

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

Pollution Incident Response Management Plan

Project Name: Auburn Junction Project
Location: Sydney, NSW, Australia
Project Number: SIG16
Client: Transport for NSW, Projects Division
Copy Number: ____01____

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Date: March 2015



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Latest amendments are summarised in the table below and latest amendments with a red vertical line adjacent in the right hand margin to the affected areas within the document.

Revisions

Date	Description	Reviewed	Approved/ Endorsement
Date Revision			PL Name
01	Final Draft for review	Megan Haberley (TfNSW)	Raquel Rubalcaba
02	Revised with TfNSW comments	Michael Woolley (EMR)	
03	Issued for use		
04 Aug 2014	6 Monthly Review, Change in personnel, addition of Clyde Depot to EPL	MN	AW
05 Mar 2015	6 Monthly Review, Change in Novo Head Office address, Change in Novo Alliance Manager	MN	AW

Management Reviews

Review Date	Details	Reviewed By
28/06/13	In readiness for EPL	Raquel Rubalcaba
22/07/13	Review TfNSW comments	Lucy Baker
28/08/13	Final draft for Review	Raquel Rubalcaba

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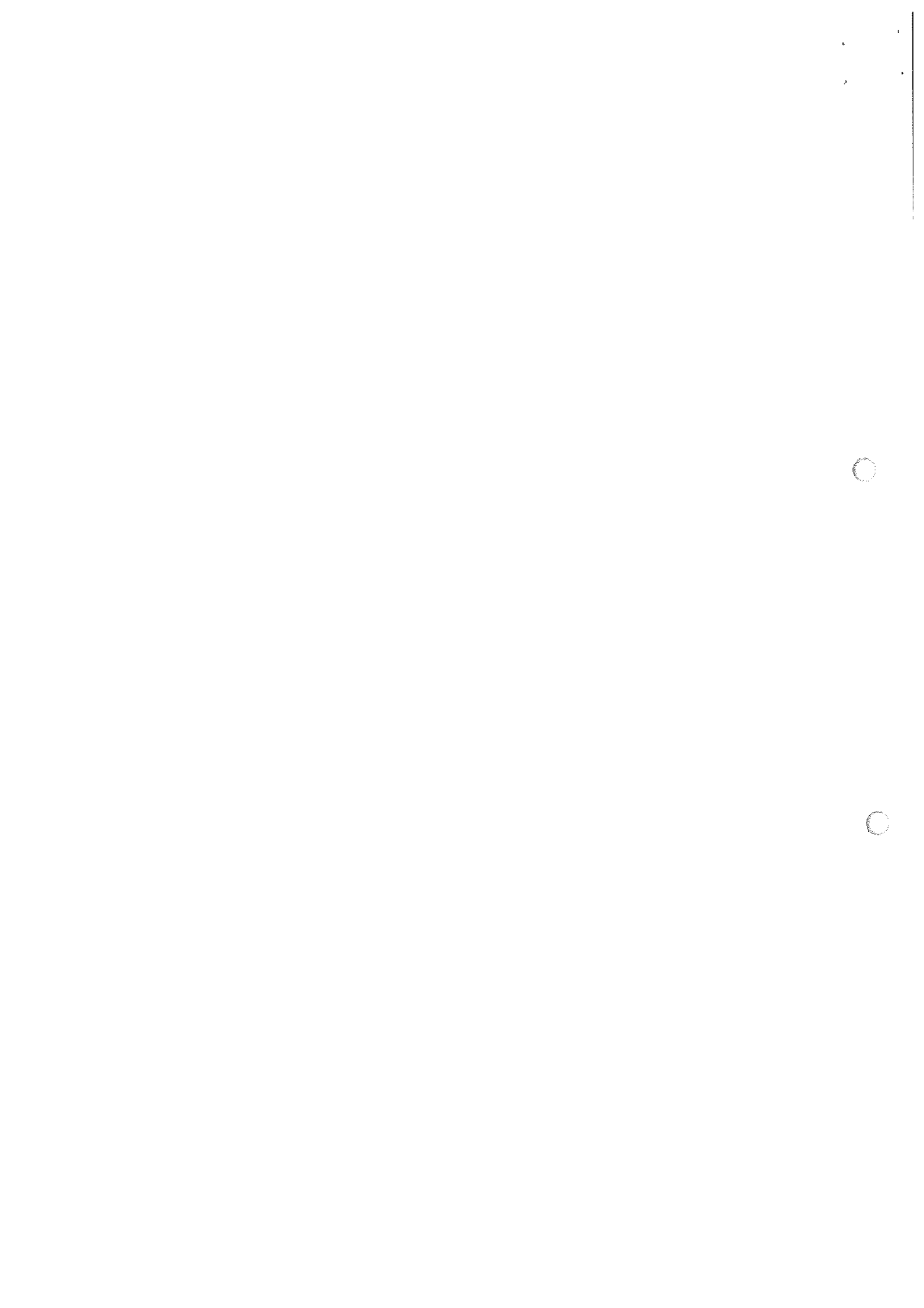
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Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

