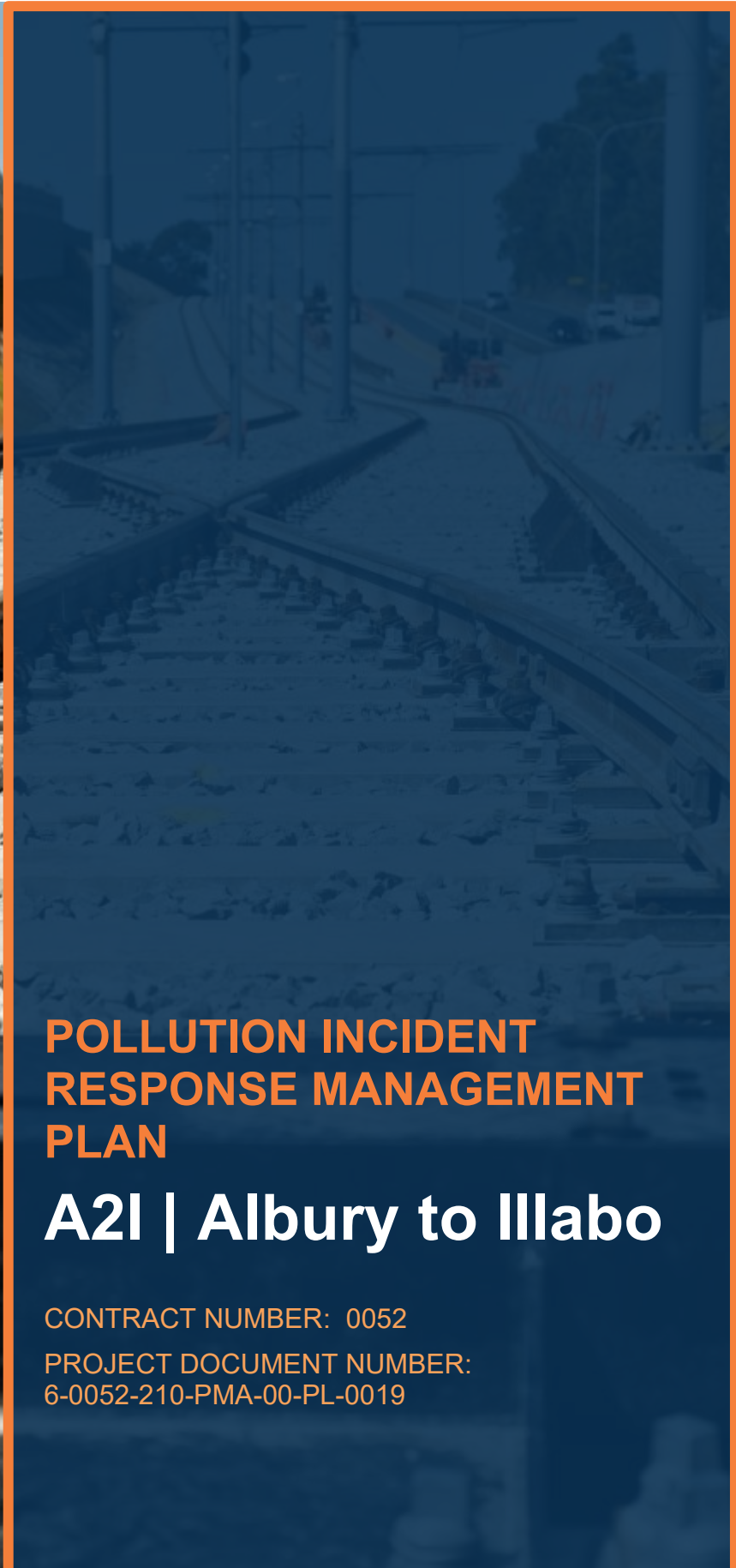




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## **POLLUTION INCIDENT RESPONSE MANAGEMENT PLAN**

# **A2I | Albury to Illabo**


CONTRACT NUMBER: 0052

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TABLE OF CONTENTS

GLOSSARY ..... 3

1 INTRODUCTION ..... 5

1.1 Project overview ..... 5

1.2 Planning context ..... 5

1.3 Statutory context and approval ..... 5

1.4 Environment Protection Licence ..... 6

2 PURPOSE ..... 7

2.1 Objectives ..... 7

3 ENVIRONMENTAL EMERGENCY CONTACT DETAILS ..... 8

LIST OF TABLES

Table 1: Definitions ..... 3

Table 2: Contact Details ..... 8

## GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

**TABLE 1: DEFINITIONS**

TERM	DEFINITION
ARTC	Australian Rail Track Corporation
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Consultation	To provide information and actively engage with and obtain and consider feedback from stakeholders during development of post approval documents. How the feedback has been considered and whether any changes have been made in response to this feedback is then documented and communicated back to stakeholders. Consultation should not be limited to one-way notification about the project.
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
Division 5.2 Approval	Approval for CSSI (SSI-10055) issued by the NSW Minister for Planning, Housing and Infrastructure for the Albury to Illabo project under Division 5.2 of the EP&A Act
DPHI	Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation that includes: <ul style="list-style-type: none"> <li>Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);</li> <li>Albury to Illabo Response to Submissions (ARTC, November 2023);</li> <li>Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);</li> <li>Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);</li> <li>Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);</li> <li>Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);</li> <li>Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).</li> </ul>
EIS	Environmental Impact Statement
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment

TERM	DEFINITION
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy that an organisation sets itself to achieve.
EPA	Environmental Protection Authority (NSW)
EPBC Act	Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environment Protection Licence under the POEO Act
ERP	Emergency Response Plan
ISO14001	ISO14001 Environmental Management Systems
IRPL	Inland Rail Pty Ltd
km	Kilometre
m	metre
Material Harm	This is harm that: a) Involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or b) Results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
NSW	New South Wales
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
POEO Act	<i>NSW Protection of Environment Operations Act 1997</i>
TfNSW	Transport for New South Wales (formerly Roads and Maritime Services)
Work	Any physical activity for the purpose of the CSSI including Construction and Low Impact Work but not including operational maintenance work.



# 1 INTRODUCTION

## 1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australian's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC) and Inland Rail Pty Ltd (IRPL).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The Inland Rail – Albury to Illabo project (the project) will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

## 1.2 Planning context

The project is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the proposal in accordance with the requirements of the EP&A Act and the environmental assessment requirements of the Secretary of the (then) NSW Department of Planning, Industry and Environment (the SEARs) (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPE for consideration in its assessment of the proposal.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited proposal that have arisen as a consequence of these further assessments and related submissions.

The then Department of Agriculture, Water and the Environment (now DCCEEW) determined the project does not require assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and is a noncontrolled action.

## 1.3 Statutory context and approval

The Inland Rail – Albury to Illabo project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);

- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);
- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).

Together these documents are referred to as the Environmental Assessment Documentation (EAD).

Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

## 1.4 Environment Protection Licence

The project is required under the Protection of the Environment Operations Act 1997 – Schedule 1 to obtain and implement a licence for the scheduled activities described under the licence.

The corresponding Environment Protection Licence number for the project is 21984.

As part of that licence, under section 6 Reporting Conditions; R1.1.6 a Requirement to Prepare Pollution Incident Response Management Plan (this document).

## 2 PURPOSE

This Pollution Incident Response Management Plan (PIRMP) has been prepared for the Albury to Illabo project (the Project) and should be read in conjunction with the Construction Environmental Management Plan (CEMP) and the Emergency Response Plan (ERP). This plan has been prepared in accordance with Section 153C of the POEO Act and the POEO (G) Regulation.

### 2.1 Objectives

The objectives of this PIRMP are to:

- Ensure comprehensive and timely communication about a pollution incident to staff at the premises, the Environment Protection Authority, Inland Rail (IRPL) (the Client), Australian Rail and Track Corporation (ARTC) and other relevant authorities specified in the POEO Act (such as local councils, NSW Health, Workcover NSW, and Fire and Rescue NSW), and people outside the project who might be affected by the impacts of a pollution incident.
- Minimise and control the risk of a pollution incident associated with the construction of the project by requiring identification of risks and the development of planned actions to minimise and manage those risks.
- Ensure that the PIRMP is properly implemented by trained staff, identifying persons responsible for implementing it and ensuring that the plan is regularly tested for accuracy, currency and suitability.



### 3 ENVIRONMENTAL EMERGENCY CONTACT DETAILS

The following authorities contact details to be notified in the event the PIRMP is activated are below in Table 2. Note some may vary depending on location along the project alignment i.e. council.

**TABLE 2: CONTACT DETAILS**

POSITION / ORGANISATION	NAME	CONTACT NUMBER
Project community hotline	N/A	1800 732 761
Emergency services (police, ambulance, fire brigade)	N/A	000
EPA pollution hotline	N/A	131 555
DPHI Compliance Unit	N/A	1300 305 695
Fire and Rescue NSW	N/A	000 (for pollution incidents that present an immediate threat to human health or property) 1300 729 579 (for pollution incidents that do not present an immediate threat to human health or property)
SafeWork NSW	N/A	131 050
Comcare	N/A	1300 366 979
State Emergency Service (SES)	N/A	132 500 (flood, storm or tsunami)
WIRES (Australian Wildlife Rescue)	N/A	1300 094 737
SafeWork NSW	N/A	131 050
NSW Ministry of Health – General	N/A	02 9391 9000
NSW Ministry of Health – Murrumbidgee	N/A	02 5943 2003
Heritage NSW's Non-Aboriginal Heritage	N/A	(02) 9873 8500
Heritage NSW's Aboriginal Heritage	N/A	(02) 9873 8500
Sydney Water	N/A	13 20 90
Wagga Wagga City Council	N/A	1300 292 442
Albury City Council	N/A	02 6023 8111
Greater Hume Council	N/A	02 6036 0100
Junee Shire Council	N/A	02 6924 8100
Lockhart Shire Council	N/A	02 6920 5305

When notifying authorities of a pollution incident has occurred, the following must be provided (Time, Date, Nature, Duration, Location of incident).



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