

Standards, Regulations and Legislation as detailed in RPA Standards and Legislation Register- are checked for any new issues, withdrawals, derogations etc. RGS can be found electronically at [www.rssb.co.uk](http://www.rssb.co.uk) and Business Standards at [Network Rail Standards Portal \(msapproxy.net\)](http://Network Rail Standards Portal (msapproxy.net)) the new standard are reviewed to determine its effect on RPA Members. The summary notes are used for this purpose before reading the complete standard to see if is applicable to RPA Members.

Below is a list of the changes to NWR Standard, Legislation/HS, Code of Practice, Rule Books and Posters that are new issue have been amended since the last update or require compliance before the next standards review.

### Changes in line with Standards Review – Dec 23

#### Review Date 8th Dec 2023

#### NWR Standard:

- 1, ACC-CAT-CO-001 The Accuris Catalogue of Network Rail Standards (Formerly NR/CAT/STP/001). Issue 130
- 2, NR-L2-RMVP-0200 Infrastructure Plant Manual. Issue 12
- 3, NR-L2-RMVP-0200-P514 Hand controlled trolleys. Issue 6
- 4, NR-L3-MTC-RCS0216 - Risk Control Manual. issue 28  
NR-L3-MTC-RCS0216-MP13 Risk Control - Using OTP for flailing operations. Issue 3  
NR-L3-MTC-RCS0216-MP25 Risk Control - Use of Rail Croppers for scrap rail recovery. Issue 3
5. NR-L3-RMVP-27702 Plant Product Acceptance process. Issue 1(New)

#### Legislation/HSE

- 1, Waste Separation Requirements (Wales) Regulations 2023.

#### Code of Practice

- 1, COP0025 - Code of Practice for Brake Testing of RRVs Iss 5

#### Rule Book

- 1, None

#### Posters

- 1, None

#### Additional Information

#### NWR Latest Safety Bulletins

Shared Learning NRL23-07 – Serious leg injury whilst manual handling (003)

Safety Advice NRA23-12 – Geismar MAN 18T MEWP Stabiliser Leg Failure

**NWR Standard**

**1, ACC-CAT-CO/001 Catalogue of Network Rail Standards Issue: 120**

Formerly NR/CAT/STP/001

This document is intended as a guide to current Network Rail Standards, as of the date of publication.

It does not include historic records, although a simple 15-month archive listing of withdrawals and supersessions is maintained for your convenience.

Whilst we endeavour to keep this content up to date from the information provided to us by Network Rail, Accuris cannot be held responsible for any errors or omissions.

**2, NR-L2-RMVP-0200 Infrastructure Plant Manual. Issue 12**

**Purpose:** This manual details the requirements and guidance when using plant for the installation, renewal and maintenance of Network Rail’s managed infrastructure.

Application of this manual will support a safe working environment, compliance with statutory legislation and Network Rail’s Health and Safety Management System.

**Scope:** This manual applies to all Network Rail functions and its contractors when using plant described as:

- a) on-track machines.
- b) on-track plant.
- c) portable and transportable plant; and
- d) mobile plant and road vehicles.

for infrastructure related activities, including but not limited to the installation, renewal, maintenance, inspection and measurement of the infrastructure and its components.

**What’s new, what’s changed and why:**

The review of the standard has been undertaken following a periodic review by the Network Technical Head for Plant, and to incorporate lessons learned from recommendations, incidents, accidents and other safety related events involving plant. This demonstrates continual improvement and the application of new processes and procedures to improve plant safety.

Module P514 (Hand Controlled Trolleys) has also been revised to include the provision of red marker lights on trolleys and the removal of the requirement for a red flag. The module also now includes reference to the revised Form F013 Trolley pre-use checklist and added requirements for rail skates and scooters.

This review has also concentrated on the legislation, references and various forms specified in the manual and modules and updated these accordingly.

Document	Summary of changes
NR/L2/RMVP/0200	Definitions and reference documents updated. New signatory.
P514 Hand-controlled trolleys	General update of terminology and clarification of requirements referenced. Updated section which includes the need for red marker lights and the removal of the red flag requirement. Updated reference to the F013 trolley pre-use checklist. Updated sections on the requirements for Rail skates and scooters.