Table of Contents

1.0	Purpose.....	4
2.0	Scope	4
3.0	Distribution Policy.....	5
4.0	Terms and Definitions.....	6
5.0	Definition of a Pollution incident.....	6
6.0	Duty to report a pollution incident.....	6
7.0	Regulatory Authorities and project personnel to be notified	8
8.0	Notification and Services.....	8
8.1	Regulatory Authority	8
8.2	Emergency Services	9
8.3	Contaminated Land	9
9.0	Notification Procedures.....	9
9.1	Responsibilities	9
9.2	Notification Procedure	9
10.0	Community and Stakeholder Notification.....	10
11.0	Incident Response Actions.....	10
12.0	Hazards	10
13.0	Pre-emptive actions to be taken	11
14.0	Environmental Mapping Systems.....	11
15.0	Safety Equipment	11
16.0	Prepare, Test and Maintain	12
17.0	Staff Training.....	12
	Appendix A – PIRMP Test Tracking Spreadsheet.....	13
	Appendix B – Emergency Response Plan (Chemical Release or Explosion, spill or leak).....	14

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

1.0 Purpose

This Pollution Incident Response Management Plan (PIRMP) has been developed to satisfy pollution reporting obligations under the Protection of the Environment Operations Act 1997 (POEO Act) Part 5.7A and the Protection of the Environment Operations (General) Regulation 2009 Part 3A. This plan outlines the classification, testing, reporting, and management requirements of an environmental pollution incident. The objectives of this plan is to ensure an environmental pollution incident is communicated to all relevant groups and individuals, to prevent, minimise and control the risk of an environmental pollution incident, and also, appropriately establish and maintain the plan. The reporting procedures outlined in this plan require implementation on all projects. This plan is a mandatory document on all NSW projects issued with an Environmental Protection License (EPL).

The Protection of the Environment Operations (General) Regulation 2009 Part 3A identifies what needs to be addressed in the PIRMP.

Protection of the Environment Operations Act 1997 (POEO Act) Part 5.7A states that a holder of an environment protection licence must prepare a pollution incident response management plan that complies with this Part in relation to the activity to which the licence relates. This plan has been prepared to address this requirement.

2.0 Scope

Auburn Junction Project has identified infrastructure performance enhancements to meet future rail demands and forecast increases in passenger and freight traffic. These include optimising turnout speeds, signalling overlaps and headways. The latter is a critical issue for maximising line speed that is determined by track and signalling specifications as well as operational factors such as stopping patterns and avoiding express services travelling through turnouts. Generally signalling is the critical factor in resolving operating conflicts and constraints given that the operator prefers close headways in order to run peak services as close as possible, but this constrains freight operators who prefer longer overlaps for longer consists to travel at speed through the corridor. User operating requirements include:

- Provision for forecast density of traffic into and out of Auburn to PPP without adverse impact on reliability and availability of Main Lines
- Lift current restrictions on Clyde - Granville section that impact on reliability and availability of Main West Lines
- Resolve conflicts resulting from length of freight trains and minimum stop / start distances in order to optimise Operating Headways that optimise both passenger and freight speeds

