

On behalf of the Commissioner of Police, the WA Police Force will respond as the Controlling Agency to an air crash emergency that occurs within the State. The WA Police Force will advise relevant emergency coordinators in accordance with the operational management doctrine contained within State EM Plan section 5.

The initial response to an air crash incident will generally be a local response conducted by local resources such as airfield staff, military personnel, emergency management agencies or permanent rescue services based within an airport environment.

At or in the vicinity of a certified aerodrome where an air crash emergency occurs, the local aerodrome emergency plan may guide the initial response. At these aerodromes the WA Police Force is the Controlling Agency, with

Notes

1 Accident is defined within section 3 of the *Transport Safety Investigation Act 2003* (Commonwealth) and is broader than the definition of 'crash' for which the Commissioner of Police is responsible as the Hazard Management Agency. As a result, a declaration of a 'Full Emergency' requires clarification of response needs in order to align State responsibilities and response arrangements.

mutual agreement with the JRCC Australia.

Control of an air crash emergency will be conducted in accordance with local air crash hazard plan, aerodrome emergency plan or State Hazard Plan as applicable.

The level of incident will be assessed by the IC based on the actual and/or potential impact of the incident, in accordance with State EM Plan section 5.1 and State EM Response Procedure 4.2.

The WA Police Force through its Community Engagement Division and or a recognised interpreting service, may engage non-English speaking people affected by an air crash emergency in order to assist with welfare and investigation requirements. Language assistance may also be provided through the involved air carrier/s.

Depending on the circumstances, the State Support Plan - Emergency Relief and Support may be activated by the Department of Communities to coordinate the provision of emergency relief and support services to impacted people and communities in an emergency. This may include operating evacuation centres, coordinating emergency accommodation, emergency food, emergency clothing and personal requisites, providing support services and facilitating registration and reunification which may include activating Register. Find Reunite.

Australian or visiting military aircraft

In the case of military aircraft, the ADF is the authority for military aircraft search and rescue through Headquarters Joint Operations Centre. These arrangements are detailed in the National Search and Rescue Manual and include intrastate assistance.

An air crash emergency involving Australian or visiting military aircraft will be dealt with in accordance with Part 1 Chapter 5 of the Department of Defence's Defence Aviation Safety Manual.

- ***On base.*** The function of IC will be performed by an incident site commander provided by the ADF and supported by appropriate defence force materiel and human resources.
  The WA Police Force will assist on behalf of the Western Australia Coroner if the air crash results in a fatality within a jurisdiction of the Western Australia Coroner.
- ***Off base.*** The WA Police Force will assume control of the incident as the HMA, and if possible, include members of the ADF to support the incident management team in the provision of, amongst other things, the security of sensitive equipment and the management of unexploded ordnance.
- Contact with ADF will be made through the Defence Flight Safety Bureau Duty Officer (Canberra).
- In the absence of initial police attendance, an ADF member will assume the role of the Incident Site Commander until relieved by the WA Police Force.

The implementation of plans and operational structures will vary depending upon the incident level declared by the IC.

4.2.3 Rail Crash Arc Infrastructure

Arc Infrastructure Network Control will receive initial notification of rail crashes. Network control will immediately inform emergency services and escalate the incident to the Head of Operations and Customer Management. Network Control will ensure the site is protected from rail traffic.

The Head of Operations and Customer Management will, if necessary, declare an emergency situation[2] in accordance with the Rail Incident Management Plan and convene an Emergency Management Team and appoint an IC, who is offsite.

The IC will coordinate the initial response activities and determine who will be the Site Coordinator. The Site Coordinator is responsible for:

Notes

2 This is an emergency situation in terms of Arc Infrastructure's internal procedures. It does not refer to an emergency situation declaration under the EM Act.

- Coordination of local resources
- Coordination and liaison with onsite Emergency Services
- Coordination and liaison with onsite Above Rail Operator representatives
- Ensuring evidence preservation
- Implementing Arc Infrastructure recovery activities
- Maintaining safety onsite.

Where the situation exceeds the capacity of Arc Infrastructure, the Arc Infrastructure Incident Controller may, by agreement, handover control of the emergency to a Controlling Agency (either the WA Police Force or DFES). Where the role of the IC has been delegated by the Head of Operations and Customer Management due to operational reasons, the Head of Operations and Customer Management will retain responsibility for the approval to handover to a Controlling Agency. Refer to section 4.3 and Appendix C of this Plan for further information.

The Controlling Agency shall remain in control of the emergency until, by agreement, control can be handed back to Arc Infrastructure.

It is important to note that Arc Infrastructure do not own or operate the trains operating on the network. These are operated by accredited Above Rail Operators who have their own emergency management procedures. The Above Rail Operators currently operating on the networks are:

- Aurizon
- Pacific National
- SCT Logistics
- Watco
- Great Southern Rail
- TransWA.

Hazard Management Officers

In the case of an emergency situation declaration, WA Police Force Officers with operational roles in response to emergencies have a standing appointment as Hazard Management Officers approved by the HMA, Arc Infrastructure.

4.2.4 Rail Crash PTA

The PTA's Train Operations Manager coordinates the initial response activities. They will liaise with the PTA's Network Control Centre and determine the extent of the PTA network incident. The Network Control Centre shall halt or divert all rail traffic away from the rail incident until further notice.

The PTA Operations Manager will brief the relevant PTA General Manager, Managing Director and the Director, PTA Media. The PTA Operations Manager shall assume the role of Incident Controller, establish an Incident Management Team (IMT) and/or liaise with attending Combat Agencies to determine the most appropriate agency to control the response.

If the PTA declares the rail crash to be an emergency situation, or the situation exceeds the capacity of the PTA, the PTA may, by agreement, handover control of the incident to a Controlling Agency (either the WA Police Force or DFES). The senior on site PTA representative (Operations Manager) shall be assigned a key role in the IMT as required by the Controlling Agency to facilitate the response and ensure seamless communication. Refer to section 4.3 for further information.

The Controlling Agency shall remain in control of the incident until, by agreement, control of the incident can be handed back to PTA.

4.2.5 Road Crash Emergency

Upon advice that a road crash emergency has occurred, a single or multi-agency response will be initiated from the Police Operations Centre in the first instance. A Police Commander from the WA Police Force will control the incident, determine the extent of the incident and deploy resources utilising a graduated approach principle.