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Form F013 Trolley pre-use checklist	Updated to reflect changes in P514 and removal of the red flag requirement
Form F014 Hand trolley load plan	Changed to an .xls document and corrected to a maximum 1000kg load
Form F015 Trailer or Attachment - Routine maintenance brake test record	General update of the form with improvements to the formatting
Form F016 RRV - Reference brake test record	General update of the form with improvements to the formatting
Form F017 RRV - Routine maintenance brake test record	General update of the form with improvements to the formatting
Form F018 Trolley - Routine maintenance brake test record	General update of the form with improvements to the formatting
Form F019 RRV - Brake torque test record	Form changed to reflect P514, now a new form for recording brake torque testing results instead of trolley first of type brake test
Form F020 Rail wheel measurement record	Form changed to reflect P514, now a new form for recording wheel measurements results instead of Ironman first of type brake test
Form F021 Plant monitoring record form	General update of the form with improvements to the formatting
Form F022 Safety Related Plant Defect Reporting Form	General update of the form with improvements to the formatting
Form F26 Manually Propelled Rail Handler Work Plan	Updated to reflect changes in P514 and removal of the name "Ironman"
Form F27 Machine/Crane Controller Checklist	Updated to reflect changes in the IPM and align with the revisions being progressed in the Machine Controller (MC)/Crane Controller (CC) competence training material.

### Affected documents:

<b>Affected documents</b>			
<b>Reference</b>	<b>Issue</b>	<b>Impact</b>	<b>Document type</b>
NR/L2/RMVP/0200	11	Superseded	Standard
NR/L2/RMVP/0200/P514	5	Superseded	Module
NR/L2/RMVP/0200_F013	1	New	Form
NR/L2/RMVP/0200_F014	1	New	Form
NR/L2/RMVP/0200_F015	1	Superseded	Form
NR/L2/RMVP/0200_F016	1	New	Form
NR/L2/RMVP/0200_F017	1	Superseded	Form
NR/L2/RMVP/0200_F018	1	Superseded	Form
NR/L2/RMVP/0200_F019	1	Superseded	Form
NR/L2/RMVP/0200_F020	1	Superseded	Form
NR/L2/RMVP/0200_F021	1	New	Form
NR/L2/RMVP/0200_F022	1	New	Form
NR/PLANT/0200_F023	1	Withdrawn	Form
NR/PLANT/0200_F024	1	Withdrawn	Form
NR/PLANT/0200_F025	1	Withdrawn	Form
NR/L2/RMVP/0200_F026	3	Superseded	Form
NR/L2/RMVP0200_F027	2	Superseded	Form

### 3, NR-L2-RMVP-0200-P514 Hand controlled trolleys. Issue 6

Aligned content with Rail Accident Investigation Branch recommendations on lighting. Updated terminology and references for clarity. Additional reference to M&EE COP0018

Module P514 (Hand Controlled Trolleys) has also been revised to include the provision of red marker lights on trolleys and the removal of the requirement for a red flag. The module also now includes reference to the revised Form F013 Trolley pre-use checklist and added requirements for rail skates and scooters.

- 4, **NR-L3-MTC-RCS0216 - Risk Control Manual issue 28**  
**NR-L3-MTC-RCS0216-MP13 Risk Control - Using OTP for flailing operations. Issue 3**  
**NR-L3-MTC-RCS0216-MP25 Risk Control -Use of Rail Croppers for scrap rail recovery. Issue 3**

**Purpose:** This standard provides the index and version control of risk control sheets that mitigate risks associated with general activities, general hazards, small plant, mobile plant, live working and functional activities (track/signalling etc) within Maintenance. Each risk control sheet provides a summary of the key hazards and controls identified within a standard work activity risk assessment. Risk control sheets standardise safe working arrangements across Network Rail's Maintenance function.

**Scope:** This standard applies to any Infrastructure Maintenance staff from any discipline when carrying out routine or non-routine tasks identified within the index.

### **What's new, what's changed and why:**

This update will be used to close out recommendation Warminster Rec 1.

Where applicable, identified exclusion zones will be added or a reference to NR/L3/MTC/RCS0216/MP01 – Use & Control of OTP included this risk control sheet contains exclusion zone requirements.

All sections in both TRCSs have been updated to bring them into line with latest task and equipment requirements.

The TRCS change will allow the latest information to be provided in relation to the standards identified within the title of the remit.

This will give clarity and update out of date information.

### **Detail of change:**

#### **MP13 Using OTP for flailing operations.**

Key risks titles changed/amended or removed.

Referenced TRCS descriptions amended throughout.

All sections have been updated to give greater clarity.

All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

#### **MP25 Use of Rail Croppers for scrap rail recovery.**

Key risks titles changed/amended or removed.

Referenced TRCS descriptions amended throughout.

All sections have been updated to give greater clarity.

All sections have been updated to bring the TRCS into line with latest task and equipment requirements.