Optimum operational track layouts were developed by listing all movements in the corridor and identifying the crossovers that facilitated these movements, and then assessing ways of achieving the same end result with fewer infrastructure components, what level of performance is required of the components and whether existing infrastructure is adequate, requires renewal or replacement in order to deliver nominated corridor benchmarks. These include 100km/h line speed on mains, 80 km/h on suburbans, availability to throughput up to 24 passenger trains per hour by 2016 during peaks periods, reliability to maintain suburban passenger On Time Running at 96%, capacity to maximise freight access in periods between peaks for up to 1500m consists (demand for paths ranges from 2 to 8 depending on time of day and other traffic on the network), from infrastructure assets that are cost effective and safe to operate and maintain.

Changes to infrastructure to accommodate the user operating requirements will impact:

- Major interfaces such as access to new PPP Maintenance Facility

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

- Major yards, in particular Clyde Up Yard for freight movements to and from Main West, South,
- Major crossing sections at Lidcombe, Auburn, Clyde and Granville Junctions

The changes are incorporated within a strategic asset management plan that will see replacement and upgrading of redundant and maintenance intensive track, signalling and electrical infrastructure.

The upgrading will be carried out during normal work hours and planned track possessions in between 2010 - 2015. The majority of works can only be undertaken during track possessions.

The works will be delivered across multiple stages with possession work commencing November 2010

STAGE 9: March 2011 – December 2013

STAGE 10: June 2012 – December 2014

STAGE 11: October 2012 – June 2015

The main activities in this project are:

- Track renewals including removing and installing crossovers
- Replacing life expired timber with concrete sleepers
- Installation of track drainage
- Overhead Wiring (OHW) works including the replacement of life expired OHW structures
- Installation of temporary site cabins and storage areas
- Installation of new services routes and ULXs
- Installation of new signalling equipment including trackside structures
- Installation of new signal LOCs (signal rooms) within the rail corridor
- Construction of new relay and compressor rooms within the rail corridor
- Construction of new combined services route inclusive of Signals, Communications & HV
- Site survey and Site contamination survey and geotechnical survey
- Installation of High Voltage Cable Route and pad mount transformers

Typical equipment used during construction consist of specialised hi-rail plant, such as excavators, supersuckers and articulated dump trucks. During night works lighting rigs ('day makers') are used. There are a number of permanent diesel generators set up over different work sites.

Chemicals used on site mainly consist of hydrocarbons and construction sundries. There are no high-risk chemicals stored on site. All chemicals are recorded in the Dangerous Goods and Hazardous Substances Register, which is kept on Asite.

This plan applies to all those activities, products and services on the site over which it has control or influence.

The project site is located at Auburn, NSW

3.0 Distribution Policy

The controlled copy will be retained in Asite, the Novo Rail project document management system, where it can be accessed by personnel as necessary.

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

All paper copies of this PIRMP will be considered as 'uncontrolled' unless they have been allocated a 'copy number' in a colour other than black. All project offices will keep an 'uncontrolled' copy of the PIRMP.

Compound	Address	Description	Main Contact
Granville	137 Railway Pde, Granville	Main project office	Huw Griffiths 0477 385 262
Clyde Compound	Lot 201 PD1007683, access from Berry St Clyde NSW	Construction Compound	Chris York 0477 318 201

Other temporary worksite compounds are utilised as required during possessions

The copy of the PIRMP and monitoring records will be made available on the Laing O'Rourke project website.

4.0 Terms and Definitions

The following terms, abbreviations and definitions are used in this plan:

Terms	Explanation
CLM Act	Contaminated Land Management Act 1997
EPA	Environment Protection Authority
EPL	Environmental Protection License
OEH	Office of Environment and Heritage
PIRMP	Pollution Incident Response Management Plan
POEO Act	Protection of the Environment Operations Act 1997
POEO Regs	Protection of the Environment Operations (General) Regulation 2009

5.0 Definition of a Pollution incident

Pollution incident means an incident or set of circumstances during or as a consequence of which there is or is likely to be a leak, spill or other escape or deposit of a substance, as a result of which pollution has occurred, is occurring or is likely to occur. It includes an incident or set of circumstances in which a substance has been placed or disposed of on premises, but it does not include an incident or set of circumstances involving only the emission of any noise.

