General

NGE 208 Responding to a major incident

Description

This document describes the requirements for responding to a major incident.

Not what you are looking for? See more NGE Rules

Purpose

To prescribe the rules for responding to a major incident in the Network.

Principle

If the Network Controller declares a Condition Affecting the Network (CAN) to be a major incident , the Network Controller must be assured that:

- the requirements of NGE 206 Reporting and responding to a Condition Affecting the Network (CAN) have been applied, and
- rail traffic approaching and travelling within the affected area has been stopped or warned, and
- the locations of all affected rail traffic are known.

If the 1500V supply has been affected, or might be hazardous to safety, the Network Controller must promptly arrange for the relevant 1500V overhead wiring sections to be isolated in accordance with NGE 228 Unplanned removal of the 1500V supply.

Qualified Workers, Maintenance Representatives and Operators must give details about the incident to the Network Controller.

Evidence relevant to the incident must be protected and preserved under the direction of the:

- Site Controller, in the case of an incident managed by emergency services, or
- Rail Commander, in the case of an incident managed by Sydney Trains.

Controlling a major incident site

General

NGE 208 Responding to a major incident

A Rail Commander must control the site of a major incident, in accordance with the *Sydney Trains* Network Incident Management Plan.

The Rail Commander must arrange, with the Network Controller, for the safe removal of rail traffic from:

- the incident site, and
- affected lines.

The Network Controller may authorise rail traffic in the section to set back , only if:

- emergency services request the rail traffic to be set back to allow rescue operations to be performed, or

- **This has changed**

  to allow passenger detrainment during an incident that is classified as level 2 or above in accordance with the Sydney Trains Network Incident Management Plan, and the rail traffic will set back no farther than the nearest platform.

Before authorising rail traffic to set back, the Network Controller must make sure that the rail traffic:

- is operated from the leading motive power unit in the direction of travel, and
- is accompanied by the Incident Rail Commander.

Before the rail traffic sets back, the Incident Rail Commander must confirm:

- with the Signaller:
  - the locations of other rail traffic in the affected portion of track , and
  - that all other rail traffic in the affected portion of track has been restrained , and
  - that the route is clear for the movement.
- with the Driver:
  - the direction of the movement, and
  - the limit of the movement, and

General

NGE 208 Responding to a major incident

– the need to travel at restricted speed .

> **Note**
>
> Infrastructure restoration work may be undertaken only after the appropriate work on track authority has been obtained.

Rail traffic may resume travel in the affected area only if:

- the Rail Commander tells the Network Controller that it is safe to do so, and
- travel is authorised by the Network Controller.

Related Documents

NPR 714 Removing 1500V supply in unplanned situations