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| Ref   | <b>NR/GN/ENV/00007</b> |
| Issue | 2                      |
| Date  | April 2004             |

# Generic Environmental Management For Light Maintenance Depots (formerly RT/E/G/00007)

**This temporary front sheet facilitates change to the new Network Rail Standards referencing nomenclature.**

**The Ref above will be formally allocated to this standard when it is next changed in the meantime the contents, date and issue number of this Network Rail Standard are UNCHANGED and with immediate effect it should be referred to as “(new ref) formerly (old ref)”.**

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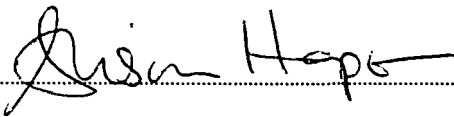
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# Company Guidance Note

## Generic Environmental Management for Light Maintenance Depots

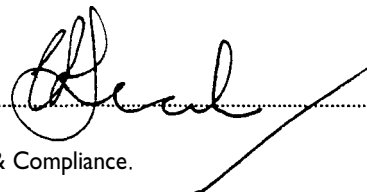
### Endorsement & Authorisation

Endorsed by:



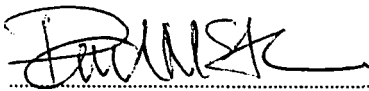
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## I INTRODUCTION

Due to the nature of the activities routinely carried out at LMDs and the materials involved, there is a risk of generating significant environmental impacts. These can be caused by:

- Accidents and spillages.
- Poor stabling of trains/idling trains.
- Improper use or poor maintenance of equipment.
- Improper handling or disposal of fuels, oils, lubricants or chemicals.
- Vandalism and theft, usually due to poor site security.
- Inadequate training.

An environmental incident can cause an impact in many areas:

- **Direct** impact to the environment - spillage of chemicals or other pollutants can cause irreparable damage to the local ecology.
- **Financially** through fines imposed or costs incurred through clear up - the cost of clean up can be 20 times the actual fine.
- **Reputation** - investors, stakeholders and potential clients do not want to be associated with a 'dirty company'.

All staff should receive adequate relevant training in environmental legislation and good practice, know their responsibilities, and be aware of the importance of pollution prevention. For details of some training course providers, see Appendix B.

All staff must be familiar with emergency procedures. This includes reporting procedures and the location and use of an appropriate spill kit.

All staff must have easy access to important telephone numbers such as the Emergency Services, the local Water Company and the Environment Agency (EA) or the Scottish Environmental Protection Agency (SEPA), and spill response contractor, Network Rail's Property Action Line (or equivalent contractor help line) and TOC Estate Management. These must be displayed around the site. For contact details, see Appendix B.

This guidance note has been written as a guide to encourage best practice as you plan and carry out your work to prevent incidents occurring and improve environmental management. It is by no means exhaustive, nor its contents mandatory (although reference is made to mandatory elements of the depot access conditions).

## 2 REGULATORY AND LEASE REQUIREMENTS

The **Depot Access Conditions** (DACs) refer to a number of maintenance Company standards. Some examples, relevant to environmental issues are:

- a) fuel/chemicals - [RT/E/S/40015](#) and [RT/E/S/40035](#).
- b) drainage and interceptors - [RT/E/S/40010](#).
- c) air conditioning plant - [RT/E/S/40013](#).

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- d) carriage washing plant - [RT/E/S/40002](#).
- e) controlled emission toilet discharge systems - [RT/E/S/40026](#).
- fixed battery charging systems - [RT/E/S/40032](#).

The above standards require **planned inspection and maintenance programmes**. These are **mandatory** under the terms of the DACs. All relevant depot staff must be aware of the requirements of the Company standards and maintain equipment in line with them. All equipment and infrastructure must be subject to planned maintenance.

The DACs set out a number of environmental requirements (see Part M, Environmental Protection), these include:

- a) Para 2.4, **requires depot operators to report environmental conditions** (such as spills or leaks) to both the Competent Authority (for example the Environment Agency or SEPA if surface water is affected) and to Network Rail. For clarity, Network Rail take this to mean any spills or leaks in excess of those prescribed in Appendix A (see below).
- b) Para 2.4.3 requires the depot operator to take action to **mitigate or remedy** the environmental condition.
- c) Para 2.5 requires a **register of events or circumstances regarding an environmental condition**. The register must include the details of the environmental condition, description of actions taken, details of plans to prevent a reoccurrence and copies of all notices given to and received from third parties relating to the environmental condition.