6.0 Duty to report a pollution incident

Under the POEO Act a duty to immediately report an incident applies where a pollution incident occurs in the course of the project so that material harm to the environment is caused or threatened. It does not matter that harm to the environment is caused only in the premises where the pollution incident occurs.

Harm to the environment is material if:

- it involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

- it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (or such other amount as is prescribed by the regulations).

Leaks, spills, water discharges and other pollution incidents can harm the environment. The relevant regulatory authorities need to be informed of pollution incidents immediately, so that action can be coordinated to prevent or limit harm to the environment. Regulatory authorities and notification responsibilities are given below.

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

7.0 Regulatory Authorities and project personnel to be notified

Below is a list of the relevant regulatory authorities and project personnel to be notified of any pollution incident for the Auburn Junction Project.

Contact	Phone Number
EPA Pollution Hotline	131 555 or (02) 9995 5555 (if calling from outside NSW).
Ministry of Health	(02) 9391 9000
WorkCover	13 10 50
Fire and Rescue NSW	Emergency - 000 Non-Emergency - 02 9319 7000
Auburn City Council	Main Switchboard Telephone: (02) 9735 1222 After Hours Emergency Telephone: (02) 9735 1222
Project Environmental Representative – Mathew Neeson	0477 396 924
Emergency Response Coordinator/Communications Officer – Huw Griffiths	0477 385 262
Assistant Emergency Response Coordinator – Emelye Coleridge	0488 284 575
Senior Project Manager – Andy Williams	0457 567 545
Alliance Environment Program Manager – Damien Demunck	0407 521 402
TPD Environmental Representative – Hadi Khairuddin	0425 333 182
EMR – Michael Wooley	0409 492 197
TPD Community Representative – David Seeto	0487 317 239
NovoRail Project Information and Complaints Line	1800 775 465

8.0 Notification and Services

8.1 Regulatory Authority

Pollution incidents posing material harm to the environment must be notified to the Environmental Protection Authority.

If in doubt as to who to notify, ring EPA's Pollution Line on 131 555.

The relevant information about a pollution incident required to be reported consists of the following:

1. the time, date, nature, duration and location of the incident,
2. the location of the place where pollution is occurring or is likely to occur,
3. the nature, the estimated quantity or volume and the concentration of any pollutants involved,
4. the circumstances in which the incident occurred (including the cause of the incident, if known),
5. the action taken or proposed to be taken to deal with the incident and any resulting pollution or threatened pollution,

If the information required by items (3) to (5) becomes known after the initial notification is made, that information must be provided to the authorities immediately after it becomes known.

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

A person/project must notify even though the notification might incriminate the person/project. However the notification is not admissible in evidence against the person/project for an offence.

8.2 Emergency Services

If a pollution incident occurs, all necessary action should be taken to minimise the size and any adverse effects of the release. If adequate resources are not available to contain the release and if it threatens public health, property or the environment, the NSW Fire Brigades should be contacted for emergency assistance - phone 000.

In addition, if advice is needed on cleaning-up the incident or on the disposal of any resulting waste materials, EPA staff can be contacted 24-hours/day via Pollution Line on 131 555. If the NSW Fire Brigades are called, they may notify the EPA if they consider the environment or public health to be threatened. Notification by the NSW Fire Brigades does not negate the need for person carrying on the activity or the occupier of the premises to notify the EPA.

8.3 Contaminated Land

Any project activities that have contaminated land or owners of land who become aware that the land has been contaminated must notify the EPA as soon as practicable after becoming aware of the contamination, if the contamination meets certain criteria. The duty to notify is a requirement under section 60 of the Contaminated Land Management Act 1997 (CLM Act).

