

Ref:	NR/L3/MTC/EN0100
Issue:	3
Date:	02 June 2012
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Level 3

Waste management

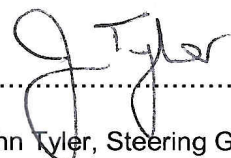
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User information

Red requirements – No deviations, could stop the railway

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – Controlled deviations, approved risk analysis and mitigation

- **Amber requirements shall** be complied with unless deviation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Deviations **may** be permitted. Deviations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – Guidance

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
1	June 2006	First issue
2	June 2008	Updated for Phase 2A
3	June 2012	Third issue

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 1 September 2012.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference documentation

NR/L2/AIF/1020 *Buried Services Data Provision*

NR/L3/MTC/EN0225 *Environmental Management System for Infrastructure Maintenance*

NR/L3/MTC/SE0090 *Health and Safety Notice Boards*

NR/L3/MTC/RCS0216/GA22 *Removal of Discarded Needles & Syringes*

NR/L3/ENV/044 *Track maintenance, renewal or alteration – Used ballast handling*

SMF/ENV/471 *Environmental Incident Report Form*

SMF/ENV/473 *Site Waste Management Plan template*

Animal By-Products (Scotland) Regulations 2003

Construction Design and Management (CDM) Regulations 2007

Control of Pollution (Amendment) Act 1989

Environmental Permitting (England and Wales) Regulations 2010

Environmental Protection Act (Part II) 1990

Hazardous Waste (England and Wales) Regulations 2005 (as amended)

Site Waste Management Plans Regulations 2008

Special Waste Regulations 1996 (as amended)

Waste Electrical and Electronic Equipment Regulations 2006

Waste (England and Wales) Regulations 2011

Waste Framework Directive 1998

Waste Management Licensing (Scotland) Regulations 2011

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Supply

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1 Purpose

Almost all Maintenance activities produce some form of waste, which needs to be identified, stored, transported and disposed of according to specific legislation.

This standard provides a means of compliance with waste legislation for England, Scotland and Wales.

2 Scope

This Network Rail standard specifies processes and provides guidance on managing all aspects of waste.

It applies to functions within Infrastructure Maintenance.

This standard applies to all waste that results from Network Rail Infrastructure Maintenance activities and waste that Infrastructure Maintenance could be responsible for, e.g. waste flytipped on the infrastructure.

It also applies to other Network Rail functions and third parties using Infrastructure Maintenance facilities (e.g. depots) and when Infrastructure Maintenance are working on behalf of other Network Rail functions or third parties, unless other written arrangements are in place (e.g. GRIP).

3 Roles and responsibilities

Infrastructure Maintenance Delivery Manager (IMDM)

Accountable for the Delivery Unit to comply with all Network Rail standards and to adhere to any requirements specified in this standard.

Infrastructure Maintenance Engineer (IME)

Responsible for checking that inspections and maintenance are completed to standards.

Infrastructure Maintenance Environment Manager (IMEM)

Responsible for holding and distributing the Annual Waste Transfer Note and hazardous waste quarterly returns to the Logistics' Co-ordinator (England and Wales only).

Infrastructure Maintenance Environment Specialists (IMES)

Offers further technical advice or assistance to all Route and Delivery Unit WHSEAs for delivering tasks specified in this standard and going forward for ad hoc queries regarding waste.

Logistics Co-ordinator

Provides facilities management services for the Delivery Unit including minimising wastage of materials and managing the disposal of waste.

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Principal Contractor

The key duty holder who effectively manages health and safety throughout the construction phase of the project under the Construction Design and Management (CDM) Regulations 2007.

Programme/Project Manager (PM)

Part of the Works Delivery and National Programme teams; responsible for preparing project management plans which include planning for waste arising from the project.

Responsible Manager

The manager in each area/function of Network Rail relevant to this standard (outlined in Table 1) who is responsible for waste management.

Where more than one Responsible Manager could be present (e.g. several Section Managers at a depot) one should be nominated as responsible for waste management by the IMDM (Delivery Unit) or RIMM (Route).

Area of responsibility	Job title
Maintenance Depot	Section Manager (includes Works Delivery Manager)
National Programmes – Mechanical and Electrical Locking Fitters	Delivery Manager
National Programmes – OLE Condition Renewals Delivery	Programme Manager
National Programmes – Signalling Design	Programme Manager
Property and Civils	Route Programme Manager
Telecoms	Route Communications Engineer

Table 1 – Responsible Managers

Route Infrastructure Maintenance Manager (RIMM)

Assists in the management of the Infrastructure Maintenance team.

Section Manager (SM)

Generic title for frontline manager of track, signalling, telecoms, off track, electrification and plant, works delivery (etc.) teams within Infrastructure Maintenance.

Workforce Health Safety and Environment Advisor (WHSEA (DU))

Provides advice as specified in this standard from a health and safety perspective as well as an environmental perspective to Delivery Unit.

Workforce Health Safety and Environment Advisor (WHSEA (Route))

Cascades requirements specified in this standard and offers further technical advice to the Delivery Unit WHSEAs.

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Health Safety and Environment Advisor (HSEA (National Programmes))

Provides advice as specified in this standard from a health and safety perspective as well as an environmental perspective to National Programmes.

NOTE Where IMDM / IME / Logistics Coordinator are used, this also applies to the equivalent role in National Programmes.

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