The level of incident will be assessed by the Police Commander based on the actual and/or potential impact of the incident, in accordance with State EM Plan section 5.1 and State EM Response Procedure 4.2.

Road crash emergencies will be managed under the generic, all-hazards arrangements as described within the State EM Plan.

4.3 Rail Crash – Handover of Incident Control to Another Agency

Arc Infrastructure and the PTA have agreements for the WA Police Force or DFES (depending on the nature of the emergency) to assume the role of Controlling Agency where an emergency situation declaration or state of emergency declaration has been made, or in other situations that exceed the capacity of Arc Infrastructure/the PTA. Under these circumstances, Arc Infrastructure and the PTA retain their responsibilities as HMAs and are to be involved in the incident control arrangements wherever appropriate

During such situations, a handover form (sample provided at Appendix D) is completed by the Arc Infrastructure/PTA representative. The Arc Infrastructure/PTA representative completing the handover form will generally be located offsite from the incident. The form is then provided to the WA Police Force/DFES Incident Controller, who will usually be located at the site of the incident. The handover form is the authority for handing over control of the incident and provides the WA Police Force/DFES Incident Controller with the following briefing information as a minimum:

- situation
- incident objectives
- incident control structure - Incident Management Team
- safety risks and hazards
- constraints and other considerations e.g. status of track and structures
- status of train movements at incident site
- status of electrical power and overhead line equipment and
- action taken to date.

Following completion of the form, both organisations must ensure their incident site representatives are aware of the handover.

Arc Infrastructure/PTA site representatives must be co-located with the Incident Management Team and/or as part of any Incident Support Group to help facilitate the response and ensure seamless communication. Arc Infrastructure/PTA representation may also be required at other locations where incident control or coordination are being facilitated to ensure seamless communication.

While acting as the Controlling Agency, the WA Police Force/ DFES shall ensure that:

- all reasonable steps are taken to not cause unnecessary delay to recovery activities
- Arc Infrastructure/PTA representatives are consulted on the management of hazards associated with rail operations and
- Arc Infrastructure/PTA representatives, where it is safe and lawful to do so, are given access to the site to conduct investigations and prepare for recovery activity.

When the Incident Controller, in consultation with the Arc Infrastructure/ PTA representative, determines that the WA Police Force/DFES are no longer required as the Controlling Agency, the WA Police Force/DFES shall hand back control of the incident to Arc Infrastructure/PTA. Personnel from each agency concerned shall communicate as required to ensure the handover is complete and in such a way as to ensure a seamless transition.

4.4 Notifications

Members of the public can make a notification of a crash emergency by calling 000 and as a result the relevant hazard management agency will be

notified and the following internal processes applied.

4.4.1 Air Crash Emergency

Upon advice that an air crash emergency has occurred, or is likely to occur, the WA Police Force will assess the situation and directly notify key personnel of responding agencies and support organisations as required.

The coordination of response activities to State level 2 or level 3 air crash emergencies will be via standing State and Commonwealth arrangements as described in section 4.2.2.

4.4.2 Rail Crash Arc Infrastructure

Notification of an Arc Infrastructure network crash will be received by or directed to the Arc Infrastructure Network Control Centre. Response to a rail incident on the network shall commence immediately after the Arc Infrastructure Network Train Control Centre is notified.

Notification may be received from train drivers, inspection personnel or maintenance groups during normal operational activities.

Members of the general public can call the Arc Infrastructure Network Control – Emergency on 1300 987 246 or 1300 9 "TRAIN" to report any emergency or damage to the rail infrastructure.

4.4.3 Rail Crash PTA

Notification of a PTA Rail Crash will be received by or directed to the PTA's Train Control Centre. Response to a rail incident on the network shall commence immediately after the PTA Network Control is notified.

Upon being notified of a PTA Rail Crash, Network Control will notify the PTA's Operations Manager and the Shift Commander who will begin alerting Combat Agencies and PTA personnel required to respond to the situation.

The Shift Commander will activate the PTA's Emergency Callout System and record details of the incident in WebEOC.

If required, the Managing Director under the advice from the General Manager of the affected rail operation will activate the PTA's Crisis Management Group.

Members of the general public can call the PTA's Emergency Telephone Number (08) 9220 9999 to report any emergency or damage to the rail infrastructure.

4.4.4 Road Crash Emergency

Upon receipt of a crash emergency notification to the Police Operations Centre, the WA Police Force will assess the situation, activate its internal response procedures and directly notify key personnel of responding agencies and support organisations (e.g. DFES, St John Ambulance) as required.

4.5 Public Warnings/Information

The HMA shall manage public information and communication with the media in accordance with the requirements of the State Support Plan - Emergency Public Information and section 5.6 of the State EM Policy. These arrangements include provision for the State Emergency Public Information Coordinator (SEPIC) to coordinate information for the media.

4.5.1 Arrangements When Incident Control is Handed Over

When Arc Infrastructure/the PTA hand over the role of Controlling Agency to the WA Police Force/DFES, the following applies:

- WA Police Force/DFES shall:
  - prepare, approve and release public information and community awareness relating to the incident in accordance with all state and federal arrangements
  - advise the Department of Education or other school system if a rail crash involves a school location/site/bus or students and
  - request the Arc Infrastructure/PTA nominated representative to attend all media interviews and briefings relating to the incident.
- Arc Infrastructure/the PTA shall:
  - prepare, approve and release community awareness information to the public and media outlets relating to disruptions and alterations to Arc Infrastructure/PTA services and operations.

The WA Police Force at all times retains the responsibility for the release of information into the public forum regarding victim identity.

4.5.2 Agency Representatives

The following are the agency nominated contacts for communications, public information and the provision of information to support the SEPIC:

Hazard	Agency	Representative
Air crash	WA Police Force	Media and Public Affairs
Rail Crash Arc Infrastructure	Arc Infrastructure	Head of Stakeholder Engagement
Rail Crash PTA	PTA	Director, PTA Media
Road crash	WA Police Force	Media and Public Affairs

4.6 Multiple Hazards

In accordance with State EM Plan section 5.1.2, 'where a subsequent hazard caused by the initiating hazards presents a significantly greater risk, management of the incident may be transferred to the relevant Controlling Agency for the subsequent hazard by agreement between the two agencies'.

