

Pollution Incident Response Management Plan – Aurizon Bulk Central

17 January 2024



**NOTIFICATION REQUIREMENTS
AND PROCESSES ARE DETAILED
ON PAGE 7 – 8.**

**IF NOTIFYING, HAVE PEN AND
PAPER AVAILABLE TO TAKE
NOTES AND RECORD
NOTIFICATION REFERENCE
NUMBERS.**

Plan Approval Table

Position	Name	Signature	Date
Principal Adviser Environment	Haydn Franklin		17/01/2024
Operations Manager	Kevin Shaw		18/01/2024

Revision History

Rev	Date	Author	Comments
1	17/01/2024	Haydn Franklin Mark Harris	Amalgamation of Aurizon and OneRail Emergency Response Plans

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Glossary

Term	Definitions
Aurizon	Aurizon Operations Pty Ltd
ABC	Aurizon Bulk Central Pty Ltd
ADG	Australian Dangerous Goods Code
APSD	Aurizon Port Services Darwin
ARTC	Australian Rail Track Corporation
EPL	Environmental Protection Licence
GM	General Manager
IMT	Incident Management Team
L	Litres
LMS	Learning Management System
NT	Northern Territory
NT EPA	Northern Territory Environment Protection Authority
PIRMP	Pollution Incident Response Management Plan
RIO	Rail Infrastructure Operator
ROM	Regional Operation Manager
SA	South Australia
SA EPA	South Australian Environment Protection Authority
TCIR	Train Control Incident Report

1.0 Introduction

1.1 Purpose

The Pollution Incident Response Management Plan (PIRMP) is a document that provides processes to identify, evaluate, control, and review environmental incidents and emergency situations, including notification, reporting and investigation of these incidents, enabling both Aurizon Bulk Central (ABC) and Aurizon Port Services Darwin (APSD) (collectively refer to here forth as Aurizon) to undertaking business activities.

Aurizon holds the following environment authorisations in relation to its activities as a business:

- Environment Protection Licence (EPL) #50626 with the South Australia Environment Protection Authority (SA EPA) – for the purpose of Railway Operations [Schedule 1 Part A 7(2)].
- Licence To Possess A Radiation Source #51452 the South Australia Environment Protection Authority (SA EPA) under the Radiation Protection and Control Act 2021.
- Environment Protection Licence (EPL) #222-01 with the Northern Territory Environment Protection Authority (NT EPA) – for the purpose of collecting, transporting, storing, re-cycling, treating or disposing of a listed waste. As per license requirements, an incident response plan is required to be implemented, maintained and followed. The plan must address procedures for responding to emergencies associated with the activity that may cause environmental harm.

In addition, as part of Aurizon’s environment management framework, this document provides referenced information for any potential polluting events during ABC/APSD operations or on its network (Tarcoola to Darwin).

1.2 Objectives

The objectives of the PIRMP are to:

- Facilitate comprehensive and timely communication of a pollution incident to relevant authorities, network operators, community and customers; and
- To facilitate, proper implementation of the PIRMP, outline training required by Aurizon workers, and actions required to regularly test the PIRMP for accuracy, currency and suitability.

1.3 Scope

This PIRMP applies to all:

- ABC operations and activities;
- APSD operations, Terminals, and activities;
- ABC controlled or maintained infrastructure including the rail network¹; and
- Where relevant, Aurizon employees, contractors (and their workers), and including site visitors.

In the event Aurizon undertakes any major development works a tailored Construction Environmental Management Plan, (CEMP) must be prepared which documents appropriate preventative measures to avoid environment impact and the necessary steps to implement should an environment incident occur. The CEMP will be likely to contain important changes to or amendments of the PIRMP.

¹ Tarcoola to Darwin Network, Thevenard to Kevin, Whyalla Iron Ore Network, SA regional grain networks (inactive lines)
Aurizon Bulk Central – Pollution Incident Response Management Plan / Aurizon / Commercial-in Confidence

1.4 EPL Details

Aurizon undertakes its operations under the following EPL details (**Table 1** below). Presently, APSD does not operate under any environment authorisations, other than its legislative 'general environmental duty' which are documented within its EMP.

