Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6
Connolly Station, Dublin 1, D01 V6V6
T 01 703 4293 E foi@irishrail.ie W www.irishrail.ie

12th August 2022

[redacted]

Email: [redacted]

Re: FOI request IE_FOI_570

Dear [redacted],

I refer to your request dated 4th April 2022 made under the Freedom of Information Act 2014, which was received on by my office on that date, for records held by Iarnród Éireann.

Request:

Copies of:

- Documents relating to the planning of current works at Milltown Bridge, Clonoulty, Tipperary.
- Documents relating to Irish Rails policy on clearance of scrub and wildlife impact mitigation.

Response:

I, Mr Mark Conroy, Decision Maker have now made a final decision to part grant your request on 12th August 2022.

Please find response document and schedule of records attached.

Rights of appeal

In the event that you are not happy with this decision you can make an appeal in relation to this matter, you can do so by writing to the FOI Unit, Corporate Communications, Iarnród Éireann Irish Rail, Connolly Station, Amiens St, Dublin 1 or by e-mail to foi@irishrail.ie. You should make your appeal within 4 weeks (20 working days) from the date of this notification, where a day is defined as a working day excluding, the weekend and public holidays, however, the making of a late appeal may be permitted in appropriate circumstances.
The appeal will involve a complete reconsideration of the matter by a more senior member of the staff of this body.

Should you have any questions or concerns regarding the above, please contact the FOI Officer on [redacted] or by email at foi@irishrail.ie

Yours sincerely,

PP

Mr. Mark Conroy, FOI Decision Maker, Iarnród Éireann

Freedom of Information Request:
Schedule of Records for IE_FOI_570 : Summary for Decision Making

Record No.	Date of Record	Brief Description	No. of Pages	Decision: Grant/Part Grant/Refuse	Section of Act if applicable	Record Edited/Identify Deletions
		Documents relating to the planning of current works at Milltown Bridge, Clonoulty, Tipperary.				
1		15z225-Irish Rail (Milltown) RAMS	29	Part Grant	S37	Personal Information
2		Method Statement - RFQ 18394 - Tree Felling, Clonoulty, Co. Tipperary	6	Part Grant	S37	Personal Information
		Documents relating to Irish Rails policy on clearance of scrub and wildlife impact mitigation.				
1		CCE-IMS-008-001 (2) - Ecological Assessment	17	Grant	~	~
2		Control and Management of Vegetation	23	Grant	~	~

Signed:
Sue Stanley
Freedom of Information / Data Protection Office

J.N. Cummins & Co. Ltd.
ABOVE & BEYOND
Industrial Security & Sports Fence Specialists.
Manufacturers of Sliding & Cantilever Gates & Railings.
JNC FENCING

PREMIER Pitches

Qualitas Veritas ISO 45001: 2018

RISK ASSESSMENT

METHOD STATEMENT

TITLE & Job Nr:	Fencing Works 15z225
CLIENT/PSCS:	Irish Rail
LOCATION OF WORKS	GPS & Eircode: Milltown Compound, Clonoulty, Co. Tipperary E25 HW93
DATE OF ISSUE & REVISION	04/05/2022
Start Date/Anticipated Duration	06/05/2022 2 Nights, 3 Days approx.
RISK ASSESSED BY	Brendan Shortt PROJECT MANAGER
AUTHOR	Gerry O Toole SAFETY MANAGER
REVIEWED BY	John Cummins MANAGING DIRECTOR

1. SCOPE OF WORKS

JNC Fencing shall install 165m of 2.4m high welded/bolted palisade fencing and 2 no.6m wide by 2.4m high D/L palisade gates and 1 no 1.2 wide by 2.4m high s/l palisade gate at Milltown, Clonoulty Co Tipperary. on behalf of Irish Rail in a safe and controlled manner.

2. ROLES & RESPONSIBILITIES

Brendan Shortt	Project Manager
Gerry O Toole	Health & Safety Manager
Dariusz Ambrozika	Works Supervisor
[redacted]	Site Operative
	Site Operative
	Site Operative
	Site Operative

PROJECT MANAGER:

The Project Manager is responsible for the implementation of JN Cummins policies and procedures onsite. The Project Manager shall ensure all works are appropriately risk assessed, planned, organised, and performed in a safe and controlled manner.

HEALTH & SAFETY MANAGER:

The Safety Manager is responsible for managing and co-ordinating the staff and resources to ensure full compliance with all relevant health and safety legislative requirements.

WORKS SUPERVISOR:

The Works Supervisor ensures a Job Safe System of Plan (JSSP) is completed and that the works are performed in accordance with this Method Statement. The Works Supervisor shall communicate all crew members on identified hazards, associated risks, and the control measures to be implemented to work safely.

SITE OPERATIVE:

All employees shall take reasonable care of their own safety, health, and welfare and that of any other person that may be affected by their acts or omissions while at work. All employees shall comply with JN Cummins policies and procedures. All works shall be performed in accordance with this Method Statement.

3. TOOLS, EQUIPMENT & MACHINERY *All relevant statutory certification are attached.*

360 Excavator (Size may vary)
Site Dumper
Consaw/ Grinder
CAT Scanner
Generator
Hand tools (Shovel, Spirit Levels, Wheelbarrows)
Battery Powered Tools (Drills)

4. PRODUCT SPECIFICATION

PRODUCT Nr: 1	2.4m High Palisade Fencing
PRODUCT Nr: 2	
PRODUCT Nr: 3	
PRODUCT Nr: 4	
GATES:	2 no. 6m wide by 2.4m high D/L Palisade Gates 1 no.1.2m wide by 2.4m high S/L palisade gate
HEIGHT:	2.4m
POST CENTRE:	2750mm
QUALITY/ COLOUR	Galvanised
EXCAVATION SIZE:	450*450*600

FOUNDATION DIMENSIONS & CENTRES	

5. DESCRIPTION OF WORKS

1. OVERVIEW OF WORKS

JNC Fencing shall install 165m of 2.4m high welded/bolted palisade fencing and 2 no.6m wide by 2.4m high D/L palisade gates and 1 no 1.2 wide by 2.4m high s/l palisade gate at Milltown, Clonoulty Co Tipperary. on behalf of Irish Rail in a safe and controlled manner.

2. ON-SITE RISK ASSESSMENT

- A JSSP shall be completed. The work shall be assessed for hazards and associated risks and the appropriate control measures shall be put in place. The JSSP will be updated as additional hazards present themselves.

- Prior to works commencing this document and JSSP will be communicated, reviewed, and signed by all operatives involved in the work.

- ***The TSC and PICW will control movements of all machines on the railway line.***

- ***The crew will be Site Inducted before starting work.***

3. COVID-19

As a society we are in uncharted territory as a result of the COVID-19 outbreak. We must all play our part and reduce the transmission of COVID-19. The company will continue to deliver our services in this unprecedented time whilst maintaining social distancing of 2 metres (6ft) at all times. The company has trained its employees on infection control and good personal hygiene.

All employees are advised to:

- Reduce social interactions. Do not shake hands or make close contact when dealing with clients and/ or members of the public.
- Hand hygiene - frequently wash your hands and/ or use hand sanitizer and avoid touching your face.
- Respiratory Hygiene & Cough Etiquette - cover your mouth and nose with a tissue when coughing or sneezing and dispose of the tissue safely after use. If employees do not have tissues at hand, please use your elbow to contain the respiratory secretions.
- Wear PPE provided – a facemask when sharing a vehicle.

4. METHODOLOGY OF WORKS

PRIOR TO THE COMMENCEMENT OF WORKS

The following shall occur and shall be documented on the JSSP prior to the commencement of works:

- Site induction to be carried out with client.
- Safe access & egress to be agreed with client onsite.
- Acting PSCS or client is responsible for the provision of underground utility maps and shall provide information regarding the location of any underground services. Identified underground services shall be clearly marked onsite and briefed to JNC employees prior to the commencement of works.
- Lines of fence to be clearly marked out on site and agreed with JNC site foreman.
- Ground level of new fence to be marked on boundaries.

GROUND WORKS

- The fence line to be marked out. The area shall be scanned for underground services prior to the commencement of works any known services to be highlighted and clearly marked prior to JNC commencing works. JNC will have a certified LUGs operator & calibrated CAT Scanner on site.
- For areas where no underground services are located, a mini digger shall be used to excavate. The mini digger arm height is maximum 4.2 metres, which gives a clearance of 5.5 metres from overhead networks. Mini digger shall be positioned such that when at full reach – the arm is

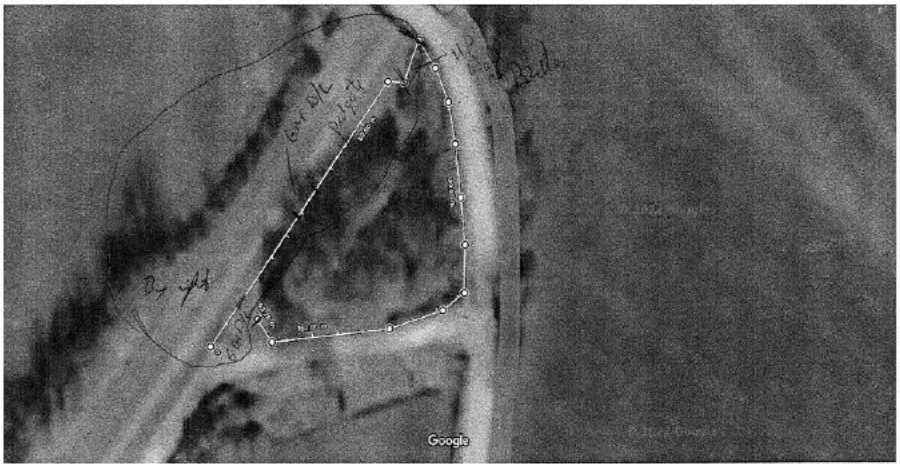
not capable of breaching the vicinity zone of overhead networks.

- Post holes will be hand dug if necessary and fence panels manually handled into position if underground services are located. Hand tools such as shovels and spades shall be used to dig within 0.5 metres of an underground service.
- Spoil to be spread along fence unless otherwise priced and agreed with client prior to works.
- Excavations shall be clearly cordoned off and highlighted, with warning signs in place, where they remain open. Client is to provide appropriate barriers/fencing.
- AF3 excavation thorough examination shall be undertaken every 7 days where excavations remain open.
- Excavations shall have the following dimensions:300*300*600
- Concrete as stated in specification details shall be poured into each excavation hole as per approved drawing and posts to be set at appropriate lines and levels.

SITE ADDRESS	Milltown Compound, Clonoulty, Co. Tipperary
GPS	
EIRCODE	E25HW93

5. DELIVERY OF MATERIALS/ MOBILE PLANT & MACHINERY

- Barrier off work area.
- Ensure the correct PPE is available for the task.
- Delivery of plant to be agreed and co-ordinated with client. All plant will undergo a plant arrival inspection. Plant will be off loaded in a designated area as agreed with client. With the aid of a banksman the plant will be unchained and driven off the low-loader and parked with the engine off and doors locked.
- Clear visibility should be ensured at all times.
- Articulated Truck & Trailer fitted with Moffett Mounty (Forklift) shall deliver materials and fencing.
- Truck Driver shall have required HGV Driving License and Forklift.
- Six-month thorough examination on lifting accessories. SWL to be clearly marked on all certified lifting points if applicable. Secure loads before lifting or moving. Ensure loads are carried as close to the ground as practicable.
- Materials can be unloaded by the clients if otherwise agreed to prior to works.
- Lift plan available on request if required.



6. USE OF MOBILE PLANT & MACHINERY

- Only trained and competent personnel who are CSCS certified are to operate mobile plant/ machinery.
- Mobile plant/ machinery to be GA1 statutory certified.
- Prior to the commencement of works, plant operator to carry out pre-start checks, ensuring that safety guards and attachments are securely fixed in position. Documented Weekly Inspection Checklists to be completed.
- Before starting work the operator should carry out a site-specific risk assessment. Where appropriate, the area to be worked should be walked to identify any hidden obstacles or variability of ground level. Plant operator to check for the presence of above-ground overhead networks, poles (and pole stays), water hydrants, telecom boxes etc. Underground manholes, septic tanks, or any other underground tanks to be highlighted as well as ground stability. Do not operate the mobile plant and machinery, if any part can come within 5.4 m of overhead electric power lines.
- Stop work if anyone is seen approaching the safe exclusion working zone/ risk zone.

7. LOCATING UNDERGROUND SERVICES/ SAFE DIGGING PRACTICES

The excavation methodology is comprised of the following key elements:

- CSCS LUGS trained persons only to complete scans. Scanner to be GA1 certified.
- Utilisation of underground service plans.
- Underground services to be clearly marked by PSCS/Client and highlighted to operatives on site.
- Use of Cable Avoidance Tool & Generator – necessary to locate, trace and determine the depth of underground services. Record findings in scan sheet provided and retain onsite.
- Application of safe digging practices – hand digging with insulated hand tools for 500 mm around cables.

All excavations shall:

- Confirm the location and depth of the underground services detected with trial holes.

- Establish a Work Controlled Zone around the excavation area before starting the works.
- CSCS LUGS trained persons only to complete scans. Scanner to be GA1 certified.
- Scan the area to find the location of cables, mark them with spay to make visible to all crew members.
- A banksman/spotter shall be used to direct mini digger operations during excavation works.
- Banksman to maintain safe distance from excavation locations during machine operation.
- Ground conditions at excavation site to be constantly monitored, with staff safety in mind, mud build-up and loose debris to be kept clear of activity area.
- Commence the excavation slowly removing soil at the depth of about 1 to 2 cm at a time. Continue to scan area as you dig.
- Never leave an excavated hole exposed or unguarded.
- Ensure work site is left in a tidy safe manner, all tools, equipment, and materials to be removed.