4.6.1 Terrorist or Hostile Act Arrangements

If a crash emergency is the result of a terrorist act (as per the definition of a terrorist act within section 100.1 of the *Commonwealth Criminal Code 1995* i.e. political, ideological or religious motive) , the incident will be dealt with in accordance with State Hazard Plan - Terrorist Act and the WA Police Force will take control of the emergency on behalf of the HMA, the Commissioner of Police.

An incident shall not be referred to as a terrorist act by any responding agency unless the Commissioner of Police has made this determination.

Where the cause of a crash emergency is not apparent and terrorism cannot be readily discounted, the WA Police Force shall be notified in order to commence investigations.

If a crash emergency is the result of a hostile act (regulation 14A EM Regulations) the incident will be dealt with in accordance with State Hazard Plan - Hostile Act and the WA Police Force will take control of the emergency on behalf of the HMA, the Commissioner of Police.

4.7 Rail Crash Evacuation Arrangements

The decision to evacuate persons impacted by a rail crash shall be the responsibility of the Incident Controller.

Broader community evacuation is the response of the Controlling Agency (where authorised by the HMA) in accordance with section 5.3.2 of the State EM Plan.

4.8 Mass Casualty and Mass Fatality Arrangements

Mass causalities and mass fatalities arising from a crash emergency will be managed through existing arrangements, as detailed in the State EM Plan in section 5.5.

4.9 Investigations

The Australian Transport Safety Bureau is responsible for investigating accidents and transport safety occurrences involving, but not limited to, Australian-registered civilian aircraft and rail operations in Australia.

Detailed information for aerodrome operators and railway accident investigations guidelines for rail transport operators are available on the Australian Transport Safety Bureau website.

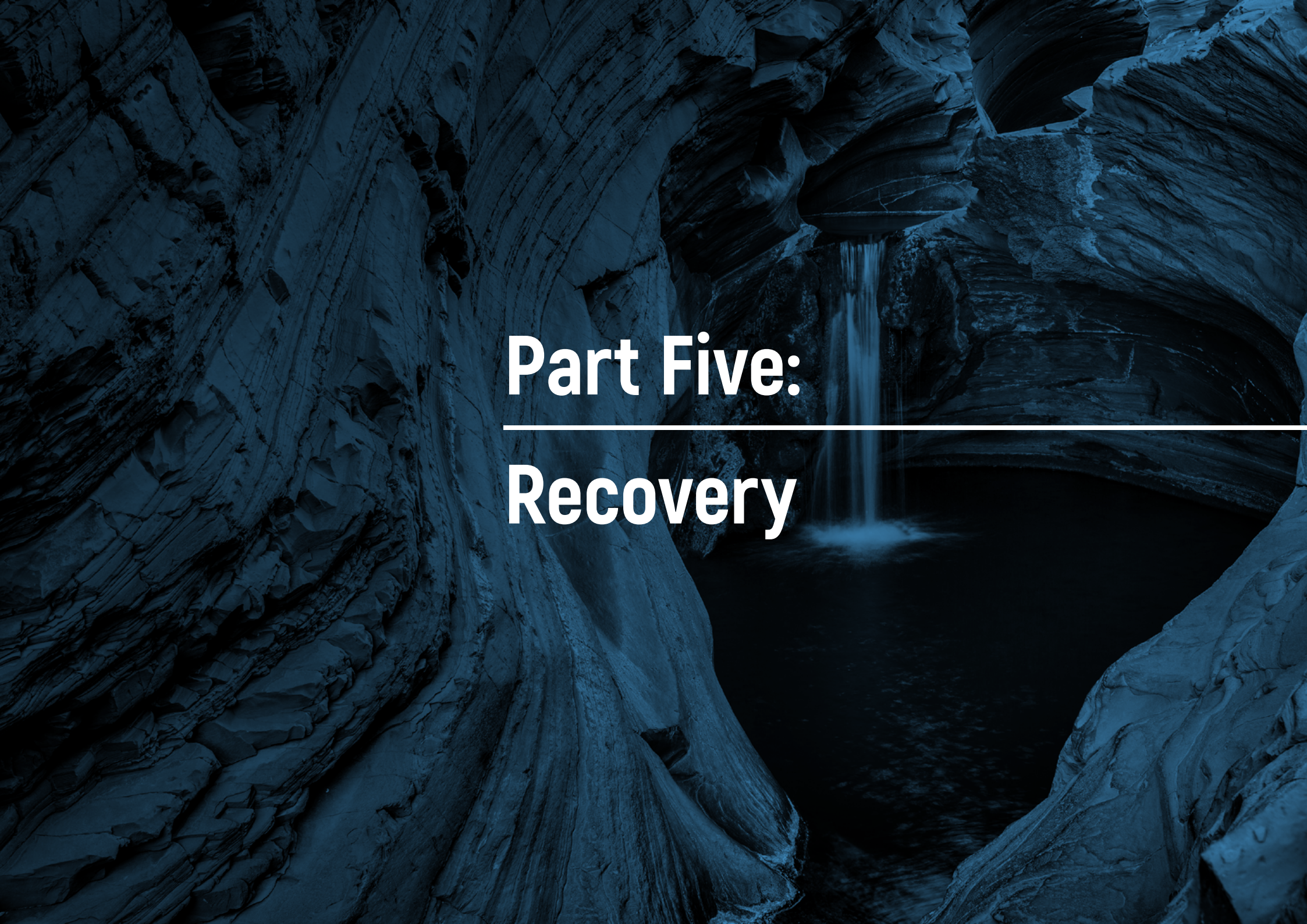
The ATSB may commence an investigation during an emergency response, which may continue into the recovery phase of an emergency response.

4.10 Funding Arrangements for Emergency Response

Financial arrangements are in accordance with State EM Policy section 5.12 and State EM Plan section 5.4. The HMA or Controlling Agency directing an emergency management agency or other agencies or organisations supporting the emergency response, is responsible for payment of costs associated with an emergency response, unless other arrangements are established and as outlined in State EM Policy 5.12.

As the HMAs, Arc Infrastructure and PTA are responsible for costs associated with an emergency response for a rail crash where WA Police Force or DFES assume the role of Controlling Agency.