Table 1 – Environmental Protection Licence Details

Criteria	Detail
Licensee:	1) Aurizon Operations Ltd (SA) 2) Aurizon Bulk Central Pty Ltd (SA) 3) Aurizon Bulk Central Pty Ltd (NT)
EPL Number:	1) 50626 (SA) 2) 51452 (SA) 3) 222-01 (NT)
Premises:	1) Dry Creek, Taillem Bend, Whyalla Operations, Port Augusta, Port Pirie, Thevenard (SA) 2) Wirrida Siding (SA) 3) Tarcoola to Darwin Network (including Berrimah, Katherine, Tennant Creek, Alice Springs Rail Terminals)
Contact Details:	Name: Haydn Franklin Position: Principal Adviser Environment (SA / NT) Contact (BH and AFH): 0460 652 800 Email: Haydn.Franklin@aurizon.com.au
Website Address:	https://www.aurizon.com.au/
Scheduled Activity:	1) Railway Operations (SA) 2) Licence To Possess A Radiation Source (SA) 3) Collecting, transporting, storing, re-cycling, treating or disposing of a listed waste (NT)
Fee Based Activity:	1) Railway Operations and Emission based (SA) 2) Nil 3) Listed wasted Haulage (NT)

1.5 Supporting Documentation

The PIRMP has been developed with consideration given to the NSW EPA's *Guidelines: Pollution Incident Response Management Plans (2020)* and the NT EPA's *Guideline for The Preparation of an Environmental Management Plan*.

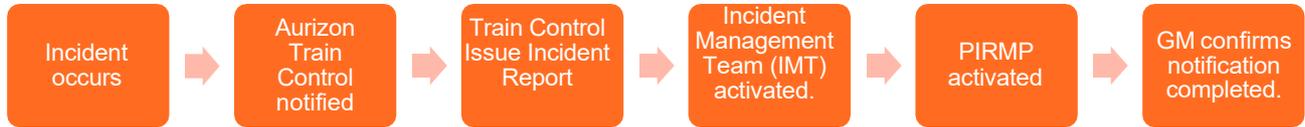
The PIRMP also supports and meets the requirement of the following Aurizon / ABC procedures and principles.

- *ABC's Environmental Management Plan – Bulk Central (BC-ENV-001)*
 - *ABC's Environmental Management Plan – Tarcoola to Darwin Network (BC-ENV-002)*
 - *ABC's Environmental Management Plan – Darwin Port Operations (BC-ENV-003)*
 - *ABC's Response Plan for 'On-Rail Emergencies (RS-PRC-006)*
 - *ABC's Event Management Procedure (MS-PRC-064)*
 - *ABC's Risk Assessment Procedure (MS-PRC-001)*
 - *ABC's Response Plan for 'On Rail' Emergencies (RS-PRC-006)*
 - *Enterprise-wide Principle: Environment Management (ENV-PRI-001)*
- Aurizon Bulk Central – Pollution Incident Response Management Plan / Aurizon / Commercial-in Confidence

2.0 Notification Requirements, Contacts and Responsibilities

2.1 PIRMP Process

The PIRMP notification process is outlined below in **Figure 1**.



*Bulk Central Train/Network Control

Figure 1 - PIRMP Notification Process

2.2 PIRMP Activation Trigger

If a ‘*Pollution Incident*’ occurs in the course of an activity so that ‘*Material or Serious Environmental Harm*’ (see definition below) to the environment is caused or threatened, Aurizon must **IMMEDIATELY** implement this PIRMP.

This plan will generally be activated by:

- On Rail - Train drivers notifying the Train Control of suspected incidents;
- Infrastructure Team (maintenance or on-track) – notifying Train Control or Infrastructure Manager of a suspected incident;
- Port Facilities – notifying Port Services Superintendent or Regional Operational Manager (ROM) of a suspected incident.

Train Control will inform relevant persons (response team), as required under the Incident Response Framework, of a suspected incident.

For reference –

Pollution Incident is defined as:

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 that is likely to cause environmental harm, is occurring or is likely to occur. It does not include an incident or set of circumstances involving only the emission of any noise.