6. PERSONAL PROTECTIVE EQUIPMENT REQUIREMENTS

									
Yes	Yes	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A
OTHER									

7. STATUTORY INSPECTIONS/ CERTIFICATION REQUIREMENTS

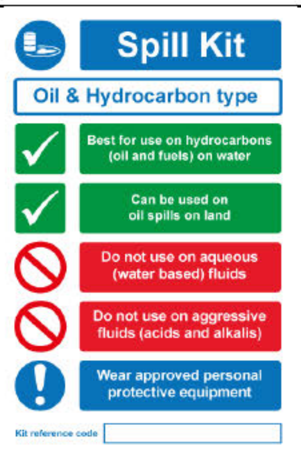
Mobile Tower/ Ladder/ Podium	Yes	Weekly Plant Checks	Yes
MEWP 6 monthly Certification	N/A	PAT Testing Certification	Yes
Lifting Plant 6/ 12 monthly Certification	N/A	CAT & Genny Certification	Yes
Lifting Equipment 6 monthly Certification	N/A	Fall Restraint or Arrest Harnesses	No
SDS/ CARA	Yes	Other	

8. PERMITS, HOLD & / OR CONTROL POINTS

Hot Works Permit	N/A	Permit to Dig	Yes
Other			

9. HAZARDOUS SUBSTANCES *Safety Data Sheets attached for reference*

HAZARDOUS SUBSTANCES THAT POTENTIALLY MAY BE BROUGHT TO SITE		
PRODUCT NAME	**USED FOR**	**FORM**
Concrete	Post Bases	Yes
Diesel	Refuelling Machines	Yes
Petrol	Consaw	Yes
2 Stroke Oil	Consaw	Yes
Concrete Mould Release Oil	Shutters	No
Galvafroid Paint	Fence Panels/Posts	Yes
Line Marking Paint	Marking Ground	Yes



SAFETY CONTROLS

- Environmental Spill Kits shall be stored in vehicles.
- Diesel shall be stored in a double bunted bunt.
- Petrol shall be stored in bunted tray.
- Drip trays must be used when refuelling tools, plant & equipment.
- Never refuel within 10 metres of any watercourse.
- Use of Designed Fuel or Gerry Cans.

10. QUALIFICATIONS OF CREW ONSITE

STATUTORY TRAINING:

- Safe Pass
- Manual Handling

MANDATORY REQUIRED:

- CSCS Mini Digger
- CSCS Dumper
- CSCS LUGS
- CSCS Abrasive Wheels

TASK SPECIFIC TRAINING:

- HGV Driving License
- Forklift

11. HOUSEKEEPING & WASTE MANAGEMENT

Housekeeping to be maintained to a very high standard. All waste materials to be appropriately disposed of in an environmentally friendly manner or as directed by the client.

12. FIRST AID PROVISIONS

FIRST AIDERS ON-SITE	TBC
LOCATION OF NEAREST HOSPITAL	South Tipperary General Hospital
FIRST AID BOX LOCATION	Supervisors Vehicle

13. EMERGENCY RESPONSE

IN THE EVENT OF AN EMERGENCY THE FOLLOWING PROCEDURE SHALL BE FOLLOWED:

Stop all work!

Assess the situation - make safe if possible!

Assess the casualty - give first aid where appropriate.

☎ Summon help if required.

FOR GARDAI, AMBULANCE OR FIRE SERVICE:

☎ **CALL 999 or 112** – request the service you require

FOR ALL UTILITY EMERGENCIES STOP WORK, REMAIN CALM AND KEEP OTHERS AWAY.

Contact Utility Service Provider to request disconnection of the overhead network/ underground service. ☎ **CALL 999**

14. HAZARD IDENTIFICATION

Abrasive Wheels	Yes	Manual Handling	Yes
COVID-19	Yes	Mobile Plant & Machinery	Yes
Concrete	Yes	Public Safety	Yes
Excavations	Yes	Use of Mini Digger	Yes
Electricity – OHL & UG Services	Yes	Use of Site Dumper	Yes
Hazardous Agents	Yes	Use of Forklift	No
Hand Tools	Yes	Unloading of Fencing & Materials	Yes
Lifting Operations	Yes		

RISK ASSESSMENT MATRIX

RISK RATING FOR ALL WORK ACTIVITIES SHALL BE CALCULATED USING THE FOLLOWING MATRIX

SEVERITY \ LIKELIHOOD	REMOTE	UNLIKELY	POSSIBLE	LIKELY	ALMOST CERTAIN
CATASTROPHIC	5	10	15	20	25
MAJOR	4	8	12	16	20
MODERATE	3	6	9	12	15
MINOR	2	4	6	8	10
NEGLIGIBLE	1	2	3	4	5

LIKELIHOOD OF OCCURRENCE	
Remote	Remote possibility of an occurrence
Unlikely	Unlikely to occur within the near future
Possible	Could occur at some time or other
Likely	Likely to occur in the near future
Almost certain	Will undoubtedly happen, possibly frequently

SEVERITY OF OCCURRENCE	
Negligible	Minimal injury requiring no/minimal intervention or treatment
Minor	Minor injury or illness requiring minor intervention
Moderate	Moderate injury requiring professional intervention
Major	Major injury leading to long-term incapacity/ disability
Catastrophic	Incident leading to death, multiple permanent injuries or irreversible health effects

GREEN	1-4	LOW	ACCEPTABLE LEVEL	PROCEED WITH CAUTION
AMBER	5-12	MEDIUM	APPLY JUDGEMENT	RISK MUST BE ALARP (AS LOW AS REASONABLY PRACTICABLE).
RED	15-25	HIGH	STOP – INTOLERABLE RISK	RISK RESPONSE PLAN REQUIRED

ISO 45001:2018

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
1	Abrasive Wheels	Fire Bursting of abrasive wheel or disc Contact with wheel or disc Clothing entanglement with moving part Personnel injury- Eye injuries from flying parts Inhalation of dust Exposure to excessive noise levels Entanglement with moving parts		*		Hot work permit required. Fire prevention equipment must also be in place i.e. fire extinguishers. Area around grinding should be cleared from all combustible materials. Only trained and competent personnel should change discs. Ensure there are trained and competent personnel on site to do so. Use the correct disc for the job, cutting discs for cutting and grinding discs for grinding. Power rating, spindle speeds and identification number to be clearly identified on all grinders. A visual inspection is required by the operator before use. Appropriate PPE must be worn and in good condition, gloves. Full face shield, ear defenders and breathing apparatus if necessary. Hot works permit to be generated through EIDA and with crew for works. Fire extinguisher to be in the area. Face visor worn for all grinding works. All guards and handles to be fitted and in place before use.	Operator
RESIDUAL RISK		***LOW***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
2	Transmission of COVID-19	Infecting colleagues, family & general public, community transmission of COVID-19, unable to work, possible serious illness/ fatality.	*			The virus spreads in sneeze and cough droplets, so regularly taking the following measures will help reduce the chance of it spreading. All employees are advised to: Do not come to work if you have a fever and/ or a new cough. . Exercise appropriate respiratory etiquette. Do not shake hands or make close contact. A pre-health screening COVID-19 questionnaire shall be completed by all employees and visitors to the company's premises/ sites. A daily documented temperature check of all employees shall occur.	All Employees
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

3	Concrete	Skin burns Skin sensitisation Eye injuries		*		Good housekeeping practices maintained. Spills promptly cleaned or cordoned off. Avoid contact with the skin. Wear suitable PPE. Wash hands thoroughly after contact and use a barrier cream. Follow Health & Safety instructions when using concrete additives. Remove clothing that has been contaminated by wet concrete. Boots to be tapped closed at the top to prevent concrete entering.	Operator
RESIDUAL RISK		***LOW***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

4	Excavations	Contact with buried services, electricity, gas, water etc. Contact with sewage. Rupture of liquid or gas fuel pipe with risk of ignition, fire or explosion. Flooding due to burst pipe or drain. Collapse of sides Persons/ plant/ machinery falling into excavations	*			All excavation works to confirm to HSA Code of Practice for Avoiding Danger from Underground Services. Ensure safe working practices are implemented for excavations - use of plans, locators and safe digging practices. Client to provide up to date underground services drawings. JNC Operatives shall CAT scan area prior to the commencement of works. Ground conditions shall be established by a survey to identify the type of ground in which the excavation is to be carried out. Mini digger shall carry out the excavation works. Hand digging is mandatory where services are located with 0.5m of the work zone. Suitable personal protective equipment (PPE) should be worn. Safe access / egress into excavation with a 30degree slope. All barriers to be clipped together with excavation signage at every 4th barrier.	Operator
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

5	Electricity - Overhead Lines & Underground Services	Injury or fatality, Electrocution, Burns, Explosion, persons or machine coming in contact with electricity	*			All works to confirm to Code of Practices i.e. Avoidance of Electrical Hazards when working near Overhead Lines and Avoiding Danger from Underground Services. Minimum Close Proximity zones must be identified for the relevant type of overhead network i.e. LV/MV/HV and adhered to. Mini Digger shall not breach minimum close proximity zone of overhead networks with grab. All works shall be performed in accordance with company method statement/operating procedures. **Ensure safe working practices are implemented for excavations - use of plans, locators and safe digging practices.**	Operator
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

6	Hazardous Agents	Fire & explosion. Chemical burns, damage to skin, eyes and nose and airways. Skin burns or irritation. Environmental pollution.	*			Safety Data Sheet are to be available on-site. PPE to be used, especially for hands. Fire extinguisher must be kept nearby. No smoking or naked flames where flammable liquids are stored or used. Fuel to be stored in steel fireproof containers. Keep the container up right at all times and secure in the work vehicle during transport. Never re-fuel machinery/equipment indoors or with engine running. Replace fuel caps securely on the equipment and fuel container after refuelling and wipe any spillage immediately. Bund in place for all chemicals on site. All SDS approved on EIDA before use.	Operator.
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

7	Hand & Power Tools	Contact with moving parts Electrocution Noise Vibration		*		Only competent personnel should operate these tools. Machines to be checked before use to ensure guards are correctly fitted, work properly and are used. Only 110 volts equipment is to be used, with leads positioned to remove trip hazards and damage to loads. Extensive use of machines requires an area to be set aside where noise and dust controls can be introduced. Blades should be regularly inspected to ensure they are sharp. Any defects must be reported to site management immediately and repaired as appropriate. PAT Test.	Operator.
RESIDUAL RISK		***LOW***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

8	Lifting operations	Injury/ failing objects Failure of lifting equipment Striking of persons Crush injuries		*		Plant only to be operated by trained and experienced personnel. Slinger/Spotter to be in place when loads are to be lifted. Only slinger to sling loads and communication by radio always. All plant and equipment to have appropriate certification and documentation in place. Exclusion zone to be in place. Loads to be lifted and deposited onto a stable and level surface. All plant and equipment must have daily inspection records available and filed on site where appropriate. Ensure all slings, chains and shackles are fitted correctly to the digger and the load is lifted evenly. If unsafe to lift the load DO NOT LIFT.	Operator
RESIDUAL RISK		***LOW***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		

9	Manual Handling	Back Injury - ligament strains, muscle strains prolapsed/ herniated discs		*		Full manual handling training and instruction to be provided to all operatives involved in the works. Operatives to access the load, keep a broad stable base and bend the knees for all lifting. 2 person lifts over 2m long.	All employees
RESIDUAL RISK		***LOW***					

NO.	HAZARD	RISK DESCRIPTION	RISK	CONTROLS	

	DESCRIPTION		H	M	L		RESPONSIBLE PERSON
10	Mobile Plant & Machinery	Fatality and serious injury Amputation Crushing injury Entanglement & entrapment	*			All plant/ machinery to statutory inspected GA1 by a competent person. People and plant must be segregated at all times. Plant banksman to be in place when vehicles are reversing, tipping, dumping. Maintain exclusions zones at all times. Plant/machinery operators must possess relevant CSCS certification. All moving plant must obey the site speed limit of 20 Km/ hr. **All plant/ machinery to be inspected prior to use.**	Operator
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD	RISK DESCRIPTION	RISK	CONTROLS	

	DESCRIPTION		H	M	L		RESPONSIBLE PERSON
11	Public Safety – Other Trades in the area	Slips, Trips and falls Collision with vehicles Collision with moving machinery/ equipment	*			The company shall do all that is reasonably practicable to ensure the safety of other trades at work sites. Notices to be erected on site boundaries and warning signage to be placed at the entrance to work zone. Operatives when carrying out works on site will be directed to set up exclusion zones around work areas as deemed reasonably practicable.	All Employees
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
12	Use of Mini Digger	Plant and people interface – collision, crushing, entrapment of persons. Persons falling from vehicles. Persons struck by objects falling from plant. Overturning if on uneven ground or lifting duties exceeded. Overhead obstructions – utility networks, cables/ bridges. Underground services. Limitations to visibility – blind spots.	*			GA1 Annual Through Examination Certificate. Daily visual weekly documented inspection checklists must be completed prior to the commencement of works. Spotter/banksman to be utilised for all manoeuvring operations. CSCS Certification 180^0 Excavator or Mini Digger Operation (< 6t). Tip over protection structure (TOPS) to cab as minimum or Roll Over Protection Structure (ROPS) and Falling Objects Protective Structure (FOPS) to cab by risk assessment. Use of Seat belts. Mirrors to satisfy one metre high at one metre distance visibility criteria. Flashing amber beacon. Evidence of regular maintenance inspection plus next service due date.	Operator
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
13	Use of Site Dumper	Danger of crushing High risk of overturning at speed and on inclines. Plant and people interface - collision, crushing, entrapment of persons. Persons falling from Dumper.	*			GA1 Annual Through Examination Certificate. Daily visual weekly documented inspection checklists must be completed prior to the commencement of works. Spotter/banksman to be utilised for all manoeuvring operations. CSCS Certification Site Dumper Evidence of regular inspection plus next service due date. Roll Over Protective Structure (ROPS). Seat belts must be fitted. Flashing amber beacon. Evidence of regular maintenance inspection plus next service due date. Full site-defined PPE.	Operator
RESIDUAL RISK		***MEDIUM***					

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
14	Use of Forklift	Fall of load from forks Overturning of fork lift Unplanned lowering of forks Impaired driver vision	*			GA1 Annual Through Examination Certificate. Daily visual weekly documented inspection checklists must be completed prior to the commencement of works. Adhere to the manufacturer's handbook and operators manual instructions. Only authorised and certified operators shall operate the forklift truck. Clear visibility should be ensured at all times. Machines should only be driven on routes specified for the purpose. Machines must be suitable for the task for which they are intended, particularly in terms of size and weight of load carried. Secure loads before lifting or moving. Ensure loads are carried as close to the ground as practicable.	Operator
RESIDUAL RISK	***MEDIUM***						

NO.	HAZARD DESCRIPTION	RISK DESCRIPTION	RISK			CONTROLS	RESPONSIBLE PERSON
			H	M	L		
15	Unloading of Fencing & Materials	Fall of load from forks Overturning of fork lift Unplanned lowering of forks Impaired driver vision	*			Six month thorough examination on lifting accessories. SWL to be clearly marked on all certified lifting points if applicable. Clear visibility should be ensured at all times. Secure loads before lifting or moving. Ensure loads are carried as close to the ground as practicable.	Operator
RESIDUAL RISK		***MEDIUM***					

BRIEFING DATE			
BRIEFING COMPLETED BY		**SIGNED**	
TRANSLATION COMPLETED BY		**SIGNED**	
I CONFIRM THAT I HAVE RECEIVED A BRIEFING ON THE ATTACHED RAMS AND SHALL CONFORM TO THE SAFE WORKING RULES, PRACTICES & METHODS DOCUMENTED.			