9.0 Notification Procedures

9.1 Responsibilities

Under the POEO Act, the following people have a duty to notify a pollution incident occurring in the course of an activity that causes or threatens material harm to the environment:

- the person carrying out the activity;
- an employee or agent carrying out the activity;
- an employer carrying out the activity; and
- The occupier of the premises where the incident occurs.

On Auburn Junction Project the Emergency Response Coordinator, Alliance Environment Program Manager and Project Environmental Representative must be notified immediately after the person becomes aware of the incident. The Emergency Response Coordinator, Alliance Environment Program Manager, Environmental Representative or elected representative will then be the point of contact for notifying all relevant regulatory authorities.

An incident does not require notification if the regulatory authority has already been notified by another party.

Responsibility and notification processes for environmental incidents are recorded in the Construction Environmental Management Plan.

9.2 Notification Procedure

Below is a step by step procedure for notifying pollution incidents on Auburn Junction Project:

1. Assess the situation and if safe to do so, immediately rectify the pollution source and control the migration of any pollution. Ensure access routes for spills to any surrounding drains or waterways are blocked. See project ERAPs for site specific controls.
2. Immediately notify the Novo Rail Site Supervisor or Emergency Response Coordinator of the pollution incident, giving details such as location, volumes of pollutants and

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

circumstances of the incident. If the incident is not able to be contained by means of the Project, notify the emergency services to aid in control of the incident.

3. If deemed to be required, the Emergency Response Coordinator or elected representative will immediately notify the EPA giving the details as listed in this Section 9.
4. Notify the TPD Environmental Representative and the Environmental Management Representative and provide the details of the incident.
5. If information regarding the incident becomes known after the initial notification is made, that information will be provided to the authorities immediately after it becomes known by the Emergency Response Coordinator or elected representative.
6. Any follow up reports required as per the Project licences and conditions will be submitted to Transport Projects Division, Laing O'Rourke and the EPA by the Project Environmental Representative within the given timeframes. This reporting is likely to detail, after investigation into the incident;
 - the cause of the incident,
 - any environmental harm or potential harm caused,
 - actions that have been undertaken to rectify, reduce or remediate the pollution incident,
 - responsibilities for the incident, and
 - actions to be implemented to avoid repeat occurrences of a similar incident.

Note: other environmental incidents i.e. chemical release and spills response are also contained within the Construction Health and Safety Plan and Emergency Response Management Plan.

10.0 Community and Stakeholder Notification

All community notifications associated with pollution incidents will be undertaken in line with the Community notification requirements of the Environmental Protection Licence (EPL #20282). Stakeholder notification to immediate neighbours must be in accordance with the Emergency Response Plan through the Emergency Response Co-ordinator. Early warning and community notification in case of emergency will be coordinated with the Emergency Services. Depending on the extent and magnitude of the pollution event the most appropriate mechanism will be selected to notify the community and may include the project website, local media, door knocking or letterbox drops.

11.0 Incident Response Actions

Refer to the CEMP Emergency Preparedness and Response section and associated ERAPs for the Auburn Junction Project for site specific incident response actions to be carried out in the case of a pollution incident.

Detail of evacuation procedures are outlined in the Emergency Response Plan.

12.0 Hazards

Novo Rail have completed risk assessment of the site and identified hazards

Hazards with the potential to cause a pollution incident include:

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

- Spills / leaks from plant i.e. fuels and oils;
- Hazardous chemicals
- Land contamination;
- Asbestos exposure;
- Unexpected findings i.e. asbestos and contamination;
- Dust generation;
- Inclement weather;
- Water contamination.

For a details of the likelihood of above hazards occurring, please refer to the risk assessment contained in the AJP CEMP.

13.0 Pre-emptive actions to be taken

Pre-emptive actions taken to minimise the likely hood of hazards occurring include:

- Project induction, Mission Zero Induction and Asbestos Awareness;
- Asbestos Management Plan;
- Spill containment kits on site and trained personal;
- Water carts on site;
- Water testing, pumping procedure and permit;
- Erosion and sediment controls and plans;
- Environmental Control Maps
- Training and competency tracking;
- Plant maintenance checks;
- Storage of chemicals in accordance with requirements.