Environmental Harm is defined as:

Direct or indirect alteration of the environment to its detriment or degradation, of any degree or duration, whether temporary or permanent. Also includes an environmental nuisance which is defined as any adverse effect on an amenity value of an area that: is caused by pollution; and unreasonably interferes with or is likely to interfere unreasonably with the enjoyment of the area by persons occupying a place within, or lawfully resorting to, the area; or any unsightly or offensive condition caused by pollution.

Material Environmental Harm is defined as:

Consisting of an environmental nuisance of a high impact or on a wide scale; or involves actual or potential harm to the health or safety of human beings that is not trivial, or other actual or potential environmental harm (not being merely an environmental nuisance) that is not trivial; or it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$5 000.

Serious Environmental Harm is defined as:

Involving actual or potential harm to the health or safety of human beings that is of a high impact or on a wide scale, or other actual or potential environmental harm (not being merely an environmental nuisance) that is of a high impact or on a wide scale; or it results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$50 000.

2.3 Key Notification Information

Where known, the following information is required to be recorded by Train Control or support party and communicated to the person responsible for undertaking the notification to the relevant authorities (i.e., Environment Advisor if notifying the EPA):

1. **Time/Date of incident;**
2. **Nature of incident;**
3. **Duration of incident;**
4. **Location of incident (nearest town/chainage);**
5. **Nearby sensitive receivers (creeks/rivers, public/private property, stormwater inlets);**
6. **Volume of pollutants lost; and**
7. **Actions completed to date to control the incident.**

All information must be factual and not speculation. If something is unknown, state that it is currently unknown. Photographic evidence of the incident (whether the initial or developing situation) can also be provided if able and provide valuable information for incident response. An incident details form template is included in **Appendix A** if required.

2.4 PIRMP Activation Responsible Persons

Activation of the PIRMP and notification of relevant regulatory authorities is the responsibility of the personnel detailed in **Table 2** in order of delegation. It is the responsibility of the business unit General Manager to confirm the notification delegate. If a delegate is unavailable responsibility shifts to the next listed delegate.

Table 2 - PIRMP Activation and Notification Responsible Person

Delegation	Position	Name	Contact	Email
1	Principal Adviser Environment	Haydn Franklin	0460 652 800	Haydn.Franklin@aurizon.com.au
2	Manager Environment	Mark Harris	0419 365 993	Mark.Harris@aurizon.com.au
3	Train Control (Dry Creek)	Various	08 8343 7711	drycreektransportcontrol@aurizon.com.au
4	Regional Operations Manager – NT	Shane Hennessy	0427 373 010	Shane.Hennessy@aurizon.com.au
4	Regional Operations Manager – Dry Creek	Brian Shortt	0417 819 379	Brian.Shortt@aurizon.com.au
4	Regional Operations Manager – Whyalla	Tony Worby	0429 672 391	Tony.Worby@aurizon.com.au
4	Regional Operations Manager – Port Augusta	Paul Chopin	0408 614 340	Paul.Chopin@aurizon.com.au
5	Operations Manager – Bulk Central	Kevin Shaw	0427 779 243	Kevin.Shaw@aurizon.com.au
5	General Manager – Bulk Central	Matt Jones	0427 267 060	Matt.Jones@aurizon.com.au

2.5 Regulatory Contacts

Authorities required to be notified in the case of a pollution incident that causes or threatens to cause material or serious environmental harm are listed in **Table 3**. It is the responsibility of the delegate identified in **Section 2.4** to notify all regulatory contacts of the information detailed in **Section 2.3**.

Table 3 - Regulatory Contacts

Priority	Relevant Authority	Contact details	Further Information
1	Emergency Services (Both SA and NT)	000	Use 000 in case of an emergency
2	SA EPA	08 8204 2004	24/7 hotline for environmental or pollution incidents Non-emergencies send report through YourEPA
2	NT EPA	1800 064 567	24/7 hotline for environmental or pollution incidents. Non-emergencies - pollution@nt.gov.au
3	SafeWork SA	1800 777 209	24/7 hotline - Statewide
3	NT WorkSafe	1800 019 115	24/7 hotline – notification of incident (serious injury, a dangerous incident or death has occurred) or safety concern.

If required, an Authority Notification Form is provided in **Appendix B**, as a reference point to use in an incident event, as well as record management.