PRINT NAME	SIGNATURE	DATE

Ecological Assessment: Railway Maintenance and Building Maintenance Activities – CCE

This Operating Procedure sets out the requirements to be implemented in order to ensure that maintenance activities within environmentally protected areas are fully compliant with current European and Irish Environmental legislation in particular EU European Communities (Birds and Natural Habitats) (Amendment) Regulations 2011 to 2015 and the Wildlife Act 1976 amended 2000,2010 and 2012.

The principles in this Operating Procedure are approved by the Chief Civil Engineer and therefore constitute mandatory standard practices, which apply throughout the CCE Department.

Signed  **Chief Civil Engineer**

This Operating Procedure, along with all other CCE Documentation, is available from the CCE Website.

Electronic copies of the Operating Procedure are controlled and live. Holders of printed copies of the Operating Procedure are responsible themselves for ensuring that they have the most up to date version as appropriate.

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Operating Procedure Contents

Operating Procedure Revision History

Version Number	Date of Issue	Summary of Changes
1.0	13/02/2012	Initial Release
2.0	01/05/2013	Change of Doc. number & Doc. Format
3.0	03/04/2020	Substantial Revision: Overall review and update of entire procedure. • Insertion of roles and responsibilities section. • New Definitions added to definitions section • Addresses works that do not occur within designated area and ecological assessment obligations • New Process chart for undertaking "Appropriate Assessment". • Change consent body from NPWS to Planning Authority.

1 Scope and Principles

1.1 Scope

1.1.1 This operating procedure outlines a process for engaging ecological assessments and "Appropriate Assessments" for railway and building maintenance activities:

1.1.1.2 Before work takes place on or near a legally protected designated site or protected habitats:

a) The project/maintenance activity will be assessed in relation to proximity to designated sites and protected habitats using the GIS IAMS Viewer.

b) Ecological assessments/ Appropriate Assessments must be undertaken where works are deemed to have the potential to impact on the integrity of the designated site or protected habitats.

c) The ecological assessment/ appropriate assessment will base its findings on a field survey, previous ecological surveys, a general desktop study including Best practice measures.

d) All agreed mitigation measures must be implemented fully during project construction phase.

1.2 Principles

1.2.1 This procedure applies to the management of works/activities within or adjacent to environmentally protected sites such as European designated sites; Special Areas of Conservation, Special Protected Areas, and national designated sites.

1.2.2 This procedure applies to the management of works/activities which require specific ecological assessments i.e. ornithological, bat surveys, badger surveys for a specific work activity.

1.2.2 This procedure applies to works undertaken by Iarnród Éireann (IÉ) staff and/or by others on IÉ's behalf, in particular:

1.2.2.1 The Accountable Line Manager (or delegated staff member) within the CCE Department who is planning to undertake work within or adjacent to legally protected sites or near protected habitats and species

1.2.2.2 The Accountable Line Manager (or delegated staff member) within the CCE Department who plans to carry out in-stream works (see definition 2.1.12)

1.2.2.3 The Infrastructure Manager who is responsible for all CCE activities in those specific to CCE Locations as specified in CCE Safety Management Standard CCE-SMS-001

1.2.2.4 Any contractor working on behalf of IÉ who is planning to undertake and/or is managing work within or adjacent to legally protected sites including in stream areas.

1.2.3 CCE maintenance activities in or adjacent to environmentally protected areas must comply with the European Communities (Bird and Natural Habitat Regulations) 2011 and the Wildlife Amendment Act 1976 to 2012.

1.2.4 Terms such as "his" or "manager" are not gender specific.

1.3 Roles and Responsibilities

13.1. The Chief Civil Engineer shall ensure that there is adequate environmental resources to ensure support to the IM department when planning and implementing railway maintenance projects in environmentally sensitive areas.

1.3.2 The IM shall ensure that the appointed person/project manager who manages railway maintenance works in environmentally sensitive areas follows this operating procedure as outlined within this document.

1.3.3 The IM project manager/resource must ensure that the maintenance works proposal is cross checked with environmental data on GIS Viewer.

1.3.4 The IM project Manager/resource shall inform the environmental executive of works which fall within or near designated sites

1.3.5 The environmental resource shall ensure that this procedure is briefed to all line managers and CCE staff who implement railway maintenance activities within environmentally sensitive areas.

1.3.6. The environmental resource shall ensure that a contract ecologist is appointed to undertake an ecological assessment or "Appropriate Assessment" where required.

2 Definitions

2.1.1 **Accountable Line Manager (or delegated staff member)** – Person responsible for all CCE activities in specific CCE Locations as specified in CCE Safety Management Standard CCE-SMS-001.

2.1.2 **Appropriate Assessment (AA)** –is an evaluation of the potential impacts of a plan or project on the conservation objectives of a Natura 2000 site(s), and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. Principally, the purpose of AA is to identify the possible effects of implementing a Plan or Project on the conservation status of designated Natura 2000 sites within the Plan or Project area

2.1.3 **Biodiversity-** refers the variety of life which is made up of different plants, animals and even micro-organisms. It can be described as a measure of variation between species in regards to their genetics, species and habitats.

2.1.4 **CCE Location** – A grouping of activities or workplaces, typically organised either geographically or organisationally, that are considered as a single area of accountability within the CCE Department.

2.1.5 **Closed Season** – Period of time (usually October to beginning of March) within a river basin district where construction activities are restricted. Note: Some river basin districts may have longer restrictions.

2.1.6 **Derogation Licence (Wildlife)** – Permission to disturb or destroy a protected species or habitat in order to facilitate work activities.

2.1.7 **Designated Site** – Any area which is provided legal protection under current environmental legislation including:

- Special Protected Area – A designated area which has been provided legal protection under the EU Birds Directive and the EU (Birds and Natural Habitat) Regulations 2011
- Special Area of Conservation – An area which has been provided legal protection under the EU Habitats Directive and the EU (Birds and Natural Habitat) Regulations 2011
- (Proposed) and Natural Heritage Areas – A site which holds important habitats and species, and which is given protection under the Wildlife Amendment Act 2000

2.1.8 **Ecologist** – Person qualified to perform an ecological study for the purposes of an Appropriate Assessment or ecological survey.

2.1.9 **Environmental Resource** – The person appointed within a Department to manage environmentally related issues.

2.1.10 **Habitat-** is the type of natural environment a particular species is found where it has adapted to its conditions and where they search for food, shelter, protection and a potential mate.

2.1.11 **IAMS Geo-Spatial Viewer** – A module within IAMS which identifies environmentally protected areas (see Appendix 1 for an illustration of such an area and steps on how to use the module).

2.1.12 **Inland Fisheries Ireland** – A new authority set up in 2010 covering various water basin districts within Ireland. They are responsible for the conservation management, regulation and development of the inland fisheries resource in accordance with the existing legislation governing the inland fisheries sector. They enforce the provisions of the Fisheries Acts 1959, amended 1962 and 1980, and the Water Pollution Acts 1977 and 1990.

2.1.13 **Nesting Season**- Nesting birds are protected under the Wildlife Amendment Act 1976 whereby it is illegal to cause damage to birds or hedgerows where nests are present. This act bans the cutting of hedgerows during the year from March 1st to August 31st. .

2.1.14 **Planning Consent**– A formal approval in writing from the Minister for the Environment, Community and Local Government to proceed with works within designated environmentally protected areas. Usually the consent will include additional conditions which the applicant must adhere to when proceeding with works.

2.1.15 **Ministerial Consent (Minister for Marine)** – A formal approval in writing from the Minister for Marine. Required when carrying out in-stream works within a water body during the closed season.

2.1.16 **National Parks and Wildlife Service (NPWS)** – Department within the Department of Environment, Community and Local Government. Their function is to implement and enforce the provisions of the Wildlife Amendment Act 2000, the EU Habitats Directive 92/43/EEC, EU Birds Directive 79/409/EEC and the EC (Birds and Habitat) Regulations 2011. They designate and advise on the protection of Special Areas of Conservation, Special Protected Areas and Natural Heritage Areas.

2.1.17 **Safety-Critical** – Critical to and a direct influence on the safe operation of Track and Structures.

2.1.18 **Worksite –** The area where works/activities (e.g. construction, maintenance, transportation, engineering) are taking place or are scheduled to take place. The site may be located on the Permanent Way, on CIÉ Property or on a third party's property.

3 Implementation

3.1 Planning Works within or near Designated Sites

3.1.1 Any person planning maintenance or construction activities shall determine if future planned works are within or near areas designated as environmentally protected or have potential to disturb protected habitats or species. (See Appendix 1 – Use of the IAMS Geo-Spatial Viewer)

3.1.2 The Accountable Line Manager shall ensure that the workflow identified in Section 3.2 of this procedure is followed.

3.1.3 Due consideration shall be given to the environmental requirements outlined in this procedure and their associated workload, time delays and costs at the planning stage of the project, and a suitable budget allocation shall be provided.

3.1.4 The Accountable Line Manager shall ensure that:

3.1.4.1 A full and descriptive works methodology is submitted to the environmental resource when requesting an ecological survey or appropriate assessment.

3.1.4.2 The appropriate environmental consents are obtained before works proceed,

3.1.4.3 All conditions and mitigations associated with such consents must be implemented by the contractor.

3.1.4.4 Any significant changes to the work method must be reassessed

3.1.5 In the event of an emergency situation within an Environmentally Protected Area in which Safety Critical (defined in Section 2.1.13) Works are required immediately to avoid risk to human life, these works should proceed immediately and the Accountable Line Manager shall notify the CCE.

3.1.7 The National Parks and Wildlife Service shall be notified of Safety Critical Works within an Environmentally Protected Area as soon as possible.

3.1.8 Certain maintenance activities may be exempt from requiring consent from the National Parks and Wildlife Service and Inland Fisheries Ireland, e.g. tamping and track or asset surveys/inspections. Please check with the CCE Environmental resource in each case.

3.1.9 Where protected habitats or species such as badger setts or nesting birds are discovered during works, disturbance shall cease until an ecological assessment and appropriate derogation licence has been obtained from the Wildlife unit in the NPWS.

3.2 Planning for works within designated or Natura 2000 sites

3.2.1 When undertaking railway maintenance or asset management activities, certain data sets available on the IAMS GIS viewers shall be referenced or checked in relation to; the presence of designated sites, invasive species, and other protected species during the earliest planning phases of the work.

3.2.2 Where interface is certain or likely, the person responsible for planning the work will contact the CCE Environmental resource in writing with a full description of the proposal and a location map detailing worksite footprint.

3.2.3 The CCE Environmental resource in tandem with the person planning the work shall engage the services of an ecologist to undertake an ecological assessment of the railway maintenance project proposal.

3.2.4 The Regional manager must appoint a person to project manage the works and ensure that they submit a methodology to the appointed contract ecologist. If a methodology or description of the work is not submitted the project will not be prioritised. (A guideline on information to be contained in the methodology in included in Appendix 1.)

3.2.5 Once a methodology is submitted to the ecologist, an "Appropriate Assessment" of the works proposal will be undertaken. This exercise is a legal requirement under article 6 part 3 and 4 of the EC Habitats Directive.

3.2.5 Where the proposal is considered to potentially impact upon the conservation objectives of a Natura 2000 site an appropriate assessment will be undertaken. There are four potential stages within the appropriate assessment process;
Stage 1: Screening
Stage 2: Appropriate Assessment and NIS Report
Stage 3: Imperative Reasons of Overriding Public Interest (IROPI)
Stage 4: Alternative Solutions
Note (Please see appendix 2 for a full description of each of these stage).

3.2.6 Where a proposal has been screened out during the first stage of the appropriate assessment and considered to have no potential significant impacts on the affected NATURA 2000 or designated site, the works can proceed as per the agreed methodology and environmental management plan.

