

Train Incidents - Response



10.27

Scope	This Standard Operating Procedure applies to all CFA members/operational personnel.
Definitions	<p>The following definitions apply to this Standard Operating Procedure:</p> <ul style="list-style-type: none"> ▪ CFA member: A person who is registered by the Authority as a volunteer officer or volunteer member of a Brigade and/or a person who is employed by CFA. ▪ De-energise: Disconnected from all sources of supply but not isolated, short-circuited or out of commission. ▪ Electrical apparatus: Any electrical equipment, including overhead lines and underground cables, the conductors of which are live or can be made live. ▪ High voltage (HV): A nominal voltage exceeding 1,000 volts AC or exceeding 1,500 volts DC. ▪ Isolated: Not connected to any possible sources of electricity supply by means which will prevent unintentional re-energisation of the electrical apparatus and which is assessed as a suitable step in the process of making safe for access purposes. When isolated, equipment is disconnected from all sources of supply by breaks of a length appropriate to the voltage and the insulating medium. ▪ Mobile plant: Cranes, elevating work platforms, tip trucks or similar plant, any equipment fitted with a jib or boom and any device capable of raising or lowering a load. Mobile plant can only be considered as a vehicle when in the normal traveling mode and not in the working mode when determining safe approach distances. ▪ Operational employee: An employee of the Authority who is an operational staff member (per the Country Fire Authority Regulations 2014). ▪ Rail Safety Observer: A person with sufficient knowledge of the task being performed and competent for the duty of observing and warning against unsafe approach to electrical apparatus. In the rail network a safety observer must be an employee of the Rail Authority. ▪ Safe approach distance: The minimum distance that shall be maintained by a person, vehicle or mobile plant (including its load, controlling ropes and any other accessories) when approaching electrical apparatus or trains other than for work in accordance with an access authority.

Objective

To ensure that a safe, coordinated and effective emergency response shall be provided at fires and incidents involving trains where CFA is either the control or support agency.

Procedure

1. Incident Control

- 1.1 CFA is the control agency for train accidents/incidents involving fire or hazmat or the likelihood thereof. CFA will appoint a CFA member/operational employee as Incident Controller of the incident.
- 1.2 Victoria Police is the control agency for train accidents/incidents and shall perform the role of Incident Controller.
- 1.3 Where a rescue operation is required, the OIC of the rescue agency shall perform the role of Incident Controller.

1.3.1 The ambulance service shall determine the priority for the extrication of victims.

2. CFA's role at train incidents is to:

- Protect life;
- Control fire or any threat of fire;
- Prevent any potential hazmat incident or mitigate a hazmat release; and
- Assist the Ambulance, Rescue Unit or Victoria Police where requested and practicable.

3. Arrival at the scene

3.1 The Incident Controller shall consider the appointment of a Safety Officer.

3.2 Dangers to consider include:

- HV overhead power on metropolitan trains
- Power generators on regional, interstate or freight trains
- HV power infrastructure at ground level
- Train traffic
- Hazmat

3.2.1 If overhead line equipment is compromised or there is threat or potential for electrical involvement, confirmation must be received via Vicfire that the electrical system has been de-energised prior to any Brigade operations.

3.3 If working within the rail corridor, advise Vicfire to notify rail operators. Using trackside markers or other identifying features, transmit your location as accurately as possible.

3.4 A lookout should be posted both up and down the train line with a portable radio.

Note: Train speed and stopping distances vary greatly.

- 3.5 Any requests for power isolations, stopping or slowing rail traffic or for rail authority attendance at the scene shall occur through Vicfire.
- 3.6 CFA appliances must not park across any railway tracks and should stay out of the **No Go Zone** (refer Figure 1)
- 3.7 A Liaison Officer from a railway service provider should be sought out as soon as possible. Initially this may be the train driver.

4. Safe approach distances

4.1 At fires or incidents that are at or near 1500V DC electrified rail overhead wiring and associated electrical equipment:

- No CFA personnel must come within **two (2) metres** of that wiring or equipment.
- Appliances, equipment and mobile plant in travel mode must not be any closer than **one (1) metre**.
- Any CFA mobile plant in operating mode must not operate within **two (2) metres** of any live electrified rail overhead wiring and associated electrical equipment.
- Any CFA mobile plant operating between **two (2) and six point four (6.4) metres** of any live electrified rail overhead wiring and associated electrical equipment must have a Rail Authority Overhead Safety Observer present.

5. Casualties

- 5.1 CFA members/operational employees shall not remove casualties from a train unless directed to do so by Ambulance Officers or where the casualty is in immediate danger.
- 5.2 CFA members/operational employees shall render first aid as required and safe to do so, in accordance with relevant competencies and endorsements.

6. Authority to evacuate

- 6.1 If no threat exists, passengers should remain on the train until instructed by the rail provider or Victoria Police.
- 6.2 If the decision is made to evacuate a train, occupants must be moved to a central point, clear of the tracks and away from any other hazards.



Safety Notes

- Consider whether welfare services are required (refer to Chief Officer's SOP 14.02 *Welfare Services – Activation of*)

Environmental notes

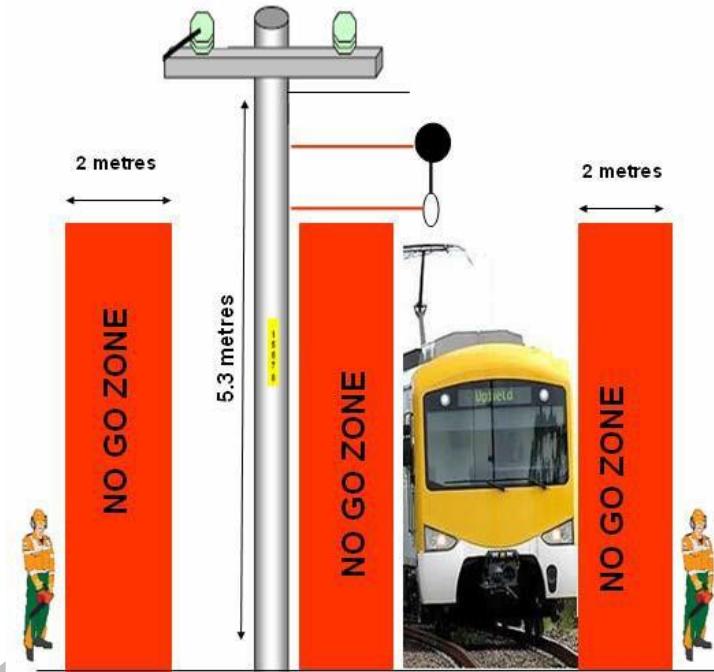
Nil.

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Related Documents			Other Links and References	Delegations
Policies	Standing Orders	SOPs		
		Welfare Services – Activation of Power Lines and Electrical Conductors – Working Near	Country Fire Authority Act 1958 Country Fire Authority Regulations 2014 Electricity Safety (Installations) Regulations 2009 Electrical Safety training Structural Firefighting Manual Rescue Manual Electrical Safety (High Voltage Rules) IPG OR – 01” Field Emergency Response Guide (June 2018) – Edition 1	
Date to be Reviewed:	Date to Cease:	Date Endorsed:	Endorsed By:	
			Steve Warrington Chief Officer	

Figure 1 – No Go Zone



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