2.6 Rail Infrastructure Operator Contacts

ABC operates over a variety of Rail Infrastructure Operator (RIO) networks with key contacts detailed in **Table 4**. Incident response and management of impacts on affected RIO networks will be undertaken in consultation with the affected network owner. Notifying these networks in the event of an incident is the responsibility of Aurizon Train / Network Control.

Table 4 - Rail Infrastructure Operator Contacts

RIO	Contact details	Further Information
ARTC	Dedicated Emergency Number	08 8231 4506
ARTC	Adelaide Metro	Emergency Number 08 8152 8067 / 0439 317 037 Non-Emergency – 08 8152 5942
ARTC	West CTC	Emergency Number 08 8152 8071 / 0439 213 430 Non Emergency – 08 8152 5937
Aurizon Bulk Central	Train / Network Control	(08) 8262 5424 Dedicated Emergency Response - 0419 819 136
Aurizon Bulk Central	Whyalla Train / Network Control	08 8644 3106

RIO	Contact details	Further Information
ARC Infrastructure (WA)	ARC Train Control	08 9326 2211

2.7 Rail Community Notification

ABC operates over multiple RIO networks which cover an extensive geographical footprint. Density of private and public receptors over this area and availability of exposure pathways to a potential incident varies greatly.

Due to Aurizon having limited resources (predominantly one to two train drivers) available at the scene of an incident immediately following its occurrence all community notification will be undertaken in consultation with, and possibly with the support of, emergency services.

Communication is to be fit-for-purpose and tailored to the:

- Nature of the incident;
- Phase of response (e.g. initial community notifications, update communications, clean-up/recovery); and
- Types of neighbors who need to receive information.

Aurizon formal community communications may consist of:

- Social media;
- Telephone calls, SMS or other messaging systems;
- Emails to community representatives (as agreed through a community consultation process);
- Letterbox drops; and
- Door knocking of potentially affected community members.

2.8 Darwin Port Operation Contacts

APSD operates out of East Arm Wharf, administered by Darwin Port and regulated by the NT EPA. Incident response and management of impacts within East Arm Wharf will be undertaken in consultation with the affected Stakeholders. Notifying the appropriate contacts in the event of an incident (**Table 5**) is the responsibility of Port Services Superintendent or Principal Advisor Environment.

Table 5 – Darwin Port Operator Contacts

Contact	Contact details	Further Information
Darwin Port Harbour Control	08 8919 0821.	Notification of incident to Darwin Ports and if required engage their emergency response
David McMaster	08 8919 0807 0437 292 490	Environmental Manager (Darwin Port)
NT EPA	1800 064 567	24/7 hotline for environmental or pollution incidents. Non-emergencies - pollution@nt.gov.au
NT Emergency Services	0408 896 245	Contact for the NTES Duty Officer
NT Water Police	131 444	To assist with visual confirmation of any marine pollution (oil spill)

3.0 Action During and Post Incident

Management of pollution incidents are undertaken in compliance with ABC’s (ORA²) Response Plan for ‘On Rail’ Emergencies and Darwin Ports’ Site Emergency Response Plan (SERP), as generally summarised in **Table 6**.

Dependent on the nature and location of the incident, management of the pollution response may be managed by the relevant ROM or by an Incident Manager/Incident Response Coordinator as appointed by the business unit General Manager (GM).

All incident responses are undertaken in consultation with internal subject matters experts, the network operator, and emergency services/regulators as required.