3.2.7 The project manager may not increase the scope and scale of the project once screened out. If the project scope and scale is to increase the new scope of works must be reassessed.

3.2.7 Where the proposal cannot be screened out, a stage 2 appropriate assessment needs to be undertaken. This activity will take into consideration potential impacts on the conservation objectives of the designated site and include best practice mitigation measures in order to reduce significant long-term impacts.

3.2.8 The assessment will be documented within a Natura Impact Statement and submitted to the project manager.

3.2.9 All proposals which require stage 2 AA and a Natura Impact Statement must go through a formal planning application through the local planning authority.

3.2.10 All conditions associated with formal consent, permissions and licences must be implemented and adhered to by the IE project manager and contractor during construction phase.

3.3 Other Ecological Considerations when planning railway maintenance activities

3.3.1 Where works do not occur within or have the potential to impact upon designated sites, other ecological surveys may be required in the following circumstances;

1. Repairs and maintenance to bridges, buildings, roofs and structural assets (disturbance to nesting birds and bat roosts.
2. Extensive removal of hedgerow; please check the IAMS Database to check the badger sett layer prior to works to check the location of badgers.
3. In areas where invasive plant species are present, please check the Invasive species data layer on the IAMS Database.
4. Vegetation management which is required during nesting season for safety critical reasons; (see CCE-TMS-381 UPDATE May 2019).
5. Minor drainage or culvert repairs can have significant impacts on small upland streams or rivers with pre-works aquatic surveys may be required to identify species such as crayfish or otter.

3.3.2 In any of the above circumstances please contact the CCE Environmental Resource in order to arrange an ecological survey.

3.3.3 Where protected habitats or species are found within a proposed worksite i.e. Badger setts, Bat Roosts, nesting birds etc., a wildlife derogation must be sought under the Wildlife Amendment Act 2000.

3.3.4 The licence application will be prepared by the contract appointed ecologist and submitted to the Wildlife Licencing dept. in the National Parks and Wildlife Service.

3.3.5 All conditions of the licence including seasonal restrictions and timings must be adhered to and implemented on site.

3.4 In-Stream Works

3.4.1 All in-stream works (see definition 2.1.12) within named waterbodies must be notified to Inland Fisheries Ireland. Contact the CCE Environmental Resource when planning in-stream works.

3.4.2 If In-Stream works are within an environmentally protected area, refer to the conditions of section 3.1 of this document.

3.4.3 In-stream works shall be carried out within the seasonal restrictions of each particular river basin district unless circumstances dictate otherwise (Safety Critical Works). (Usually this period is between July to End of September seasonally).

3.4.4 If Safety Critical Works need to be carried out during the closed season, a certificate of authorization must be sought from Inland Fisheries Ireland to permit the works to proceed. Please contact the CCE Environmental Resource in this instance.

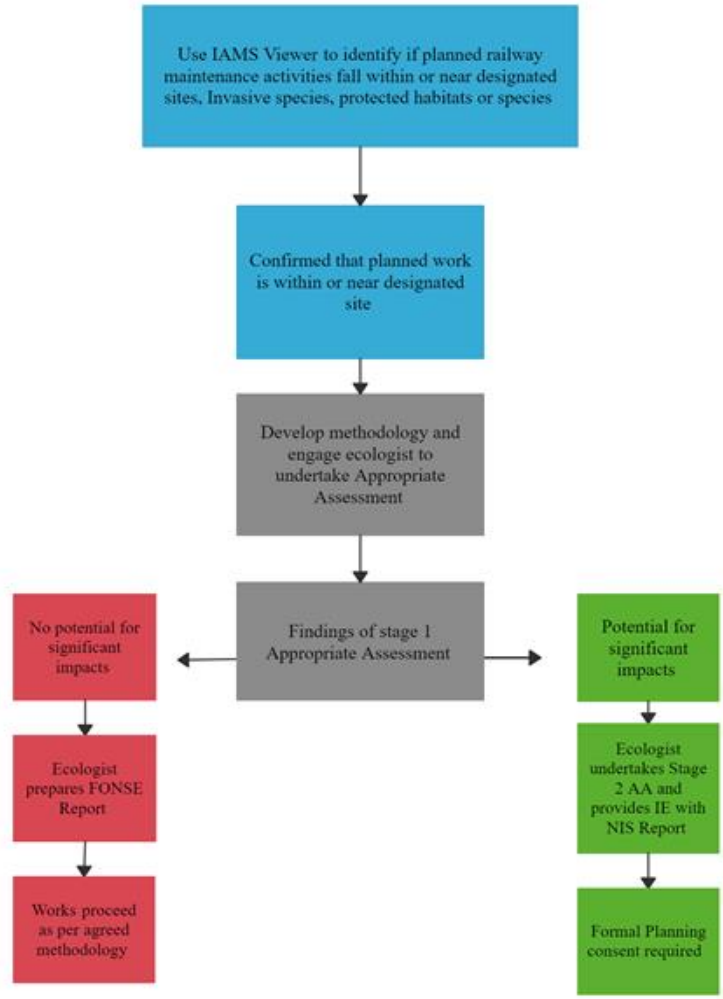
3.4.5 Method statements for in-stream maintenance activities or maintenance activities which may affect a watercourse or water body shall address environmental management, including measures to prevent water pollution.

3.4.6 A guideline document titled "Requirements for the Protection of Fisheries Habitat during Construction and Development Works", published by the Eastern Regional Fisheries Board, can be found at the following link:

3.4.7 http://www.fisheriesireland.ie/Salmon-management/salmon-management.html

3.5 Accountable Line Manager's Flowchart for Planning Works in Designated Areas.

Procedure to follow before any planned maintenance can be carried out in Designated Areas



4.0 Using IAMS Geo-Spatial Viewer to View Ecological Datasets

The IAMS Geo-Spatial Viewer must be used to verify the presence of designated areas and other recorded ecological data when planning railway maintenance activities

1. In the Viewer screen, zoom in to the area where the proposed works are to be carried out.
2. In the left-hand column, click on "Environmental Data" heading.
3. Several ecological mapping layers are displayed. To view designated area's click on NHA, SPA, PNHA, SAC, in order to confirm if planned works are situated within or near an environmentally protected area.
4. To view locations of invasive plant species locations; click on the sub set heading "others" .

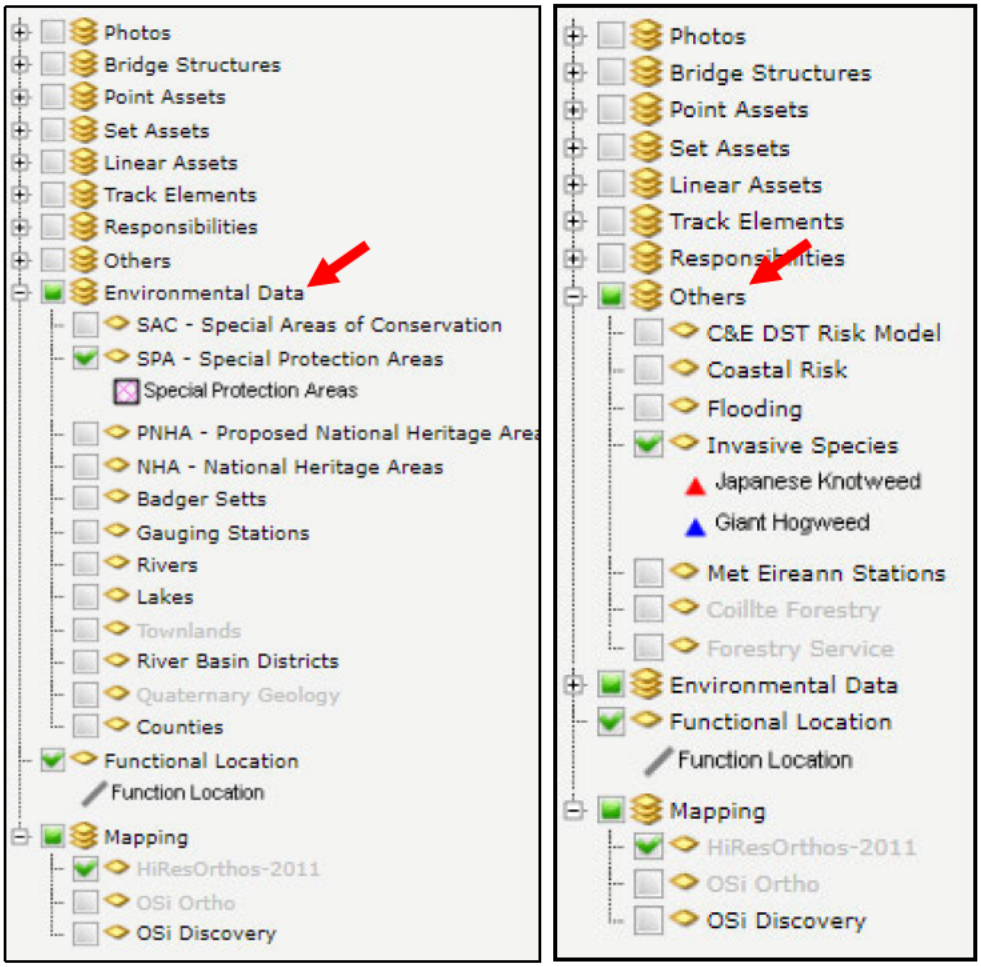


Fig. 2. Environmental/Ecological/Invasive species data listed on IAMS Geo spatial viewer.

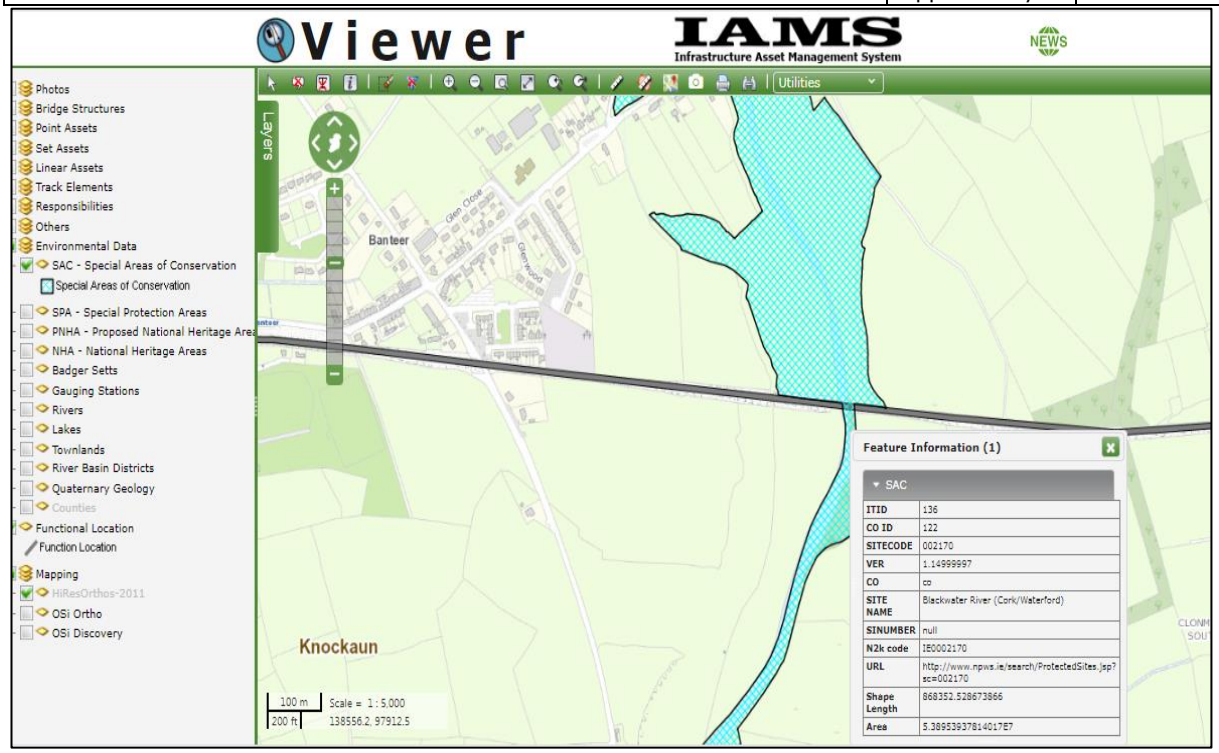


Figure 3: GIS Viewer showing a Special Area of Conservation near a proposed underbridge

5.0 Conditions of Planning Consent and Planning Approval.

Where planning approval or consent has been granted by a planning authority for a railway maintenance project the following actions shall be implemented.

5.1. All agreed mitigation and preventative measures outlined within the construction phase environmental management plan shall be implemented during all applicable phases of the project.

5.2 Any significant changes to the agreed work method must be reassessed.

5.3 All post works surveys or monitoring shall be undertaken in compliance with planning conditions.

6.0 Documentation and Auditing

6.1 The accountable line manager shall ensure the following documentation is retained and accessible.

6.1.1 The Accountable Line Manager shall ensure the following documentation is retained and accessible:

6.1.2 Appropriate Assessment report and other ecological surveys (final version only).

6.1.3 A copy of the Planning consent and associated conditions

6.1.4 Formal Notifications received from Inland Fisheries Ireland, NPWS or other regulatory bodies.

6.1.5 Any other relevant documentation.

6.2 This documentation shall be systematically filed and retained by the Accountable Line Manager for a minimum period of 7 years (to be checked) from the completion of the works. Please see CCE Document Management Standard CCE-IMS-002.

6.3 The Environmental Resource shall audit the system and records on an annual basis, and report findings to the relevant Department Heads.

6.4 Documentation shall demonstrate conformity to the requirements of this procedure and to the Environmental Management System (CCE-IMS-008). Subsequent Corrective Actions will be taken where there is non-conformity.

