



Government of Western Australia
State Emergency Management Committee

STATE HAZARD PLAN

Crash Emergency

Note: This document contains information relating to the arrangements for managing emergencies resulting from the hazards of air, rail and road crash. It must be read in conjunction with the State Emergency Management Plan, which contains the generic emergency management arrangements.

Responsible Agency: State Emergency Management Committee
Approved by: State Emergency Management Committee
Resolution Number: 84/2020
Version Number: V01.04
Date of approval: 11 December 2020
Date of effect: 18 December 2020
Review date: August 2023

Legislation

Policy

PLAN

Procedure

Guidelines

Glossary

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AMENDMENT TABLE

Amendment		Details	Amended by:
#	Date		
1	August 2018	Amalgamation of Westplans Air Crash, Brookfield Rail Crash Emergencies, Rail Crash PTA and Road Crash ¹ , 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
2	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
3	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

¹ Copies of these Westplans and their amendment history are available from the State Emergency Management Committee upon request.

Amendment		Details	Amended by:
#	Date		
4	June 2020	Version 01.03 – Amendments to reflect amendments to the <i>Emergency Management Act 2005</i> and <i>Emergency Management Regulations 2006</i> and statement of fact amendments approved by SEMC (Resolution Number 39/2020) as per State EM documents amendments table v02.03 .	SEMC Business Unit
5	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

This State Hazard Plan is available on the State of Emergency Management internet site www.semc.wa.gov.au.

CONTENTS

Contact Officer	i
Amendment table	i
Contents	iii
1 Introduction	1
1.1 Scope	1
1.2 Hazard Definition	2
1.3 Organisational Roles and Responsibilities	2
1.4 Related Documents and Legislation	3
1.5 Activities Informing the Assurance Process	4
2 Prevention and Mitigation	5
2.1 Responsibility for Prevention and/or Mitigation	5
2.2 Prevention and/or Mitigation Strategies	5
3 Preparedness	8
3.1 Responsibility for Preparedness	8
3.2 Capability Baseline	8
3.2.1 Air Crash	8
3.2.2 Rail Crash	8
3.2.3 Road Crash	8
3.3 Planning and Arrangements	9
3.3.1 Air Crash Emergencies	9
3.3.2 Rail Crash Emergencies	9
3.3.3 Road Crash Emergencies	10
3.4 Assistance Arrangements with other Jurisdictions	10
3.4.1 Air Crash Emergencies	10

3.4.2	Rail Crash Emergencies.....	10
3.4.3	Road Crash Emergencies	10
3.5	Coordination/Control Arrangements with Other Jurisdictions.....	10
3.5.1	Air Crash Emergencies	10
4	Response.....	11
4.1	Responsibility for Response.....	11
4.2	Response Arrangements.....	11
4.2.1	Standing Authorisations	11
4.2.2	Air Crash Emergency	11
4.2.3	Rail Crash Arc Infrastructure	14
4.2.4	Rail Crash PTA.....	15
4.2.5	Road Crash Emergency	16
4.3	Rail Crash – Handover of Incident Control to Another Agency.....	16
4.4	Notifications.....	17
4.4.1	Air Crash Emergencies	17
4.4.2	Rail Crash Arc Infrastructure	18
4.4.3	Rail Crash PTA.....	18
4.4.4	Road Crash Emergency	18
4.5	Public Warnings/Information	19
4.5.1	Arrangements When Incident Control is Handed Over.....	19
4.5.2	Agency Representatives	19
4.6	Terrorist Act Arrangements	19
4.7	Rail Crash Evacuation Arrangements	20
4.8	Mass Casualty and Mass Fatality Arrangements	20
4.9	Financial Arrangements	20