### Affected documents:

Reference	Issue	Impact	Document type
NR/L3/MTC/RCS0216	27	Superseded	Standard
NR/L3/MTC/RCS0216/MP13	2	Superseded	Module
NR/L3/MTC/RCS0216/MP25	2	Superseded	Module

### 5, NR-L3-RMVP-27702 Plant Product Acceptance process. Issue 1(New)

a) This standard provides a systematic, structured and robust assessment of risks associated with hazards during Product Acceptance of rail borne plant, portable and transportable mobile plant and non-rail borne plant used within an engineering possession or as directed by the Technical Head of Plant in line with the common safety method on risk evaluation and assessment (CSM-RA) as set out in the Network Rail standard NR/L2/RSE/100/02.

**NOTE:** *Where an alternative risk assessment approach is employed, this should adopt the principles of CSM.*

b) This standard confirms the safety requirements necessary to mitigate risks to an acceptable level (i.e. as low as reasonably practicable or so far as is reasonably practicable) have been determined, complied with and safety measures put in place to reduce the risk of incidents/accidents.

c) This standard provides the process to confirm performance, output and reliability requirements when undertaking product acceptance activities; this process includes Design For Reliability (DFR) where applicable.

**Scope:** This standard describes the process for assessing and recommending an item of plant for acceptance and use on Network Rail managed infrastructure (NRMI). NR/L2/RSE/100/05 provides information on the process for Product Acceptance and change to Network Rail controlled infrastructure. Links to guidance on categories of typically controlled products are included on the NR Product Acceptance web page and also the Product Acceptance application form. The standard provides the further information required to undertake the assessment of an item of plant for Product Acceptance.

NR/GN/RMVP/27700 provides requirements and information on specifications, relevant standards and controls that projects need to take into account from the beginning of a project. A review of this process should be undertaken by prospective applicants prior to application for plant Product Acceptance.

This standard covers Product Acceptance requirements for the following plant types used on NRMI:

- a) on-track machines (OTM), in working and travelling mode within an engineering possession.
- b) on-track plant (OTP) and demountable machines, in working and travelling mode within an engineering possession; and
- c) portable and transportable mobile plant (PTMP) used on a worksite or within an engineering possession.

NOTE: Other items of plant may be subject to Product Acceptance, this is at the discretion of the Technical Head of Plant and in accordance with NR/L2/RSE/100/05.

### What's new, what's changed and why:

Guidance Note NR/GN/RMVP/27702 has been withdrawn and the content has been moved into a Level 3 standard.

The content has been reviewed and updated as part of a periodic review requested by the Network Technical Head for Plant and as part of the Plant Team's ongoing continuous improvement

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requirement. The changes mean that the standard gives the latest information in relation to the product acceptance process. The inclusion of the Red-Amber-Green (RAG) status in the content of the standard will give users a clear understanding of requirements.

### Detail of change:

- Changed from a Guidance Note to a Level 3 standard.
- Formatting and grammar have been updated throughout the document.
- Purpose section updated to include DFR.
- Roles and responsibilities have been updated.
- New definitions included such as applicant and railborne plant.
- Acronyms & Abbreviations section updated with DFR.
- Tools/equipment & Plant sections amended.
- Clause 5.3a Modified or Upgraded Plant has been updated.
- Clause 5.3b Reliability has been included.
- Clause 6.1a General strong business case requirement strengthened.
- Figure 1: Process flowchart for Plant Product As been updated.
- Clause 6.3b: Front End Assessment DFR added.
- Clause 6.6 paragraph 2: Approval from Network Technical Head of Plant has had nominated delegate added.

### Affected documents:

Reference	Issue	Impact	Document type
NR/GN/RMVP/27702	3	Withdrawn	Guidance Note
NR/L3/RMVP/27702	1	New	Standard

### Legislation/HSE

#### 1, Amendments to the Regulatory Reform (Fire Safety) Order 2005 (FSO)

Section 156 of the Building Safety Act 2022 (BSA) makes a number of amendments to the Regulatory Reform (Fire Safety) Order 2005 (FSO) to improve fire safety in all buildings regulated by the FSO. These improvements form Phase 3 of the Home Office's fire safety reform programme, building on Phase 1 (the Fire Safety Act 2021) and Phase 2 (the Fire Safety (England) Regulations 2022)

**Summary** Fire safety legislation imposes a general duty of fire safety care on employers and persons who have control of premises to ensure the safety of employees and the safety of people visiting your premises, including members of the public, contractors, etc. This includes taking steps to reduce the likelihood of a fire starting, providing appropriate fire alarm systems, and making sure that, in the event of a fire, people can evacuate to a place of safety.

The legislation requires that you undertake a suitable and sufficient fire risk assessment to identify the risk of fire to people in your premises, and to enable you to take reasonable measures to protect them from fire. The fire and rescue service in your local area are normally responsible for the enforcement of fire safety legislation. Although fire and rescue services cannot undertake a fire risk assessment for you, many services do provide advice and support for small businesses. Additional information can be found online at your local fire and rescue service website. If your premises are located in a larger, multi-occupied building with other businesses, there is likely to be more than one person with responsibility for fire safety in the building or parts of the building. In these circumstances, you are required by law to co-operate and co-ordinate your actions with other occupiers, as well as other persons such as managing agents and landlords, who may be responsible for common parts and/or common facilities in the building. This will generally involve co-ordinating your fire safety measures with others, taking part in organised fire drills and following evacuation procedures.

