NETWORK RAIL POLICY STATEMENT
DIESEL ENGINE EXHAUST EMISSIONS AT MANAGED STATIONS

1.1 Policy

It is the responsibility of all Train Operators of diesel trains in accordance with the Track Access Conditions to use "suitable equipment". In particular Network Rail considers that this means that they are properly maintained so as to reduce the amount of DEEE arising from their operation at stations to be as low as reasonably practical.

Network Rail will consider, in conjunction with the relevant Train and Station Operators at those Network Rail operated stations where the exposure of passengers, the general public and workforce to diesel engine exhaust emissions (DEEE) is likely to be significant, the adequacy of existing control measures. Where necessary reasonably practical measures will be taken to reduce the level of exposure to those persons affected to that found typically in the surrounding area at ground level near to the station. Normally it will be sufficient for this to be assessed qualitatively.

1.2 Introduction

DEEE arising from the operation of diesel locomotives and multiple units at certain stations can be a nuisance and in certain circumstance a health hazard. This document details the background behind the policy that Network Rail will implement where it is the lead organisation as shown in the table below.

1.3 Responsibilities

The lead organisation for implementing the policy, and in particular for making sure the necessary risk assessment is undertaken, is shown in the table below.

Station Operator	Activity being undertaken	Lead Organisation
Network Rail.	Normal train and station operation Network Rail (as the client) construction work.	Network Rail Network Rail (Business Sponsor / Project Delivery as appropriate).
TOC operating a Network Rail leased station.	Normal train and station operation Network Rail (as the client) construction work	Station Operator Network Rail (Business Sponsor / Project Delivery as appropriate).
TOC or other organisation operating a non Network Rail owned station.	Normal station operation or construction work.	Station Operator.

1.4 DEEE Health Hazard Affects and Controls

1.4.1 Health Hazards

DEEE is composed of a mixture of gases (e.g. carbon dioxide, carbon monoxide, oxides of nitrogen) and particulate substances of less than 1μm which are easily inhaled in to the respiratory tract. The gaseous components are also hazardous to health.

The HSE state that they are aware of a link between exposure to DEEE and cancer, but it is not a substance that regulated as a carcinogen under the Control of Substances Hazardous to Health (COSHH) Regulations 1999, as the risk is considered to be very slight. The principal health affect is therefore as an irritant to breathing.

1.4.2 Controls

--`,,,,,,`,,,,,,`,,`,,,,,,,,`-`-`,,`,,`,`,,`---
Documents
Document Sharing Hub
Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:47:54 MDT
Full document details: NR NR-L3-OCS-044-FS-14P ISSU 2011

It is not practical to control the individual components of DEEE after they have left the engine, so once this has happened control is by reducing the exposure, normally by making sure adequate dilution into the atmosphere occurs.

1.5 Summary of Relevant Legal Obligations

1.5.1 MHSW Regulations

The Management of Health and Safety at Work Regulations 1999 require employers to assess the risks to health and safety at work of employees and others who may be affected, and to implement suitable control measures.

1.5.2 COSHH Regulations

The COSHH Regulations 1999 require employers to assess the health risks arising from hazardous substances in the workplace and prevent exposure or else adequately control it so far as reasonably practical.

1.5.3 CDM Regulations

The construction (Design and Management) Regulations 1994 require the client to produce the necessary information and pass this to the planning supervisor (including health hazards) and that the designer takes account of these both during the construction phase and subsequent operation.

1.6 Risk Assessment

1.6.1 Normal train operations

It is considered reasonable that the standard of control of DEEE should be whether the level of exposure within the station is broadly the same as that found typically at ground level near the station. This will then take account of the fact that, for example, in a city centre there will be greater quantities of DEEE than in the country and this will affect what is reasonably practical.

At the vast majority of stations served by diesel powered trains, DEEE are dispersed naturally, through the design of the station, natural air currents and the movement of trains. Where DEEE are perceived to be a problem, in many cases simple controls, such as requiring Train Operators not to let engines idle unnecessarily have been implemented. Whether or not the Station Operator needs to carry out a formal air quality survey in order to formally establish the level of exposure will in many cases be obvious.

Where it is self evident that exposure to DEEE is no worse than that in the surrounding area then no further assessment will be carried out, nor additional controls implemented.

Where it is possible that a problem may exist, for example DEEE tends to linger at the station indicating natural ventilation is inadequate at a Network Rail operated station, then an assessment will be made of the extent of the problem, and what reasonably practical methods may be taken to reduce the extent of the emissions.

Station Operators will be responsible for undertaking the assessment at other stations.

Documents
Document Sharing Hub
Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/27/2016 20:47:54 MDT
Full document details: NR NR-L3-OCS-044-FS-14P ISSU 2011