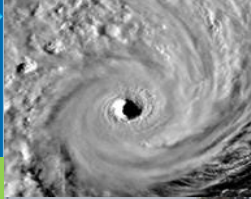


Town of
Port Hedland



TOWN OF PORT HEDLAND

LEMA

LOCAL EMERGENCY MANAGEMENT ARRANGEMENTS

2015



These arrangements have been produced and issued under the authority of the S. 41(1) of the EM Act 2005, endorsed by the Town of Port Hedland Local Emergency Management Committee (LEMC) and by the Town of Port Hedland Council and noted by Pilbara District Emergency Management Committee (DEMC) and State Emergency Management Committee (SEMC)

These Arrangements must be read in conjunction with the *Emergency Management Act 2005*, *State Emergency Management Plans (WESTPLAN)* and *State Emergency Management Policy Statements*.

Endorsed by Local Emergency Management Committee (LEMC) on the *27 August 2015*.

Endorsed by Council at the Town of Port Hedland Council on the *23rd September 2015*.

Resolution Number _____

Noted at District Emergency Management Committee (DEMC) meeting *27th October 2015*.

Noted by State Emergency Management Committee (SEMC) *1st December 2015*.

Endorsed by;

Kelly Howlett
Mayor of the Town of Port Hedland
Chairperson Town of Port Hedland LEMC

Date

TABLE OF CONTENTS

| | |
|---|-----------|
| Distribution List | 6 |
| Amendments List | 7 |
| Glossary of Terms | 8 |
| General Acronyms used in these Arrangements | 11 |
| Preface | 12 |
| Purpose | 12 |
| Methodology | 12 |
| Acknowledgements | 13 |
| Contact Officer | 13 |
| Introduction | 14 |
| | |
| PART ONE: MANAGEMENT | 15 |
| <hr/> | |
| 1.1 Authority | 15 |
| 1.2 Document Availability | 15 |
| 1.3 Aim | 15 |
| 1.4 Purpose | 15 |
| 1.5 Scope | 16 |
| 1.6 Related Documents and Arrangements | 16 |
| 1.7 Agreements, Understandings and Commitments | 18 |
| 1.8 Special Considerations | 18 |
| 1.9 Resources | 19 |
| 1.10 Roles and Responsibilities | 19 |
| 1.11 Local Emergency Coordinator | 19 |
| 1.12 Local Governments (LG) | 20 |
| 1.13 LEMC Executive Officers | 20 |
| 1.14 Local Emergency Management Committee (LEMC) | 20 |
| 1.15 Controlling Agencies | 21 |
| 1.16 Hazard Management Agencies | 21 |
| 1.17 Combat Agencies | 23 |
| 1.18 Support Organisations | 24 |
| 1.19 Public Authorities and Others | 24 |
| | |
| PART TWO: PLANNING (LEMC ADMINISTRATION) | 25 |
| <hr/> | |
| 2.1 LEMC Membership | 25 |
| 2.2 LEMC Meetings | 25 |
| 2.3 LEMC Constitution and Procedures [s38(4)EM Act] | 26 |
| 2.4 Annual Reporting | 26 |
| 2.5 The Annual Business Plan | 27 |
| 2.6 Emergency Risk Management (ERM) | 27 |
| 2.7 Testing during the Planning Process | 27 |
| 2.8 Training Programmes | 28 |
| 2.9 Financial and Physical Assistance | 28 |

PART THREE: SUPPORT TO RESPONSE

29

| | | |
|------|---|----|
| 3.1 | Emergencies Likely to Occur | 29 |
| 3.2 | Incident Support Group | 30 |
| 3.3 | Role | 30 |
| 3.4 | Triggers for an ISG | 30 |
| 3.5 | Membership of an ISG | 31 |
| 3.6 | Frequency of meetings | 31 |
| 3.7 | Location of ISG Meetings | 31 |
| 3.8 | Media Management and Public Information | 31 |
| 3.9 | Public Warning Systems | 31 |
| 3.10 | Local Systems | 31 |
| 3.11 | Critical Infrastructure | 33 |
| 3.12 | Evacuation | 33 |
| 3.13 | Evacuation Planning Principles | 34 |
| 3.14 | Special Needs Groups | 35 |
| 3.15 | Hazard Specific Refuge Sites | 35 |
| 3.16 | Routes and Maps | 36 |
| 3.17 | Welfare | 36 |
| 3.18 | Local Welfare Coordinator | 36 |
| 3.19 | Local Welfare Liaison Officer | 37 |
| 3.20 | State and National Registration & Enquiry | 37 |
| 3.21 | Animals (including assistance animals) | 37 |
| 3.22 | Welfare Centres | 38 |

PART FOUR: RECOVERY

39

| | | |
|------|--|----|
| 4.1 | Introduction | 39 |
| 4.2 | Recovery Principles | 39 |
| 4.3 | The Recovery Process | 39 |
| 4.4 | The Aim of the Recovery Process | 40 |
| 4.5 | Recovery Roles and Responsibilities | 40 |
| 4.6 | The Role of the Town of Port Hedland | 40 |
| 4.7 | Responsibilities of the Town of Port Hedland | 40 |
| 4.8 | Local Recovery Coordination Committee | 40 |
| 4.9 | Functions of the Local Recovery Coordination Committee | 41 |
| 4.10 | Priorities for Recovery | 41 |
| 4.11 | General | 42 |
| 4.12 | Planning for Recovery Operations | 42 |
| 4.13 | Coordination | 42 |
| 4.14 | Transition from Response to Recovery | 42 |
| 4.15 | Financial Management during Recovery | 42 |
| 4.16 | State Isolated Communities Freight Subsidy Plan | 42 |



PART FIVE: EXERCISING & REVIEWING 43

| | | |
|-----|--|----|
| 5.1 | The Aim of Exercising | 43 |
| 5.2 | Frequency of Exercising | 43 |
| 5.3 | Types of Exercises | 43 |
| 5.4 | Reporting of Exercises | 43 |
| 5.5 | Review of Local Emergency Management Arrangements | 44 |
| 5.6 | Local Emergency Management Arrangements – Approval Process | 44 |
| 5.7 | Review of Local Emergency Management Committee Positions | 44 |
| 5.8 | Review of Resources Register | 44 |

PART SIX: EMERGENCY RISK MANAGEMENT 45

| | | |
|-----|-----------------------------------|----|
| 6.1 | Emergency Risk Management Process | 45 |
| 6.2 | Identified Risks | 46 |
| 6.3 | Emergencies Likely to Occur | 48 |

APPENDICES LIST 49

| | | |
|------------|--|----|
| Appendix A | Risk Analysis | 50 |
| Appendix B | Treatment Plan | 63 |
| Appendix C | Emergency Contact Directory | 75 |
| Appendix D | Demographic Details | 76 |
| Appendix E | Map of Port Hedland | 77 |
| Appendix F | Resource Register | 78 |
| Appendix G | Town of Port Hedland Local Recovery Plan | 78 |
| Appendix H | Town of Port Hedland Evacuation Plan | 78 |



DISTRIBUTION LIST

| Organisation | # Copies |
|--|-----------------|
| Town of Port Hedland | 2 |
| Police Station – OIC Port Hedland | 1 |
| Police Station – OIC South Hedland | 1 |
| DFES Operational Services – District Manager | 1 |
| DFES Regional Director Pilbara (DEMC) | 1 |
| SES Port Hedland Unit | 1 |
| St John Ambulance Association | 1 |
| Port Hedland Hospital | 1 |
| Pilbara Population Health | 1 |
| Water Authority | 1 |
| Horizon Power | 1 |
| Main Roads WA | 1 |
| Department of Child Protection | 1 |
| Health Department | 1 |
| Australian Defence Force | 1 |
| BHP Billiton IO | 1 |
| Fortescue Metals Group Limited | 1 |
| Rio Tinto DSL | 1 |
| Port Hedland Port Authority | 1 |
| Department for Housing | 1 |
| Department for Treasury & Finance | 1 |
| SH Volunteer Fire & Rescue | 1 |
| Volunteer Marine Rescue Service | 1 |
| Department for Planning and Infrastructure | 1 |
| Red Cross | 1 |
| Bureau of Meteorology | 1 |



AMENDMENTS LIST

Amendments to these arrangements will be issued periodically. Any suggestions for amendments can be forwarded to the Contact Officer.

| AMENDMENT | | DETAILS | AMENDED BY |
|-----------|---------|-----------------------------------|------------|
| NO. | DATE | | INITIALS |
| | 2004 | Initial issue. | AC |
| 1 | 2009/10 | Review and update of arrangements | CF |
| 2 | 2011 | General update | CF & DE |
| 3 | 2015 | Review and update of arrangements | DH |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |

GLOSSARY OF TERMS

For additional information in regards to the Glossary of Terms, refer to the current Emergency Management Western Australia Glossary 2011

AIIMS – Australasian Interagency Incident Management System is a command structure set up to systematically and logically manage emergency incidents, from small to large, difficult or multiple situations. It is designed to expand to ensure effective span of control at all levels.

COMBAT AGENCY – A public authority, or other person, may be prescribed by the regulations to be a Combat Agency who or which, because of the agency's functions under any written law or specialized knowledge, expertise and resources, is responsible for performing an emergency management activity prescribed by the regulations in relation to that agency [s.6(2) of the EM Act].

A Combat Agency undertakes response tasks at the request of the Controlling Agency in accordance with their legislative responsibilities or specialised knowledge.

COMMUNITY EMERGENCY RISK MANAGEMENT – See **RISK MANAGEMENT**.

COMPREHENSIVE APPROACH – The development of emergency and disaster arrangements to embrace the aspects of prevention, preparedness, response, and recovery (PPRR). PPRR are aspects of emergency management, not sequential phases. *Syn.* 'disaster cycle', 'disaster phases' and 'PPRR'

CONTROLLING AGENCY – an agency nominated to control the response activities to a specified type of emergency.

COORDINATION – The bringing together of organisations and elements to ensure an effective response, primarily concerned with the systematic acquisition and application of resources (organisation, manpower and equipment) in accordance with the requirements imposed by the threat or impact of an emergency. Coordination relates primarily to resources, and operates, vertically, within an organisation, as a function of the authority to command, and horizontally, across organisations, as a function of the authority to control. See *also* **CONTROL and COMMAND**.

DISTRICT – means an area of the State that is declared to be a district under section 2.1 *Local Government Act 1995*.

DISTRICT EMERGENCY MANAGEMENT COMMITTEE (DEMC) – Means a committee established under Section 31(1) of the *Emergency Management Act 2005*

EMERGENCY – An event, actual or imminent, which endangers or threatens to endanger life, property or the environment, and which requires a significant and coordinated response.

EMERGENCY MANAGEMENT – The management of the adverse effects of an emergency including:

- (a) Prevention – the mitigation or prevention of the probability of the occurrence of and the potential adverse effects of an emergency.
- (b) Preparedness – preparation for response to an emergency
- (c) Response – the combating of the effects of an emergency, provision of emergency assistance for casualties, reduction of further damage and help to speed recovery and
- (d) Recovery – the support of emergency affected communities in the reconstruction and restoration of physical infrastructure, the environment and community, psychosocial and economic wellbeing.

EMERGENCY MANAGEMENT AGENCY – A hazard management agency (HMA), a combat agency or a support organisation as prescribed under the provisions of *the Emergency Management Act 2005*.



EMERGENCY RISK MANAGEMENT – A systematic process that produces a range of measures which contribute to the well-being of communities and the environment.

HAZARD

- (a) a cyclone, earthquake, flood, storm, tsunami or other natural event
- (b) a fire
- (c) a road, rail or air crash
- (d) a plague or an epidemic
- (e) a terrorist act as defined in The Criminal Code section 100.1 set out in the Schedule to the *Criminal Code 1995* of the Commonwealth
- (f) any other event, situation or condition that is capable of causing or resulting in
 - (i) loss of life, prejudice to the safety or harm to the health of persons or animals or
 - (ii) destruction of or damage to property or any part of the environment and is prescribed by *Emergency Management Regulations 2006*

HAZARD MANAGEMENT AGENCY (HMA) – A public authority or other person, prescribed by regulations because of that agency's functions under any written law or because of its specialised knowledge, expertise and resources, to be responsible for the emergency management or an aspect of emergency management of a hazard for a part or the whole of the State.

INCIDENT – An event, accidentally or deliberately caused, which requires a response from one or more of the statutory emergency response agencies.

INCIDENT CONTROLLER (IC) – The person designated by the relevant Hazard Management Agency, responsible for the overall management and control of an incident and the tasking of agencies in accordance with the needs of the situation.

INCIDENT MANAGEMENT TEAM - The group of incident management personnel comprised of the Incident Controller, and the personnel appointed to be responsible for the functions of AIIMS.

INCIDENT SUPPORT GROUP (ISG) – A group of agency/organisation liaison officers convened and chaired by the Incident Controller to provide agency specific expert advice and support in relation to operational response to the incident.

LIFELINES – The public facilities and systems that provide basic life support services such as water, energy, sanitation, communications and transportation. Systems or networks that provide services on which the well-being of the community depends.

LOCAL EMERGENCY COORDINATOR (LEC) - That person designated by the Commissioner of Police to be the Local Emergency Coordinator with responsibility for ensuring that the roles and functions of the respective Local Emergency Management Committee are performed, and assisting the Hazard Management Agency in the provision of a coordinated multi-agency response during *Incidents* and *Operations*.

LOCAL EMERGENCY MANAGEMENT COMMITTEE (LEMC) – Means a committee established under section 38 of the *Emergency Management Act 2005*

MUNICIPALITY – Means the district of the Town of Port Hedland.

OPERATIONAL AREA (OA) – The area defined by the Operational Area Manager for which they have overall responsibility for the strategic management of an emergency. This area may include one or more Incident Areas.

PREVENTION – Regulatory and physical measures to ensure that emergencies are prevented, or their effects mitigated. Measures to eliminate or reduce the incidence or severity of emergencies. See also **COMPREHENSIVE APPROACH**.

PREPAREDNESS – Arrangements to ensure that, should an emergency occur, all those resources and services which are needed to cope with the effects can be efficiently mobilised and deployed. Measures to ensure that, should an emergency occur, communities, resources



and services are capable of coping with the effects. See also **COMPREHENSIVE APPROACH**.

RESPONSE – Actions taken in anticipation of, during, and immediately after an emergency to ensure that its effects are minimised and that people affected are given immediate relief and support. Measures taken in anticipation of, during and immediately after an emergency to ensure its effects are minimised. See also **COMPREHENSIVE APPROACH**.

RECOVERY – The coordinated process of supporting emergency-affected communities in reconstruction of the physical infrastructure and restoration of emotional, social, economic and physical well-being.

RISK – A concept used to describe the likelihood of harmful consequences arising from the interaction of hazards, communities and the environment.

- The chance of something happening that will have an impact upon objectives. It is measured in terms of consequences and likelihood.
- A measure of harm, taking into account the consequences of an event and its likelihood. For example, it may be expressed as the likelihood of death to an exposed individual over a given period.
- Expected losses (of lives, persons injured, property damaged, and economic activity disrupted) due to a particular hazard for a given area and reference period. Based on mathematical calculations, risk is the product of hazard and vulnerability

RISK MANAGEMENT – The systematic application of management policies, procedures and practices to the tasks of identifying, analysing, evaluating, treating and monitoring risk.

RISK REGISTER – A register of the risks within the local government, identified through the Community Emergency Risk Management process.

RISK STATEMENT – A statement identifying the hazard, element at risk and source of risk.

STATE EMERGENCY MANAGEMENT COMMITTEE (SEMC) – Means a committee established under Section 13 of the *Emergency Management Act 2005*.

SUPPORT ORGANISATION – A public authority or other person who or which, because of the agency's functions under any written law or specialized knowledge, expertise and resources is responsible for providing support functions in relation to that agency.