Table 6 - Incident Response

Stage	Description
Incident Notification	Operational incidents will first be known through notification to Aurizon’s Train Control /Network team or Incident Manager – initially communicated by the affected train crew. Rail - Train Control is responsible for incident notification to internal stakeholders through TCIRs, the relevant RIO and emergency services. The PIRMP will be triggered at this stage as required (if incident incurs a potential or actual pollution event).
Immediate (On-site)	Onsite personnel attempt to pollution control, where safe to do so, with available material in accordance with the online Spill Management Training (available via myLearning)..
Activation	Timely escalation of an incident, or activation to a more senior team member within the structure, is imperative should an incident become too large to manage with the current resources. Upon notification, it is the responsibility of the Business Unit GM/Director to request the activation of an Incident Management Team (IMT) to Train Control Manager or ROM.
Response and Recovery	The offsite management of incidents is coordinated by Aurizon through an IMT. The purpose of the IMT is to bring together a cross-functional team to assess the impact of the incident and determine required management measures. The Environment team will be involved to assist with pollution control and management advice. The IMT is Aurizon’s offsite coordination point for interaction with any 3 rd party stakeholder and nominated point of contact. Upon activation of the IMT, an Aurizon Incident Response Coordinator (Site coordinator) will be nominated by the Business Unit GM if required.
Watching Brief	As the response to the incident gets closer to completion, a smaller group of key stakeholders from the IMT will continue to meet on a regular basis to ensure the key recovery milestones are achieved as per initial plans developed by the Aurizon IMT. This team shall identify the criteria which would require re-activation of the IMT. The Environmental team will be involved in this late stage of the incident response for cleanup purposes. It is important to note recovery from an environment incident is often longer in duration than recovery of rail assets and recommencement of operations.

² ORA – One Rail Australia (safety documentation remains as ORA for regulatory requirements)
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Stage	Description
Debrief	<p>It is the responsibility of the Incident Manager to schedule and facilitate a debrief meeting with onsite and offsite stakeholders. The debrief shall be conducted no greater than two weeks after the last IMT meeting for the incident. The purpose of the debrief is to identify and confirm:</p> <ul style="list-style-type: none">• Processes which worked well.• Elements of the process which did not work well.• Opportunities for improvement.• Any changes to the documentation and/or associated tools and resources.

4.0 Environmental Management

4.1 Type of Environment Incidents

The type and severity of environmental incident occurring may vary and have been generally categorized in the following **Table 7**.

This is not an exhaustive list and advice should always be sought based on individual circumstances.

Table 7 – Environmental Incident Levels

Incident Level	Aurizon Consequences (Enterprise Risk Management Framework)	Environmental Incident Examples	Estimated Punitive & Remediation Costs	Regulatory Notification Required
Insignificant	<ul style="list-style-type: none"> Minimal adverse impacts on environmental values. Inconsequential impacts on operational costs, core infrastructure/asset availability or regulatory/legal environment due to climate change. 	<ul style="list-style-type: none"> Short lived noise, dust, and emissions pollution caused by operations. Vegetation issues / control. 	--	No
Minor	<ul style="list-style-type: none"> Environmental impacts limited to nuisances. Minor operational impacts due to physical climate change risks e.g., severe weather. 	<ul style="list-style-type: none"> Small volume chemical spill within company property, low risk of impacts to soil / ground surface or no potential to contaminate water, including groundwater and is fully reversible. Excessive noise, dust, smoke or drag out creation of a short duration. Buildup of waste material or Illegal dumping on company property. <p>A minor level incident is considered to be at or below environmental nuisance.</p>	\$ 100s – 1000s in clean up	No

Incident Level	Aurizon Consequences (Enterprise Risk Management Framework)	Environmental Incident Examples	Estimated Punitive & Remediation Costs	Regulatory Notification Required
Moderate	<ul style="list-style-type: none"> Material environmental harm. Moderate operational impacts due to physical climate change risks e.g., severe weather. 	<ul style="list-style-type: none"> A chemical spill with localised impacts to ground surface / soil and no potential to contaminate water, including surface or groundwater, and is fully reversible. Prolonged noise, dust and drag-out creation causing public complaint. Small volume loss of containment of listed waste or mine product (ore) that is easily contained causing short term environmental nuisance. Unauthorised Level 1 native vegetation clearance³ (not strictly associate with a pollution incident). <p>A moderate level incident is considered to be an environmental nuisance.</p>	Amounts exceeding \$5,000 (SA EPA derived level)	Potentially (to be discussed with Environmental Advisor)
Major	<ul style="list-style-type: none"> Environmental harm that has high impact and/or is widespread (serious environmental harm in some state legislation). Major operational impacts due to physical climate change risks e.g. severe weather. Irreversible harm to cultural heritage. 	<ul style="list-style-type: none"> A chemical spill with broader impacts to ground surface / soil and the potential to contaminate water, including surface and groundwater. Excessive noise, dust, or air pollution causing involvement of regulatory bodies. Loss of containment of listed waste or mine product (ore) with a potential to cause material environmental harm. Unauthorised Level 2 native vegetation clearance. Damage to a single indigenous cultural heritage site (not strictly associate with a pollution incident). <p>A major level incident is considered to be material environmental harm.</p>	Amounts exceeding \$50,000 (SA EPA derived level)	Yes