14.0 Environmental Mapping Systems

Environmental Control Maps (ECM (SEE APPENDIX C)s) and Erosion and Sediment Control Plans (ESCPs) detail controls implemented on site to prevent environmental pollution incidences, including incidents that may migrate from the site. Environmental control maps will identify hazardous zones, illustrate environmental controls, and detail proposed construction activities. All locations of drainage inlets are recorded in the ESCPs.

15.0 Safety Equipment

The location of spill kits and environmental controls is detailed on the project Environmental Control Map (ECM (SEE APPENDIX C)s) and Erosion and Sediment Control Plans (ESCPs).

Safety equipment, controls and personnel protective equipment required for the works are detailed in Safe Work Method Statements (SWMS).

A Safety Data Sheet (SDS) folder is kept within the chemical storage container.

A Dangerous Goods and Hazardous Substances Register is kept on Asite and outlines maximum quantities of potential pollutants kept on site.

Specific controls required to work within areas contaminated with asbestos are detailed in the Asbestos Management Plan and work area specific asbestos removal plans.

Pollution Incident Response Management Plan

Project:
Auburn Junction Project

Project No:
SIG 16

Date:
March 2015

Rev:
05

Segregated flammable storage containers are mapped in the ECM (SEE APPENDIX C).

Segregated waste storage is mapped in the ECM (SEE APPENDIX C).

Testing equipment for water testing and chemicals for water treatment is located in the segregated flammable storage container.

Copies of all plans are readily available on site and supplied to all work crews.

16.0 Prepare, Test and Maintain

After preparation of this PIRMP, it is to be tested via a mock pollution incident to ensure personnel are aware of the processes and responsibilities on site. All testing of this plan and any supplementary amendments that are made are to be documented and stored with the Project files and may be requested by the EPA at any time.

A PIRMP Test Tracking spreadsheet can be seen in Appendix A.

The PIRMP will be reviewed and maintained to ensure information in the plan is accurate and up to date. The review process will occur every 12 months and within one month of any pollution incident occurring. This will ensure any issues within the plan are identified and revised.

17.0 Staff Training

All managers, supervisors and staff will be trained progressively throughout the project development. Tool box talks will be presented to educate workers of preventative actions, controls, PIRMP updates, site issues and environmental pollution incidents involved in the site. The tool box talk will present a chance for workers to raise any concerns or issues in the project and PIRMP. Training records are kept as per project training register. The induction will include the PIRMP procedures.

POLLUTION INCIDENT RESPONSE MANAGEMENT PLAN

Project:
Auburn Stabling Project

Project No:
[G30]

Date:
August 2014

Rev:
04

Appendix A – PIRMP Test Tracking Spreadsheet

Auburn Junction - PIRMP Test Reference Tracking				
PIRMP Test Date	Personnel Involved	Position on Project	Responsibility	Amendments Required
14/11/2013	Novo Rail ALT and AJP site team	Assorted	Management and project delivery	Emergency Response packs to be developed for Emergency Response Team
30/09/14	Novo Rail AJP staff	Assorted	Management and project delivery	Monitoring of effluent tanks required with warning alarms installed
3/3/15	Desktop assessment following drill	Senior Environment Advisor		List of agencies (and contacts) added incident 1pg call sheet
		Safety Advisor		
		Construction Manager		

The testing of the plan will be undertaken:

- (a) routinely at least once every 12 months, and
- (b) within 1 month of any pollution incident occurring in the course of an activity to which the environment protection licence relates so as to assess, in the light of that incident, whether the information included in the plan is accurate and up to date and the plan is still capable of being implemented in a workable and effective manner.