TREATMENT OPTIONS – A range of options identified through the emergency risk management process, to select appropriate strategies' which minimize the potential harm to the community.

VULNERABILITY – The degree of susceptibility and resilience of the community and environment to hazards. *The degree of loss to a given element at risk or set of such elements resulting from the occurrence of a phenomenon of a given magnitude and expressed on a scale of 0 (no damage) to 1 (total loss).

WELFARE CENTRE – Location where temporary accommodation is actually available for emergency affected persons containing the usual amenities necessary for living and other welfare services as appropriate.

GENERAL ACRONYMS USED IN THESE ARRANGEMENTS

| | |
|---------|---|
| AWARE | All West Australians Reducing Emergencies |
| BFS | Bush Fire Service |
| CEO | Chief Executive Officer |
| CPFS | Department of Child Protection and Family Support |
| DAA | Department of Aboriginal Affairs |
| DEMC | District Emergency Management Committee |
| DER | Department of Environment Regulation |
| DFES | Department of Fire and Emergency Services |
| DPaW | Department of Parks and Wildlife |
| ECC | Emergency Coordination Centre |
| EOC | Emergency operations Centre |
| ERM | Emergency Risk Management |
| FRS | Fire and Rescue Service |
| HMA | Hazard Management Agency |
| IC | Incident Controller |
| ISG | Incident Support Group |
| LEC | Local Emergency Coordinator |
| LEMA | Local Emergency Management Arrangements |
| LEMC | Local Emergency management Committee |
| LG | Local Government |
| LRC | Local Recovery Coordinator |
| LRCC | Local Recovery Coordination Committee |
| LRP | Local Recovery Plan |
| LWC | Local Welfare Centre |
| PPH | Pilbara Population Health |
| PPRR | Prevention, Preparedness, Response, Recovery |
| SEC | State Emergency Coordinator |
| SEMC | State Emergency Management Committee |
| SES | State Emergency Services |
| SEWS | Standard Emergency Warning Signal |
| SITREPS | Situation Reports |
| SRCC | State Recovery Coordinating Committee |
| SOP | Standard Operating Procedure |
| ToPH | Town of Port Hedland |
| WACHS | West Australian Country Health Service |
| WAPol | Western Australian Police |

PREFACE

These Local Emergency Management Arrangements replace all previous Local Disaster plans that exist for the Town of Port Hedland.

These Arrangements are in eight parts –

- Part 1 – Management
- Part 2 – Planning (LEMC Administration)
- Part 3 – Support to Response
- Part 4 – Recovery
- Part 5 – Exercising and Training
- Part 6 – Emergency Risk Management

These Arrangements must be read in conjunction with the *Emergency Management Act 2005*, the State Emergency Management Plans, (WESTPLANS) and the State Emergency Management Policy statements.

PURPOSE

The purpose of the Local Emergency Management Arrangements are documented emergency management plans for the Town of Port Hedland district. Consistent with State emergency management policies and plans, arrangements are to include information as stipulated in section 41(2) of the Act, accommodating the comprehensive approach to emergency management; Prevention, Preparedness, Response and Recovery (PPRR) that contribute to the reduction or elimination of hazards and to reducing the susceptibility or increase in the resilience to hazards from emergencies.

These Local Emergency Management Arrangements are evaluated against the following:

- The requirements of the *Emergency Act 2005*
- The requirements of the *State Emergency Management Policy 2.5 – Emergency Management in Local Government Districts*
- Good practice as outlined in the Local Emergency Management Arrangements Guide for WA (LEMAG)
- The reviewers understanding of the local hazards, threats and vulnerabilities affecting the Town of Port Hedland

METHODOLOGY

This review has been undertaken by systematically reviewing each element in the Town of Port Hedland Local Emergency Management Arrangements against the planning criteria detailed in the “Local Emergency Arrangements Guide” for WA and relevant sections of the *Emergency Management Act 2005* and the State Emergency Management Policy 2.5 – Emergency Management in Local Government Districts.

The planning checklist provided in the “Local Emergency Arrangements Guide” for WA was utilised as an evaluation tool and has been included as an attachment



ACKNOWLEDGEMENTS

The Town of Port Hedland would like to acknowledge all of the HMA's and other LEMC agencies that contributed information and / or input into the preparation of these Local Emergency Management Arrangements.

CONTACT OFFICER

Suggestions and comments can help to improve this document and subsequent amendments.

Photocopy the relevant section, mark your proposed changes and send it to:

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C/- Port Hedland Local Emergency Management Committee
PO Box 41
Port Hedland WA 6721
managerehs@porthedland.wa.gov.au

Feedback can include:

- What you do and do not like about the document
- Unclear or incorrect information
- Out of date practices
- Inadequacies
- Errors, omissions or suggested improvements

INTRODUCTION

Port Hedland is a dynamic town of approximately 15,000 people located in the Pilbara Region of Western Australia. The original inhabitants, the Karriyarra people, call the place Marapikurrinya for the hand shaped formation of the tidal creeks coming off the natural harbour.

The Town of Port Hedland is located on the Pilbara Coast and is prone to a number of natural threats. The Pilbara coast, from Port Hedland to the Exmouth Gulf, is the most cyclone prone area in Australia.

As per Part 3, S.41 of the Emergency Management Act 2005; it is a requirement for Local Governments to have formalised Local Emergency Management Arrangements.

The Town of Port Hedland's Local Emergency Management Arrangements set out the Town's policies, strategies and priorities for emergency management.

The arrangements describe emergencies that are likely to occur in the Town, define the roles and responsibilities of agencies involved in emergency management within the local community and coordinates operations and activities.

PART 1: MANAGEMENT

1.1 Authority

These arrangements have been prepared in accordance with Section 41(1) of the *Emergency Management Act 2005* and endorsed by the Port Hedland Local Emergency Management Committee and noted by the Town of Port Hedland, DEMC and SEMC.

1.2 Document Availability

The *Emergency Management Act 2005* requires that the Local Arrangements are made publicly available (section 43).

Copies of these arrangements have been made available to the public free of charge during office hours at:

- Town of Port Hedland Civic Administration building, McGregor Street Port Hedland;
- Towns Internet website;
- Port Hedland Library, Dempster Street Cooke Point;
- South Hedland Library, Leak Street South Hedland;
- Stakeholders and LEMC agencies and organisations
- DFES Regional office;
- District Emergency Management Committee; and
- State Emergency Management Committee (Secretary) – electronic format

1.3 Aim

The aim of the ToPH LEMA is to detail emergency management arrangements and ensure an understanding between agencies and stakeholders involved in managing emergencies within the Town.

1.4 Purpose

The purpose of these emergency management arrangements is to set out:

- a) The local government's policy for emergency management
- b) The roles and responsibilities of public authorities and other persons involved in emergency management in the local government district
- c) Provisions about the coordination of emergency operations and activities relating to emergency management performed by the persons mentioned in paragraph b)
- d) A description of emergencies that are likely to occur in the local government district
- e) Strategies and priorities for emergency management in the local government district prescribed by the regulations; and
- f) Other matters about emergency management in the local government district that local government considers appropriate. (Section 41(2) of the *Emergency Management Act 2005*)

1.5 Scope

These arrangements are to ensure the community is prepared to deal with the identified emergencies should they arise. It is not the intent of this document to detail the procedures for HMA's in dealing with an emergency. These should be detailed in the HMA's individual plan. Furthermore:

- a. This document applies to the local government district of the ToPH;
- b. This document covers areas where the ToPH provides support to HMA's in the event of an incident;
- c. This document details the ToPH's capacity to provide resources in support of an emergency, while still maintaining business continuity; and
- d. The ToPH's responsibility in relation to recovery management

1.6 Existing Plans, Related Documents and Arrangements

As per section 41(2) (a) of the *Emergency Management Act 2005*, the local emergency management arrangements need to specify "*the local governments policies for emergency management*". Local government policies for emergency management refer to policies unique to the local government.

The Town of Port Hedland LEMA should be read and used in conjunction with the following:

- State Emergency Management Plans (WESTPLAN)
- State Emergency Management Policies
- Town of Port Hedland Local Recovery Plan
- Town of Port Hedland Local Evacuation Plan
- Port Hedland International Airport Aerodrome Emergency Plan
- Department Fire and Emergency Service Hedland SES Tropical Cyclone Emergency Management Plan
- Department Fire and Emergency Service Hedland SES Storm Surge Emergency Management Plan
- Town of Port Hedland Bushfire Emergency Management Plan
- Department for Child Protection and Family Support – Local Emergency Management Plan for the Provision of Welfare Support

Individual hazard and support plans are the responsibility of each individual organisation and are held at their respective agencies, and are reviewed regularly by those individual agencies.

The Local Emergency Management Coordinator is to ensure individual plans are maintained and reviewed by the respective agencies.

The following table indicates the plans and arrangements that exist in this document and are listed for reference purposes and where they are located.

Table 1: Existing Plans and Arrangements

| Document | Owner | Location |
|--|--------------|---|
| WESTPLAN Tropical Cyclone | DFES | WESTPLAN Tropical Cyclone |
| WESTPLAN Wildfire/ Bushfire | DFES | WESTPLAN Wildfire/bushfire |
| WESTPLAN Urban fire | DFES | WESTPLAN Urban Fire |
| WESTPLAN HAZMAT | DFES | WESTPLAN HAZMAT |
| WESTPLAN Tsunami | DFES | WESTPLAN Tsunami |
| WESTPLAN Earthquake | DFES | WESTPLAN Earthquake |
| WESTPLAN Road Transport Emergencies | WAPol | WESTPLAN Road Transport Emergencies |
| WESTPLAN Air Transport Emergencies | WAPoL | WESTPLAN Air Transport Emergencies |
| WESTPLAN Land Search and Rescue | WAPol | WESTPLAN Land Search and Rescue |
| WESTPLAN Sea Search and Rescue | WAPol | WESTPLAN Sea Search and Rescue |
| Memorandum of Understanding for Welfare Centres | ToPH/CPFS | See section 1.7 of this arrangement |
| Risk Register | ToPH | See appendix A of this arrangement |
| Risk Treatment Schedule | ToPH | See appendix B of this arrangement |
| Emergency Contacts Directory | ToPH | See appendix C of this Arrangement |
| Demographics Details | ToPH | See appendix D of this arrangement |
| Emergency Resources Register | ToPH | Refer to ToPH |
| Hazard Plans | DFES | Refer to DFES |
| Local Evacuation Plan | ToPH | Refer to ToPH |
| Local Recovery Plans | ToPH | Refer to ToPH |
| Local Emergency Management Plan for the Provision of Welfare Support | CPFS | Refer to CPFS |
| SES Evacuation | SES | Refer to SES |
| Airport Emergency Plan | ToPH | Refer to ToPH |
| Bush Fire Management Plan | ToPH | Refer to ToPH |
| Pilbara Pandemic Influenza Management | WACHS | Refer to WACHS |
| WA Disaster Hospitals Response Teams Sub Plan | PPH | Refer to PPH |
| Tsunami /Cyclone Local Plans | SES | Refer to SES Port Hedland unit |

1.7 Agreements, Understandings and Commitments

The ToPH has one written Memorandum of Understanding with other agencies or municipalities in relation to the provision of assistance during or following an emergency incident.

Table 2: Current Memorandum of Understanding

| Parties to the Agreement | | Summary of the Agreement | Special Consideration |
|--------------------------|------|---|---|
| CPFS | ToPH | Manning of the Andrew McLaughlin Centre as a welfare centre | Access to the building by the Emergency Management Team from the ToPH |
| CPFS | ToPH | Manning of the J D Hardie Centre as a welfare centre | Access to the building by the Emergency Management Team from the ToPH |

1.8 Special Consideration

The Town of Port Hedland is subject to significant factors that could potentially impact the effectiveness of these local arrangements:

- Cyclone season between 1st November and 30th April. Port Hedland is vulnerable to cyclone impact due to the Town's location on the Pilbara Coast.
- The period between April and September is the annual tourist season throughout the northern section of Western Australia. This leads to a large influx of people into the district, a lot of who camp in caravans in roadside parking areas instead of caravan parks in towns.
- The mining industry exports its materials out of Port Hedland resulting in the port being the biggest tonnage port in Australia. The estimated tonnage out of Port Hedland by 2015 is 400,000,000 tonnes.
- Random population surges (2000 plus people) in response to major industrial developments or expansion works.
- A proportion of the Town's population are Fly In – Fly Out (FIFO) workers who live in large worker accommodation camps made up of single accommodation units.
- The population of the Town of Port Hedland is expected to develop into a vibrant City of approximately 40,000 people.
- Significant departures of residents during peak holiday times lessening the availability of local emergency services volunteers.
- Indigenous communities have a unique culture that must be considered when planning for hazards, for example: English is often the second or third language spoken. As a result of indigenous Australians relationship with Land, Lore and Kin, communities are often located in regions considered high risk in terms of emergency. Isolation may increase response times in the event of an emergency and reduce the ready availability of response resources.

These factors may result in the requirement for special localised arrangements in the area of prevention, preparedness, response, and recovery activities.



1.9 Resources

Companies and organisations, such as; BHP Billiton, Rio Tinto DSL, FMGL, Coates Hire and the Town of Port Hedland may provide resource support, upon request, to emergency services during an emergency situation.

The HMAs' are responsible for the determination of resources required for their specific hazards and resourcing is managed by individual agencies

Resources available from Local Government and other agencies / organisations have been identified and listed in an asset register kept and maintained by the Officer in Charge (OIC) of the South Hedland Police Station, as well as electronically at the Town of Port Hedland. Where possible, these assets will be made available to an HMA upon request.

Agencies are requested to regularly review and update their resource registers.

Resources may include, but are not limited to:

- Staff & equipment
- Lifeline Services (water, power etc.)
- Interpreters
- Local services (electrical and plumbing services)
- Catering services
- Schools
- Welfare and support (medical centres, doctors, chemists)
- Accommodation
- Fuel
- Animal welfare (vets, pound)
- Counselling Services

1.10 Roles and Responsibilities

Emergency management is not simply a matter for government, emergency services agencies and support organisations; individuals, families and the community as a whole play an important role in determining how well the community is protected against and resilient to, potential emergency situations.

As stated in Sections 37 and 38 of the *Emergency Management Act 2005*, the following descriptions outline and responsibilities of key positions or groups in relation to local community emergency management:

1.11 Local Emergency Coordinator (LEC)

The LEC is appointed by the State Emergency Coordinator (Commissioner of Police) and is based on local government districts (S. 37(4) Emergency Management Act 2005). The LEC for the ToPH is the Officer in Charge of the South Hedland Police.

The local emergency coordinator for a local government district has the following functions;

- To provide advice and support to the LEMC for the district in the development and maintenance of emergency management arrangements for the district.
- To assist hazard management agencies in the provision of a coordinated response during an emergency in the district.
- To carry out other emergency management activities in accordance with the directions of the State Emergency Coordinator.

1.12 Local Governments (LG)

It is the function of a local government:

- a. Subject to this act (Emergency Management Act), to ensure that effective local emergency management arrangements are prepared and maintained for its district
- b. To manage recovery following an emergency affecting the community in its district; and
- c. To perform other functions given to the local government under this Act (Emergency Management Act)

The Town of Port Hedland meets these functions by;

- a. Reviewing and updating the Town's LEMAs', LRP and Local Evacuation Plan
- b. Coordinating and providing secretariat support at LEMC and LRCC meetings.
- c. Preparing the LEMC Annual Report and Business Plan.
- d. Providing facilities for use as welfare centres during times of emergency.