5	Recovery.....	21
5.1	Rail Crash Emergencies.....	21
	Appendix A: Distribution List.....	22
	Appendix B: Glossary of Terms / Acronyms	23
	B1 Glossary of Terms	23
	B2 Acronym	25
	Appendix C: Response Roles and Responsibilities	26
	C1 Responsibilities Common to All Crash Emergencies.....	26
	C2 Air Crash Emergencies.....	28
	C3 Rail Crash Emergencies.....	32
	C4 Road Crash Emergencies	35
	Appendix D: Handover Arrangements	36
	Appendix E: Arc Infrastructure Rail Network.....	37
	Appendix F: PTA Rail Network Map.....	38

1 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 are:

Hazard	Hazard Management Agency
Air Crash	Commissioner of Police
Rail Crash Arc Infrastructure	Arc Infrastructure Pty Ltd (Arc Infrastructure) (Head of Operations and Customer Management)
Rail Crash PTA	Public Transport Authority (PTA) (Managing Director)
Road Crash	Commissioner of Police

1.1 SCOPE

This Plan covers emergency management arrangements within the geographic boundaries of Western Australia for the hazards

of air crash, rail crash Arc Infrastructure, 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 <i>Commonwealth Places (Application of Laws) Act 1970</i> 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 taxi-ing) 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 the context of this Plan, the term HMA refers to the following:

Hazard	Hazard Management Agency (HMA)
Air Crash	Commissioner of Police
Rail Crash Arc Infrastructure	Arc Infrastructure (Head of Operations and Customer Management)

Hazard	Hazard Management Agency (HMA)
Rail Crash PTA	Public Transport Authority (Managing Director)
Road Crash	Commissioner of Police

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 emergencies 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 emergencies 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).

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 response roles and responsibilities of relevant agencies under this Plan are detailed in Appendix C.

1.4 RELATED DOCUMENTS AND LEGISLATION

This plan is to be read in conjunction with the following documents:

- Australian Government Aviation Disaster Response Plan (AUSAVPLAN)
- Arc Infrastructure Emergency Management Manual
- Arc Infrastructure Contingency Plan for Rail Crash (Avon Valley)
- Contingency Plan for Rail Crash (East of Kalgoorlie) (held by the WA Police Force)
- 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 1988* (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*
- *Occupational Safety and Health Act 1984*
- *Occupational Safety and Health Regulations 1986*
- *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.

Hazard	Hazard Management Agency	Assurance Activities
		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.

2 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.

In addition, the following also have prevention and/or mitigation responsibilities:

Civil Aviation Safety Authority (CASA)

See table under section 2.2.

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	<p>The 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.</p> <p>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.</p>	CASA

Hazard	Strategy	Responsible Agency
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 (www.onrsr.com.au). 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	Arc Infrastructure

Hazard	Strategy	Responsible Agency
	weather (in addition to the agreed schedule) to ensure the safe operation of trains is maintained.	
	TrackSAFE Education Program for school students.	TrackSAFE Foundation (Arc Infrastructure member 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 (www.onrsr.com.au). 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

Hazard	Strategy	Responsible Agency
	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 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 agreed under the strategy.	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

Hazard	Strategy	Responsible Agency
	Enforcement of relevant legislation (e.g. <i>Road Traffic Act 1974, Road Traffic Code 2000, Road Traffic (Vehicles) Regulations 2014</i> and the <i>Road Traffic (Drug Driving) Regulations 2007</i>).	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.

3 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). A list of certified aerodromes can be found on the CASA website at www.casa.gov.au.

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 (LEMAs), prepared by the Local Emergency Management Committee (LEMC), 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.

Arc Infrastructure Inspectors, PTA patrollers within the rail reserve and all train drivers are in direct communication with their respective Train 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 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 (AIIMS) 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

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 AUSAVPLAN. AUSAVPLAN provides the framework for addressing Australian Government support to the needs of a State arising from an aviation disaster that cannot be met from existing state resources. An aspect of the AUSAVPLAN is the need for consideration to be given to the international and political dimension of a major incident.

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 (HQJOC) 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.