³ Native Vegetation Act (1991)

Incident Level	Aurizon Consequences (Enterprise Risk Management Framework)	Environmental Incident Examples	Estimated Punitive & Remediation Costs	Regulatory Notification Required
Catastrophic	<ul style="list-style-type: none"> Environmental or cultural heritage harm that is irreversible and / or widespread to an area of high conservation / heritage value. Collapse in customer demand due to physical climate change risks causing unreliable/loss of supply. 	<ul style="list-style-type: none"> A significant chemical spill that impacts an environmentally sensitive area to ground surface, soil and highly likely to contaminate water, including surface and groundwater. Loss of containment of listed waste or mine product (ore) with the potential to cause serious environmental harm, most likely associated with a sensitive environmental area. Unauthorised clearance of native vegetation (Level 3 or above). Damage to multiple indigenous cultural heritage sites. <p>An catastrophic level incident is considered to be serious environmental harm.</p>	\$ 100,000 – 1,000,000s	Yes

4.2 Spill Response

For any spillage or loss of contained liquid for Aurizon operations or within Aurizon sites, **Figure 2** outlines the required response from personnel and contractors, while undertaking the response with all safety requirements.

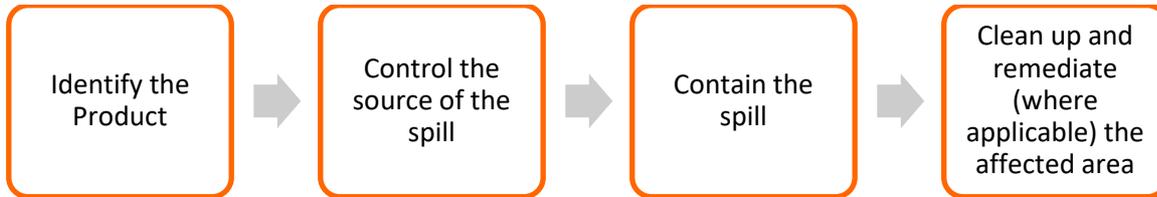


Figure 2 - Spill Response and Management Process

Spill management training is a mandatory learning module for all Aurizon operational personnel. All spills are required to be reported to an Aurizon supervisor and environmental advisor, as well as reported through Beakon.

4.3 Inventory of Pollutants

A general and approximate inventory of pollutants has been included in **Table 8** below. The inventory has been developed from contaminants expected to be transported as part of forecast revenue services and what is contained within Aurizon mobile Equipment.

Table 8 - Inventory of Pollutants

Pollutant	Unit	Approximate Volume	Comment
Diesel	Per locomotive	13,000 L	---
	Per Harbour Crane	13,000 L	---
	Per Reach Stacker	900 L	---
Coolant	Per locomotive	Varies	---
	Per Mobile Equipment		---
Oil	Per locomotive	200 L	---
Diesel	Per Bulk In line Refueler Rig	30,000 – 34,000 L	Dual Skinned Bulk Fuel tanks with automatic integrity test systems
Diesel	Per Crew Coach Generators	600 L	---
Lead	Per Wagon	90 m ³	Metal concentrate
Zinc	Per Wagon	90 m ³	Metal concentrate
Copper	Per Wagon	90 m ³	Metal concentrate
Mineral Sands	Per Wagon	90 m ³	---
Dangerous Goods (i.e. Class 9)	Per Wagon	Various	All dangerous goods are transported per ADG Code

4.4 Safety Equipment

All Aurizon locomotives and crew carry a spill kit, for control and clean-up of minor spills, and use required PPE. Where larger pollution incidents occur controls will be implemented with additional support from the nearest Aurizon depot, engaged national waste contractor, and potentially emergency services (if required).