These functions include (but are not limited to; administrating the LEMC in accordance with SEMP 2.5, completing an annual report & annual business plan in accordance with SEMP 2.6 and establishing and maintaining the local emergency management arrangements which includes a local recovery plan)

1.13 LEMC Executive Officers

Provide executive support to the LEMC by:

- a) Ensuring the provision of secretariat support including:
Meeting agenda;
Minutes and action lists;
Correspondence;
Maintain committee membership contact register;
- b) Coordinate the development and submission of committee documents in accordance with legislative and policy requirements including;
Annual Report;
Annual Business Plan;
Maintenance of Local Emergency Management Arrangement;
- c) Facilitate the provision of relevant emergency management advice to the Chair and committee as required; and
- d) Participate as a member of sub committees and working groups as required;

1.14 Local Emergency Management Committee (LEMC)

The ToPH has established a Local Emergency Management Committee (LEMC) under section 38(1) of the *Emergency Management Act 2005* to oversee, plan and test the local emergency management arrangements.

The LEMC includes representatives from agencies, organisations and community groups that are relevant to the identified risks and emergency management arrangements for the community.

The LEMC is not an operational committee but rather a strategic planning committee to advise the local government on local emergency management issues and to create arrangements for the district.



The LEMC membership must include at least one local government representative and the identified Local Emergency Coordinator (LEC). Relevant government agencies and other statutory authorities will nominate their representatives to be members of the LEMC.

The term of appointment of LEMC members shall be determined by the local government in consultation with the parent organisation of the members.

The functions of LEMC are [s. 39 of the Act]:

- a. To advise and assist the local government in establishing local emergency managements for the district;
- b. to liaise with public authorities and other persons in the development, review and testing of the local emergency management arrangements; and
- c. to carry out other emergency management activities as directed by SEMC or prescribed by regulations.
- d. Other Functions of the LEMC

Various State Emergency Management Plans (WESTPLANS) and State Emergency Management Policies (SEMP) place responsibilities on LEMC's. The below identified functions relate to areas not covered in other areas of these arrangements.

- a) The LEMC should provide advice and assistance to communities that can be isolated due to hazards such as cyclone or flood to develop a local plan to manage the ordering, receiving and distributing of essential supplies. (WESTPLAN - Freight subsidy Plan)
- b) The LEMC may provide advice and assistance to the SES and FESA to develop a Local Tropical Cyclone Emergency Plan. (WESTPLANS – Cyclone, Flood and Tsunami)

1.15 Controlling Agency

A Controlling Agency is an agency nominated to control the response activities to a specified type of emergency.

The function of a Controlling Agency is to;

- to undertake all responsibilities as prescribed in Agency specific legislation for Prevention and Preparedness.
- to control all aspects of the response to an incident.
- During Recovery the Controlling Agency will ensure effective transition to Recovery by Local Government

1.16 Hazard Management Agencies (HMA)

HMA's are *'public authorities or other person who or which, because of that agency's functions under any written law or specialised knowledge, expertise and resources, is responsible for emergency management, or the prescribed emergency management aspect, in the area prescribed of the hazard for which it is prescribed'* [EM Act 2005 s4]

The HMA's are prescribed in the Emergency Management Regulations 2006.

Their function is to:

- Undertake responsibilities where prescribed for these aspects [EM Regulations]
- Appointment of Hazard Management Officers [s55 Act]
- Declare / Revoke Emergency Situation [s 50 & 53 Act]
- Coordinate the development of the Westplan for that hazard [SEMP 2.2]
- Ensure effective transition to recovery by Local Government

Table 3: Hazard Management Agency Responsibilities for Emergencies

| Hazard | HMA |
|--|--|
| Air Crash | WAPol |
| Animal and Plant Pests and Diseases | Department of Agriculture & Food |
| Dam Break | Water Corporation |
| Earthquake | DFES |
| Fire (DPaW managed land) | DPaW Other: DFES |
| Fire (Rural and Urban) | Gazetted Fire Districts: DFES Other: ToPH |
| Flood | DFES |
| Fuel Shortage Emergencies | Dept of Commerce – Energy Safety |
| Actual or impending spillage, release or escape of a chemical, radiological or other substance that is capable of causing loss of life, injury to a person or damage to the health of a person, property or the environment. | DFES |
| Human Epidemic | Dept of Health |
| Persons lost or in distress on land, requiring significant coordination of search operations. | WAPol |
| Injury or threat to life of persons trapped by the collapse of a structure or landform | DFES |
| Marine Oil Pollution | Dept. of Transport |
| Marine Transport Emergencies | Dept. of Transport |
| Offshore Petroleum Operations Emergencies | Dept. of Mines and Petroleum |
| Rail Transport Emergencies | Industry |
| Road Crash | WA Police |
| Persons lost or in distress on inland waterways within the limits of a port or in a fishing vessel or pleasure craft within the limits of a port or at sea | WA Police |
| Storm | DFES |
| Tropical Cyclone | DFES |
| Tsunami | DFES |

1.17 Combat Agencies

A combat agency as prescribed under subsection (1) of the *Emergency Management Act 2005* is to be a public authority or other person who or which, because of the agency's functions under any written law or specialised knowledge, expertise and resources, is responsible for performing an emergency management activity prescribed by the regulations in relation to that agency.

(EMWA Glossary Version: 2011)

The following table summarises current Combat Agency arrangements in the Pilbara Emergency Management District;

Table 4: Current Combat Agency Arrangements

| Hazard | HMA | Combat Agency | Activity |
|--|-------------------------------|-----------------------------|--|
| Air Crash | WAPol | DFES F&RS DFES SES | Fire Suppression & Rescue Operational Support |
| Fire (Rural and Urban) | Gazetted Fire Districts: DFES | DER & ToPH | Fire Suppression |
| | Other: ToPH | DFES & DPaW | Fire Suppression |
| Persons lost or in distress on land, requiring significant coordination of search operations. | WAPol | DFES SES | Land Search |
| Marine Oil Pollution | Department of Transport | Pilbara Port Authority | Oil Spill Containment |
| Marine Transport Emergencies | Department of Transport | VMRS | Sea Search & Transport |
| | | DFES F&RS | Fire Suppression & HAZMAT |
| Industry Rail Transport Emergencies | Industry | Industrial Response DFES | Fire Suppression & Rescue |
| Road Crash | WAPol | DFES F&RS | Rescue (in prescribed areas) & Fire Suppression |
| | | DFES SES | Rescue (in prescribed areas) |
| Persons lost or in distress on inland waterways within the limits of a port or in a fishing vessel or pleasure craft within the limits of a port or at sea | WAPol | VMRS | Sea Search & Transport |
| | | WA Water Police | Sea Search and Transport |

1.18 Support Organisations

A Public authority or other person who or which, because of the agency's functions under any written law or specialised knowledge, expertise and resources is responsible for providing support functions in relation to that agency.

(EMWA Glossary Version: 2011)

The following table summarises existing support functions in the Town of Port Hedland Local Emergency Management area:

Table 5: Existing Support Functions

| Support Function | Responsible Agency |
|---|--|
| Health and medical services | Department of Health |
| Road closure & traffic management | Main Roads |
| Potable water supplies and waste water management | Water Corporation |
| Reticulated Power Supplies | Horizon Power |
| Telecommunications | Telstra |
| Isolated Communities Freight Subsidy | DFES |
| Public Information | WA Police |
| Welfare Services | Department for Child Protection and Family Support |
| Personal Support | Red Cross |

1.19 Public Authorities and Others

A public Authority is established under section 3 of the Act. Under s35 the SEMC may specify (s35 (6) both an area of the State and a public authority to exercise the functions of local government detailed under section 36 of the Act. To date, the Rottnest Island Authority is the only agency that has been classed as a 'public authority'

PART 2: PLANNING (LEMC ADMINISTRATION)

This section outlines the minimum administration and planning requirements of the LEMC under the EM Act 2005 and policies.

2.1 LEMC Membership

The Town of Port Hedland and LEC have established a LEMC to overview, plan and test the local emergency management arrangements. Membership of the Port Hedland LEMC consists of representatives from the following organisations:

- Town of Port Hedland (ToPH);
- WA Police Service (WAPol);
- DFES (State Emergency Service);
- DFES (Volunteer Fire & Rescue Service),
- DFES (Volunteer Marine Rescue Service),
- St John's Ambulance Service (SJA);
- Department of Child Protection and Family Support (CPFS);
- Department of Indigenous Affairs (DIA);
- Water Corporation (WCWA);
- WA Country Health Services (WACHS);
- Pilbara Port Authority – Port Hedland (PPA);
- BHP Billiton Iron Ore (BHPBIO);
- Fortescue Metals Group Limited (FMGL)
- Australian Red Cross,
- Main Roads Western Australia (MRWA),
- Horizon Power,
- Department of Transport (DoT),
- Bureau of Meteorology (BOM),
- Royal Flying Doctor Service (RFDS),
- Department of Treasury and Finance;
- Department of Housing (DoH);
- Australian Defence Force;
- Australian Rescue and Fire Fighting (ARFF);
- Atlas Mining
- Roy Hill Iron Ore

A comprehensive contacts list is maintained by the ToPH and is available to any member of the LEMC at any time. The LEMC contacts is constantly being reviewed and updated.

2.2 LEMC Meetings

SEMP 2.5 states that *“LEMCs shall meet every three (3) months and as required”*.

The Port Hedland LEMC holds meetings monthly during the cyclone season (November through to April) and bi-monthly during the off season.

LEMC meetings are generally held at the SES Building, Great Northern Highway, Port Hedland at 4.30pm on the last Thursday of the respective month.

Members are given at least two weeks' notice of any changes to the time, date or venue of upcoming meetings to ensure all members have time to prepare for the meeting.



2.3 LEMC Constitution and Procedures [s38 (4) EM Act]

Each meeting of the LEMC should consider, but not be restricted to, the following matters, as appropriate:

Every meeting

- Confirmation of local emergency management arrangements contacts details and key stakeholders;
- Review of any post-incident reports and post exercise reports generated since last meeting;
- Progress of emergency risk management process;
- Progress of treatment strategies arising from emergency risk management process;
- Progress of development or review of local emergency management arrangements;
- Other matters determined by the local government.

First quarter:

- Development and approval of next financial year LEMC exercise schedule (to be forwarded to relevant DEMC);
- Begin developing annual business plan.

Second quarter:

- Preparation of LEMC annual report (to be forwarded to relevant DEMC for inclusion in the SEMC annual report);
- Finalisation and approval of annual business plan.

Third quarter:

- Identify emergency management projects for possible grant funding

Fourth quarter:

- National and State funding nominations.

2.4 Annual Reporting

The annual report of the LEMC is to be completed and submitted to the DEMC within 2 weeks of the end of the financial year for which the annual report is prepared. The LEMC is required to submit a signed hard copy of the annual report to the Executive Officer of the DEMC.

The LEMC annual report is to contain, for the reporting period:

- a description of the area covered by the LEMC,
 - a description of activities undertaken by it, including;
 - i. the number of LEMC meetings and the number of meetings each member, or their deputy, attended,
 - ii. a description of emergencies within the area covered by the LEMC involving the activation of an Incident Support Group (ISG),
 - iii. a description of exercises that exercised the local emergency management arrangements for the area covered by the LEMC,
 - iv. the level of development of the local emergency management arrangements for the area covered by the LEMC (e.g. draft, approved 2007, under review, last reviewed 2007),
 - v. the level of development of the local recovery plan for the area covered by the LEMC,
 - vi. the progress of establishing a risk register for the area covered by the LEMC, and
 - vii. a description of major achievements against the LEMC Annual Business Plan.
 - the text of any direction given to it by:
 - i. the local government that established it.
 - the major objectives of the annual business plan of the LEMC for the next financial year
-

2.5 The Annual Business Plan

State Emergency Management Policy 2.5 'Annual Reporting' provides each LEMC will complete and submit to the DEMC an annual report at the end of each financial year. One of the requirements of the Annual Report is to have a Business Plan. (SEMP 2.6 s25 (b)(vii) & s25(d)). From time to time the SEMC will establish a template Annual Business Plan for use by LEMC's.

A copy of the Annual Business Plan is available on request from the Town of Port Hedland Emergency Management Team.

2.6 Emergency Risk Management (ERM)

The Town of Port Hedland LEMC has undertaken a risk assessment of the Towns municipal area utilising ERM models based on the *Australian/New Zealand Standard for Risk Management 31000:2009*. The output of this process has resulted in a Risk Register and a Risk Treatment Schedule, which is located in Section 6 of this document. The Town of Port Hedland LEMC will facilitate a review of the risk analysis for the community annually.

Hazards identified with "High" and "Extreme" levels of risk and "Almost Certain," "Likely" and "Possible" likelihoods will require the development of local emergency response arrangements. Development of such arrangements is the responsibility of the prescribed Hazard Management Agency.

State Emergency Management Policy 2.9 (16 and 17) requires the local emergency management arrangements to contain a risk management plan for the district. The risk treatment plan developed at the risk analysis stage of the ERM will fulfil this requirement and is located in appendix B of the document

2.7 Testing during the Planning Process

The testing of emergency management arrangements is a critical component of the planning process. Testing is the only way to validate the effectiveness of arrangements. Additionally, the testing of arrangements provides a mechanism for personnel with a role during a major occurrence, to gain an appreciation of others skills and develop working relationships.

The Town of Port Hedland LEMC has determined that these arrangements will be tested annually. The style of exercise used to test these arrangements may vary from year to year, however, the LEMC have determined that the process should incorporate a field exercise every second year. The testing of these arrangements will be in addition to any exercises conducted to test hazard specific plans. Local emergency management exercises may take the form of field, functional or discussion exercises.

2.8 Training Programmes

The Town of Port Hedland will promote suitable emergency management training programmes offered by reputable training organisations to Local Governments officers and to LEMC's members.

2.9 Financial and Physical Assistance

If an Incident is of a significant nature where the town's financial or physical resources are depleted an application will be made by the controlling agency for support

State Emergency Management Policy No. 4.2 - *Funding for Emergencies* clearly defines and outlines the responsibilities of funding during emergencies.

Physical assistance is dependent upon established criteria and requesting arrangements. All requests for physical assistance are to be made in accordance with State Emergency Management Policy 4.9.

Defence Assistance to the Civil Community (DACC) can be provided in a number of ways which are defined as categories of assistance in State Emergency Management Procedure OP-9. Requests for Category 1 DACC assistance are coordinated through the Manager Joint Operations Support Staff (MJOSS), or their Liaison Officer (LO), who will liaise directly with the Local Australian Defence Force (ADF) Commander to provide assistance. Availability of these resources should be identified in Local Emergency Management Arrangements.