Note: Disaster Recovery Funding Arrangements Western Australia do not apply to crash emergency events.



Part Five:

Recovery

The Controlling Agency managing the response must initiate recovery activities as part of their response activities, as follows:

Hazard	Controlling Agency
Air crash	WA Police Force
Rail Crash Arc Infrastructure	Arc Infrastructure, or WA Police Force or DFES by agreement where the demands of the situation exceeds the capacity or capability of the Arc Infrastructure
Rail Crash PTA	Public Transport Authority, or WA Police Force, or DFES by agreement where the demands of the situation exceeds the capacity or capability of the PTA
Road crash	WA Police Force

It is the responsibility of the Controlling Agency to gain an understanding of known or emerging impacts during the response to an emergency incident and coordinate the completion of an Impact Statement in accordance with State EM Plan section 6.4 (where required) prior to the transfer of recovery to the local government. The Impact Statement must be developed in consultation with the Incident Support Group and accepted by the affected local government(s) and the State Recovery Coordinator.

The impacted local government is responsible for managing the community recovery process.

5.1 Rail Crash Emergencies

Arc Infrastructure and the PTA are responsible for managing/coordinating the site recovery and restoration process for emergencies occurring on their networks, including:

- clearing the collision/derailment area of debris
- re-railing all suitable Rollingstock
- removing Rollingstock not suitable for re-railing (e.g. too badly damaged) and
- repairing rail lines and associated rail infrastructure.

When the WA Police Force or DFES are undertaking the role of Controlling Agency on behalf of Arc Infrastructure or the PTA, control of the incident must be returned to Arc Infrastructure or the PTA prior to transferring the community recovery activities to local government.



Appendices

Appendix A: Distribution List

The State Hazard Plan for Crash Emergency is available on the SEMC website.

The agencies below will be notified by the HMA (unless otherwise specified) when an updated version is published on this website.

- All agencies and organisations with responsibilities under this Plan
- Emergency Management Australia (SEMC Business Unit to notify)
- Minister for Emergency Services (SEMC Business Unit to notify)
- Minister for Police (WA Police Force to notify)
- Minister for Transport (PTA to notify)
- State Emergency Management Committee (SEMC), SEMC subcommittee and SEMC reference group members (SEMC Business Unit to notify)
- State Library of Western Australia (SEMC Business Unit to notify).

Appendix B: Glossary of Terms/Acronyms

Terminology used throughout this document has the meaning prescribed in section 3 of the *Emergency Management Act 2005* or as defined in the State Emergency Management Glossary. In addition, the following hazard-specific definitions apply.

B1: Glossary of Terms

Term	Definition
Accident	An investigable matter involving a transport vehicle where: a. a person dies or suffers serious injury as a result of an occurrence associated with the operation of the vehicle; or b. the vehicle is destroyed or seriously damaged as a result of an occurrence associated with the operation of the vehicle; or c. any property is destroyed or seriously damaged as a result of an occurrence associated with the operation. of the vehicle. (*Transport Safety Investigation Act 2003*).
Aircraft	Any machine or craft that can derive support in the atmosphere from the reactions of the air (*Civil Aviation Act 1988*).
Airservices Australia	A Federal Government agency providing: · Air traffic services including in-flight emergency response for aircraft declaring an emergency. · Aviation Rescue Fire Fighting Services at major airports.
Arc Infrastructure Head of Operations and Customer Management	The person responsible for the overall safe working arrangements for all train operations within Arc Infrastructure.

Term	Definition
Australian Railway Association (ARA)	The peak body for rail in Australia, representing all sectors of the rail industry. The ARA represents an array of rail organisations, including private and public, passenger and freight operators, track owners and managers, manufacturers of Rollingstock, construction companies and all other organisations supplying and contributing to the Australasian rail sector.
Certified Aerodrome	An airport owned by a person or organisation licensed by the Civil Aviation Safety Authority (CASA) and operated according to an approved Airport Manual.
Coastal Waters of the State (for the Purposes of Crash Emergencies)	The definition given in the *Coastal Waters (State Powers) Act 1980* (Commonwealth) section 3 (1).
Flight	As described in the *Civil Aviation Act 1998*: a. in the case of a heavier-than-air aircraft, the operation of the aircraft from the moment at which the aircraft first moves under its own power for the purpose of taking-off until the moment at which it comes to rest after being airborne; and b. in the case of a lighter-than-air aircraft, the operation of the aircraft from the moment when it becomes detached from the surface of the earth or from a fixed object on the surface of the earth until the moment when it becomes again attached to the surface of the earth or a fixed object on the surface of the earth.
Network Controller	The person(s) designated by Arc Infrastructure and PTA who is responsible for the control and movement of trains.
Police Operations Centre (POC)	The WA Police Force's facility that handles all emergency calls and routine messages. The POC initially coordinates WA Police Force resources attending an incident.

Term	Definition
Rail Industry Safety and Standards Board	Responsible for the development and management of rail industry standards, rules, codes of practice and guidelines, all of which have national application.
Rollingstock	Any vehicle that operates on, or intends to operate on, or uses a railway track, including any loading on such a vehicle, but excluding a vehicle designed for both on- and off-track use when not operating on the track. Rollingstock is a collective term for a large range of rail vehicles of various types, including locomotives, freight wagons, passenger cars, track machines and road-rail vehicles.

B2: Acronyms

Acronym	Meaning
ADF	Australian Defence Force
AEP	Aerodrome Emergency Plan
ATSB	Australian Transport Safety Bureau
CASA	Civil Aviation Safety Authority
COMDISPLAN	Australian Government Disaster Response Plan
DFES	Department of Fire and Emergency Services
HMA	Hazard Management Agency
IC	Incident Controller
POC	Police Operations Centre
PTA	Public Transport Authority
SEMC	State Emergency Management Committee
SEPIC	State Emergency Public Information Coordinator

Appendix C: Roles and Responsibilities

This appendix outlines the hazard specific roles and responsibilities of agencies and organisations under this Plan, however some all-hazards information is provided. The State Emergency Management Plan, Appendix E provides an outline of the all-hazards roles and responsibilities across the prevention, preparedness, response and recovery spectrum.

All agencies should maintain appropriate internal plans and procedures in relation to their specific responsibilities.