Appendix 1 Outline Methodology Requirements

The Accountable Line Manager shall provide the following information to be contained in the

Outline Methodology for planned works in or adjacent to an environmentally protected area:

a) Location of the worksite
b) Access/egress from the site
c) Brief description of the work
d) Plant and machinery to be used on site
e) Number of personnel required to be on site
f) Materials and chemicals to be stored on site
g) Waste materials expected to be produced
h) Location Maps and Drawings associated with the Project.
i) Details of environmental mitigation

Appendix 2: Seasonal timings for ecological surveys and mitigation measures.

Approx. Survey Timings / Approx. mitigation timings	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Bats	Inspection of Hibernation roosts			Ltd Activity	Dawn Dusk Bat Surveys					Ltd Surveys	Hibernation	
	No closure of roosts		Optimum period for roosts closure		Roost closure possible, no closure of maternity roosts					Optimum period for roost closure	No closure of hibernation roosts	
Badger	Sett survey and bait marking				Limited sett survey						Sett Survey	
	Breeding season no sett closure						Sett Closure under licence				Breeding season	
Otter	Surveys year round											
	Site specific mitigation											
Fish	Surveys carried out under licence											
					Works may be limited		Instream work					

Appendix 3: Appropriate Assessment Process

Stage 1 Screening:

The ecologist will review the project proposal methodology. The proposed maintenance methodology is supplied to the appointed ecologist as soon as appointed con) along with undertaking a site visit and field survey of the area.

1. Description of the plan or project (see appendix), and local site or plan area characteristics;
2. Identification of relevant SAC, compilation of information on their qualifying interests and conservation objectives;
3. Assessment of the likely effects – direct, indirect, cumulative – undertaken on the basis of available information (desk study, field survey and/or primary research), which will result in a screening assessment and screening statement.

If the effects are deemed to be significant, potentially significant, or uncertain, or if the screening process becomes overly complicated, then the process must proceed to Stage 2 Appropriate Assessment (preparation of an NIS).
Screening should be undertaken without the inclusion of mitigation, unless potential impacts clearly can be avoided through the modification or redesign of the plan or project, in which case the screening process is repeated on the altered plan. The greatest level of evidence and justification is needed in circumstances where the process ends at the screening stage on grounds of no impact.

Stage 2: Appropriate Assessment Natura Impact Statement

This stage considers whether the plan or project, alone or in combination with other projects or plans, will have an adverse effect on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects.

The proponent of the plan or project will be required to submit a Natura Impact Statement (NIS), i.e. the report of a targeted professional scientific examination of the plan or project and the relevant Natura 2000 sites, to identify and characterise any possible implications for the site in view of the site's conservation objectives, taking account of in combination effects.

This should provide information to enable the competent authority to carry out the appropriate assessment. If the assessment is negative, i.e. adverse effects on the integrity of a site cannot be excluded, then the process must proceed to Stage 4, or the plan or project should be abandoned. The AA is carried out by the competent authority and is supported by the NIS.

Please note; once it is determined that a railway maintenance proposal will require stage 2 appropriate assessment, the proposal will require planning permission through the competent authority (usually the local planning authority)

Stage Three: Assessment of Alternative Solutions

This stage examines any alternative solutions or options that could enable the plan or project to proceed without adverse effects on the integrity of a Natura 2000 site.

The process must return to Stage 2 as alternatives will require appropriate assessment in order to proceed. Demonstrating that all reasonable alternatives have been considered and assessed, and that the least damaging option has been selected, is necessary to progress to Stage 4.

Stage 4: Imperative Reasons of Overriding Public Interest

Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain Stage 4 examines whether there are imperative reasons of overriding public interest (IROPI) for allowing a plan or project that will have adverse effects on the integrity of a Natura 2000 site to proceed in cases where it has been established that no less damaging alternative solution exists.

Reference No.	**CCE-TMS-381**
Version	**1.4**
Operative Date	**15.05.2019**
Status	**LIVE**
Prepared by	**Colin Hedderly / Cathal Bowe**
Checked by	**Cathal Mangan**
Approved by	**Éamonn Ballance**

CCE DEPARTMENT

TECHNICAL MANAGEMENT STANDARD

CCE-TMS-381
Control and Management of Vegetation

This CCE Department Technical Standard sets out the requirements for the control and management of lineside vegetation.

This CCE Department Technical Document is mandatory.

The principles in this Technical Standard are approved by the Head of Department and therefore constitute mandatory standard practices, which apply throughout the CCE Department.

Signed  **Chief Civil Engineer**

This standard, along with all CCE Department Standards, is available on Iarnród Éireann SharePoint. Electronic copies of the standards are controlled and live. Holders of printed copies of the standard are responsible themselves for ensuring that they have the most up to date version as appropriate.

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CONTENTS

1 Policy, Scope and Principles

1.1 Policy

1.1.1 It is the policy of the CCE Department to have an ongoing programme for the control of vegetation. This is essential to protect fence lines, embankments, slopes in cuttings and the track infrastructure from the encroachment of vegetation.

1.2 Scope

1.2.1 This standard describes the responsibilities, work programmes and control procedures for managing lineside vegetation.

1.3 Principles

1.3.1 Lineside vegetation must be managed and controlled in accordance with this standard and current Irish and EU statutory Acts and Directives.

1.3.2 This standard must be read in conjunction with the following:

1.3.2.1 CCE-TMS-360 Track and Structures Inspection Requirements

1.3.2.2 CCE-TMS-361 Technical Standard for Track Patrolling

1.3.2.3 CCE-TMS-380 Management of User Worked Unattended Level Crossings

1.3.2.4 CCE-ENV-Notification-01, Vegetation Management & Nesting Season *(copy of this environmental notification is contained in appendix D)*

1.3.3 This standard must be read with reference to BS 3998:2010 Tree work - Recommendations

1.3.4 Safety definitions that apply to all standards are set out in CCE-SMS-001 CCE Safety Management System.

1.3.5 Terms such as "his" or "manager" are not gender specific.

2 Definitions

2.1 Standard-Specific Definitions

2.1.1 The established definitions of all permanent way terminology used in standards and procedures are set out in CCE-TMS-399 Glossary of Civil and Permanent Way Engineering Terms. The definitions below are of particular relevance to this standard.

2.1.2 **Herbicide** – A generic term for any chemical used to destroy or inhibit growth, especially of weeds and other undesirable vegetation.

2.1.3 **Rehabilitation** – This refers to restoring planted or landscaped areas to a sound and satisfactory condition.

2.1.4 **Screening** – In this standard, this refers to screening with planting, generally trees and shrubs. Screening is intended to:

2.1.4.1 Landscape for amenity purposes

2.1.4.2 Reduce the noise and visual intrusion impacts of railway operations on adjoining land uses

2.1.4.3 Deter trespass and unauthorised entry onto operational railway land

2.1.5 **Unwanted Vegetation** – Vegetation in a location or condition that causes an unsafe or potentially unsafe situation, or is in a condition that is damaging to its surroundings.

2.1.6 **Vegetation Envelope** – The total range of vegetation cover over an area, including all trees, shrubs and grasses.

3 Accountabilities and Responsibilities

The full listing of CCE Management Accountabilities and Responsibilities is shown in CCE-SMS-001 CCE Safety Management System. The following accountabilities and responsibilities are specific to this CCE Standard.

3.1 Chief Civil Engineer (CCE)

3.1.1 The Chief Civil Engineer (CCE) has overall accountability for this Technical Standard and its implementation.

3.1.2 The CCE is accountable for setting Occupational Safety, Plant & Machinery Safety, Track Safety and Structures Safety objectives and for providing resources to all parts of the CCE Department to achieve those objectives.

3.2 Technical Manager, CCE

3.2.1 The Technical Manager, CCE is the owner of this standard.

3.2.2 The Technical Manager, CCE is accountable for Track Safety and Structures Safety for the entire Iarnród Éireann railway network.

3.2.3 The Technical Manager, CCE is accountable for ensuring that:

3.2.3.1 This standard is implemented through a programme of compliance verification and review

3.2.3.2 This standard is sufficient for its stated requirement with respect to the management and control of lineside vegetation

3.3 Senior Track and Structures Engineer (STSE)

3.3.1 The Senior Track and Structures Engineer is accountable for Track Safety and Structures Safety for those parts of the Iarnród Éireann railway network within the CCE locations that are his accountability.

3.3.2 This Track Safety and Structures Safety accountability includes:

3.3.2.1 Ensuring that the appropriate, correct and complete CCE Technical Documentation is implemented within the CCE locations such that this same CCE Technical Documentation ensures the safe operation of the Track and Structures within the CCE locations.

3.3.2.2 Ensuring that, where lineside vegetation does not conform to the controls in Appendix A and presents a risk, the location/type/density of the vegetation is brought to the attention of the Infrastructure Manager in a timely manner and remedial works organised. The STSE may include the item in the Track and Structures Risk Register as necessary.

3.3.2.3 Reviewing this list of locations in conjunction with the Infrastructure Manager (IM) / Regional Manager (RM) as part of the Annual Programme of Works on Vegetation Maintenance.

3.3.2.4 Ensuring, through a programme of compliance verification, that vegetation is managed at access points to bridges, culverts, cuttings and embankments so that structural inspections of these assets can be carried out.

3.3.2.5 Identifying control measures, in conjunction with the IM / RM, necessary to safely manage risks arising from lineside vegetation.

3.3.2.6 Arranging through the IM / RM for implementation of any identified control or mitigation measures.

3.3.2.7 Recording any locations assessed as high risk in the Track and Structures Risk Register.

3.3.2.8 Advising the IM/RM of specific remedial, repair or renewal works required.

3.4 Infrastructure Manager (IM) and Regional Managers (RM)

3.4.1 The Infrastructure Manager / Regional Manager is responsible for all aspects of the management of production activities within a Division made up of a number of regions and several CCE locations. The Infrastructure Manager is accountable for all the aspects of Track Safety, Structures Safety, Plant and Machinery Safety and Occupational Safety of all the production operations and supplier operations associated with the CCE locations under his control.

3.4.2 This Track Safety and Structures Safety accountability includes:

3.4.2.1 Ensuring that employees and contractors under his control execute their tasks in a manner that is technically correct, at the correct frequency, with the correct care and in accordance with the CCE Documentation, such as to ensure the safe operation of the Track and Structures.

3.4.2.2 Ensuring that lineside vegetation is managed and removed, in accordance with this standard and current Irish and EU statutory Acts and Directives.

3.4.2.3 Ensuring that vegetation is removed at access points to bridges, culverts, cuttings and embankments so that:

a) Patrol Gangers can inspect routinely, and

b) General Engineering Inspections of these assets can be carried out.

3.4.2.4 Reviewing the list of vegetation locations in conjunction with the STSE and developing the Annual Programme of Works on Vegetation Maintenance.

3.4.2.5 Reviewing the assessments of such locations in conjunction with the STSE.

3.4.2.6 Ensuring that adequate, appropriate and competent resources are provided as part of lineside vegetation works.

3.4.2.7 Identifying suitable control measures, in conjunction with the STSE, necessary to safely manage risks arising from the control of lineside vegetation.

3.4.2.8 Undertaking an annual programme of vegetation clearance, along the sections of the operational network requiring attention. Clearance should include access points, bridges, culverts and cuttings and embankments as well as vegetation clearance at level crossings, signals and yards.

3.4.2.9 Ensuring that lineside vegetation is controlled and managed, in accordance with this standard and with current Irish and EU statutory Acts and Directives.

3.5 Infrastructure Production Plan Manager

3.5.1 The Infrastructure Production Plan Manager is accountable for all aspects of the management of the Infrastructure Production Plan and for the Track Safety, Structures Safety, Plant & Machinery Safety and Occupational Safety of all the production operations and supplier operations associated with the CCE locations under his control.

3.5.2 This Track Safety and Structures Safety accountability includes:

3.5.2.1 Ensuring that employees/contractors under his control carry out vegetation works in CCE locations correctly and complete all the technical, production and maintenance tasks as required and defined under the agreed programme

3.5.2.2 Ensuring that all tools, plant, machinery and facilities to be used for the undertaking of vegetation management activities are deployed and used in accordance with the intended purposes and in a manner consistent with safe and correct operation for the application in question

3.5.2.3 Ensuring that production activities associated with the management of vegetation are planned, scheduled and controlled such that only technically competent manpower and the correct resources are used

3.5.2.4 Ensuring that the instructions and technical advice of the STSE on Track Safety and Structures Safety are followed, and delivering the precautionary/mitigation actions per risk in accordance with the STSE's requirements

3.5.2.5 Ensuring, where accountable, that lineside vegetation is managed and removed, in accordance with current Irish and EU statutory Acts and Directives

3.5.2.6 Undertaking a programme of weedspray, at least once per year but more often as may be directed, along the entire operational network where required and on other non-operational lines as may also be required

3.6 Supervisors

3.6.1 Every Supervisor who has a responsibility for overseeing and guiding workplace activities in any CCE location is accountable for:

3.6.1.1 Occupational Safety during his working hours in that CCE location

3.6.1.2 The employees in that CCE location delivering correct maintenance tasks that will ensure Track and Structures Safety

3.6.2 The Track Safety and Structures Safety accountability for each of these Supervisors includes:

3.6.2.1 Ensuring that all maintenance activities every day are completed and done according to the technical documentation and that employees sign off that the maintenance activities have been completed correctly.

3.6.2.2 Ensuring that Patrol Gangers carry out their duties before, during and after the removal of lineside vegetation, in accordance with technical documentation and standards.

3.6.2.3 Ensuring that monitoring on the line is carried out as and when required or as directed, and in accordance with the relevant technical standards.