PART 3: SUPPORT TO RESPONSE

3.1 Emergencies Likely to Occur

The following table of emergencies are those that are likely to occur within the Town of Port Hedland municipality:

Table 8: Risks

| Hazard | Controlling Agency | HMA | Local Combat Agency | Local Support Agency | Westplan | Local Plan |
|--|-------------------------------|--|-------------------------------|-----------------------------|------------------------------------|---|
| Air Transport Emergency | WAPol | WA Police | DFES | Health, SJA, CPFS | Air crash (2005) | Port Hedland International Airport AEP |
| Animal & Plant Bio-security | Dept. of Agriculture And Food | Dept. of Agriculture And Food | Dept. of Agriculture And Food | WAPol, DFES, MRWA and DPaw | Animal & Plant Bio-Security (2008) | |
| Earthquake | DFES | DFES | DFES | Health, SJA, CPFS | Earthquake (2003) | |
| Fire Urban | DFES/VFRS | DFES/VFRS (Gazetted Fire districts) ToPH (other) | DFES, ToPH, Industry | | Urban Fire (2000) | |
| Fire Rural | ToPH | ToPH (Gazetted Fire districts) DFES | DFES, ToPH, Industry | | Bushfire (2005) | Town of Port Hedland Bushfire Management Plan |
| Fire | Dept. of Parks and Wildlife | Dept. of Parks and Wildlife | Dept. of Parks and Wildlife | DPaW, DFES, ToPH, Industry | | |
| Flood | DFES | DFES | DFES | Health, SJA, CPFS | Flood (2004) | |
| Hazardous Materials Emergencies Incl. CBR | DFES | DFES | DFES, Industry | Health, SJA, CPFS | HAZMAT (2005) | |
| Human Epidemic | Dept. of Health | Dept. of Health | Dept. of Health | SJA, CPFS | Human Epidemic (2001) | |
| Land Search And Rescue | WAPol | WAPol | DFES/SES | Health, SJA, CPFS | Land SAR (2007) | |
| Landslide | DFES | DFES | DFES, Industry | Health, SJA, CPFS | Collapse (2008) | |
| Marine Oil Pollution | Dept. of Transport | Dept. of Transport | PHPA, Industry | | Marine Oil Pollution | |

| | | | | | | |
|-------------------------------------|--------------------|--------------------|----------------------|-------------------------|-------------------------------------|--|
| | | | | | (2006) | |
| Marine Transport Emergencies | Dept. of Transport | Dept. of Transport | PHPA, DFES, Industry | Health, SJA, CPFS | Marine Transport Emergencies (2007) | |
| Rail Transport Emergencies | Industry | Industry | Industry, DFES | Health, SJA, CPFS | Rail Safety Act | |
| Road Transport Emergencies E | WAPol | WAPol | DFES, Industry | Health, SJA, CPFS | Traffic Crash (2008) | |
| Sea Search And Rescue | WAPol | WAPol | DFES, PHPA, DoT | | Marine SAR (2008) | |
| Storm/ Tempest | DFES | DFES/SES | DFES/SES | Health, SJA, CPFS | Storm (2004) | |
| Tropical Cyclone | DFES | DFES/SES | DFES/SES, Industry | Health, SJA, CPFS, ToPH | Cyclone (2007) | ToPH Cyclone & Storm Surge Emergency Management Plan |
| Tsunami | DFES | DFES/SES | DFES/SES | Health, SJA, CPFS, ToPH | Tsunami (1999) | |
| Water Supply Contamination | Water Corp WA | Water Corp WA | | | | |

These arrangements are based on the premise that the Controlling Agency responsible for the above risks will develop, test and review the appropriate emergency management plans for their hazard.

It is recognised that the HMA's and Combat agencies may require the ToPH resources and assistance in emergency management. The ToPH is committed to providing assistance /support if the required resources are available through the Incident Support Group when and if formed.

3.2 Incident Support Group

The ISG is convened by the HMA or the Local Emergency Coordinator in consultation with the HMA to assist in the overall coordination of services and information during a major incident. Coordination is achieved through clear identification of priorities by agencies sharing information and resources.

3.3 Role

The role of the ISG is to provide support to the incident management team. The ISG is a group of people represented by the different agencies who may have involvement in the incident.

3.4 Triggers for an ISG

The triggers for an incident support group are defined in State Emergency Management Policy 4.1 'Operational Management'. These are;

- a) where an incident is designated as “Level 2” or higher;
- b) multiple agencies need to be coordinated.

3.5 Membership of an ISG

The Incident Support Group is made up of agencies /representatives that provide support to the Controlling Agency. Emergency Management Agencies may be called on to be liaison officers on the Incident Support Group. As a general rule, the recovery coordinator should be a member of the ISG from the onset, to ensure consistency of information flow and transition into recovery.

The representation on this group may change regularly depending upon the nature of the incident, agencies involved and the consequences caused by the emergency.

Agencies supplying staff for the ISG must ensure that the representative(s) have the authority to commit resources and/or direct tasks.

3.6 Frequency of Meetings

Frequency of meetings will be determined by the Incident Controller and will generally depend on the nature and complexity of the incident. As a minimum, there should be at least one meeting per incident. Coordination is achieved through clear identification of priorities and goals by agencies sharing information and resources.

3.7 Location of ISG Meetings

The Incident Support Group meets during an emergency and provides a focal point for a coordinated approach. The following table identifies suitable locations where they can meet within the District.

Location: SES Headquarters
Address: Great Northern Highway

| | Name | Phone | Phone |
|-------------------------|--------------|--------------|--------------|
| 1 st Contact | Keith Sqibb | 0419 909 744 | 0419 909 744 |
| 2 nd Contact | Laura Tucker | 0429 909 743 | 0428 011 382 |

3.8 Media Management and Public Information.

Communities threatened or impacted by emergencies have an urgent and vital need for information and direction. Such communities require adequate, timely information and instructions in order to be aware of the emergency and to take appropriate actions to safeguard life and property. **The provision of this information is the responsibility of the HMA.** This



is achieved through the Incident Management Team position of 'Public Information Officer' as per the AIIMS Structure.

3.9 Public Warning Systems

During times of an emergency one of the most critical components of managing an incident is getting information out to the public in a timely and efficient manner. This section highlights local communication strategies.

3.10 Local Systems

It is essential communities threatened by hazards receive adequate information to alert them of the existence or threat of an emergency and direct them to take the appropriate precautions. There are number of public warning systems available. These include:

Bureau of Meteorology – Ph: 1300 659 213 **Website:** <http://www.bom.gov.au>

This site provides information on the warning services that are provided to the public by BoM. Warning services provided: Tropical Cyclone Warnings, Fire Weather Warning Services, Flood Warning Services, Marine Warning Services and other warnings and alerts.

DFES Public Information line - Ph: 1300 657 209 **Website:** www.dfes.wa.gov.au

This requires an Incident Controller/Incident Manager to either contact their LEC or DFES Duty Officer who will advise the DFES Communications Centre or the Regional Coordination Centre to activate alerts. The alerts are disseminated from Perth through the media (mainly ABC Radio which has a signed Memorandum of Understanding with the State Emergency Management Committee) as well as through a recorded message on the Public Information Line and on DFES's webpage. Residents may call the Town of Port Hedland for assistance. Therefore it is advisable, even if the DFES system is being used, to ensure staff/volunteers are available to the Towns' offices to take calls from the public.

Standard Emergency Warning Signal (SEWS)

SEWS is a distinct sound substantially different from any other emergency signal or siren. It can be used for various emergency situations and does not relate to any particular emergency situation. The purpose of the SEWS is to alert the population that an official emergency announcement is about to be made concerning an actual or imminent emergency that has the potential to affect them. The emergency announcement that follows the SEWS is intended to instruct the population to take, or to be prepared to take specific action in order to protect life, property and/or environment.

The conditions and procedures for the use of the SEWS are detailed in SEMC Operational Procedure 5 – *Standard Emergency Warning Signal (OP-5)*.

ABC Radio channel for Port Hedland is 702AM **WEBSITE:** www.abc.net.au

ABC Radio in WA will broadcast an emergency message immediately, repeatedly for as long as necessary and to whatever target audience in any area. The WA Police or any Authorised representative of the Emergency Services (HMA Incident Controller/Incident Manager) can request this in order to notify listeners that a significant emergency is occurring in their area. The Alerts are only to be issued under strict instruction. They are broadcast when, in consultation with the LEC, it is approved by an "Authorised Officer" or an Incident Controller/Incident Manager and there is an immediate requirement to warn the community of a threat.

Television

GNW, WIN and ABC Television in WA will broadcast an emergency message immediately, repeatedly for as long as necessary and to whatever target audience in any area. The WA Police or any Authorised representative of the Emergency Services (HMA Incident Controller/Incident Manager) can request this in order to notify listeners that a significant emergency is occurring in their area. The Alerts are only to be issued under strict instruction. They are broadcast when, in consultation with the LEC, it is approved by an “Authorised Officer” or an Incident Controller/Incident Manager and there is an immediate requirement to warn the community of a threat.

The Town of Port Hedland WEBSITE: www.porthedland.wa.gov.au

The Town of Port Hedland website provides bush fire information, cyclone information, cyclone season preparations and cyclone warning messages. There are links to the latest cyclone warning updates, Satellite picture updates and Road Condition reports to name a few. State Alert is an automated system that uses web technology to deliver emergency warnings to landline phones or mobiles. People can also register to receive emergency warnings via email, RSS feed and their mobiles for up to three addresses

3.11 Critical Infrastructure

Recently the ToPH conducted an emergency risk assessment process. One of the outputs identified infrastructure within the local government area that if affected by a hazard would have a negative and prolonged impact on the community. Below is a list of the possible critical infrastructure within the ToPH that if impacted by a hazard would have a negative and prolonged impact on the community.

| Item | Location | Description | Owner | Contact detail | Community Impact Description |
|---------------------------------|--------------|----------------|--------------------------------------|---------------------|------------------------------|
| Port facilities | Port Hedland | Port | PPA | | |
| Road infrastructure | Port Hedland | Road | MRWA ToPH | 138138 9158 9300 | |
| Airport | Port Hedland | Airport | ToPH | 9158 9300 | |
| Rail - freight | Port Hedland | Rail - freight | BHP-BIO FMGL Roy Hill Iron Ore | | |
| Bridge - Redbank | Port Hedland | Bridge | MRWA | 138138 | |
| Bridge – Airport interchange | Port Hedland | Bridge | MRWA | 138138 | |
| Bridge - Wedgefield | Port Hedland | Bridge | MRWA | 138138 | |
| Bridge – Wallwork Road | Port Hedland | Bridge | ToPH | 9158 9300 | |
| Bridge – Great Northern Highway | Boodarie | Bridge | MRWA | 138138 | |

3.12 Evacuation

'A range of hazards regularly pose a risk to communities throughout Western Australia. Evacuation of people from an area affected by a hazard is one of the strategies that may be employed by emergency managers to mitigate the potential loss of, or harm to, life. Experience has also shown that the evacuation of residents is not always the optimum solution to managing the risk. Alternatives to evacuation such as to stay and protect and control, or restrict movement should also be considered where appropriate.' (SEMP 4.7)

Local Emergency Management Arrangements are to include information which will assist the Controlling Agency in the operational planning process. This includes specific arrangements in place for special needs groups such as schools, nursing homes, hospitals, caravan and holiday parks, persons with disabilities and culturally and linguistically diverse communities.

Relevant emergency management agencies (i.e. controlling agencies, welfare agencies etc.) in conjunction with Local Emergency Management Committees are to identify and advise of refuge sites and welfare centres suitable to the hazard. These sites should be documented in the Local Emergency Management Arrangements.

Evacuation is a risk management strategy which may need to be implemented, particularly in regards to cyclones, flooding and bush fires. The decision to evacuate will be based on an assessment of the nature and extent of the hazard, the anticipated speed of onset, the number and category of people to be evacuated, evacuation priorities and the availability of resources. These considerations should focus on providing all the needs of those being evacuated to ensure their safety and on-going welfare.

The Controlling Agency will make decisions on evacuation and ensure that community members have appropriate information to make an informed decision as to whether to stay or go during an emergency.

3.13 Evacuation Planning Principles

The decision to evacuate will only be made by a Controlling Agency or an authorised officer when the members of the community at risk do not have the capability to make an informed decision or when it is evident that loss of life or injury is imminent.

State Emergency Management Policy 4.7 'Community Evacuation' should be consulted when planning evacuation.

Management

The responsibility for managing evacuation rests with the Controlling Agency. The Controlling Agency is responsible for planning, communicating and effecting the evacuation and ensuring the welfare of the evacuees is maintained. The Controlling Agency is also responsible for ensuring the safe return of evacuees. These aspects also incorporate the financial costs associated with the evacuation unless prior arrangements have been made.

In most cases the WA Police may be the 'combat agency' for carrying out the evacuation.

Whenever evacuation is being considered the Department for Child Protection and Family Services must be consulted during the planning stages. This is because CPFS have responsibility under State Arrangements to maintain the welfare of evacuees under Westplan Welfare.

3.14 Special Needs Groups

Special needs groups may include individuals and groups of people within the community for whom special consideration is given in the local level plans. These groups may require unique arrangements in regard to resources, mobility, timings, support or communications when responding to an emergency.

Groups to be considered may include:

- Remote communities;
- Tourists;
- Culturally and linguistically diverse groups, including indigenous communities (CALD);
- Persons with physical, medical or mental conditions (including persons using assistance animals);
- Aged Care

Special needs groups should be included in the development of local risk plans for inclusion in Local Emergency Management Arrangements.

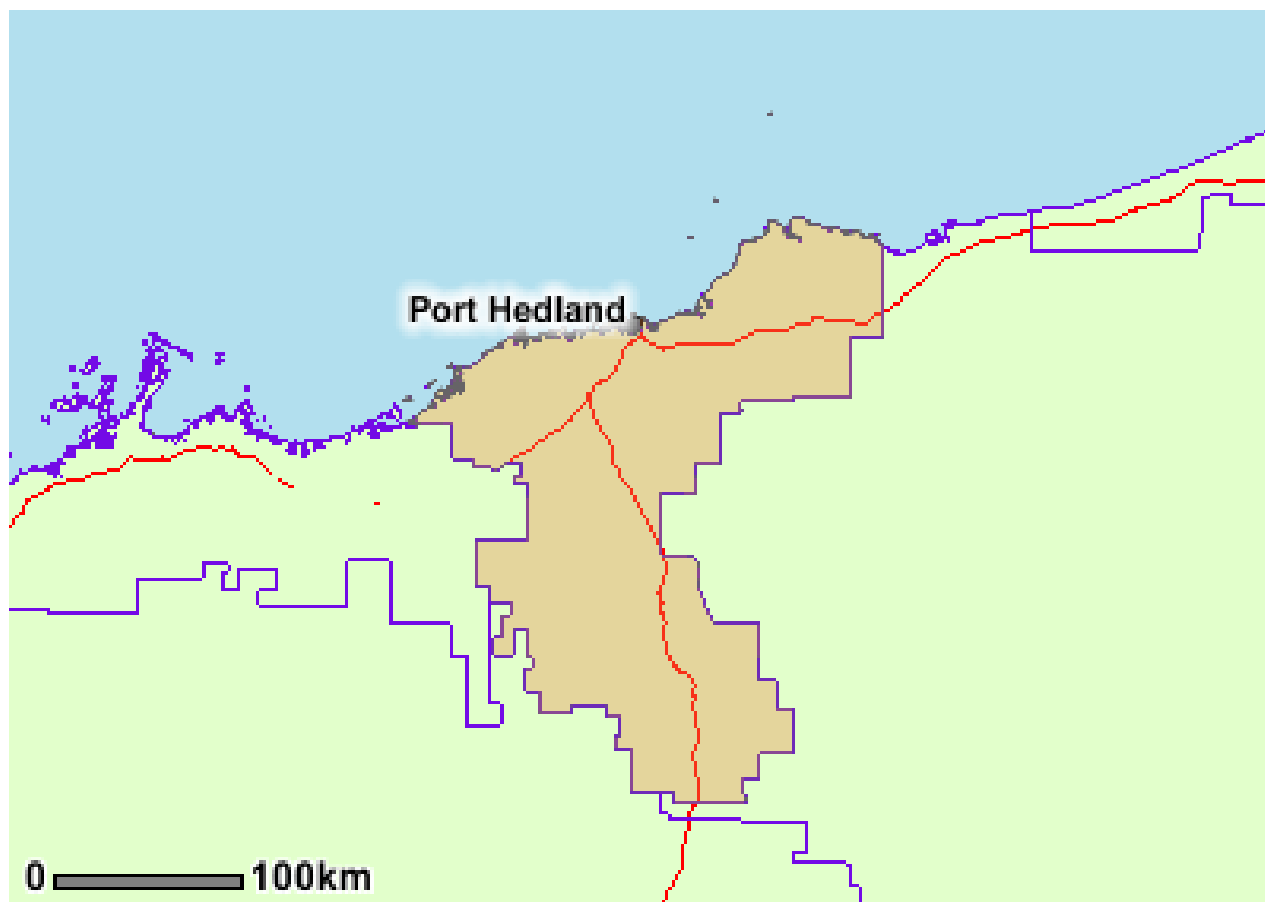
| | | |
|------------------------------|----------------------|----------------------------------|
| Port Hedland Primary School | Primary School | Keesing Street, Port Hedland |
| St Cecelia Catholic School | Primary School | Sutherland Street, Port Hedland |
| Baler Primary School | Primary School | Baler Close, South Hedland |
| South Hedland Primary School | Primary School | Weaver Place, South Hedland |
| Cassia Primary School | Primary School | Boronia Close, South Hedland |
| Hedland Senior High School | High School | Roberts Street, South Hedland |
| Tkalka Boorda | Indigenous Community | Charles Ball Drive, Port Hedland |
| YandeYarra Community | Indigenous Community | YandeYarra Road, YandeYarra |
| Punju Njamal Community | Indigenous Community | Great Northern Hwy, Strelly |
| Jinparinya Community | Indigenous Community | Great Northern Hwy, Strelly |
| Strelly Community | Indigenous Community | Marble Bar Road, Strelly |
| Kalarra House | Aged Care Facility | Colebatch Way, South Hedland |

3.15 Hazard Specific Refuge Sites

The Town of Port Hedland has two welfare centres in the event of fire or flood were the prevailing winds may causing smoke to inundate the welfare centre or the possibility that flood waters rise to a height that could affect the centre. Then residents would be relocated to the welfare centre away from the risk. Either Port Hedland - Andrew McLaughlin Community Centre on Keesing Street or South Hedland- JD Hardie Centre Cottier Drive.