POLLUTION INCIDENT RESPONSE MANAGEMENT PLAN

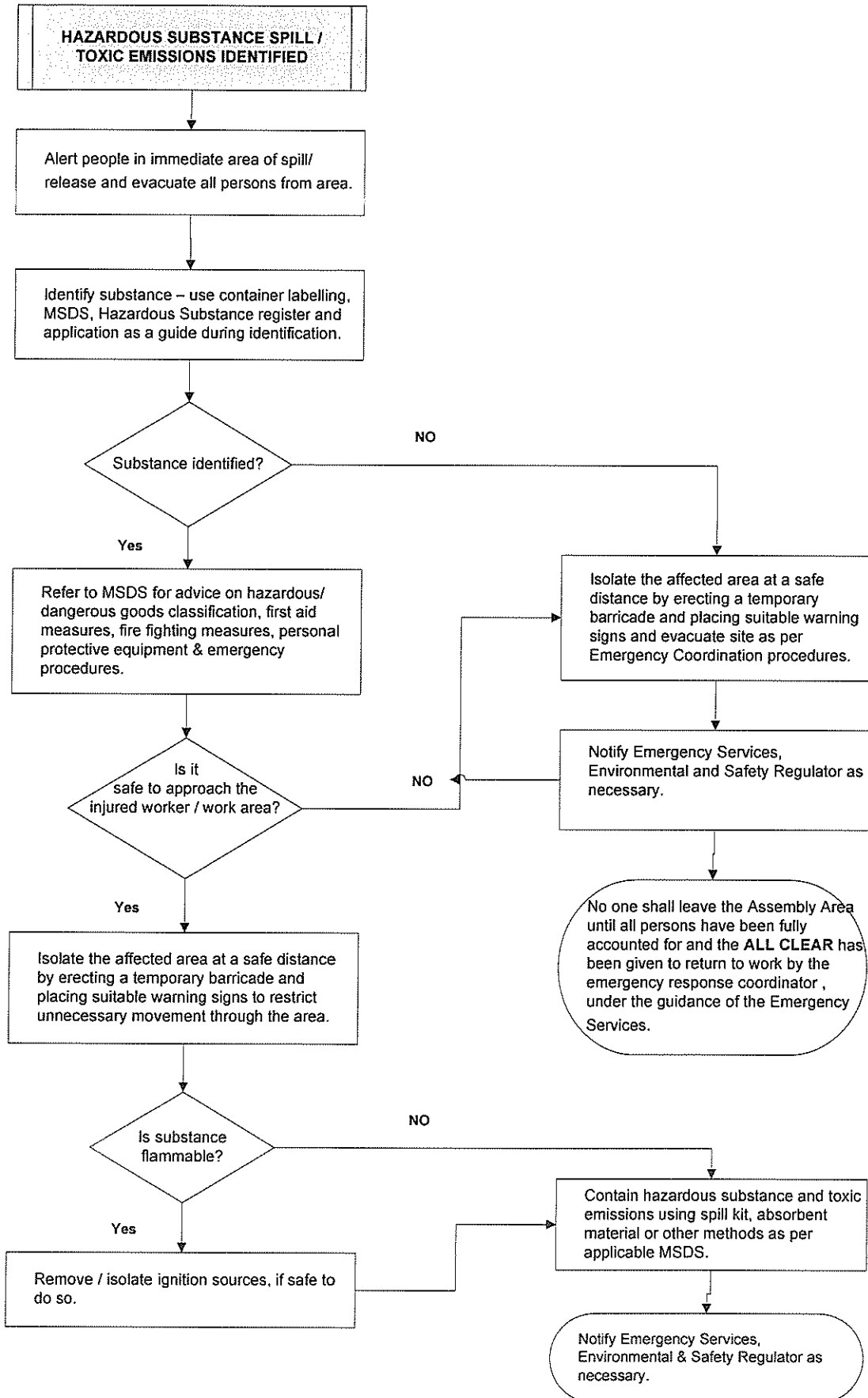
Project:
Auburn Stabling Project

Project No:
[G30]

Date:
August 2014

Rev:
04

Appendix B – Emergency Response Plan (Chemical Release or Explosion, spill or leak)



POLLUTION INCIDENT RESPONSE MANAGEMENT PLAN

Project:
Auburn Stabling Project

Project No:
[G30]

Date:
August 2014

Rev:
04

Appendix C - Environmental Control Maps