

Ref:	NR/L3/NDS/307
Issue:	1
Date:	03 March 2012
Compliance date:	02 June 2012

Level 3

NDS Waste Management

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Published and Issued by Network Rail, Kings Place, 90 York Way, London. N1 9AG.

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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

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	March	New Standard

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 02 June 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/L3/ENV/044	Track Maintenance, Renewal or Alteration Standard
NR/L3/CPR/306	Disposal of Redundant Railway Assets

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1 Purpose

This Standard describes the process for using National Delivery Service as a broker for the management of waste in order to comply with Duty of Care and other waste management requirements including the Network Rail commitment to the WRAP Construction Halving Waste to Landfill programme.

2 Scope

This Standard applies where NDS acts as broker for the management of waste.

The handling and management of used ballast from the track is outside the scope of this Standard; refer to Track Maintenance, Renewal or Alteration Standard NR/L3/ENV/044.

3 Definitions

For the purposes of this standard the following definitions apply

Annual Season Ticket

Annual Waste Transfer Note - documentation used to transfer waste from one point to another and when waste is passed from one party to another.

NOTE As a legal requirement, annual season tickets need to be kept for 2 years and made available for inspection when requested by the Environment Agency (EA) and the Scottish Environment Protection Agency (SEPA).

Chemical analysis

Chemical test to categorise waste and determine its level of toxicity. This involves testing for various chemical suites such as arsenic, chromium, copper, nickel, lead, zinc, Total Petroleum Hydrocarbon (TPH), asbestos etc.

NOTE Refer to Track Maintenance, Renewal or Alteration Standard (NR/L3/ENV/044) for guidance.

Commodity Code

Code used to differentiate non hazardous and hazardous used ballast removed from worksite.

NOTE Commodity codes are available in two forms in TOPS by a 3-digit number or by an alpha pseudonym, For example: -non hazardous used ballast is recognised in TOPS as either 931 or MRMSRB

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Consignment Note

Documentation required under the Duty of Care: all controlled hazardous/special waste must be accompanied by a consignment note when it is passed from one party to another. Notes must be available for three years minimum and be available for inspection by the environmental regulator.

Duty of Care

A requirement that must be met under the Environmental Protection Regulations (1991). Duty of Care confers legal responsibilities on businesses to properly store, transport and dispose of waste recovered from business activities in a manner which will not pollute the environment or cause harm to human health.

European Waste Catalogue (EWC)

Catalogue that categorises different waste materials according to what they are and how they are produced. EWC is a European Union directives and Commission decisions regarding waste management.

Hazardous waste

Article 1(4) of the Hazardous Waste Directive (HWD) defines hazardous waste as wastes featuring on the list of hazardous wastes in the European Waste Catalogue 2002, because they possess one or more of the 14 hazardous properties set out in Annex III of the HWD. The HWD is implemented in the UK through the Hazardous Waste Regulations. The Environment Agency and SEPA has published Technical Guidance WM2 to clarify how to identify hazardous/special waste. Also available from the EA is "What is a hazardous waste?" a guide to the Hazardous Waste and the List of Waste regulations.

Infrastructure Materials

For the purpose of this standard this covers rail, switches or crossings, concrete or steel sleepers, timber bearers, chairs, base plates, ballast, troughing and cable. As defined in Standard NR/L3/CPR/306 Disposal of Redundant Railway Assets.

Inert Waste

As described in the Landfill (England and Wales) Regulations 2002, Waste is inert if

- (a) it does not undergo any significant physical, chemical or biological transformations;
- (b) it does not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution or harm to human health; and