3.16 Routes & Maps

The map below outlines the Port Hedland Local Government Area.



3.17 Welfare

The CPFS has the role of managing welfare. CPFS have developed a local Welfare Emergency Management Plan and the plan is available by contacting the District Emergency Services Officer (DESO) on 9185 0200.

3.18 Local Welfare Coordinator

The Local Welfare Coordinator is appointed by the CPFS District Director to:

- a) Establish, chair and manage the activities of the Local Welfare Emergency Committee (LWEC), where determined appropriate by the District Director;
- b) Prepare, promulgate, test and maintain the Local Welfare Plans;
- c) Represent the department and the emergency welfare function on the Local Emergency Management Committee and Local Recovery Committee;
- d) Establish and maintain the Local Welfare Emergency Coordination Centre;
- e) Ensure personnel and organisations are trained and exercised in their welfare responsibilities;
- f) Coordinate the provision of emergency welfare services during response and recovery phases of an emergency; and
- g) Represent the department on the Incident Management Group when required

The Local Welfare Coordinator for the Town of Port Hedland is nominated by CPFS. The Local Welfare Coordinator for CPFS can be contacted by telephone – 0418 943 835.

3.19 Local Welfare Liaison Officer

The ToPH has appointed a liaison officer to provide assistance to the Local Welfare Centre, including building access, closing, security and maintenance.

The ToPH has appointed two officers who are responsible for ensuring access to the local welfare centres, in the event a welfare centre is required to be opened.

The local government officer/s will liaise with the HMA for the event to determine when and if a welfare centre is required to be opened and will then liaise with the CPFS to discuss access to the building/s. The local government officer/s will provide keys to the centre/s and provide a handover of the building to the Local Welfare Coordinator for CPFS.

When the “All Clear – With Caution” has been issued by the HMA for the event, CPFS will ensure that all steps are taken in accordance with the Memorandum of Understanding between the CPFS and the ToPH before handover of the keys back to the ToPH occurs.

The ToPH has appointed two officers to ensure the handover process of the welfare centres between the ToPH and CPFS.

The two officers are:

1. Emergency Management Coordinator – 9158 9300 or 0427 110 533
2. Emergency Management Officer – 9158 9300 or 0427 701 065

3.20 Registration of Displaced Persons

When a large scale emergency occurs and people are evacuated or become displaced, CPFS is responsible in WA for coordination registration and reunification of displaced persons. This is done in partnership with Australian Red Cross through their Register.Find.Reunite System.

Website <https://register.redcross.org.au/>

3.21 Animals (including assistance animals)

The safety and welfare of animals or pets during an emergency event is the responsibility of the animal/pet owner. The Town of Port Hedland has no arrangements in place, in the event of an emergency, to house animals due to space restrictions.

3.22 Welfare Centres

The Town of Port Hedland has identified two buildings that are suitable as Welfare Centres. The identity and location of the two buildings are noted in **Table 9** below.

Both venues have been designated for evacuees as they have showers, toilet facilities, large kitchens, external power facilities, are available for extended periods and are suitable for any type of emergency / event experienced.

The day to day use of these primary centres is cancelled in the event of them being required as a welfare centre. The centres are opened by the Town of Port Hedland following advice from the HMA and CPFS are responsible for manning the centres.

The location of the two identified welfare centres is noted in the Towns' free cyclone publication and should the need for either or both of the centres to be opened, under the advice of the HMA, WAPol and SES will assist in advising possible evacuees of the need to evacuate. Road signage has been installed on major local roads advising community members the location of the welfare centre closest their residence.

For Welfare Centres Standards allow 4sqm per person for an overnight stay
2sqm for sleeping

- 2sqm for belongings

Table 9: Welfare Centres

JD Hardie Centre
(Primary)

Cottier Drive, South Hedland
Ph: (08) 9158 9380

Andrew McLaughlin Community Centre
(Secondary)

Keesing Street, Port Hedland
Ph: 0427 814 303
Email:amcommunitycentre@gmail.com

PART 4: RECOVERY

4.1 Introduction

Section 36 of the Emergency Management Act 2005 provides;

36. Functions of local government

It is a function of a local government –

(b) To manage recovery following an emergency affecting the community in its district;

This part of the arrangements must be read in conjunction with the arrangements and Town of Port Hedland Recovery Plan.

The Town of Port Hedland LEMC will maintain a separate Recovery Management Plan and this section only summarises details of the plan.

4.2 Recovery Principles

Recovery management in Australia is based on the following six nationally endorsed principles:

- Understanding the **context**:
Successful recovery is based on an understanding of the community context.
- Recognising the **complexity**:
Successful recovery acknowledges the complex and dynamic nature of emergencies and communities.
- Using **community**-led approaches:
Successful recovery is responsive and flexible, engaging communities and empowering them to move forward.
- Ensuring **coordination** of all activities:
Success requires a planned, coordinated and adaptive approach based on continuing assessment of impacts and needs.
- Employing effective **communication**:
Successful recovery is built on effective communication with affected communities and other stakeholders.
- Acknowledging and building **capacity**:
Successful recovery recognises, supports and builds on community, individual and organisational capacity.

4.3 The Recovery Process

The AEM Glossary defines Recovery as the *'coordinated process of supporting emergency effected communities in the reconstruction of the physical, infrastructure, and restoration of emotional, social, economic and physical well being'*, following an emergency.

Planning for recovery is integral to emergency preparation and mitigation actions may often be initiated as part of recovery. Recovery starts with the initial response to an emergency and may continue for a long period of time, well after the physical damage has been repaired.

Recovery requires the cooperation of local government, the private sector and most importantly, the community.

Recovery extends beyond natural disasters to include other events relating to technological and essential service failures, exotic animal diseases, acts of violence / terrorism, etc.



4.4 The Aim of the Recovery Process

The aim of recovery is to assist the community to return to normal social and economic activities, and to physically re-establish as soon as possible. At the same time actions should be taken to prevent the future occurrence of emergencies by noting opportunities that arise to make improvements within the community.

It is important that the response and recovery are initiated concurrently however recovery activities may continue for an extended period long after the completion of response activities.

4.5 Recovery Roles and Responsibilities

The recovery process is detailed in the state WESTPLAN – Recovery Coordination. The Town of Port Hedland recognizes and accepts their role within the recovery process.

Section 36 of the Emergency Management Act provides;

36. Functions of a local government

It is a function of a local government –

- (b) To manage recovery following an emergency affecting the community in its district;*

4.6 The Role of the Town of Port Hedland

To develop and maintain a recovery management plan that will assist the community to recover after a major emergency

4.7 Responsibilities of the Town of Port Hedland

The responsibilities of the Town of Port Hedland as the HMA for Recovery are:

- Make appropriate recommendations to the LEMC to improve the Towns' recovery preparedness;
- Prepare and maintain a Recovery Management Plan, which prescribes the concepts, organisation, responsibilities for the planning and management of recovery from emergencies in the Town of Port Hedland;
- Provide advice and support to those persons, organisations and government agencies involved in or responsible for planning and/or managing the recovery process;
- Provide an open forum for discussion/resolution of recovery issues;
- Review post incident/exercise reports involving recovery issues with a view to improving arrangements in the Recovery Management Plan; and
- Provide advice to the LEMC on all aspects of recovery management

4.8 Local Recovery Coordination Committee

The Town of Port Hedland recognises and accepts their role within the Recovery Process. If recovery operations are necessary, the Local Emergency Coordinator is responsible for the formation of a Local Recovery Coordinating Committee, with appropriate membership following a significant hazard impact on the community to progress recovery arrangements



The appropriate combat and support agencies, functional groups and other agencies, should meet initially on a daily basis and possibly less frequently as Recovery operations precede.

The Committees' composition is as follows:

Senior Representative(s)

- Town of Port Hedland
- OIC – SH Police Station
- OIC – PH Police Station
- WACHS
- MRWA
- CPFS

Service Providers (power, water / sewer, phone)

- HMA (for initial phases of recovery)
- LRCC Additional Members:
- Department OF Human Services
- DIA
- Pilbara Population Health
- Royal Flying Doctor Service
- Red Cross
- Chandler Macleod
- Coates Hire

Membership should take into account all Recovery priorities.

4.9 Functions of the Local Recovery Coordination Committee

The Local Recovery Coordination Committee will be responsible for:

- Assessing requirements for restoration of services and facilities;
- Monitoring the progress of recovery and ensure community involvement;
- Determine policy and strategies for the conduct of recovery and assistance measures;
- Provide short term emergency accommodation;
- Provide personal support services;
- Keep the community informed with up to date recovery activities; and
- Establish and manage financial relief schemes

4.10 Priorities for Recovery

Resources available to conduct Recovery activities may be scarce, and will be allocated on a prioritised basis. The Recovery priorities of the Town of Port Hedland are:

- Health and Safety of individuals and the Community
- Social recovery
- Economic recovery
- Physical recovery
- Environmental recovery

Detailed recovery arrangements relating to specific hazards and communities are contained in the relevant hazard plans or local recovery plans as appropriate.

4.11 General

As early as possible during an emergency, the Recovery Management Committee conducts recovery operation to assist victims and restore local community services. Whilst local governments expect to retain significant responsibility for the well - being of the local communities and take as major role in the recovery operations, they may require support particularly with respect to overall coordination of operations.

4.12 Planning for Recovery Operations

It is essential that the need for recovery operations is assessed and planned during the earliest stages of an emergency response operation. The Local Emergency Coordinator is responsible for ensuring that this occurs.

4.13 Coordination

The Incident Manager/Incident Controller is to determine the requirements for recovery operations by their area. They assist the Local Emergency Coordinator in determining overall area requirements, and should be prepared to take a lead role in operations when circumstances and expertise indicate this to be appropriate.

4.14 Transition from Response to Recovery

A Recovery Coordinator may be appointed by the Council at any time its sole discretion to manage repair and renewal activities, whether or not an emergency has been declared. However, it is most likely that the appointment will arise following an event that has occasioned a declaration and will take effect when the declaration expires or is terminated.

4.15 Financial Management during Recovery

All expenses incurred by an organisation for a particular emergency operation shall be met by the appropriate HMA that would normally authorise such expenditure on a case-by-case basis.

These costs would not include expenditure in meeting their own statutory obligations or on tasks previously agreed to with the Hazard Management Agency.

All invoices, as authorised by the HMA, shall be forwarded to the HMA concerned for payment as soon as possible after the event. Local Governments should also include an emergency management component in their annual budget process. The Town of Port Hedland Local Recovery Plan can be made available upon request.

4.16 State Isolated Communities Freight Subsidy Plan

The LEMC is to provide advice and assistance as required and may be used as a forum to discuss and resolve local issues.

The activation of this plan will be at the discretion of the HMA when it considers that the required response is beyond its capabilities to meet the requirements

The Plan has two objectives:

- a) To insulate consumers in isolated communities from the effects of increased prices for essential commodities by the payment of freight subsidies when alternative and more expensive means of delivery must be employed
- b) To coordinate and arrange the transport of essential commodities to isolated communities when they themselves are unable to do so.

PART 5: EXERCISING and REVIEWING

5.1 The Aim of Exercising

Testing and exercising are essential to ensure that the emergency management arrangements are workable and effective for the LEMC. The testing and exercising is also important to ensure that individuals and organisations remain appropriately aware of what is required of them during an emergency response situation.

The exercising of a HMA's response to an incident is a HMA responsibility however it could be incorporated into the LEMC exercise.

Exercising the emergency management arrangements will allow the LEMC to:

- Test the effectiveness of the local arrangements
- Bring together members of emergency management agencies and give them knowledge of, and confidence in, their roles and responsibilities
- Help educate the community about local arrangements and programs
- Allow participating agencies an opportunity to test their operational procedures and skills in simulated emergency conditions
- Test the ability of separate agencies to work together on common tasks, and to assess effectiveness of co-ordination between them.

5.2 Frequency of Exercises

The SEMC Policy No 2.5 – *Emergency Management in Local Government (s45-47)*, and Policy 3.1 'Exercise Management' (s14) requires the LEMC to exercise their arrangements on an annual basis.

The Town of Port Hedland LEMC tests the local arrangements annually either in the form of a field (or full deployment) exercise, functional or discussion exercise.

5.3 Types of Exercises

Some examples of exercises types include:

- Desktop/Discussion
- A phone tree recall exercise
- Opening and closing procedures for evacuation centres or any facilities that might be operating in an emergency
- Operating procedures of an Emergency Coordination Centre
- Locating and activating resources on the Emergency Resources Register

5.4 Reporting of Exercises

Each LEMC should report their exercise schedule to the relevant DEMC by the 1st May each year. The DEMC compiles the reports and send the dates to the Emergency Services Sub-committee to be included in the SEMC Annual Report (ref TP-1 'Annex B').

Once the exercises have been completed they should be reported to the DEMC via the template found at 'appendix C' of State EM Procedure TP-1 'Exercise Management'.(SEMP 3.1 s.23)

5.5 Review of Local Emergency Management Arrangements

The Local Emergency Management Arrangements (LEMA) shall be reviewed and amended in accordance with SEMC Policy No 2.5 – *Emergency Management in Local Government Districts* and replaced whenever the local government considers it appropriate (S.42 of the EM Act).

According to SEMC Policy No 2.5 – *Emergency Management in Local Government Districts*, the LEMA (including recovery plans) are to be reviewed and amended as follows:

- contact lists are reviewed and updated quarterly;
- a review is conducted after training that exercises the arrangements;
- an entire review is undertaken every five (5) years, as risks might vary due to climate, environment and population changes; and
- Circumstances may require more frequent reviews.

5.6 Local Emergency Management Arrangements - Approval Process

The processes for approving the Local Emergency Management Arrangements are;

- The final draft copy of the Port Hedland arrangements is to be tabled with the District Emergency Management Committee (DEMC) for information and comment. DEMC may make recommendation to enhance the effectiveness of the arrangements.
- The arrangements are to be tabled at the next practicable Council meeting for information and comment.
- The arrangements must be endorsed by the Port Hedland Local Emergency Management Committee.
- A copy of the approved arrangements must be forwarded to the Secretary of the State

Emergency Management Committee (SEMC). The Secretary will review the arrangements for compliance with the Emergency Management Act and State Emergency Management Policies, and will provide any recommendations to the Port Hedland LEMC. The Secretary will ensure the arrangements are noted at the next SEMC meeting

5.7 Review of Local Emergency Management Committee Positions

The ToPH in consultation with the parent organisation of members shall determine the term and composition of LEMC positions.(SEMP 2.5 s20). Note SEMP 2.5 s15-18 inclusive provides a list of recommended members.

5.8 Review of Resources Register

The LEMC Secretariat shall have the resources register checked and updated on an annual basis, but ongoing amendments may occur at any LEMC meeting.