Network Rail have an agreement with the Environment Agency (EA) - the **Memorandum of Understanding (MoU)**. Appendix A provides guidance on when a spill or leak must be reported to the EA. The depot operator is responsible for reporting the incident to the EA when the guidance limits are exceeded (as per the DACs).

**Legislative requirements** are briefly dealt within this guidance note, however the information is not exhaustive. Legislative requirements change rapidly and so must be regularly reviewed and updated.

### 3 FUEL AND CHEMICALS

Small quantities of these chemicals can contaminate water and soils, pollute drinking water or cause harm to humans and wildlife. Due to the often-large quantities of chemicals, oils and lubricants used at depots **an incident has the potential to be catastrophic and lead to prosecution**. Good management of fuel and chemicals can also save money by reducing losses.

#### 3.1 Delivery of Hazardous Liquids

The risk of a spillage is greatest during the delivery of liquids such as fuel, coolants, detergents and oils. The following steps must be taken to minimize this risk:

- a) Delivery must be supervised at all times by personnel trained in delivery procedures as well as the emergency response to spills.
- b) Delivery areas must be clearly marked and bunded (contained).
- c) Delivery areas must be isolated from the surface water drainage system to prevent pollution; this can be achieved by the use of appropriate drain covers.
- d) The routes used for the movement of chemicals must be identified so that any necessary protection can be incorporated.
- e) Delivery pipes and storage tanks contents must be checked manually before delivery to prevent overfilling.
- f) Tankers must discharge via a lockable fixed coupling within the bunded area to prevent vandalism and pollution.
- g) An emergency spill kit must be kept at each delivery point. This must be appropriate to the contents of the delivery, easily accessible and kept stocked.

See Section 5 for Emergency Response.

#### 3.2 Fuel and Chemical Storage

##### 3.2.1 Tanks

##### **Bunds**

A bund provides containment for any loss of product from an above ground storage tank and associated pipework. Tanks must be located within an impermeable bund comprising a base and surrounding walls.

Bunds must be regularly maintained and kept clear of accumulated water, debris and spillages to ensure they still have the correct containment capacity and to prevent fire damage to bunds and corrosion of tanks.

Liquids and sludges containing only oil and water can be disposed of to the oil/water interceptor, provided the interceptor is consented to deal with these

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materials (the Environment Agency or Sewage Undertaker can advise you on this) and the capacity of the interceptor is not exceeded.

Liquids and sludges containing chemicals other than oil, such as anti-freeze, must be removed by a specialist contractor.

**DO NOT** dispose of contaminated wastewater or sludge containing chemicals/oil via surface water drainage.

**DO NOT** dispose of contaminated wastewater or sludge containing chemicals/oil via the foul sewer unless a trade effluent consent is obtained from the sewerage undertaker to discharge of specific materials. If no consent exists the material must be disposed of via an appropriately licensed contractor.

### **Pipework**

Pipework may be subject to damage and corrosion, leading to undetected leakage.

Underground pipework routes must be clearly marked on the ground and an exclusion zone provided to prevent damage from excessive surface loading and disturbance.

Underground storage pipework must be regularly checked for leaks. This can be achieved by stock reconciliation (see Section 2.3.1) and testing.

All pipework must be regularly inspected for leaks. Pipework trenches must be maintained to remove silt, debris and accumulated water that cause corrosion.

### **3.2.2 Intermediate Bulk Containers (IBCs) and Drums**

All IBCs and drums must be stored in a secure area on an impervious base with the capacity to contain at least 25% of the total liquid stored.

The storage area must not drain to surface water sewer but may drain to foul sewer, with appropriate consent or exemption. The area must be kept free of rainwater.

### **3.2.3 Solid Chemicals**

Rock salt and sandite present a much lower pollution risk than the liquid chemicals. But because of the large quantities stored, there is the risk of pollution of rivers and groundwater, due to run-off from stockpiles. Ground pollution can also be caused by stockpiles of rock salt where sodium ferrocyanide anti-caking agent is added.

Sandite and rock salt must be kept dry to prevent run-off to surface drains.