C1 Responsibilities Common To All Crash Emergencies

Organisation	Prevention Responsibilities for All Crash Emergencies
Main Roads WA	a. Construct and maintain infrastructure to standards that prevent or minimise the likelihood of failures from crash hazards. b. Provide engineering and technical advice with respect to main roads infrastructure to prevent or minimise the risk of injury, death or damage to property from crash hazards. c. Operate the main roads network to prevent or minimise disruptions from crash hazards. d. Implement lessons learnt from operational debriefs to prevent or minimise the impact from crash hazards on the road network and infrastructure.
St John WA	a. Support State initiatives to reduce the harmful impacts of crash emergencies.

Organisation	Preparedness Responsibilities for All Crash Emergencies
Main Roads WA	a. Maintain individual crisis and emergency response plans, which include planning for the provision of mutual assistance and support to Emergency Management Agencies. b. Provide a representative on local and district planning committees (where practicable) to provide advice on Main Roads infrastructure.
St John WA	a. Manage internal pre-hospital crash emergency capability requirements.

Organisation	Response Responsibilities for All Crash Emergencies
Department of Communities	a. Coordinate emergency relief and support services for those impacted by the incident. This may include operating evacuation centres, coordinating emergency accommodation, emergency food, emergency clothing and personal requisites, personal support services and financial assistance as required. b. Coordinate and facilitate registration and reunification, which may include activating Register.Find.Reunite.
Department of Fire and Emergency Services	a. Provide HAZMAT response. b. Provide firefighting suppression response. c. Provide rescue response and advice on issues relating to rescue capabilities.

Organisation	Response Responsibilities for All Crash Emergencies
Department of Health	a. Coordinate the health response to emergencies including medical, first aid, ambulance and public health resources, as needed. b. Monitor public health aspects of the emergency response. c. Coordinate the triage of injured persons and the medical evacuation of severely injured persons.
Department of Water and Environmental Regulation	a. To administer the pollution and waste management provisions of the *Environmental Protection Act 1986* and the provisions of the *Contaminated Sites Act 2006* b. Provide environmental impact advice including field testing and resources, where required.
Local Government	a. Assist the HMA/Controlling Agency in determining traffic management requirements. b. Assist in the provision of resources for traffic management for local roads. Any costs associated with providing traffic management contractors are to be met by the HMA/Controlling Agency.

Organisation	Response Responsibilities for All Crash Emergencies
Main Roads WA	a. Provide and maintain a response capability on a 24/7 basis. b. Provide advice to the HMA on the potential and actual impacts of crash hazards on the State Road network. c. Assist the HMA/Controlling Agency in determining traffic management requirements for crash hazards. d. Assist in the implementation of contingency traffic management plans including the closing and opening of main roads when requested to do so by the HMA/Controlling Agency. e. Assist in communication of road closures to the public. f. Provide a liaison officer to the SECG, as required. g. Participate in ISG and OASG, as required. h. Provide a liaison officer(s) and other trained staff, as required i. Operate and coordinate control signals for all roads j. Provide and assist in the acquisition of resources and engineering services k. Participate in post-operational debriefs as required.
Royal Flying Doctor Service	a. Provide and coordinate air ambulance responses to emergencies at the request of the Department of Health. b. In conjunction with the Health Commander, manage the emergency site in rural/remote locations. c. Provide and/or transport medical and nursing personnel to the emergency site. d. Manage and transport casualties.

Organisation	Response Responsibilities for All Crash Emergencies
St John WA	a. In conjunction with HMA/Controlling Agency and other agency command, establish Ambulance Command. b. Establish pre-hospital scene incident management and coordination, provide pre-hospital triage and treatment at the incident site, and co-ordinate the appropriate mode of transport to hospital. c. Provide Paramedic Special Operations for HAZMAT response related to patient care (on request of the HMA).

Organisation	Recovery Responsibilities for All Crash Emergencies
Local Government	a. Manage the community recovery process, if required. b. Undertake community recovery activities, as required.
Main Roads WA	a. Provide representatives to the state and local recovery co-ordination groups, as required b. Timely restoration of main roads assets including emergency repairs to assist in recovery operations. c. Provision of public information including any impacts on the road network from restoration activities.
St John WA	a. Support community recovery processes, as required.

C2 Air Crash Emergencies

Organisation	Prevention Responsibilities for Air Crash Emergencies
Civil Aviation Safety Authority	a. Regulation of civil air operations in Australian territory and the operation of Australian aircraft outside Australian territory and the promotion of high standards of aviation safety.

Organisation	Preparedness Responsibilities for Air Crash Emergencies
Aerodrome operators at certified aerodromes	a. Maintain an Aerodrome Emergency Plan. b. Exercise the Aerodrome Emergency Plan in alignment with the Civil Aviation Safety Regulations Manual of Standards Part 139 - Aerodromes.

Organisation	Response Responsibilities for Air Crash Emergencies
Aerodrome operators at certified aerodromes	a. Once advised of the distressed aircraft's pending arrival, activate their Aerodrome Emergency Plan. b. Where Australian Federal Police and Aviation Rescue Fire Fighting are not present, assume initial control and coordination. c. Upon arrival of a senior WA Police Force officer (Inspector or more senior officer) or in regional Western Australia a police officer nominated by an Inspector or more senior officer, handover control to the WA Police Force. d. Support to response operations. e. Provide a Liaison Officer to the HMA as requested. f. Assist with facilitating operational safety and security. g. Provide information regarding public interest, people management and traffic management at airport as required. h. Provide resource support as required. i. Provide passenger and relative reception centres as required. j. Identify media briefing sites on site as required. k. Advise on matters pertaining to the conduct of aviation matters at the airport when and as required. l. Establish a Emergency Command Post (Forward Control Point) as per Civil Aviation Safety Authority, *Civil Aviation Safety Regulations 1998* (Commonwealth) (Part 139 Aerodromes Manual of Standards c 24.02 (3f)). m. Provide airside escort for emergency vehicles as per Civil Aviation Safety Authority, *Civil Aviation Safety Regulations 1998* (Commonwealth) (Part 139 Aerodromes Manual of Standards c 24.03 (2d)).