A copy of the Resources Register will be held by the ToPH and the South Hedland Police.

PART 6: EMERGENCY RISK MANAGEMENT

6.1 Emergency Risk Management Process

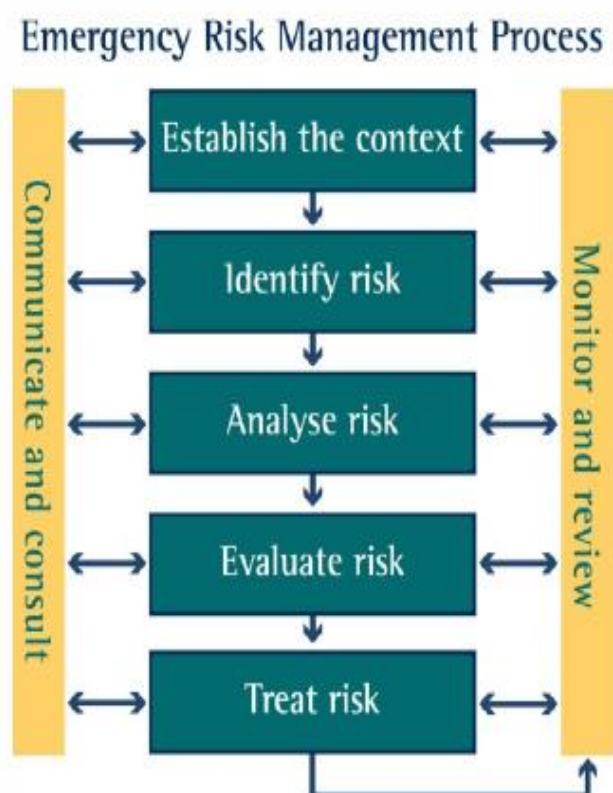
The Emergency Risk Management (ERM) process forms the foundation of the local emergency management arrangements. The ERM process identifies the relevant risks / hazards facing the local community and assists in the preparation of the local emergency management arrangements.

Emergency Risk Management is a process of identifying risks, analysing and evaluating risks and developing appropriate treatment activities to reduce or remove the risks.

Community and stakeholder consultation is carried out throughout the process to ensure that the risks and treatment strategies identified address their concerns and are not solely based on the perceptions of the Local Government.

The process is described in the Australian / New Zealand Standard for Risk Management (AS/NZS 31000:2009).

Figure 1 illustrates the steps in the process.



A community's ability to cope with the impact of emergencies depends on the scale of the emergency, along with the HMAs ability to conform to prepared plans, arrangements and programs for:

- **Prevention** and mitigation – regulatory and physical measures to ensure that risks are minimised, emergencies are prevented, or their effects mitigated;
- **Preparedness** – measures to ensure that should an emergency occur, communities, resources and services are capable of coping with the effects and can be rapidly mobilised and deployed;
- **Response** – actions taken immediately prior to, during and immediately after an emergency impact to ensure that its effects are minimised; and
- **Recovery** – measures which support emergency-affected individuals and communities in the reconstruction of the physical infrastructure and restoration of emotional, economic, environmental and physical wellbeing.

6.2 Identified Risks:

The Town of Port Hedland undertook an Emergency Risk Management Project in 2014-2015.

The aim of the project was:-

- To formally survey the residential population and key stakeholders to identify concerns that the Community perceive as the main emergency risks to their well-being.
- Identify the perceived concerns of the local community and key stakeholders so our LEMC will be able to formulate strategies to minimize the effects of those risks.

In order to ascertain community perceptions (which is vital to the emergency risk management process), a simple, non-invasive questionnaire was distributed electronically to the community and key stakeholders of the Town of Port Hedland.

A workshop involving relevant key stakeholders, including LEMC members, members of local sporting and business groups, was held to ascertain what are the perceived risks that would affect the Environment, Economic, Public Administration, Infrastructure and Social setting of the Town of Port Hedland should any one of the perceived risks impact the town. The results derived from the survey and workshop helped to identify the perceived risks posed to the community and will enable development and updating of Emergency Management Plans, identify training requirements and assist with funding applications for Emergency Services in Port Hedland.

The communities of the Town cited the main risks of emergencies as:-

- Cyclones
- Severe storms/high winds
- Transport/serious road accident
- Mosquitoes
- Rural Bushfire

There was a high level of expectation expressed by the community that the Town of Port Hedland should be involved in a range of emergencies.

The community expressed that it placed high importance on the preparation of emergency management plans.

There was a high level of expectation expressed by the community that the Town of Port Hedland should be more involved in:-

- Prevention Strategies.
- Public Education.
- Planning (developing responses to emergency situations).

The community expressed a high level of value on most of the infrastructure or assets cited in the questionnaire, ranging from hospitals to recreation centres, to utilities and communication systems.

The participants were asked how the Town of Port Hedland could assist to improve the communities understanding of dealing with emergency situations.

Some of the treatment options / suggestions are included below with actions taken noted:-

Communication electronic and print (Town appointed Publicity Officer)

– About the different agencies and their roles

– The public's responsibilities

Advertising in the media; TV, newspaper and radio (All media releases go through the TOPH Publicity Officer)

Information pamphlets / packs / mail outs (cyclone information booklet prepared and available)

Community presentations or discussions where locals can get involved (*BOM cyclone forecast and information evenings for the public*)

Town of Port Hedland to leave message with appropriate contacts on answering machine when no staff at offices (*afterhours calls are handled by a call centre*)

Local paper to do a write up on each agency and the role they play and contact information over several weeks

Cyclone Clean-Up – a general debris / waste clean-up as well as the green waste collection (*green waste collections regularly held, bulky / white good collection will commence soon*)

Volunteer groups – advertise and promote their services (TOPH promotes the SES, VMRS, VFRS and holds an annual Volunteer Recognition evening)

One of the most highly recommended treatment options put forward by the community was to develop and distribute a cyclone information booklet which outlines general cyclone information along with some local arrangements that are employed by the Town and other agencies in the event of a cyclone.

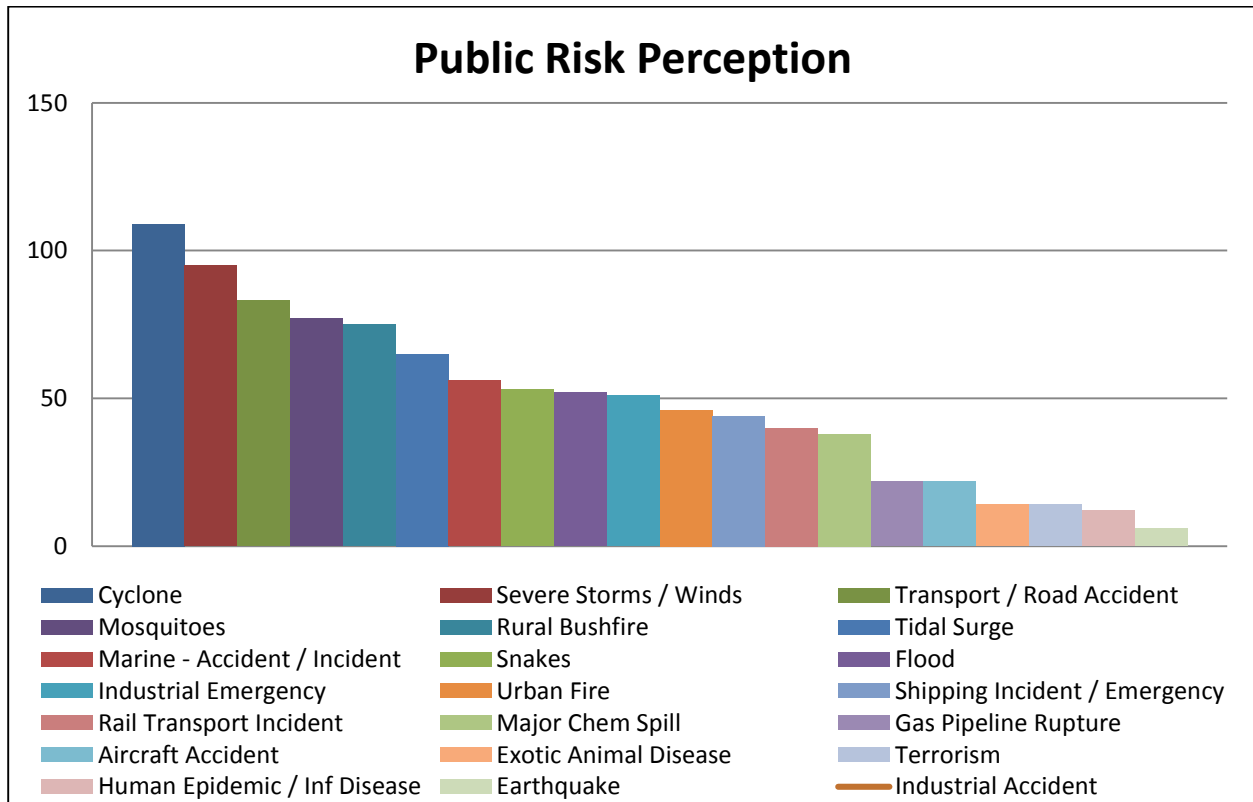
The cyclone information booklet was produced by the Town of Port Hedland in 2009, utilising funds from the AWARE Project, and was endorsed by the Port Hedland Local Emergency Management Committee and the Town of Port Hedland. The booklet is revised annually and is made available in September-October each year via various distribution outlets including the internet

Copies of the cyclone awareness booklet are freely available. To obtain a copy, contact the Town of Port Hedland's Emergency Management Contact Officer.

6.3 Emergencies Likely To Occur In Port Hedland

Following the Emergency Risk Management Project in 2014-2015, funded by DFES' AWARE (All West Australian's Reducing Emergencies) Program, the following hazards, in priority order, were identified as possible risks facing the Town of Port Hedland.

- 1 Tropical Cyclone
- 2 Severe Storms / Winds
- 3 Transport / Serious Road Accident
- 4 Rural Bushfire
- 5 Mosquitoes e.g. Ross River, Murray Valley Encephalitis
- 6 Industrial Accident e.g. Workplace Accident
- 7 Tidal Surge
- 8 Marine Accident
- 9 Snakes on Property
- 10 Industrial Emergencies e.g. Machinery Failure
- 11 Shipping Incident / Emergency
- 12 Urban Fire
- 13 Flood
- 14 Major Chemical Spill
- 15 Rail Transport Incident
- 16 Aircraft Accident
- 17 Exotic Animal Disease e.g. Foot & Mouth
- 18 Gas Pipeline Rupture
- 19 Human Epidemic / Infectious Disease
- 20 Terrorism
- 21 Earthquake



Appendices List

Appendix A: Risk Analysis

Appendix B: Treatment Plan Schedule

Appendix C: Emergency Contact Directory

Appendix D: Demographic Details

Appendix E: Map of Port Hedland

Appendix F: Resources Register

Appendix G: Town of Port Hedland Local Recovery Plan

Appendix H: Town of Port Hedland Evacuation Plan

Appendix A: Risk Analysis

The risk analysis is the combination of the risk statement, the likelihood rating and the consequence rating combined to give the overall level of risk. The level of risk – Extreme, High, Moderate, Low is very important because is then used to establish the priority in which to treat risks. The level of risk established should be a direct reflection of the community’s perception of the risk and therefore their expectations in priority to treat the risks.

The level of risk is assigned to each risk statement is done by determining the likelihood of the risk interacting with an element of the community and the community’s perception of the consequence of that interaction.

DESCRIPTIONS FOR LIKELIHOOD

Following the determination of consequence levels, the likelihood should be assigned. Likelihood is conducted after the consequence level as it is the likelihood of the most serious consequence that should be considered.

Likelihood is defined as “the chance of something happening” (AS/NZS ISO 31000:2009).

There are two parts to consider when thinking about the likelihood of a risk:

- a) The likelihood of the emergency event (e.g. flood) occurring; and
- b) The likelihood of the risk statement occurring (e.g. people being displaced). Where,

Likelihood = Probability of event x Probability of Risk Statement

These two parts can be determined separately and then multiplied together

| Likelihood Level | Average Recurrence Interval | Annual Exceedance Probability | Frequency |
|------------------|-----------------------------|-------------------------------|---------------------------------|
| Almost Certain | Less than 3 years | Greater than 0.3 per year | Once or more per year |
| Likely | 3 – 30 years | 0.031 – 0.3 per year | Once per ten years |
| Possible | 31 – 300 Years | 0.0031 – 0.03 per year | Once per hundred years |
| Unlikely | 301 – 3,000 years | 0.00031 – 0.003 per year | Once per thousand years |
| Rare | 3,001 – 30,000 years | 0.000031 – 0.0003 per year | Once per ten thousand years |
| Very Rare | 30,001 – 300,000 years | 0.0000031 – 0.00003 per year | Once per hundred thousand years |

| | | | |
|-------------------|----------------|----------------------|----------------------------------|
| Almost Incredible | 300,000+ years | < 0.0000031 per year | Less than once per million years |
|-------------------|----------------|----------------------|----------------------------------|

QUALITATIVE ANALYSIS MATRIX – LEVEL OF RISK

Now that consequence and likelihood levels have been assigned to the risk statement, the risk rating can be determined

| Likelihood Level | Insignificant | Minor | Moderate | Major | Catastrophic |
|-------------------------|----------------------|--------------|-----------------|--------------|---------------------|
| Almost Certain | Medium | Medium | High | Extreme | Extreme |
| Likely | Low | Medium | High | High | Extreme |
| Possible | Low | Low | Medium | High | High |
| Unlikely | Low | Low | Medium | Medium | High |
| Rare | Low | Low | Low | Medium | Medium |
| Very Rare | Low | Low | Low | Low | Medium |
| Almost Incredible | Low | Low | Low | Low | Low |

DESCRIPTIONS FOR CONSEQUENCES

The consequence table shows how the impacts of an emergency event to the six key areas can be categorised from 'insignificant' to 'catastrophic'.