**2, Waste Separation Requirements (Wales) Regulations 2023.**

**Summary** This code of practice (“this code”) sets out practical guidance on how to comply with the separation requirements contained in the Waste Separation Requirements (Wales) Regulations 2023 (“the Regulations”). The Regulations apply to:

- (a) occupiers of non-domestic premises (including businesses, the public sector and third sector) who present specified recyclable waste materials for collection.
- (b) those collecting, or arranging for the collection of, waste from non-domestic premises; and
- (c) those who receive, keep, treat or transport waste from non-domestic premises.

The Regulations set out the separation requirements in Wales for the purposes of section 45AA of the Environmental Protection Act 1990 with the aim of ensuring that waste is managed in a manner that promotes high quality recycling. The separation requirements apply in respect of all premises other than domestic properties and caravans. Hospitals have an extra two years to comply with the separation requirements.

The recyclable waste streams that need to be presented separately for collection, collected separately, and kept separate after collection from 6 April 2024 are:

- a) glass.
- b) cartons and similar, metal and plastic.
- c) paper and card.
- d) food waste from premises that produce 5 kilogrammes or more of food waste in seven consecutive days.
- e) unsold small waste electrical and electronic equipment.
- f) unsold textiles,

each comprising of the waste sub-fractions listed in Annexes 1-6 of this code and in Schedule 1 of the Regulations.

Waste categorised as hazardous under regulation 6 of the Hazardous Waste (Wales) Regulations 2005, or containing residues of, or contaminated by, waste or substances categorised as hazardous, should not be included within the recyclable waste streams.

In addition, from 6 April 2024 there are complementary bans on the disposal of food waste to sewer from non-domestic premises, bans on specified separate recyclable waste streams going to incineration plants and landfills, and a ban on all wood waste going to landfill.

Failure to comply with the separation requirements is an offence with no upper limit on the courts’ power to fine. A civil sanction may be issued for failure to comply with the separation requirements, in place of criminal prosecution.

This code is admissible as evidence in any legal proceedings and must be taken into account by a court in determining any question to which it appears to the court to be relevant.

The regulator for the separation requirements is the Natural Resources Body for Wales (“Natural Resources Wales”).

**Code of Practice****1. COP0025 - Code of Practice for Brake Testing of RRVs Iss 5**

**Purpose** This Code of Practice details the testing of the braking system of OTP excluding trolleys during operations and routine maintenance examination to be carried out by the owners of the OTP. The torque testing methods are considered safer and repeatable it also saves time and

money during the routine maintenance brake tests as it removes the need to use trailers and test loads, or speeds greater than 10 mph.

**Scope** This Code of Practice concerns the operational and routine maintenance brake testing of OTP excluding trolleys. It does not include inter-vehicle service brake and parking brake continuity testing (for this see COP0014).

The testing of parking and dynamic/service brake is included in rail mode, and the parking brake only in road mode.

### Changes

New format, minor changes to document and new section 2.3 and periodicity of park brake pull tests added. Also new wording added regarding not going over 10% above the torque figures provided by the manufacturer.

### Rule Book

None

### Posters

None

### Additional Information

#### NWR Latest Safety Bulletins

#### Shared Learning NRL23-07 – Serious leg injury whilst manual handling (003)

**Date of issue: 15/11/2023**

Overview On 23rd August 2023, two operatives were lifting and manoeuvring a cladding panel on a rooftop. One of them lost their grip and dropped the end they were holding. The panel fell onto their leg, cutting through their trousers, causing a deep laceration above their right knee. The panel being lifted was 6.9m long, 1m wide, and weighed 71kg with bare metal edges on three sides. The injured person was treated on site by a first aider and taken to hospital by ambulance where they were treated for a ruptured tendon. They will be required to wear a leg brace for at least two months, followed by further assessment to gauge the recovery of the tendon.

#### Safety Advice NRA23-12 – Geismar MAN 18T MEWP Stabiliser Leg Failure

**Date of issue: 19/09/2023**

In Northwest and Central, a Geismar 18T MEWP was found to have a stabiliser foot assembly that had become completely detached from the stabiliser leg. The stabiliser legs are used in conjunction with the crane and can also be used to increase the reach of the basket.

Investigations are ongoing, but initial inspections have indicated that a combination of wear and corrosion have led to the single bolt connecting the foot assembly to the stabiliser leg failing.