3.6.2.4 Detecting and reporting unsafe conditions on or near the line.

3.6.2.5 Detecting and reporting conditions requiring remedial action.

3.6.2.6 Carrying out or arranging for additional patrols, supplementary inspections and maintenance arrangements as may be required during and following adverse weather events and in advance of the re-opening of a closed section of line as per CCE-TMS-360 and CCE-TMS-361.

3.6.2.7 Ensuring that only competent manpower and the correct tools and other resources are used.

3.6.2.8 Ensuring that any risks identified during inspections are brought to the attention of his line manager.

3.7 Further Accountabilities and Responsibilities

3.7.1 Section 4, Implementation, describes further the specific accountabilities, responsibilities and duties required under this standard.

3.7.2 Staff must ensure that any difficulties with the implementation of this standard are brought to the attention of the Technical Manager, CCE.

4 Implementation

4.1 Reasons for Vegetation Control

4.1.1 Vegetation control has two aims:

4.1.1.1 To keep the track free from vegetation

4.1.1.2 To keep vegetation on lineside structures within certain limits

4.1.2 Uncontrolled vegetation growth on the track, lineside and at or on lineside assets can present a number of risks to the safety and operation of the railway. It can:

4.1.2.1 Restrict visibility of assets on the railway

4.1.2.2 Obstruct sight lines to signals or level crossings

4.1.2.3 Obscure the view of staff working on the railway or of other users of the railway e.g. at level crossings

4.1.2.4 Increase the risk of fire hazards, due to dried vegetation

4.1.2.5 Cause operational problems on the line, e.g. autumnal leaf fall and dandelions (see also 4.1.3 and 4.1.4)

4.1.2.6 Cause a tripping hazard for staff, e.g. brambles growing into or on the cess

4.1.2.7 Lead to undermining of track stability

4.1.2.8 Reduce the life span of certain assets e.g. the ballast bed

4.1.2.9 Adversely affect track drainage systems

4.1.2.10 Block access points to bridges, culverts, cuttings and embankments making it difficult, and sometimes impossible, to safely get access to the asset

4.1.2.11 Hamper structural inspections on or near bridges, culverts, cuttings and embankments and possibly prevent completion of the inspection until the vegetation is removed or cut down

4.1.3 Leaves on the line can give rise to seasonal difficulties with rail adhesion and can have a significantly detrimental effect on operational services during the autumn when leaf mulch accumulates after the fall of leaves. Leaf fall on lines can be influenced in a controlled manner through effective management and planning of the surrounding vegetation.

4.1.4 Dandelion pollen can cause a problem for some railcars, in particular the class 2800 units, as these units suck air into the engine radiator system unlike other units. The guard arrangement at the front of the radiator system can get clogged up with the dandelion pollen causing the air intake to be reduced and the engine to overheat. The problem is more pronounced near fields included in the "set aside" arrangements under the Department of Agriculture, Fisheries and Food support scheme arising out of the reform of the Common Agriculture Policy where farmers receive aid for not farming a field from 15 January to 31 August.

4.1.5 As well as reducing the risks outlined above, appropriate control of vegetation can make other positive contributions to the operation of the railway, such as providing:

4.1.5.1 Greater stability of embankments and slopes, including the controlled absorption of rainwater

4.1.5.2 A more visually pleasing environment for the travelling customer and for Iarnród Éireann's (IÉ's) neighbours

4.1.5.3 Screening of detrimental visual and audible aspects of the railway

4.1.5.4 A haven for fauna and flora

4.1.6 It should also be noted that the removal of the root systems that have a binding property with the soil can have adverse effects on slope stability and possibly lead to a slope failure.

4.2 How Vegetation is Managed and Controlled: Overview

4.2.1 Vegetation is managed and controlled through a three-step process:

4.2.2 **Vegetation Survey**

4.2.2.1 The Infrastructure Manager is responsible for organising an annual vegetation survey on each line to identify what work is required and develop a vegetation maintenance plan. Information for the vegetation survey can be gathered through Inspection Car runs and site visits. (see Section 4.3 for further details)

4.2.2.2 Once this initial assessment has been made, priorities are established for a programme of remedial works (i.e. the Annual Programme of Works on Vegetation Maintenance).

4.2.3 Programme of Works

4.2.3.1 The results of the vegetation survey are reviewed by the Senior Track and Structures Engineer, in conjunction with the Infrastructure Manager, to develop the Annual Programme of Works on Vegetation Maintenance on a route-by-route basis. (see Section 4.4)

4.2.3.2 The Infrastructure Manager schedules and undertakes the works associated with the programme at least once per year.

4.2.3.3 Separately, the Infrastructure Production Plan Manager plans an annual programme for the use of the weedspray vehicle. (see Section 4.5)

4.2.4 Variety of Control Methods

4.2.4.1 The programme of works involves the use of various control methods. These usually comprise a mixture of herbicide use, selective cutting and clear cutting, and replanting. Natural cycles are used to assist in any way possible, e.g. tree-cutting and clearance after leaf fall, herbicide use in the summer. (See Sections 4.7 to 4.13 for the various approaches used depending on the asset being protected)

4.3 Vegetation Survey (Inspection Prior to Works)

4.3.1 Inspections to identify hazardous conditions must be carried out at least once per year, more frequently if required.

4.3.2 Particular attention must be given to the list below, which although not definitive, details the primary hazards caused by vegetation growth:

4.3.2.1 Vegetation that intrudes on lines of sight or adjacent property

4.3.2.2 Dead and diseased vegetation

4.3.2.3 Broken branches

4.3.2.4 Potential for branch or tree fall onto the track

4.3.2.5 Potential leaf fall onto the track

4.3.2.6 Dandelions and dandelion pollen

4.3.2.7 Unsound or poorly rooted trees

4.3.2.8 Unbalanced trees that require removal, pruning, coppicing or windsailing

4.3.2.9 Fire risk

4.3.2.10 Rubbish

4.3.2.11 Undesirable wildlife, such as excessive rabbit burrowing

4.3.2.12 Slope instability on embankments or cuttings indicating a potential for slip

4.3.2.13 Root intrusion into drains

4.3.2.14 Imbalance in soil drainage leading to localised or general cracking or shear

4.3.3 The profile of the lineside vegetation must be assessed against the standard vegetation envelope shown in Appendix A. The standard vegetation envelope contains the types and species of IÉ vegetation found detailed in Appendix B.

4.4 Annual Programme of Works on Vegetation Maintenance

4.4.1 The Infrastructure Manager implements an annual programme of vegetation clearance, along the sections of the operational network requiring attention. Clearance should include access points, bridges, culverts and cuttings and embankments as well as vegetation clearance at level crossings, signals and yards.

4.4.2 The main requirements of the programme are as follows:

4.4.2.1 To keep the line free from vegetation

4.4.2.2 To ensure sightlines are maintained at level crossings and signals

4.4.2.3 To ensure that culverts, bridges and other assets are accessible for inspection

4.4.3 Additional vegetation clearance is carried out as required during the period.

4.4.4 Day-to-day maintenance works involving the control and management of vegetation must be undertaken on an as-needs basis, depending on the degree of urgency and priority.

4.4.5 Whenever practicable, maintenance works are to be undertaken in a manner that contributes to a progressive rehabilitation of the site.

4.4.6 Seasonal restrictions to vegetation management activities will apply between the 1st of March and the 31st of August, refer to Apendix D and E of this document when developing an annual programme of vegetation management works.

4.5 Lineside Weedspray

4.5.1 The Infrastructure Production Plan Manager (IPPM) is responsible for putting in place an annual programme of lineside weedspraying using the weedspray train. The extent or reach of the weedspray is determined and advised by the Infrastructure Manager and the STSE to the IPPM in advance.

4.5.2 Only a contact systematic herbicide that does not kill grass species should be used on cuttings and embankments as the root systems of grass on these slopes has a binding property with the soil. The use of indiscriminate herbicides on cuttings and embankments can kill the vegetation and cause slope instability.

4.5.3 This weedspray train programme must be undertaken a minimum of once per year on all operational lines.

4.5.4 Depending on growth levels, further runs of the weedspray train are carried out as required.

4.5.5 Additional runs are also carried out as required to mitigate other risks – for example, the growth of Mare's Tail in the track ballast.

4.5.6 Weedspray of closed lines is determined on an annual basis and carried out as required.

4.5.7 Weedspraying must not take place when:

4.5.7.1 Wind speeds are greater than 16 km/h

4.5.7.2 Temperatures in the shade exceed 25 °C and wind speed is less than 5 km/h or greater than 16 km/h

4.5.7.3 The speed of the train is greater than 40 km/h or less than 5 km/h

4.5.7.4 There is any risk of spray or drift reaching members of the public or IÉ personnel or property beyond the operational boundary fence line

4.6 Safety Considerations for Personnel Working on Vegetation Control

4.6.1 The following safety aspects are relevant to those involved in carrying out vegetation control works:

4.6.1.1 The risks associated with storing, handling, applying and disposing of chemicals

4.6.1.2 The risks associated with the use of sharp implements and mechanical cutting tools such as chainsaws

4.6.1.3 The risks associated with pruning or removing trees, and the danger of falling trees to IÉ or adjacent property

4.6.1.4 The risks from exposure to noise when using mechanical tools for an extended period

4.7 Control of Vegetation - General

4.7.1 Appendix A and B of this standard demonstrate the ideal state for lineside vegetation control.

4.7.2 These are not representative of the existing rail corridors and it is not practical to achieve these states for existing railway corridors.

4.7.3 They represent guidance on an ideal state to be aimed for but with acknowledgement that this cannot be practically achieved.

4.7.4 The basic requirement is to keep the lineside free from vegetation and to ensure visibility at signals, level crossings, speed boards and other assets.

4.7.5 The following sections offer guidance on maintaining vegetation control at various locations and assets.

4.8 Guidance for Control of Vegetation on Track, Cess and Lineside Structures

4.8.1 The track and cess must be maintained free of vegetation as far as is practicable.

4.8.2 Vegetation growth in the cess strip must be grasses and herbs where possible. The ideal state is as detailed in Appendix A and Appendix B although this is not practical to achieve for the existing rail corridors.

4.8.3 No branches or other vegetation should be allowed to overhang the cess.

4.8.4 Areas such as sub-surface sections, brick and concrete lined cuttings and other lineside structures should be free of vegetation growth and encroaching vegetation as far as is practicable.

4.9 Guidance for Control of Vegetation on Lineside Land

4.9.1 The growth of grasses and herbs should be controlled where possible to avoid excessive length, density or dryness.

4.9.2 Where practicable, the operational boundary fence and a strip 1-metre wide inside and parallel to the boundary fence line, including ditches and drainage channels, must be maintained free of unwanted vegetation as detailed in Appendix A.

4.9.3 Boundary hedges (or evergreen screens where appropriate) should, where possible, be maintained such that the 1-metre wide boundary fence strip remains clear and free from the encroachment of vegetation growth, including from the hedge itself. Where such a design exists, the operational boundary fence strip must be maintained at 2 m (1 m cleared and the other 1 m occupied) or overhung by the boundary hedge.

4.9.4 On embankments, on cuttings and at grade, the vegetation envelope should conform to the requirements detailed in Appendix A and contain the types and species detailed in Appendix B. Unwanted species should be replaced over a period of time with the preferred species detailed in Appendix B. This is not generally expected or practical to achieve in the maintenance of the railway corridor but should be considered where specific detailed works to the embankment or cutting are being planned.

4.9.5 The implementation of schemes designed to promote habitats offering shelter for plant and animal species, and to develop other environmentally beneficial uses of railway land, must be consistent with the maintenance of a safe railway operating environment.

4.10 Guidance for Control of Vegetation at Level Crossings

4.10.1 All signage at the level crossing and on the approach roads must be clear and visible to all usersAll cattle grid / anti-trespass guards and fencing must be kept free from vegetation as far as reasonably practicable. This is to ensure that users' views are not blocked by overgrowth and IÉ staff / contract staff cannot slip or trip on overgrown cattle grid / anti-trespass guards.

4.10.2 All views are recorded at 12 ft (3.66 m) from the running edge, and 4 ft (1.22 m) above ground level.

4.10.3 To help ensure that future sighting surveys will be maintained, all efforts must be made to maintain a clear line / unobstructed view of both rail approaches to the level crossing:

4.10.3.1 All vegetation must be removed from boundary fence to boundary fence, cutting it as close to ground level as possible but without interfering with or damaging the formation foundations, especially if in a cutting or embankment situation.

4.10.3.2 The distance that all vegetation must be cleared away from the crossing must be determined by the line speed as set out in the relevant Level Crossings standard.

4.10.3.3 If there are any mature trees interfering with the views and they are on railway property, they should be felled in accordance with relevant guidelines where achievable. If a stump remains, consideration should be given to treating it with an 'Ecoplug / tree herbicide application' or similar.

4.10.4 Where viewing distance marker boards or V boards are provided, these can be used for verifying the acceptability of the viewing distance. Sometimes these boards are referred to as vegetation marker boards but the correct term is viewing distance marker board. The current version of the V board drawing (No W496/171) is available on SharePoint.

4.11 Guidance for Control of Vegetation at Culverts

4.11.1 Insofar as is reasonably practicable, an accessible path must be made to culverts to allow access for their inspection by Patrol Gangers and for the General Engineering Inspections.

4.11.2 The Patrol Ganger is required to maintain this path and to report if a path becomes inaccessible.

4.11.3 The Patrol Ganger is required to report vegetation at culverts as a fault on his weekly report sheet if he cannot clear it himself. The PWI must manage the remedial works in the normal maintenance programme in conjunction with the Regional Manager.

4.12 Guidance for Control of Vegetation in Depots and Sidings

4.12.1 Depots, depot approaches and sidings should be maintained free of unwanted vegetation as far as reasonably practicable

4.12.2 Herbicides applied in depots must be either granular or liquid chemicals.

4.13 Control of Vegetation to Allow General Engineering Inspections

4.13.1 Vegetation clearance is carried out as required at structures to enable the undertaking or completion of a structural inspection.