5.0 Compliance

5.1 Risk Management

Aurizon is committed to identifying all potential situations that could cause harm to the environment or has the potential to cause environmental harm while conducting its business activities. Aurizon has undertaken a comprehensive risk identification process, which identifies all the potential risks and incident situations that could arise while conducting business activities. These risks have been identified and documented in the associated ABC and APSD Environment Management Plans (EMP), with additional operational risk published within the Environmental Aspects and Impacts Risk Assessment documents, established for high to medium risk site.

Potential operational environmental hazards are associated with:

- Operation of rollingstock
- Maintenance of rollingstock
- Locomotive refueling
- Bulk fuel storage
- Transport of dangerous goods
- Use of hazardous chemicals and dangerous goods
- Generation of waste
- Transport of waste
- Rollingstock washing
- Trade waste & effluent collection, containment, treatment & disposal
- Transport of trade waste/effluent
- Track maintenance and repair activities
- Land clearing
- Water consumption
- Fire management
- Derailments

Aurizon has a responsibility to assess all risks identified as a result of its business activities. Aurizon has a Risk Rating Criteria included within its Enterprise Risk Management Framework and Appetite, which it applies to all risks identified in operational environments. As a result of the likelihood and consequence, risks are determined to be categorised into Insignificant, Minor, Moderate, Major, and Catastrophic (as presented in **Section 4.1**).

5.2 Training

The contents and requirements of this PIRMP and findings of any reviews will be communicated to Aurizon personnel identified in **Section 2** via the following methods:

- Desktop and field incident scenario exercises
- Toolbox talks; and
- Senior Leadership Meetings.

All Aurizon operational personnel will complete compulsory Spill Management Training as included in the Aurizon myLearning intranet system.

5.3 Testing

The PIRMP will be tested and reviewed regularly and against learnings from any incident or near miss which caused or had the potential to cause Material or Serious Environmental Harm.

Testing methods will either be desktop or practical exercises/drills and will reflect the:

- Nature of activities undertaken at the premises or by the mobile plant;
- Risk level to the environment; and
- Environmental context – location, sensitive/protected waterways (water catchment), air quality, land habitat, sensitive receivers who are close by.

Testing may take the form of a post-incident debrief to assess whether:

- The PIRMP was implemented efficiently during the activation;
- There were areas of the PIRMP that did not work or could be improved;
- All contact details were correct and up-to-date; and
- Maps were accurate and sufficiently detailed.

Testing is to cover all components of the PIRMP and include a debrief with personnel who participated in the test. A debrief involves asking the following questions:

- What worked?
- What would we do the same next time?
- What would we do differently next time?
- What needs did we identify? (e.g. staff training, safety procedures, additional equipment)

The results of all testing of the PIRMP will be recorded in the testing register included in **Appendix C**. The PIRMP will be updated with the findings of all tests as required.

5.4 Reporting

Under the NT EPL (222-01), Aurizon is required to report on their compliance with PIRMP obligations in their Annual Return. The Annual Return asks licensees to confirm if their PIRMP:

- Is implemented and maintained;
- Addresses procedures for responding to emergencies associated with the activity that may cause environmental harm; and
- Requires all relevant personnel to have received training in the implementation of the Environmental Incident Response Plan (or the PIRMP).

APPENDICIES

APPENDIX A – Incident Details Form

Date	
Name/Position	
Site Name	
Site Type	
Scenario	
Name of Reporter	
Position	

Criteria	Information
Time of incident (24 hour time)	
Date of incident	
Nature of incident	
Duration of incident	
Location (System / KPs/ Chainage)	
Location of impact (rail corridor, nearby receivers)	
Estimate quantity of pollutants (IF KNOWN. DON'T SPECULATE)	
Actions implemented to control incident	
Equipment ID	

APPENDIX B – Authority Notification Form

Details	Have Incident Details Been Communicated	Time of Notification	Reference Number (Supplied by Regulator)	Notes
EPA (SA or NT – Location Based)	Yes/No			
Emergency Services	Yes/No			
Safework SA or NT Worksafe	Yes/No			
Local Council	Yes/No			

APPENDIX C – PIRMP Test Template

Criteria	Information	Comment
Date Tested: 		
Test by: 		
Details of Test: (nature of the test, involvement of other agencies) Note: Testing must cover all components of the plan. 		
Findings: 		
Next Scheduled Test: 		