4 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 in 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 AEP, 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

JRCC will control the search and rescue response for the aircraft until such time as the aircraft has been located and the occupants, where required, have been conveyed to a place of safety. The transfer of ongoing coordination of a response can, by mutual agreement, be transferred to the WA Police Force at any stage after the aircraft has been located.

In urban areas, remote locations, unmanned airports or landing grounds and in coastal waters of the State, JRCC remain the controlling agency until such time as the crash site has been located, and the survivors have been removed to a place of safety or the WA Police Force are in a position on scene to take over ongoing control. If the possibility of locating survivors is no longer present and through mutual agreement, the WA Police Force may take over control of the response to the air crash.

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 to the WA Police Force with JRCC providing continuing support as required. Handover will take place after due discussion between JRCC and the WA Police Force.

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.

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 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 your vicinity to provide assistance.

Search and Rescue (SAR) Response

JRCC Australia is the lead agency responsible for the SAR 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.

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 SAR response with assistance from the WA Police Force as required.

Once the missing aircraft has been located, or by mutual agreement when the Commissioner of Police or his representative is in a position to accept coordination of the incident, the JRCC Australia may hand over the ongoing coordination of the SAR incident.

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

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

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.

Aerodrome Response

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 accident².

² 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

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 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

result, a declaration of a 'Full Emergency' requires clarification of response needs in order to align State responsibilities and response arrangements.

with [State EM Plan](#) section 5.1 and [State EM Response Procedure](#) 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.

For people impacted by the incident, the Department of Communities will coordinate welfare services, including operating welfare centres, providing crisis support services and facilitating registration and reunification processes via the Australia Red Cross.

Australian or visiting military aircraft

In the case of military aircraft, the ADF is the authority for military aircraft search and rescue through HQJOC. These arrangements are detailed in the National SAR Manual and include intrastate assistance.

An air crash emergency involving Australian or visiting military aircraft will be dealt with in accordance with Chapter 10 of the Department of Defence's Defence Aviation Safety Manual 6734.001, and the relevant military base/unit Airfield Emergency Plan.

- **On base.** The function of the 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 Accident Duty Officer, Defence Aviation and Air Force Safety (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 situation³ 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:

- 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; and
- maintaining safety on site.

Where the situation exceeds the capacity of Arc Infrastructure, the Arc Infrastructure IC 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.

³ Note: 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.

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 (AROs) who have their own emergency management procedures. The AROs 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 Train Control Centre and determine the extent of the PTA network incident.

The Train 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 Manager, Corporate Communications.

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

⁴ The Arc Infrastructure /PTA representative completing the handover form will generally be located offsite from the incident.

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](#) 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 representative⁴ and provided to the WA Police Force/DFES Incident Controller⁵. The handover form is the authority for handing over control of the incident and provides the WA Police

⁵ The WA Police Force/DFES Incident Controller will usually be located at the site of the incident.

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:

- i. all reasonable steps are taken to not cause unnecessary delay to recovery activities;

- ii. Arc Infrastructure/PTA representatives are consulted on the management of hazards associated with rail operations; and
- iii. 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 IC, 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 Emergencies

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. This is illustrated in Figure 1 below.