When evaluating a risk statement, begin at the top of the table (catastrophic) and work down until you find the appropriate consequence level

| Consequence Level Table | Insignificant | Minor | Moderate | Major | Catastrophic |
|---|---|--|--|--|---|
| People | | | | | |
| Mortality (study area) | Near misses / minor injuries | Isolated serious injury | Mortality > 0.0001% | Mortality > 0.001% | Mortality > 0.01% |
| Health System | No impact | No impact | Maximum capacity | Overstressed | Unable to cope |
| Displacement | No displacement | No displacement | Isolated displacement (< 24hrs) | Large numbers displaced (> 24hrs) | Unable to cope |
| Environment | | | | | |
| Species, landscapes and environmental damage | Near miss - no environmental impacts | Isolated environmental damage - one off recovery efforts | Isolated, significant impairment or loss of ecosystem functions, intensive recovery efforts required | Severe impairment or loss of ecosystem functions. Progressive environmental damage | Widespread severe impairment or loss of ecosystem functions. Irrecoverable environmental damage |
| Economy | | | | | |
| Government revenue | < 0.1% revenue loss | 0.1-0.3% revenue loss. Activation of reserves | 0.3-1% revenue loss. Adjustment of business strategy | 1-3% loss of revenue. Major changes to business strategy | Unrecoverable losses exceeding 3% |
| Industry Impact | Inconsequential disruption | Limited disruption | Disruption to some sectors, some business failures | Disruption across multiple sectors. Multiple business failures | Asset disruption across multiple sectors. Widespread business failures |
| Employment losses | No losses | Isolated losses | Multiple losses | Multiple losses | Widespread losses |
| Public Administration | | | | | |
| Government management | No Impact | Some disturbance, emergency regime imposed | Limited function, considerable diversion from policy | Limited to critical functions, significant diversion from policy | Unable to cope, disordered administration |
| Public unrest | No Impact | Some disturbances | Widespread protest | Loss of confidence | Public unrest |
| Media Coverage | No Impact | Coverage within the jurisdiction | Coverage within the jurisdiction | Coverage beyond the jurisdiction | Coverage beyond the jurisdiction |
| Social Setting | | | | | |
| Community services | Inconsequential / short term impacts | Isolated / temporary reduction | Ongoing reductions | Reduced quality of life | Community unable to support itself |
| Cultural / Religious Objects | No damage | Repairable damage | Significant damage | Significant loss | Widespread loss |
| Mental Health | No impacts | Impacts within the capacity of the community | Impacts beyond the capacity of sectors of the community | Impacts beyond the capacity of large sectors of the community | Impacts beyond the capacity of all sectors of the community |
| Infrastructure | | | | | |
| Component failure | No damage, short term reduction of services | Isolated short to medium term reduction of services | Mid-term infrastructure failure affecting limited sectors of the community | Mid-long term infrastructure failure affecting large parts of the community | Long term failure of infrastructure affecting all parts of the community |
| Service delivery | No impact | Localised impacts | Widespread impacts | External support required | Large scale external support required |

| | Risk Statement | Hazard | Impact Area | Existing PP/RR Controls | | AEP | Maximum Consequence | Percentage Probability | NERAG Likelihood | NERAG Risk Level | Confidence | Auto Tolerability | | Comments |
|---|--|---------|-------------|--|--|-----------|---------------------|------------------------|------------------|------------------|------------|-------------------|----------------------------|----------|
| 1 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the RESIDENTS in the Town of Port Hedland District and cause INJURY . | Cyclone | People | Warning Systems, Education, Communication, NCC (BCA's), Risk Management, Land Use Planning, Pre Cyclone cleanup, | Education, Training, Communication, Recovery Plan, Organisations / Agencies, | 0.1812690 | Moderate | 30% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP | |
| 2 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Cyclone | People | Warning Systems, Education, Communication, BCA's, Risk Management, Land Use Planning, Pre Cyclone cleanup, | Education, Training, Communication, Recovery Plan, Organisations / Agencies, | 0.0198010 | Catastrophic | 10% | Unlikely | High | High | 3 | Tolerable Subject to ALARP | |
| 3 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will affect the ENVIRONMENT in the Town of Port Hedland District causing DAMAGE to the coastal and estuarine ecosystem. | Cyclone | Environment | Stabilisation, Training, Education, Land use planning, Marine Port planning, Plans, Risk Management, Incident Management arrangements, Environmental Health plans, | Warning Systems, Training, Equipment, Plans, Procedures, Environmental Health Plans, | 0.1812690 | Minor | 50% | Likely | Medium | Moderate | 3 | Tolerable Subject to ALARP | |
| 4 | There is the potential that a SEVERE TROPICAL CYCLONE will cross the EAST PILBARA COAST and will affect the ENVIRONMENT in the Town of Port Hedland District causing SIGNIFICANT DAMAGE to the coastal and estuarine ecosystem. | Cyclone | Environment | Stabilisation, Training, Education, Land use planning, Marine Port planning, Plans, Risk Management, Incident Management arrangements, Environmental Health plans, | Warning Systems, Training, Equipment, Plans, Procedures, Environmental Health Plans, Recovery arrangements | 0.0487710 | Major | 60% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP | |

| | | | | | | | | | | | | | | |
|----|--|---------|----------------|---|---|-----------|----------|-----|----------|------|----------|---|----------------------------|--|
| 5 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will cause SIGNIFICANT DAMAGE to INFRASTRUCTURE . | Cyclone | Infrastructure | BCA'S, Standards, Rubbish Collection, Education, Procedures, Plans, Legislation and Regulations, Communication, | Welfare Centres, Welfare arrangements, Communication, Plans, Procedures Organisations | 0.1812690 | Major | 60% | Likely | High | High | 2 | Tolerable Subject to ALARP | Primary risk associated with Flooding. |
| 6 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will cause DESTRUCTION to INFRASTRUCTURE | Cyclone | Infrastructure | BCA'S, Standards, Rubbish Collection, Education, Procedures, Plans, Legislation and Regulations, Communication, | Welfare Centres, Welfare arrangements, Communication, Plans, Procedures Organisations | 0.0951630 | Major | 10% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP | |
| 8 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Cyclone | Economy | Plans, procedures, communication, | plans, procedures, communication, Chamber of Commerce | 0.3934690 | Moderate | 50% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP | |
| 9 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will severely impact the ECONOMIC environment of the Town of Port Hedland District thereby severely disrupting the economic stability of the community. | Cyclone | Economy | Plans, procedures, communication, | plans, procedures, communication, Chamber of Commerce | 0.0951630 | Major | 70% | Likely | High | High | 2 | Tolerable Subject to ALARP | |
| 10 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the PSYCHOSOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Cyclone | Social Setting | Plans, procedures, communication, | plans, procedures, communication, Health Support, Psychosocial support | 0.1812690 | Moderate | 20% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP | |

| | | | | | | | | | | | | | |
|----|---|-----------|----------------|--|--|-----------|--------------|-----|----------|------|----------|---|----------------------------|
| 11 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will severely impact the PSYCHOSOCIAL environment of the Town of Port Hedland District thereby severely disrupting the SOCIAL stability of the community. | Cyclone | Social Setting | Plans, procedures, communication, | plans, procedures, communication, Health Support, Psychosocial support | 0.0644930 | Moderate | 50% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 12 | There is the potential that an AIRCRAASH will impact the ENVIRONMENT in the Town of Port Hedland District causing severe damage to the coastal and estaurine ECOSYSTEM . | Air Crash | Environment | plans, procedures, training, regulations, | equipment, procedures, training, regulations, | 0.0099500 | Major | 60% | Possible | High | High | 3 | Tolerable Subject to ALARP |
| 13 | There is the potential that an AIRCRAASH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Air Crash | People | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | 0.0099500 | Catastrophic | 20% | Unlikely | High | High | 3 | Tolerable Subject to ALARP |
| 14 | There is the potential that an AIRCRAASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Air Crash | Infrastructure | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | 0.0951630 | Major | 30% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP |
| 15 | There is the potential that an AIRCRAASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing destruction to infrastructure. | Air Crash | Infrastructure | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | 0.0951630 | Major | 30% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP |
| 16 | There is the potential that an AIRCRAASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Air Crash | Economy | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | 0.0951630 | Moderate | 60% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 17 | There is the potential that an AIRCRAASH will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Air Crash | Social Setting | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | 0.0951630 | Moderate | 70% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|----|---|------------|-----------------------|--|---|-----------|---------------|-----|----------|--------|----------|---|----------------------------|
| 18 | There is the potential that a ROAD CRASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Road Crash | Economy | plans,procedures,training,regulations,licencing | equipment,procedures,training,regulations,legislation | 0.1812690 | Minor | 10% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 19 | There is the potential that a ROAD CRASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Road Crash | Infrastructure | plans,procedures,training,regulations,licencing | equipment,procedures,training,regulations,legislation | 0.3934690 | Minor | 10% | Likely | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 20 | There is the potential that a ROAD CRASH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Road Crash | People | plans,procedures,training,regulations,licencing | equipment,procedures,training,regulations,legislation | 0.3934690 | Major | 5% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP |
| 22 | There is the potential that an ROAD CRASH will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | Road Crash | Public Administration | plans,procedures,training,regulations,licencing | equipment,procedures,training,regulations,legislation | 0.0951630 | Minor | 1% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 23 | There is the potential that a ROAD CRASH will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Road Crash | Social Setting | plans,procedures,training,regulations,licencing | equipment,procedures,training,regulations,legislation | 0.0099500 | Insignificant | 5% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 24 | There is the potential that a FLOOD will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Flood | Economy | town planning,early warning systems,community resilience | equipment,procedures,training,regulations,legislation | 0.2834690 | Moderate | 25% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 25 | There is the potential that a FLOOD will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | Flood | Environment | town planning,early warning systems, | equipment,procedures,training,regulations,legislation | 0.2834690 | Moderate | 20% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|----|--|------------|-----------------------|--|---|-----------|----------|-----|----------|--------|----------|---|----------------------------|
| 26 | There is the potential that a FLOOD will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Flood | Infrastructure | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | 0.1812690 | Minor | 50% | Likely | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 27 | There is the potential that a FLOOD will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Flood | People | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | 0.1812690 | Major | 10% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP |
| 28 | There is the potential that a FLOOD will impact the Town of Port Hedland District causing disruption to supporting PUBLIC ADMINISTRATION . | Flood | Public Administration | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | 0.3934690 | Moderate | 20% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 29 | There is the potential that a FLOOD will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Flood | Social Setting | town planning, early warning systems, community resilience | equipment, procedures, training, regulations, legislation | 0.3934690 | Moderate | 25% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 30 | There is the potential that an EARTHQUAKE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Earthquake | Economy | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | 0.1812690 | Major | 10% | Possible | High | Moderate | 2 | Tolerable Subject to ALARP |
| 31 | There is the potential that an EARTHQUAKE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | Earthquake | Environment | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | 0.0198010 | Moderate | 10% | Unlikely | Medium | Moderate | 4 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|----|---|------------|-----------------------|---|---|-----------|----------|-----|----------|--------|----------|---|----------------------------|
| 32 | There is the potential that an EARTHQUAKE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY. | Earthquake | People | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | 0.0099500 | Major | 25% | Unlikely | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 33 | There is the potential that an EARTHQUAKE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | Earthquake | Public Administration | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | 0.0198010 | Moderate | 10% | Unlikely | Medium | Moderate | 4 | Tolerable Subject to ALARP |
| 35 | There is the potential that an EARTHQUAKE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Earthquake | Social Setting | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | 0.1812690 | Minor | 20% | Likely | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 42 | There is the potential that an URBAN FIRE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Fire | Economy | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | 0.0099500 | Minor | 20% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 43 | There is the potential that an URBAN FIRE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM. | Fire | Environment | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0099500 | Minor | 30% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 44 | There is the potential that an URBAN FIRE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Fire | Infrastructure | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 50% | Likely | High | High | 3 | Tolerable Subject to ALARP |
| 45 | There is the potential that an URBAN FIRE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY. | Fire | People | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 50% | Likely | High | High | 3 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|----|---|------|-----------------------|---|---|-----------|---------------|-----|----------|--------|----------|---|----------------------------|
| 46 | There is the potential that an URBAN FIRE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | Fire | Public Administration | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | 0.0951630 | Minor | 20% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 47 | There is the potential that an URBAN FIRE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Fire | Social Setting | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0099500 | Minor | 10% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 48 | There is the potential that a RURAL (BUSH) FIRE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Fire | Economy | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0099500 | Insignificant | 20% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 49 | There is the potential that a RURAL (BUSH) FIRE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | Fire | Environment | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0099500 | Insignificant | 10% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 50 | There is the potential that a RURAL (BUSH) FIRE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Fire | Infrastructure | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0951630 | Moderate | 25% | Possible | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 51 | There is the potential that a RURAL (BUSH) FIRE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Fire | People | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.6321210 | Moderate | 25% | Likely | High | High | 3 | Tolerable Subject to ALARP |
| 52 | There is the potential that a RURAL (BUSH) FIRE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | Fire | Public Administration | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0951630 | Minor | 10% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |

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|-----|--|----------------------|-----------------------|--|--|-----------|---------------|-----|----------|--------|----------|---|----------------------------|
| 53 | There is the potential that a RURAL (BUSH) FIRE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Fire | Social Setting | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0099500 | Insignificant | 10% | Unlikely | Low | Moderate | 5 | Broadly Acceptable |
| 54 | There is the potential that a CHEMICAL RELEASE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | HAZMAT - Chemical | Economy | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0951630 | Minor | 10% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 55 | There is the potential that a CHEMICAL RELEASE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | HAZMAT - Chemical | Environment | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 25% | Likely | High | High | 3 | Tolerable Subject to ALARP |
| 62 | There is the potential that a CHEMICAL RELEASE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | HAZMAT - Chemical | Infrastructure | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0951630 | Minor | 10% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 63 | There is the potential that a CHEMICAL RELEASE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | HAZMAT - Chemical | Public Administration | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | 0.0951630 | Insignificant | 10% | Possible | Low | Moderate | 5 | Broadly Acceptable |
| 108 | There is the potential that a RAIL CRASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Rail Crash (Freight) | Public Administration | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | 0.0487710 | Moderate | 1% | Unlikely | Medium | Moderate | 4 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|-----|---|----------------------|----------------|--|--|-----------|----------|-----|----------|--------|----------|---|----------------------------|
| 109 | There is the potential that RAIL CRASH will impact the ENVIRONMENT in the Town of Port Hedland District causing severe damage to the coastal and estuarine ECOSYSTEM. | Rail Crash (Freight) | Environment | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | 0.0487710 | Moderate | 5% | Unlikely | Medium | Moderate | 4 | Tolerable Subject to ALARP |
| 110 | There is the potential that RAIL CRASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Rail Crash (Freight) | Infrastructure | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | 0.0487710 | Minor | 25% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 111 | There is the potential that RAIL CRASH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY. | Rail Crash (Freight) | People | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation | 0.0487710 | Moderate | 20% | Possible | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 114 | There is the potential that TSUNAMI will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Tsunami | Economy | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation, ERT | 0.1812690 | Moderate | 10% | Possible | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 115 | There is the potential that TSUNAMI will impact the ENVIRONMENT in the Town of Port Hedland District causing severe damage to the coastal and estuarine ECOSYSTEM. | Tsunami | Environment | JATWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 50% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |
| 116 | There is the potential that TSUNAMI will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Tsunami | Infrastructure | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 5% | Possible | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 117 | There is the potential that TSUNAMI will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY. | Tsunami | People | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | 0.1812690 | Moderate | 10% | Possible | Medium | Moderate | 3 | Tolerable Subject to ALARP |

| | | | | | | | | | | | | | |
|-----|--|---------|-----------------------|---|---|-----------|---------------|-----|----------------|--------|----------|---|----------------------------|
| 118 | There is the potential that a TSUNAMI will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | Tsunami | Public Administration | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | 0.1812690 | Insignificant | 10% | Possible | Low | Moderate | 5 | Broadly Acceptable |
| 119 | There is the potential that a TSUNAMI will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Tsunami | Social Setting | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | 0.1812690 | Minor | 10% | Possible | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 120 | There is the potential that a SEVERE STORM will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Storm | Economy | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | 0.9643260 | Insignificant | 10% | Likely | Low | Moderate | 4 | Tolerable Subject to ALARP |
| 121 | There is the potential that a SEVERE STORM will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | Storm | Environment | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | 0.9643260 | Insignificant | 50% | Almost Certain | Medium | Moderate | 3 | Tolerable Subject to ALARP |
| 122 | There is the potential that a SEVERE STORM will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure . | Storm | Infrastructure | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | 0.9643260 | Minor | 50% | Almost Certain | Medium | Moderate | 2 | Tolerable Subject to ALARP |
| 123 | There is the potential that a SEVERE STORM will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Storm | People | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | 0.9643260 | Moderate | 10% | Likely | High | Moderate | 2 | Tolerable Subject to ALARP |

