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Contact: Mark Castelli

The Department of Planning & Environment
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1 July 2016

Dear Ms Mitchell

**Sydney Metro City & Southwest
Chatswood to Sydneyham
(SSI 15_7400)**

I refer to the above State Significant Infrastructure development's Environmental Impact Statement (EIS) that was on public exhibition until 27 June 2016.

Fire & Rescue NSW (FRNSW) have reviewed the EIS. In particular, aspects of the EIS that pertain to the incorporation of project design elements that are intended to avoid or minimise likely adverse impacts and also key issues that may challenge FRNSW capability with respect to safe and efficient emergency incident management. These aspects relate to 'Desired Performance Outcomes' No.s 2 (1) (i) and 3 (2) (c) of the Secretary's Environmental Assessment Requirements (SEARs).

We note that we were not consulted during the stakeholder engagement process that was undertaken during formulation of the EIS (see Table 10 of Section 11 of Appendix 'C' of the EIS). The following comments/recommendations are submitted for consideration.

Comments/Recommendation/s

1. In relation to the NSW rail network, FRNSW highlight that we are required to fulfill statutory duties and functions in relation to emergency incidents that may occur in the wider Sydney Metro system (irrespective of the Sydney Metro system being operated partially or wholly by public or private operators).

To enhance the level of life safety afforded to both first responders and the commuting public, and to enhance efficient emergency management of incidents involving the Sydney Metro, it is crucial that FRNSW is provided with an equivalent level of emergency support services (i.e. as currently provided

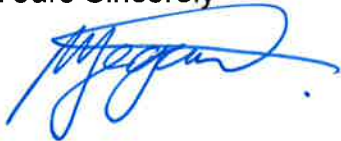
by the Rail Emergency Response Unit [RERU]). Please refer to Appendix 'A', which highlights the services currently provided by the RERU.

As you can appreciate, FRNSW already has extensive familiarity with the functions and operational capability of the RERU. For reasons of rail emergency incident management continuity and safe and efficient incident management, it is FRNSW preference that the emergency support services provided to FRNSW in the Sydney Metro City & Southwest continue to be provided by the RERU.

2. That all rolling stock is configured to enable occupants to evacuate trains utilising side-detachment for the entire Sydney Metro City & Southwest corridor. The design of the metro line, including tunnel and elevated sections of the metro line, are recommended to be dimensioned to incorporate walkways that are of a sufficient width and gradient that facilitates safe and efficient occupant evacuation.
3. All stations and ancillary buildings are recommended to comply with all relevant requirements of the National Construction Code.

For further information please contact Mark Castelli of the Fire Safety Assessment Unit, referencing FRNSW file number NFB/12510. Please ensure that all correspondence in relation to this matter is submitted electronically to bfs@fire.nsw.gov.au.

Yours Sincerely



Station Officer Rory Fegan
Team leader
Fire Safety Assessment Unit
FRNSW

Copies to:

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Appendix 'A'

RAIL EMERGENCY RESPONSE UNIT – Sydney Trains

Rail Emergency Response Unit (RERU) provides 24/7 operational support for major rail incidents including fires, tunnel evacuation, emergency detraining, body retrieval and lift rescue.

In addition, RERU provides fire and life safety resources and services for all fire prevention, preparedness and protection activities related to fire and life safety, which contribute to the emergency readiness of Sydney Trains, particularly the underground rail system.

In addition to Rail Safety qualifications, all RERU personnel are trained by FRNSW to Cert III in firefighting and emergency operations. This enables RERU personnel to provide safe access to the rail corridor (including the underground tunnel systems) to police and emergency services and escort FRNSW crews into hazardous environments within the hot zone of the emergency.

RERU operates two fire and emergency vehicles, a command and control vehicle and a purpose built Hi rail vehicle (road/rail) specifically designed to travel on track.

The Hi rail vehicle enables RERU to convey FRNSW crews into the emergency site within an underground rail tunnel and convey casualties away from the site.

RERU attends the following incidents:

- Fire/fire alarm at stations and on trains
- Fatalities
- Flooding
- Rescues, including from lifts
- Structural damage/collapse
- Gas leaks/unknown toxic gas
- Hazardous material (HAZMAT) and CBR incidents
- Evacuations of buildings and stations
- Accidents involving rail traffic
- Derailments
- Train evacuations
- Suspicious packages
- Bomb or biological threat
- Power failures on stations

When emergencies occur, the unit must ensure that action is coordinated with Fire & Rescue NSW and/or Police and other Emergency Services.

The primary response area for the RERU is all underground stations to Bondi Junction, North Sydney, Central, Airport Line and ECRL (and the new NWRL & SWRL). The secondary response area for RERU is the Sydney and Trains network.

The team also advises and monitors contractor preparedness prior to the issue of hot work permits.