Organisation	Response Responsibilities for Air Crash Emergencies
Airline company or handling agency	a. Provide a Liaison Officer and technical advice to the Controlling Agency. b. Provide a passenger and cargo manifest. c. Assist the relevant Airport Emergency Relief and Support Coordinator with the provision of welfare for the survivors, family and relatives of passengers involved in the crash. d. Provide transport for, accommodate and take care of uninjured passengers on request from the relevant Airport Emergency Relief and Support Coordinator. e. Provide support to friends and relatives of passengers involved in the crash including transport, accommodation and assistance with reunification. f. Provide staffing to reception areas.
Airservices Australia	a. Provide air traffic services. b. Provide in flight emergency response for aircraft declaring an emergency. c. Provide Liaison Officers to the HMA as required.
Australian Defence Force	a. Authority for military aircraft search and rescue. b. Manages air crash emergencies occurring on a military base. c. Provide representatives to WA Police Force's IMT for military air crash emergencies occurring off base.

Organisation	Response Responsibilities for Air Crash Emergencies
Joint Rescue Coordination Centre (JRCC) (Australian Maritime Safety Authority)	a. Lead agency responsible for the national coordination of aviation and maritime search and rescue response to all international and civil registered aircraft as well as aircraft registered on the Recreational Aviation Australia (RAA) register within the Australian search and rescue region. b. Coordinates aviation search and rescue when an aircraft is believed to be lost, missing, or has crash-landed, with assistance from the WA Police Force as required. c. Once the missing aircraft has been located transfer overall control to the WA Police Force in line with the National SAR Manual. d. If the missing aircraft is not located, and the chance of survivability has diminished, suspend the ongoing SAR response and hand any ongoing investigation to the WA Police Force. e. Assume the role of controlling authority for air crash emergencies beyond coastal waters of the State, requesting assistance from WA through the WA Police Force as required.
Australian Federal Police	a. Assume initial control for air crash emergencies at Perth Airport. b. Appoint initial Incident Controller to coordinate the first responder activities of services and agencies. c. Secure the aircraft manifest. d. Conduct handover to a senior WA Police Force Officer (Inspector or other senior officer) on attendance at location.
Australian Transport Safety Bureau	a. Primary responsibility for investigating civil aviation accidents conducted under the *Transport Safety Investigation Act 2003* (Commonwealth). b. Australian Transport Safety Bureau Investigator-in-Charge will liaise directly with the Incident Controller, as required in relation to taking control (and then release) of an accident site.

Organisation	Response Responsibilities for Air Crash Emergencies
Airservices Australia (Aviation Rescue Fire Fighting)	a. Assume initial control at aerodromes where their services are established, except for Perth Airport (Australian Federal Police will assume initial control). b. Upon arrival of a senior WA Police Force Officer (Inspector or more senior officer) handover control to WA Police Force. c. Provide aviation rescue firefighting services at major airports and response within 1000 metres of an aerodrome or further upon agreement. d. Provide firefighting suppression response capabilities. e. Provide advice on issues relating to rescue. f. Provide firefighting, rescue of trapped persons and specialist aviation resources.
Local Government	a. Issue closure notices for airports airfields under local government administration when necessary.

Organisation	Response Responsibilities for Air Crash Emergencies
WA Police Force	a. Provide control and coordination for air crash emergencies on behalf of the Commissioner of Police as the HMA. b. Notify all agencies and organisations involved in the response to an air crash emergency. c. Coordinate and manage resources responding to the incident in conjunction with JRCC Australia. d. Establish an Incident Control Point and define an operational area in consultation with relevant responding agencies where practicable. e. Account for all persons on board the aircraft in conjunction with JRCC Australia. f. Coordinate media and public information in conjunction with JRCC Australia. g. Preserve the scene as far as possible to prevent the loss of evidence in order to assist the subsequent investigation of any crime, technical or human failure. h. Provide disaster victim identification services as appropriate. i. Assume control of military air crash emergencies occurring off base, supported by the ADF if possible. j. Assist the ADF on behalf of the Western Australia Coroner if the air crash results in a fatality on a military base within a jurisdiction of the Western Australia Coroner.

Organisation	Recovery Responsibilities for Air Crash Emergencies
WA Police Force	a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency.

International Flight

If an air crash emergency occurs at an airport and involves an international flight, the following agencies/organisations may have roles and responsibilities:

Organisation	Response Responsibilities (International Flight)
Office of Home Affairs (Australian Border Force)	a. Provide custom and immigration services.
Australian Department of Agriculture and Water Resources (Australian Quarantine and Inspection Service)	a. Provide quarantine clearances.

C3 Rail Crash Emergencies

Organisation	Prevention Responsibilities for Rail Crash Emergencies
Arc Infrastructure	a. Retain accreditation with the Office of the National Rail Safety Regulator, which requires a rail safety management system consistent with Schedule 1 requirements. b. Monitor weather conditions throughout Arc Infrastructure's infrastructure. c. Patrol rail lines to an agreed schedule and report all identified faults or possible maintenance issues. d. Patrol rail lines during and after inclement weather (in addition to the agreed schedule) to ensure the safe operation of trains is maintained.
Public Transport Authority (PTA)	a. Retain accreditation with the Office of the National Rail Safety Regulator, which requires a rail safety management system consistent with Schedule 1 requirements. b. Implementation of Automatic Train Protection system. c. Patrol the rail reserves on all rail lines on a regular basis (to an agreed schedule) and report all identified faults or possible maintenance issues.

Organisation	Prevention Responsibilities for Rail Crash Emergencies
TrackSAFE Foundation (Arc Infrastructure and PTA member agency)	a. TrackSAFE Education Program for school students.

Organisation	Preparedness Responsibilities for Rail Crash Emergencies
Arc Infrastructure	a. Maintain a pool of personnel who, in addition to their normal duties, are able to take on the roles and responsibilities of: • Incident Controller (responsible for the initial response and recovery activities of an incident). • Incident Management Team members.
Public Transport Authority (PTA)	a. Maintain a pool of personnel who, in addition to their normal duties, are able to take on the roles and responsibilities of: • Incident Controller (responsible for the initial response and recovery activities of an incident). • Incident Management Team members.