4.13.2 A General Engineering Inspection should not be recorded as technically complete if vegetation clearance works are required in order to inspect the structure properly.

4.13.3 The Senior Track and Structures Engineer is accountable for creating the relevant work order to instruct the Infrastructure Manager on the requirements for vegetation clearance that will allow a General Engineering Inspection of the asset to be carried out.

4.13.4 The Infrastructure Manager is accountable for undertaking the vegetation clearance work in accordance with the timeframe and priority set by the Senior Track and Structures Engineer.

4.13.5 If vegetation clearance is required at a number of assets in a region, the STSE and Infrastructure Manager, or relevant Regional Manager, must agree an overall programme for the removal of vegetation at these assets.

4.14 Tree Works

4.14.1 Tree works must conform to BS 3998:2010 and current legislation (see Section 4.14 for details on legislation).

4.14.2 Tree growth should be controlled such that:

4.14.2.1 The condition or spread of the tree does not present a hazard to the maintenance of a safe railway operating environment

4.14.2.2 Root growth does not present a hazard either to IÉ property or to adjoining property, including drains

4.14.2.3 Unwanted species of trees and shrubs, as detailed in Appendix B, are removed

4.14.3 Tree works must be pre-planned to minimise emergency response and work during hazardous conditions.

4.14.4 Any large or dangerous trees that are not on railway controlled infrastructure must be recorded and photographed and the Infrastructure Manager must take steps to inform the owner. (see also Section 4.14, specifically 4.14.3 and 4.14.4)

4.14.5 Where possible, all Vegetation management works should be carried out between 01 September and 28 February. If it is necessary to carry out cutting or flailing during the bird nesting season, which lasts from 1st of March and the 31st of August, (refer to Apendix D and E of this document when developing an annual programme of vegetation management works), the Infrastructure Manager should contact the National Parks & Wildlife Department. Cutting of trees on the railway is exempt from the Wildlife Acts of 1976 and 2000 provided the work stays within the guidelines of Section 49 of the Transport (Railway Infrastructure) Act, 2001 (see Section 4.14). An Inspector from the National Parks & Wildlife may want to inspect sites prior to giving consent to cut.

4.15 Tree Felling and Guidance on Legislation

4.15.1 In general, all trees outside of urban areas are protected under the Forestry Act of 1946 which means that anyone who wants to cut down a tree needs a Felling Licence from the Forestry Service. The Forestry Act does not specifically address trees or vegetation along railways and specific legislation relating to railways is to be found in the Transport (Railway Infrastructure) Act 2001.

4.15.2 Section 49 of the Transport (Railway Infrastructure) Act 2001 permits IÉ to lop, remove or cut any tree, shrub or hedge which obstructs or interferes with:

4.15.2.1 Surveys or inspections under Section 36 (refer to Act for details),

4.15.2.2 Railway works authorised by a railway order,

4.15.2.3 The maintenance, operation or improvement of railway works or cables or other railway apparatus,

4.15.2.4 The operation of the railway,

4.15.2.5 The laying and erection of electric wires, or

4.15.2.6 The safe passage of the railway vehicles including the safety of any passengers on board such vehicles on a railway line.

4.15.3 Where the tree, shrub or hedge is not located on railway property, IÉ is required to serve written notice of at least 28 days to the owner or occupier that it intends to lop or cut any tree, shrub or hedge. After expiry of the 28 day period IÉ may lop or cut any tree, shrub or hedge if the owner or occupier has not already done so.

4.15.4 Only for reasons of safety can IÉ lop or cut any tree, shrub or hedge without giving 28 days notice in writing to the owner or occupier. In these circumstances, IÉ must give written notice to the owner or occupier of the land concerned informing them of such felling or lopping and the reasons for so doing.

4.15.5 If Permanent Way staff find that it is necessary to cut down a tree, the matter should always be reported to Technical Staff in the Divisional Headquarters at the earliest opportunity.

4.15.6 The section 49 derogation under the Transport Infrastructure Act 2001 does not apply within Natura 2000 (European designated sites). Any vegetation control within these sites must be notified to the National Parks and Wildlife Service. Please refer to operating procedure CCE-QMS-018-01 Site Management within Environmentally Protected Areas for guidance on identifying environmentally protected areas using IAMS.

4.16 Clearance and Disposal of Debris

4.16.1 Vegetation debris must be cleared and removed from the site where necessary.

4.16.2 Vegetation debris must not be allowed to clog or obstruct drainage channels on railway land or infringe on clearances.

4.16.3 For disposal of chemicals and containers, refer to Section 4.16 (clauses 4.16.5.4-4.16.5.5 and 4.16.6).

4.17 Chemicals

4.17.1 Approval from Department of Environment

4.17.1.1 The Infrastructure Production Plan Manager (IPPM) is responsible for getting approval on behalf of IÉ from the Department of Agriculture for the chemicals being used each year.

4.17.2 Specification

4.17.2.1 The chemicals used for the control and management of vegetation on IÉ land must conform to the Safety, Health and Welfare at Work (Chemical Agents) Regulations 2001 (S.I. No. 619 of 2001) and the 2010 Code of Practice - for the Safety, Health and Welfare at Work (Chemical Agents) Regulations 2001.

4.17.3 Handling and Storage

4.17.3.1 Chemicals must only be handled after a risk assessment has been carried out and the required personal protective equipment and techniques for safe usage have been identified.

4.17.3.2 Chemicals must be stored at designated sites in buildings that comply with the requirements of the 2010 Safety Data Sheet for Hazardous Chemicals with regard to storage and associated facilities.

4.17.3.3 Refer also to 4.16.5 below.

4.17.4 Application

4.17.4.1 Chemical concentrations, dosage rates and constituents of mixtures must be within the range recommended by the manufacturers and as agreed by IÉ.

4.17.4.2 Meteorological limitations specified for prevailing wind conditions and method of application must be observed. Where deemed necessary, neighbours must be alerted to the method and timing of the works.

4.17.5 Chemical Containers

4.17.5.1 Containers must be provided by the manufacturer and labelled in conformity with the statutory requirements.

4.17.5.2 Unlabelled or un-approved containers must not be used to store chemicals.

4.17.5.3 Chemical containers must be inspected prior to use to ensure that they are in a safe and suitable condition for the task. The containers must be appropriately identified and labelling must be fixed securely to the container.

4.17.5.4 Empty containers must be returned to the storage site and on to the manufacturer or supplier, who must be a licensed recipient of hazardous substances in accordance with the requirements of the Environmental Protection (Duty of Care) Regulations.

4.17.5.5 Containers must not be refilled unless with the same chemical product they originally held and unless the original label is still intact.

4.17.6 Disposal

4.17.6.1 Chemicals must be disposed of in compliance with European Communities (Movement of Hazardous Waste exclusively within Ireland) Regulations 2011.

4.17.6.2 Waste Chemicals must be collected from site by a contractor who is licensed to take hazardous chemicals and disposed of at a licensed waste facility.

4.17.6.3 Poisonous, noxious or polluting matter must not enter into surface and underground waters.

4.18 Records

4.18.1 Records must be kept within the Infrastructure Asset Management System.

4.18.2 The Infrastructure Manager maintains records of:

4.18.2.1 Vegetation control works on all lines and assets, including depots and sidings

4.18.2.2 Day-to-day maintenance work

4.18.2.3 The Infrastructure Production Plan Manager maintains records of:

4.18.2.4 Nature, storage, distribution, use and disposal of chemicals, as required by legislation

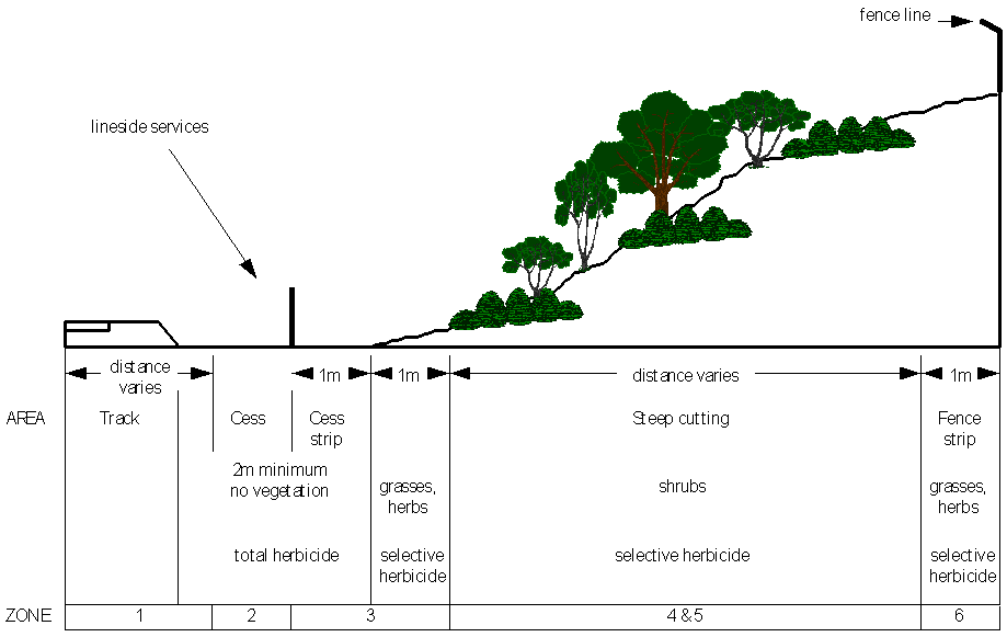
4.18.2.5 Spraying runs of the weedspray train.

5 Revision History

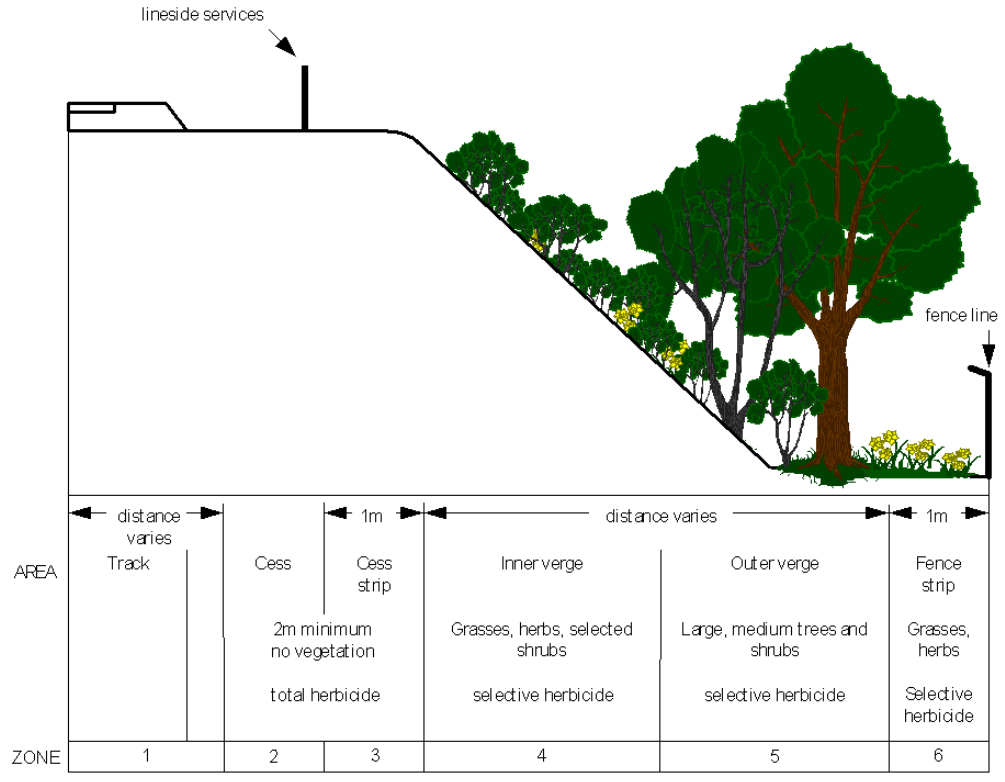
Version No and Date	Section No and Reason for Change
1.0	First issue
1.1	Updated with clarifications around responsibilities and requirements for vegetation clearance and management
1.2	Clarification on Weed Spraying
1.3, 01/02/2016	Standard review - 01/2016
1.4, 15/05/2019	Updated with evaluation criteria for vegetation management within nesting season and other minor amendments relating to nesting season. Two new appendices added. Appendix D **(New)** CCE-ENV-Notification-01, Vegetation Management & Nesting Season Appendix E **(New)** Evaluation Criteria for Vegetation Management during Nesting Season