Level 2 or 3 Air Crash Emergency

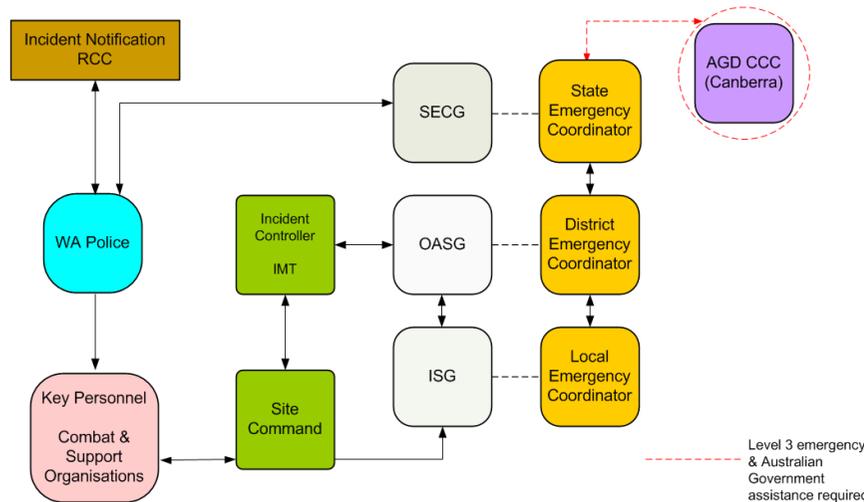


Figure 1: State and Commonwealth air crash coordination arrangements

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 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 Train Control is notified.

Upon being notified of a PTA Rail Crash, Train 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	Commissioner of Police	Media and Public Affairs
Rail Crash Arc Infrastructure	Arc Infrastructure	Head of Stakeholder Engagement
Rail Crash PTA	PTA	PTA Manager, Corporate Communications
Road Crash	WA Police Force	Media and Public Affairs

4.6 TERRORIST ACT ARRANGEMENTS

If a crash emergency is the result of a terrorist act, 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.

Note: These acts may not be terrorism. They have to be supported by a cause 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).

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 casualties and mass fatalities arising from a crash emergency will be managed through existing arrangements, as detailed in the [State EM Plan](#) section 5.5.

4.9 FINANCIAL ARRANGEMENTS

Financial arrangements are in accordance with [State EM Policy](#) section 5.12 and [State EM Plan](#) section 5.4. Costs associated with the response shall be met by each individual agency, providing such costs are related to the provision of services and resources which form part of that agency's function.

Where costs are incurred in delivering services or resources at the request of the HMA which are not part of that agency's core

function and there are no prior agreements as to funding responsibilities, such costs shall be met by the HMA.

Where resources and external assistance need to be acquired by an organisation, authorisation from the Incident Controller shall be obtained prior to incurring expenditure. Where the role of Controlling Agency has been handed over to another agency, authorisation should be obtained from the HMA prior to incurring significant expenditure.

NOTE: Disaster Recovery Funding Arrangements Western Australia (DRFAWA) do not apply to crash emergency events.

5 RECOVERY

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

Hazard	Controlling Agency
Air Crash	<ul style="list-style-type: none"> • WA Police Force
Rail Crash Arc Infrastructure	<ul style="list-style-type: none"> • Arc Infrastructure, or • WA Police Force or DFES by agreement where the demands of the situation exceed the capacity or capability of the Arc Infrastructure
Rail Crash PTA	<ul style="list-style-type: none"> • Public Transport Authority, or • WA Police Force or DFES by agreement where the demands of the situation exceed the capacity or capability of the PTA
Road Crash	<ul style="list-style-type: none"> • 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 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.



APPENDIX A: DISTRIBUTION LIST

The State Hazard Plan for Crash Emergency is available on the SEMC website (www.semc.wa.gov.au).

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
- Minister for Transport
- 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

ACCIDENT	An investigable matter involving a transport vehicle where: <ul style="list-style-type: none">(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 (<i>Transport Safety Investigation Act 2003</i>).
AIRCRAFT	Any machine or craft that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth's surface (<i>Civil Aviation Act 1998</i>).

AIRSERVICES AUSTRALIA

A Federal Government agency providing:

- Air traffic services including in-flight emergency response for aircraft declaring an emergency.
- Aviation Rescue Fire Fighting (ARFF) 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.

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 CASA and operated according to an approved Airport Manual.

FLIGHT

Means:

- (a) in the case of a heavier-than-air aircraft, the operation of the aircraft from 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 (*Civil Aviation Act 1998*).

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.

RAIL INDUSTRY SAFETY AND STANDARDS BOARD (RISSB)

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 operations on, or intends to operate on, or uses a railway track, including any loading on such a vehicle, but excluding a vehicle designed by 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, tuck machines and road-rail vehicles.