Organisation	Response Responsibilities for Rail Crash Emergencies
Arc Infrastructure	a. HMA for rail crashes on the Arc Infrastructure network. b. When notified of a rail crash emergency on its network, halt or divert all rail traffic away from the rail incident until further notice. c. Arc Infrastructure Head of Operations and Customer Management coordinates the initial response activities and designates an Offsite Incident Controller and Site Coordinator. d. Notify all departments, agencies and organisations involved in the response to an emergency. e. Where the situation exceeds the capacity of Arc Infrastructure, the Arc Infrastructure Incident Controller may, by agreement and using the handover form at Appendix D, handover control of the incident to a Controlling Agency (either WA Police Force or DFES). When this occurs, Arc Infrastructure will: i. Retain their responsibilities as HMA ii. Provide senior managers to the IMT and/or Incident Support Group iii. Provide representation to other locations of incident control or coordination to ensure seamless communication iv. Prepare, approve and release community awareness information to the public and media outlets relating to disruptions and alterations to Arc Infrastructure services and operations v. Provide a media representative to attend all media interviews and briefings relating to the incident, upon the Controlling Agency's request vi. Determine in conjunction with the Controlling Agency when control can be handed back to Arc Infrastructure.
Australian Transport Safety Bureau	a. Primary responsibility for investigating railway accidents under the *Transport Safety Investigation Act 2003* (Commonwealth).

Organisation	Response Responsibilities for Rail Crash Emergencies
Department of Fire and Emergency Services	In addition to their usual response roles under the State EM arrangements and as outlined in Schedule C1, when the nature of the incident requires or the situation exceeds the capacity of Arc Infrastructure or PTA, DFES may upon request assume the role of Controlling Agency. **As Controlling Agency**, DFES may: a. Prepare, approve and release public information and community awareness relating to the incident in accordance with all state and federal arrangements and in liaison with Arc Infrastructure/PTA communications staff. b. Advise the Department of Education or other school system if a rail crash involves a school location/site/bus or students, in liaison with Arc Infrastructure/PTA communications staff. c. Request the Arc Infrastructure/PTA nominated representative to attend all media interviews and briefings relating to the incident. d. Remain in control of the incident until, by agreement, control can be handed back to Arc Infrastructure/the PTA. Alternatively, the WA Police Force may be requested to be the Controlling Agency, depending on the type of emergency.
Public Transport Authority (PTA)	a. HMA for rail crashes on the PTA rail network. b. When notified of a rail crash emergency on its network, halt or divert all rail traffic away from the rail incident until further notice. c. PTA Operations Manager assumes the role of Incident Controller and coordinates the initial response activities. d. Notify all departments, agencies and organisations involved in the response to an emergency

Organisation	Response Responsibilities for Rail Crash Emergencies
Public Transport Authority (PTA)	e. Where the situation exceeds the capacity of the PTA, the PTA may, by agreement and using the handover form at Appendix D, handover control of the incident to a Controlling Agency (either the WA Police Force or DFES). When this occurs, the PTA will: i. Retain their responsibilities as HMA ii. Provide senior managers to the IMT and/or Incident Support Group iii. Provide representation to other locations of incident control or coordination to ensure seamless communication iv. Prepare, approve and release community awareness information to the public and media outlets relating to disruptions and alterations to PTA services and operations v. Provide a media representative to attend all media interviews and briefings relating to the incident, upon the Controlling Agency's request vi. Determine in conjunction with the Controlling Agency when control can be handed back to the PTA.
WA Police Force	In addition to their usual support roles under the State EM arrangements, the WA Police Force may be requested to assume the role of Controlling Agency when the situation exceeds the capacity of Arc Infrastructure/the PTA, as follows: a. Upon request, assume the role of Controlling Agency. b. Prepare, approve and release public information and community awareness relating to the incident in accordance with all state and federal arrangements and in liaison with Arc Infrastructure/PTA communications staff. c. Advise the Department of Education or other school system if a rail crash involves a school location/site/bus or students, in liaison with Arc Infrastructure/PTA communications staff. d. Request the Arc Infrastructure/PTA nominated representative to attend all media interviews and briefings relating to the incident. e. Remain in control of the incident until, by agreement, control can be handed back to Arc Infrastructure/the PTA. Alternatively, DFES may be requested to be the Controlling Agency, depending on the type of emergency.

Organisation	Recovery Responsibilities for Rail Crash Emergencies
Arc Infrastructure	a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency. d. Manage the site recovery and restoration process for emergencies occurring on the Arc Infrastructure network.
Department of Fire and Emergency Services	**As Controlling Agency**, (when the nature of the incident requires or the situation exceeds the capacity of Arc Infrastructure or PTA): a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency. When DFES are undertaking the role of Controlling Agency on behalf of Arc Infrastructure or the PTA, control of the incident must be returned to Arc Infrastructure or the PTA prior to transferring the community recovery activities to local government.
Public Transport Authority (PTA)	a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency. d. Manage the site recovery and restoration process for emergencies occurring on the PTA network.

Organisation	Recovery Responsibilities for Rail Crash Emergencies
WA Police Force	**As Controlling Agency**, (when the nature of the incident requires or the situation exceeds the capacity of Arc Infrastructure or PTA): a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency. When WA Police Force are undertaking the role of Controlling Agency on behalf of Arc Infrastructure or the PTA, control of the incident must be returned to Arc Infrastructure or the PTA prior to transferring the community recovery activities to local government.

C4 Road Crash Emergencies

Organisation	Prevention Responsibilities for Road Crash Emergencies
Road Safety Commission of Western Australia	a. Delivery and implementation of the strategic directions outlined for a safe system and continued improvement of road safety through the four cornerstones of: Safe Road Use, Safe Roads and Roadsides, Safe Speeds, and Safe Vehicles.
Road Safety Council of Western Australia	a. Recommend to the Minister for Road Safety an annual work plan for agencies and other stakeholders funded by the Road Trauma Trust Account, to meet the objectives of the State Road Safety Strategy, and influence and monitor implementation of actions. b. Develop a recommended strategic direction for road safety in Western Australia, including coordinating the development of the Western Australia Road Safety Strategy.
WA Police Force	a. Enforcement of relevant legislation (for example R*oad Traffic Act, Road Traffic Code 2000, Road Traffic (Vehicles) Regulations 2014* and the *Road Traffic (Drug Driving Regulations 2007*).

Organisation	Preparedness Responsibilities for Road Crash Emergencies
WA Police Force	a. Prepare specialised officers and staff for various aspects of road traffic enforcement and investigation.