Appendix B: Risk Treatment Schedule



| Serial | Risk Statement | Existing Treatment Options PP/RR | | Risk Rating | Tolerability | Additional Treatment Options | Treatment Priority | Comments | NOTE |
|--------|--|--|--|-------------|----------------------------|------------------------------|--------------------|--------------------|---|
| 2 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the RESIDENTS in the Town of Port Hedland District and cause INJURY . | Warning Systems, Education, Communication, NCC (BCA's), Risk Management, Land Use Planning, Pre Cyclone cleanup, | Education, Training, Communication, Recovery Plan, Organisations / Agencies, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 3 | There is the potential that a SEVERE TROPICAL CYCLONE will cross the EAST PILBARA COAST and will affect the ENVIRONMENT in the Town of Port Hedland District causing SIGNIFICANT DAMAGE to the coastal and estuarine ecosystem. | Stabilisation, Training, Education, Land use planning, Marine Port planning, Plans, Risk Management, Incident Management arrangements, Environmental Health plans, | Warning Systems, Training, Equipment, Plans, Procedures, Environmental Health Plans, Recovery arrangements | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 4 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will cause SIGNIFICANT DAMAGE to INFRASTRUCTURE . | BCA'S, Standards, Rubbish Collection, Education, Procedures, Plans, Legislation and Regulations, Communication, | Welfare Centres, Welfare arrangements, Communication, Plans, Procedures Organisations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|---|---|--|------|----------------------------|-----|-----|--------------------|---|
| 5 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will cause DESTRUCTION to INFRASTRUCTURE | BCA'S, Standards, Rubbish Collection, Education, Procedures, Plans, Legislation and Regulations, Communication, | Welfare Centres, Welfare arrangements, Communication, Plans, Procedures Organisations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 6 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Plans, procedures, communication, | plans, procedures, communication, Chamber of Commerce | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 8 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will severely impact the ECONOMIC environment of the Town of Port Hedland District thereby severely disrupting the economic stability of the community. | Plans, procedures, communication, | plans, procedures, communication, Chamber of Commerce | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 9 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will impact the PSYCHOSOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | Plans, procedures, communication, | plans, procedures, communication, Health Support, Psychosocial support | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 10 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will severely impact the PSYCHOSOCIAL environment of the Town of Port Hedland District thereby severely disrupting the SOCIAL stability of the community. | Plans, procedures, communication, | plans, procedures, communication, Health Support, Psychosocial support | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|---|--|---|------|----------------------------|-----|-----|--------------------|---|
| 11 | There is the potential that an AIRCRAASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 12 | There is the potential that an AIRCRAASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing destruction to infrastructure. | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 13 | There is the potential that an AIRCRAASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 14 | There is the potential that an AIRCRAASH will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 15 | There is the potential that a ROAD CRASH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | plans, procedures, training, regulations, licencing | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 16 | There is the potential that a FLOOD will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | town planning, early warning systems, community resilience | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|--|--|---|--------|----------------------------|-----|-----|--------------------|---|
| 17 | There is the potential that a FLOOD will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estaurine ECOSYSTEM . | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 18 | There is the potential that a FLOOD will impact the Town of Port Hedland District causing disruption to supporting PUBLIC ADMINISTRATION . | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 19 | There is the potential that a FLOOD will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | town planning, early warning systems, community resilience | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 20 | There is the potential that an EARTHQUAKE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 22 | There is the potential that TSUNAMI will impact the ENVIRONMENT in the Town of Port Hedland District causing severe damage to the coastal and estaurine ECOSYSTEM . | JATWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 23 | There is the potential that a SEVERE STORM will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure . | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|--|--|--|--------|----------------------------|-----|-----|--------------------|---|
| 24 | There is the potential that a SEVERE STORM will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 25 | There is the potential that a SEVERE TROPICAL CYCLONE will impact the EAST PILBARA COAST and will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Warning Systems, Education, Communication, BCA's, Risk Management, Land Use Planning, Pre Cyclone cleanup, | Education, Training, Communication, Recovery Plan, Organisations / Agencies, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 26 | There is the potential that a CYCLONE will impact the EAST PILBARA COAST and will affect the ENVIRONMENT in the Town of Port Hedland District causing DAMAGE to the coastal and estaurine ecosystem. | Stabilisation, Training, Education, Land use planning, Marine Port planning, Plans, Risk Management, Incident Management arrangements, Environmental Health plans, | Warning Systems, Training, Equipment, Plans, Procedures, Environmental Health Plans, | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 27 | There is the potential that a FLOOD will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

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|----|--|---|---|--------|----------------------------|-----|-----|--------------------|---|
| 28 | There is the potential that an AIRCRAH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | plans, procedures, training, regulations, Flight Paths | equipment, procedures, training, regulations, | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 29 | There is the potential that a ROAD CRASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | plans, procedures, training, regulations, licencing | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 30 | There is the potential that a FLOOD will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | town planning, early warning systems, | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 31 | There is the potential that an EARTHQUAKE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 32 | There is the potential that an EARTHQUAKE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 33 | There is the potential that an URBAN FIRE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|--|--|---|--------|----------------------------|-----|-----|--------------------|---|
| 35 | There is the potential that an URBAN FIRE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 42 | There is the potential that a RURAL (BUSH) FIRE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 43 | There is the potential that a RURAL (BUSH) FIRE will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 44 | There is the potential that a CHEMICAL RELEASE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM . | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | HIGH | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 45 | There is the potential that RAIL CRASH will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY . | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|----|--|---|---|--------|----------------------------------|-----|-----|--------------------------|---|
| 46 | There is the potential that TSUNAMI will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation, ERT | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 47 | There is the potential that TSUNAMI will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 48 | There is the potential that TSUNAMI will impact the RESIDENTS in the Town of Port Hedland District and cause DEATH or SEVERE INJURY. | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 49 | There is the potential that a SEVERE STORM will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM. | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 50 | There is the potential that a ROAD CRASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | plans, procedures, training, regulations, licencing | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

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|----|--|---|---|--------|----------------------------|-----|-----|--------------------|---|
| 51 | There is the potential that an EARTHQUAKE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estaurine ECOSYSTEM . | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 52 | There is the potential that an EARTHQUAKE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | town planning, building codes, community resilience | equipment, procedures, training, regulations, legislation | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 53 | There is the potential that an URBAN FIRE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 54 | There is the potential that a RURAL (BUSH) FIRE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 55 | There is the potential that a CHEMICAL RELEASE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 62 | There is the potential that a CHEMICAL RELEASE will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|-----|--|--|--|--------|----------------------------|-----|-----|--------------------|---|
| 63 | There is the potential that RAIL CRASH will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 108 | There is the potential that RAIL CRASH will impact the ENVIRONMENT in the Town of Port Hedland District causing severe damage to the coastal and estaurine ECOSYSTEM . | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | MEDIUM | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 109 | There is the potential that RAIL CRASH will impact the INFRASTRUCTURE in the Town of Port Hedland District causing damage to infrastructure. | Organisational plans, Speed control, limited access to Rail Corridor, Overpasses, Signals, | equipment, procedures, training, regulations, legislation, ERT | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 110 | There is the potential that a TSUNAMI will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|-----|--|---|---|-----|----------------------------------|-----|-----|--------------------------|---|
| 111 | There is the potential that a SEVERE STORM will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | BOM, Media reporting, BCA, Training | equipment, procedures, training, regulations, legislation | LOW | Tolerable Subject to ALARP | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 114 | There is the potential that an ROAD CRASH will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | plans, procedures, training, regulations, licencing | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptabl e | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 115 | There is the potential that a ROAD CRASH will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | plans, procedures, training, regulations, licencing | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptabl e | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 116 | There is the potential that an URBAN FIRE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | emergency response, plans, training, suppression systems, BCA | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptabl e | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 117 | There is the potential that an URBAN FIRE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estaurine ECOSYSTEM . | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptabl e | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 118 | There is the potential that an URBAN FIRE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptabl e | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

| | | | | | | | | | |
|-----|--|---|---|-----|--------------------|-----|-----|--------------------|---|
| 119 | There is the potential that a RURAL (BUSH) FIRE will impact the ECONOMIC environment of the Town of Port Hedland District thereby disrupting the economic stability of the community. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptable | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 120 | There is the potential that a RURAL (BUSH) FIRE will impact the ENVIRONMENT in the Town of Port Hedland District causing damage to the coastal and estuarine ECOSYSTEM. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptable | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 121 | There is the potential that a RURAL (BUSH) FIRE will impact the SOCIAL environment of the Town of Port Hedland District thereby disrupting the SOCIAL stability of the community. | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptable | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 122 | There is the potential that a CHEMICAL RELEASE will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | emergency response, plans, training, | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptable | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |
| 123 | There is the potential that a TSUNAMI will impact the Town of Port Hedland District causing damage to supporting PUBLIC ADMINISTRATION . | IOTWS, Early Warning, Training, Land use planning | equipment, procedures, training, regulations, legislation | LOW | Broadly Acceptable | N/A | N/A | Monitor and Review | For all information on Risk Analysis, see Risk Register Worksheet |

Appendix C: Emergency Contact Directory

| Risk | Agency | Contact Details |
|----------------------------|---------------------------|-----------------|
| Aircraft Accident | WA Police | 000 |
| Earthquake | DFES (SES) | 9140 1300 |
| Flood | DFES (SES) | 9140 1300 |
| Human Epidemic | Health Department | 9158 1666 |
| Industrial Emergency | Industry | |
| Major Chemical Spill | DFES (VFRS) | 000 |
| Marine Accident | WA Police | 000 |
| Mosquitoes | TOPH Environmental Health | 9158 9300 |
| Rail Transport Incident | WA Police | 000 |
| Road / Transport Emergency | WA Police / DFES | 000 |
| Rural Bushfire | TOPH Rangers | 9158 9740 |
| Shipping Incident | WA Police | 000 |
| Snakes | TOPH Rangers | 9158 9740 |
| Storm / Tidal Surge | DFES (SES) | 9140 1300 |
| Terrorism | WA Police | 000 |
| Transport / Road Accident | WA Police / DFES | 000 |
| Tropical Cyclone | DFES (SES) | 9140 1300 |
| Urban Fire | DFES (VFS / VF&RS) | 000 |

Appendix E: Demographic Details

Area Covered by the Arrangements

Port Hedland is a dynamic town of approximately 19,000 people located in the Pilbara Region of Western Australia. The original inhabitants, the Karriyarra people, call the place Marapikurrinya for the hand shaped formation of the tidal creeks coming off the natural harbour.

These arrangements cover the total area contained within the Town of Port Hedland's municipal boundaries.

Total Area (sq. km): 11,844

Population (approx.): 15,044

Distance from Perth: 1776km via North West Coastal Highway 1660km via Northern Highway

Approx. Number of Dwellings: 6,015

Major centres: Port Hedland, South Hedland, Wedgefield

Main Industries: Iron Ore Export, Salt, Tourism, Pastoral, Light Industrial.

The two main residential centres are Port Hedland and South Hedland. Each centre has a range of community services including cultural, recreation and shopping facilities. The Wedgefield Industrial Area contains a variety of light and service industry premises.

Port Hedland has an International Airport with daily commercial flights from Perth and houses a range of fixed wing and rotary aircraft which service the mineral industry in the region. There is a major regional hospital located in South Hedland

A map showing the boundaries of the Port and South Hedland town sites is included in the supporting documents, contained within the Information File.

Volunteer personnel primarily provide Emergency Services in the Town. The volunteer services in the Town are generally well resourced and trained. In the event a bushfire in the municipal area of the Town of Port Hedland requires resources greater than is available from the HMA for that fire, the HMA may request additional resources from Combat Agencies, including those resources available from Industry.

Climate

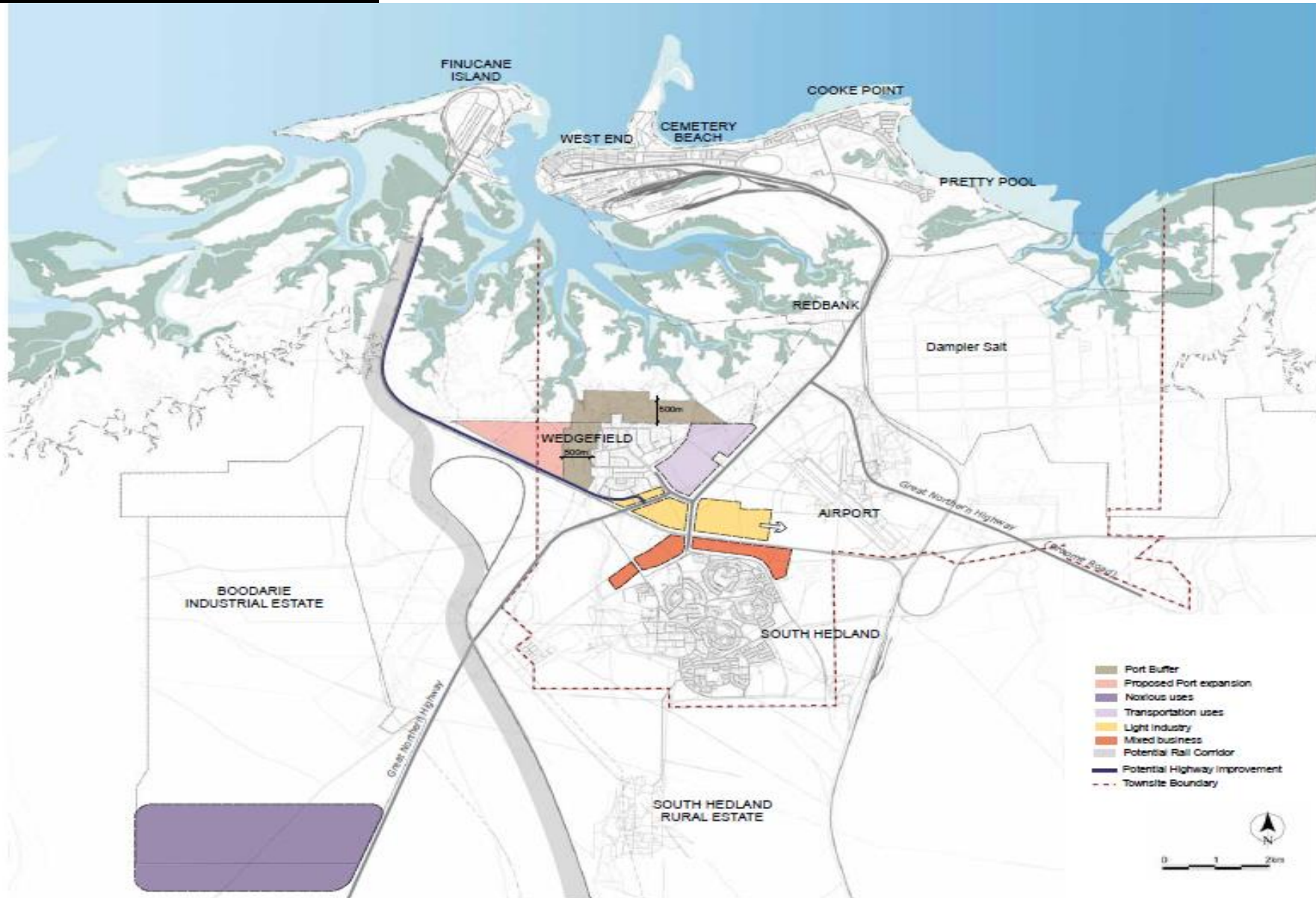
The climate throughout the Town of Port Hedland can be extreme, ranging from 0 degrees on a winter's night to the very high 40's on a summer's day. During the summer, hot clear days are experienced, with an average temperature of approximately 36 degrees. Winter months prove to be very pleasant with daytime temperatures varying from the low to mid 20s. The majority of rainfall is experienced during the summer months (wet season) and is dependent a lot upon the cyclone activity off the coast.

| | Port Hedland |
|----------|---------------------|
| Max | 33.2' C |
| Min | 19.4'C |
| Rainfall | 321mm |

Mean Averages 1943 – 2014 (Bureau of Meteorology)



Appendix E: Map of Port Hedland



Appendix F: Resources Register

The Town of Port Hedland keeps an up to date Resource Register of assets and equipment available. As this register is constantly evolving an up to date copy of the register can be obtained by contacting the Towns Emergency Service Officer 9158 9370. Please see attached copy of Resource Register (Appendix F)

Appendix G: Town Of Port Hedland Local Recovery Plan

Please see attached copy of Local Recovery Plan (Appendix G)

Appendix H: Town of Port Hedland Evacuation Plan

Please see attached copy of Local Recovery Plan (Appendix H)