COASTAL WATERS of the STATE (for the purposes of crash emergencies)

Include waters within the adjacent area of the State that are within 3 nautical miles of the territorial sea baseline (as described in the Seas and Submerged Lands (Territorial Sea Baseline Proclamation) from which the breadth of the Australian territorial sea is measured. The relevant baseline is that portion of the baseline that would be valid if the breadth of the Australian territorial sea had continued to be 3 nautical miles. It does not include waters that are within the limits of the State.

NETWORK CONTROLLER

The person(s) designated by Arc Infrastructure who is responsible for the control and movement of trains.

TRAIN CONTROLLER

The person(s) designated by the PTA who is responsible for the control and movement of trains.

B2 ACRONYMS

ADF	Australian Defence Force
AEP	Aerodrome Emergency Plan
AIIMS	Australasian Inter-service Incident Management System
ARFF	Aviation Rescue Fire Fighting
ARO	Above Rail Operations
ATP	Automatic Train Protection system
AUSAVPLAN	Australian Government Aviation Disaster Response Plan
CASA	Civil Aviation Safety Authority
DFES	Department of Fire and Emergency Services
DRFAWA	Disaster Recovery Funding Arrangements Western Australia
HMA	Hazard Management Agency
HQJOC	Headquarters Joint Operations Centre
IC	Incident Controller
IMT	Incident Management Team
JRCC	Joint Rescue Coordination Centre
LEMA	Local Emergency Management Arrangements
LEMC	Local Emergency Management Committee

POC	Police Operations Centre
PTA	Public Transport Authority
RAA	Recreational Aviation Australia
SAR	Search and Rescue
SEMC	State Emergency Management Committee
SEPIC	State Emergency Public Information Coordinator

APPENDIX C: RESPONSE ROLES AND RESPONSIBILITIES

The following are the response roles and responsibilities of agencies under this Plan. Brief all-hazards information is also provided for agencies who may have a role under this Plan – full details of these roles and responsibilities can be found in the [State Emergency Management Plan](#), Appendix E.

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

C1 RESPONSIBILITIES COMMON TO ALL CRASH EMERGENCIES

Organisation	Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Department of Communities	<ul style="list-style-type: none"> a. Coordinate welfare services for those impacted by the incident including operating welfare centres and providing crisis support services (emergency accommodation, emergency clothing and personal requisites, personal services, financial assistance, emergency catering), as required. b. Coordinate and facilitate registration and reunification, including arranging for Register.Find.Reunite. to be activated via the Australian Red Cross, as required.
Department of Fire and Emergency Services	<ul style="list-style-type: none"> a. Lead agency for HAZMAT response, chemical detection capability and HEAT activation. b. Provide firefighting suppression response. c. Provide rescue response and advice on issues relating to rescue capabilities.
Department of Health	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> a. Provide environmental impact advice including field testing and resources.
Local Government	<ul style="list-style-type: none"> a. Assist the HMA/Controlling Agency in determining traffic management requirements. b. Assist in the provision of resources for traffic management for local roads. c. Manage the community recovery process, if required.

Organisation	Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Local governments	a. Undertake community recovery activities, as required.
Main Roads WA	a. Traffic management planning and coordination, operate and coordinate traffic control signals for all roads, restoration of assets for state highways and main roads.
Royal Flying Doctor Service	<ul style="list-style-type: none"> 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.
St John Ambulance Australia (Western Australia) Inc.	a. Provide pre-hospital mass triage at the emergency site, pre-hospital care and transport of casualties to hospital by road.

C2 AIR CRASH EMERGENCIES

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
<p>Aerodrome operators at certified aerodromes</p>	<ul style="list-style-type: none"> a. Once advised of the distressed aircraft's pending arrival, activate their aerodrome emergency plan (AEP). 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.
<p>Airline company or handling agency</p>	<ul style="list-style-type: none"> a. Provide a Liaison Officer and technical advice to HMA. b. Provide a passenger and cargo manifest. c. Assist the relevant Welfare 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 Welfare 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.