Organisation	Response Responsibilities for Road Crash Emergencies
WA Police Force	a. Discharge the duties of HMA for road crash emergencies, on behalf of the Commissioner of Police. b. Provide control and coordination to the emergency. c. Coordinate media and public information in line with the State Support Plan - Emergency Public Information.

Organisation	Recovery Responsibilities for Road Crash Emergences
WA Police Force	a. Coordinate the assessment of all impacts relating to the four recovery environments prior to the cessation of the response. b. Coordinate the completion of an Impact Statement prior to the transfer of responsibility to a local government, where required. c. Initiate recovery activities during the response to an emergency.

Appendix D: Handover Arrangements

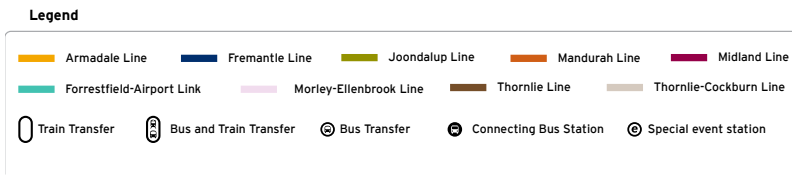
Handover of Incident Control Between Agencies Sample Form	
Incident details (to include date incident occurred/commenced, location, incident type/description, number of people involved):	
Incident objectives:	
Incident control structure (to include resources on site):	
Safety risks and hazards:	
Constraints and other considerations:	
Actions taken to date:	
Key personnel, their role/position and contact details:	
Reason for handover of incident control:	
Has an Emergency Situation been declared? Is an Emergency Situation still in place? (If YES attach a copy of the declaration as soon as practicable)	YES / NO YES / NO / NA
I ..... (name, position, agency) hand over the role of Incident Controller for the above incident. I ..... (name, position, agency) accept the role of Incident Controller for the above incident.	Signature: ..... Time: ..... Date: ..... Signature: ..... Time: ..... Date: .....

SAMPLE

Appendix E: Arc Infrastructure Rail Network

The Rail Freight Network Map for Arc Infrastructure is available on the Arc Infrastructure website.

Appendix F: PTA Rail Network Map



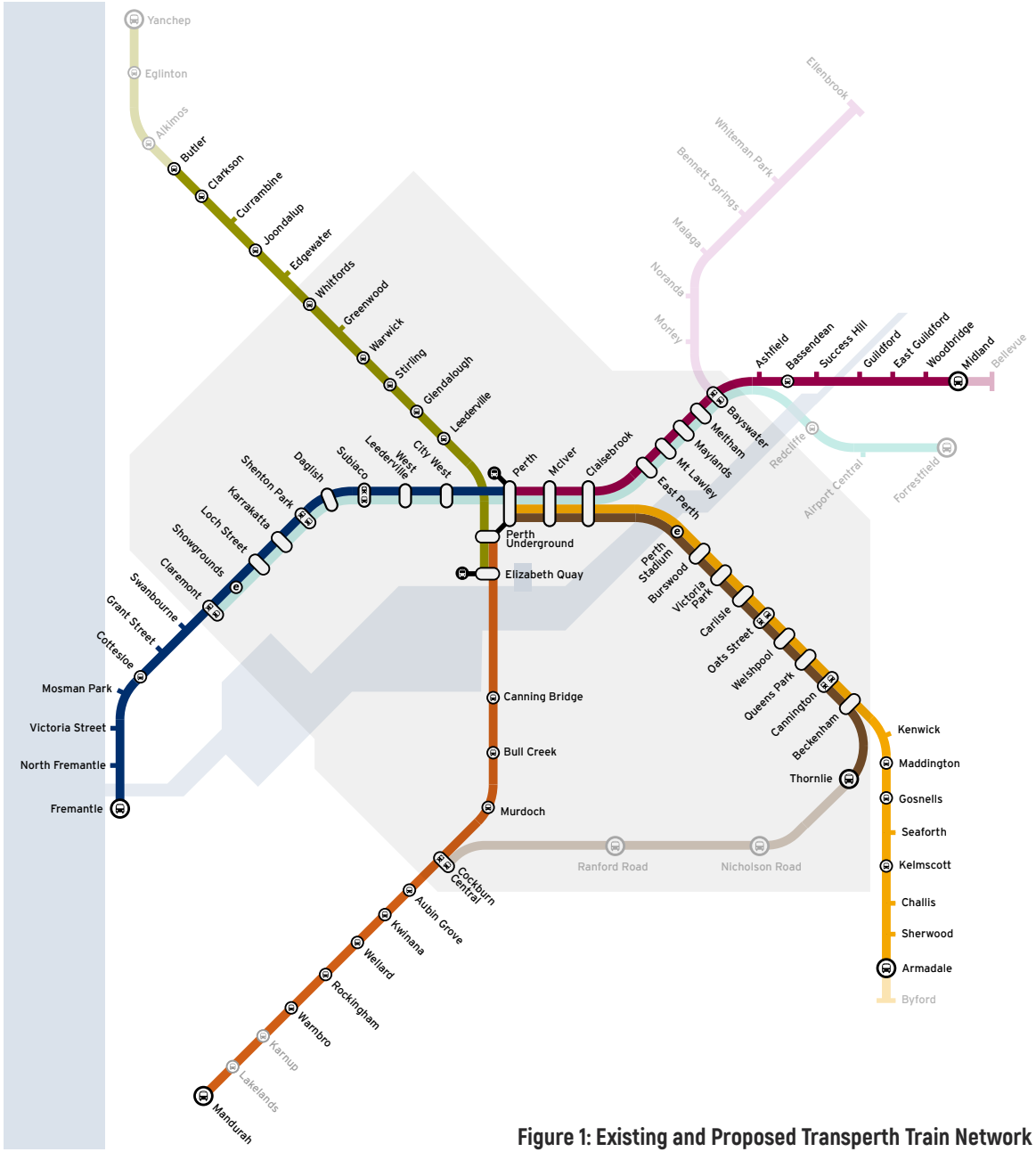


Figure 1: Existing and Proposed Transperth Train Network

Notes:

Armadale to Mundijong section and Fremantle to Robbs Jetty; the PTA is in the process of taking back control from Arc Infrastructure.

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