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Airservices Australia	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 offbase.
Joint Rescue Coordination Centre (JRCC) (Australian Maritime Safety Authority)	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Australian Transport Safety Bureau (ATSB)	<ul style="list-style-type: none"> a. Primary responsibility for investigating civil aviation accidents conducted under the Transport Safety Investigation Act 2003 (C'wth). b. ATSB Investigator-in-Charge (IIC) will liaise directly with the Incident Controller, as required.
Airservices Australia (Aviation Rescue Fire Fighting (ARFF))	<ul style="list-style-type: none"> 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.
WA Police Force	<ul style="list-style-type: none"> 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. Prepare the Impact Statement. j. Assume control of military air crash emergencies occurring off base, supported by the Australian Defence Force if possible.

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
	k. Assist the Australian Defence Force 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.
If an air crash emergency occurs at an airport and involves an international flight, the following agencies/organisations may have roles and responsibilities:	
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	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Arc Infrastructure	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.
Department of Fire and Emergency Services	<p>As Controlling Agency In addition to their usual support roles under the State EM arrangements, DFES⁶ may be requested to assume the role of Controlling Agency when the situation exceeds the capacity of Arc Infrastructure /the PTA, as follows:</p> <ul style="list-style-type: none"> a. Upon request, assume the role of Controlling Agency.

⁶ Note: Alternatively, the WA Police Force may be requested to be the Controlling Agency, depending on the type of emergency.

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
	<ul style="list-style-type: none"> 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; and e. Remain in control of the incident until, by agreement, control can be handed back to Arc Infrastructure /the PTA.
Main Roads Western Australia	<ul style="list-style-type: none"> a. Assist the HMA/Controlling Agency in determining traffic management requirements. b. Assist in the provision of resources for traffic management for State highways and main roads. c. Provide advice in relation to heavy vehicle operations and contingency planning.
Public Transport Authority (PTA)	<ul style="list-style-type: none"> 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. 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: <ul style="list-style-type: none"> 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;

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
	<ul style="list-style-type: none"> 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	<p>As Controlling Agency In addition to their usual support roles under the State EM arrangements, the WA Police Force⁷ may be requested to assume the role of Controlling Agency when the situation exceeds the capacity of Arc Infrastructure/the PTA, as follows:</p> <ul style="list-style-type: none"> 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; and e. Remain in control of the incident until, by agreement, control can be handed back to Arc Infrastructure /the PTA.

⁷ Note: Alternatively, the Department of Fire and Emergency Services may be requested to be the Controlling Agency, depending on the type of emergency.

C4 ROAD CRASH EMERGENCIES

Organisation	Response Responsibilities (see State EM Plan Appendix E for full all-hazards roles and responsibilities)
Main Roads Western Australia	<ul style="list-style-type: none">a. Assist the HMA/Controlling Agency in determining traffic management requirementsb. Assist in the provision of resources for traffic management for State highways and main roads.c. Restore assets for State Highways and Main Roads.
WA Police Force	<ul style="list-style-type: none">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.

APPENDIX D: HANDOVER ARRANGEMENTS

Handover of Incident Control Between Agencies

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?	YES / NO
Is an Emergency Situation still in place?	YES / NO / NA
(If YES attach a copy of the declaration as soon as practicable)	

I.....(name, position, agency) Signature:

hand over the role of Incident Controller for the above Time: Date:
incident.

I.....(name, position, agency) Signature:

accept the role of Incident Controller for the above incident. Time: Date:



APPENDIX E: ARC INFRASTRUCTURE RAIL NETWORK

The Rail Freight Network Map for Arc Infrastructure is available via the following link:

<https://www.arcinfra.com/Rail-Network/Rail-Map/Perth-Metro>