End of Standard

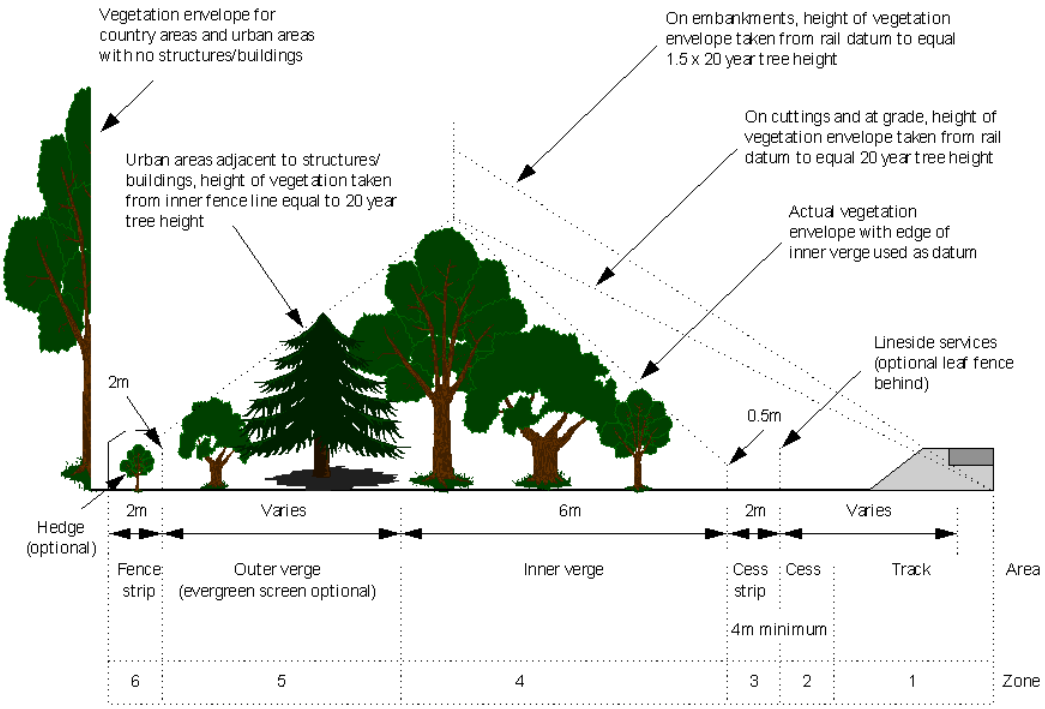
Appendix A Ideal State for Vegetation Controls on Cuttings, Embankments and at Grade



Vegetation Controls on Cuttings



Vegetation Controls on Embankments



Vegetation Control at Grade

Appendix B Vegetation Types and Species

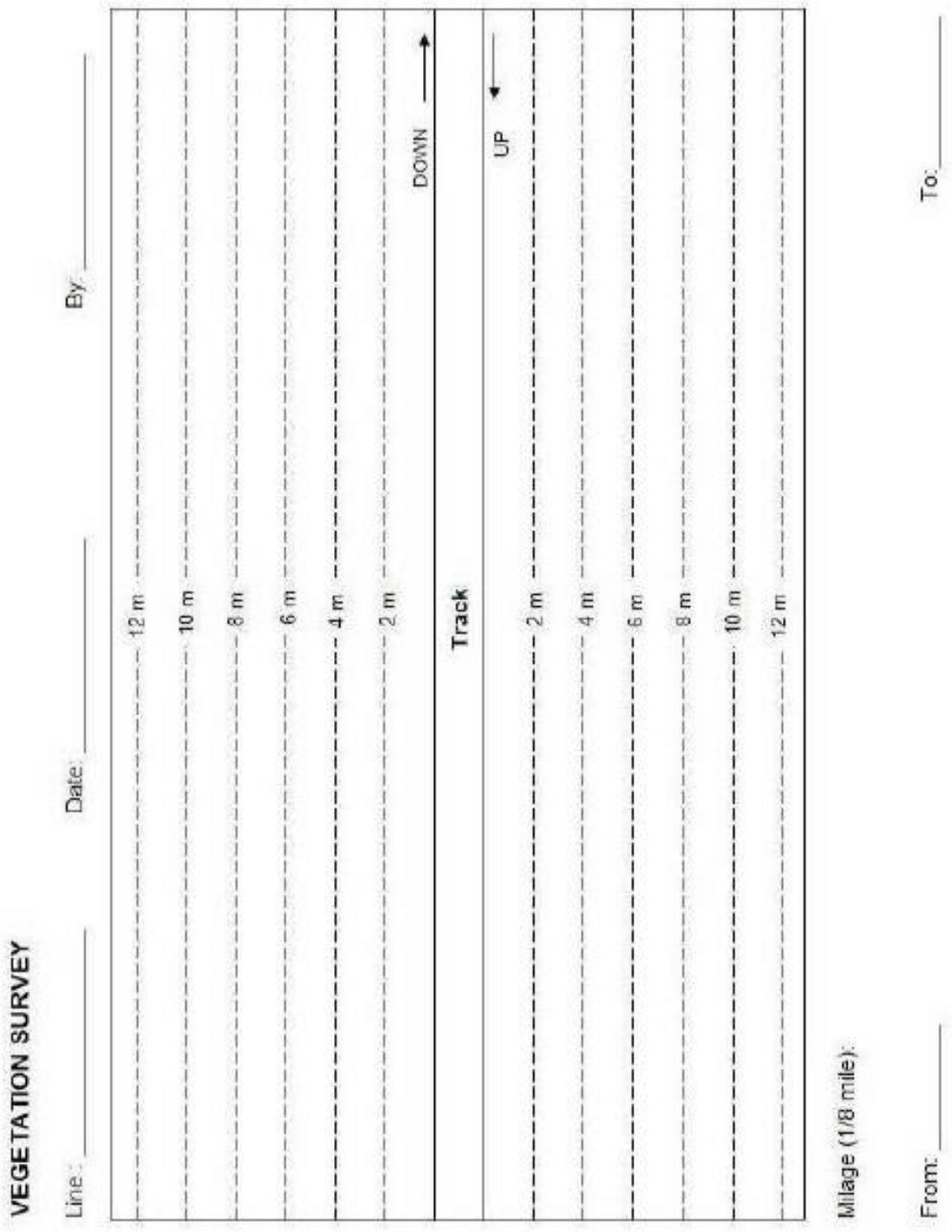
Iarnród Éireann cuttings and embankments may need to be inspected with the aid of a qualified ecologist:

a) To determine what vegetation is present on these assets, and

b) To prepare a document (similar to the one presented below) illustrating each of the species found and recording which are preferred vegetation and which are unwanted.

Zone	**6**	**5**			**4**	**3**	**2**	**1**
Area	Fence Strip	Outer Verge			Inner Verge	Cess Strip	Cess	Track
Width (m)	2	Varies			5	1/2	1.5 - 2	Varies
	-	Hedge (optional)	Evergreen screen	-	-	-	-	-
Vegetation Category	Grasses and herbs	Hedge species	Evergreens	Large, medium trees & shrubs	Mixed small trees and shrubs	Grasses and herbs	None	None
Preferred Species	Rye grass Fescues Meadow grasses Wild flowers	Beech Berberry Blackthorn Cotoneaster Hawthorn Holly Pyracantha climbers Ivy Honeysuckle Clematis	Holly Holm Oak Pines Cypress Thuja Yew	Alder Birch Crab Apple Bird Cherry Wild Cherry Holly Larch Field Maple Holm Oak Common Oak Scots Pine Rowan Whitebeam Yew	Blackthorn Crab apple Cotoneaster Purging Alder Buckthorn Dogwood Euonymus Guelder Rose Hawthorn Hazel Holly Ivy Lonicera Privet Pyracantha Sallows Snowberry Spindle Yew	Same as zone 6	-	-
Unwanted Species	Bramble Gorse Elder	Trees or deep rooting shrubs	-	Ash, Aspen Beech, Hornbeam Horse & Sweet Chestnut, Lime, Poplar, Sycamore, (except toes of embankments)		Bramble Elder Hawthorn Rose	All vegetation	All vegetation

Appendix C Vegetation Survey Sheet



Appendix D CCE-ENV-Notification-01, Vegetation Management & Nesting Season

Iarnród Éireann Irish Rail	**CCE Environmental Notification** **Vegetation Management and Nesting Season**	**Reference No.**	**CCE-Env.Notification-01**
		Version	**1.0**
		Operative Date	**03.05.2019**
		Status	**Live**
		Prepared By	**E. Bambrick**
		Approved By	**E. Ballance**

Environmental Notification: May 2019

- Vegetation Management within the period 1st of March to August 31st should only be undertaken within safety critical circumstances (refer to Appendix E).

- In these instances, the Chief Civil Engineer will be furnished with appropriate safety justification to proceed with the works by the relevant line manager.

- A notification email shall be sent to the CCE before works proceed. The email should include information on the route, milepost location, and or asset affected along with a brief description of the extent and duration of the works.

- A sufficient safety justification outlining the reasons relating to the criticality of the works should be outlined in detail including any reports from internal departments/external bodies and or specialist competency reports associated with the work.

- If works are authorised to proceed, a notification to the relevant regional NPWS office shall be issued by the relevant line manager in consultation with the Environmental Executive.

Appendix E Evaluation Criteria for Vegetation Management during Nesting Season

Update: May 2019 - Evaluation Criteria for Vegetation Management during Nesting Season

Vegetation management is an essential safety driven core maintenance activity which is undertaken along the national operational railway route. Uncontrolled vegetation growth on the track, lineside and at or on lineside assets can present a number of risks to the safety and operation of the railway. It can:

- Restrict visibility of assets on the railway
- Obstruct sight lines to signals or level crossings
- Obscure the view of staff working on the railway or of other users of the railway e.g. at level crossings
- Increase the risk of fire hazards, due to dried vegetation
- Cause operational problems on the line, e.g. autumnal leaf fall and dandelions
- Cause a tripping hazard for staff, e.g. brambles growing into or on the cess
- Lead to undermining of track stability
- Reduce the life span of certain assets e.g. the ballast bed
- Adversely affect track drainage systems
- Block access points to bridges, culverts, cuttings and embankments making it difficult, and sometimes impossible, to safely get access to the asset
- Hamper structural inspections on or near bridges, culverts, cuttings and embankments

A legislative derogation under section 49 of the Transport (Railway Infrastructure Act 2001 give powers to CIE or a railway undertaking to cut lop, remove or cut any tree, shrub or hedge which obstructs or interferes with: the maintenance, operation or improvement of railway works, the operation of a railway, surveys or inspections, or the safe passage of railway vehicles.

Iarnród Eireann are also aware of their corporate social responsibility to maintain and where possible enhance biodiversity along its railway corridors.

In this respect IE commits to the following assurances in order to undertake vegetation management activities which are safety critical only during the bird nesting season from March 1st to August 31st each year.

The following evaluation criteria for safety critical vegetation management during nesting season is generally adopted from Networks rails Lineside Vegetation Management Manual May 2018 (NR/L2/OTK/5201)

	Minimum activity necessary to maintain safe operations			
Management Scenario	Fell Trees	Selective Thin Trees <50%	Remove Trees	Lopping, topping, pruning, pollarding
	>10cm dbh	<10cm dbh only	<8cm dbh only	All Sizes
Safety Critical Tree Hazard Condition				
Independent Arborist "High Priority Risk" Categorisation		n/a	n/a	
Independent Arborist "Medium Risk" Categorisation		n/a	n/a	
Safety critical due to vegetation affecting railway infrastructure and operations				
Leaf fall / known adhesion problem sites				
Within 300mm of overhead line equipment				
Blocked signal sighting				
Blocked operational sign sighting				
Blocked level crossing sighting				
Branches contacting with trains				
Construction activities				
Clearance for fencing work				
Inspection of structures / earthworks				

	Activities as defined can proceed following ecological/nest/roost survey. Work shall be the minimum necessary during the nesting season.
	Activities should normally be planned to take place outside of nesting season. If activities must take place, safety justification as per CCE Environmental Briefing Note May 2019 to be adhered to. Where the activity is deemed necessary, works are subject to ecological survey prior to work being undertaken. Where immediate action is required, notification to NPWS will be provided.
	Felling activities shall not take place between 1st March and 31st August

Notes

- ***Category "High Priority"*** – defined by independent arborist as unacceptable risk to the safe operation of the railway.
- **Category "Medium Risk"-** defined by independent arborist as Whole or partial tree fail is I kely to occur if remedial action is not taken.
- ***Selective thin (<50%)*** – removal of up to 50% of stems <10cm dbh within an area of woodland. If used in leaf fall risk areas, number ofleaves capable of causing issues will be reduced.
- ***dbh*** – diameter of tree measured at 1.3m up the trunk [**d**iameter at **b**reast **h**eight]
- ***Breeding bird surveys*** – Engage ecologist to undertake bird breeding survey and Bat roost Survey. Please note that where protected species or habitats are identified the works may be subject to a wildlife licence /notification to NPWS.
- ***CCE Environmental Briefing Note***: May 2019 to be adhered in conjunction with the above guideline.

DOYLE
Agri & Railplant Services Ltd.

DOYLE AGRI SERVICES

METHOD STATEMENT

RFQ_18394 - Tree felling , Clonoulty, Co. Tipperary

Doyle Agri-Services Limited
Ballycoursey,
Enniscorthy,
Co. Wexford

PROJECT: RFQ_18394 - Tree felling , Clonoulty, Co. Tipperary

CLIENT: Iarnrod Eireann

PROJECT SUPERVISOR CONSTRUCTION STATE: Iarnrod Eireann.

SUB- CONTRACTOR: Doyle Agri-Services Limited

DOYLE AGRI SERVICES PROJECT MANAGER: Edward Doyle[redacted]

METHOD STATEMENT PREPARED BY: Edward Doyle

DOLYE AGRI SERVICES EMPLOYEES ON SITE:

3 staff members, To be confirmed according to availability

SITE SUPERVISION: TBC

TASK:

- All trees from the running edge to the railways boundary are included in the scope of the works of this contract.
- All trees with a trunk size greater than 75mm are to be cut to ground level and all other vegetation cleared.

LOCATION: Clonoulty, Co. Tipperary

ISSUE DATE: 25th November 2021

EXPECTED PROJECT TIME FOR DOYLE AGRI: TBC

START DATE: TBC

FINISH DATE: TBC

EQUIPMENT ON SITE:

- Track Machine
- Tree Shears
- Mulcher
- Chipper
- Hand tools
- Signage

METHOD PLAN:

1. Brief all staff (Including IR Staff)
2. Gain access to site
3. Erect Signage
4. Under night possession remove all trees with shears
5. Limb and bow all timber
6. Chip all the waste and material
7. Remove chip piles from site
8. Leave site and drain clean and tidy
9. Demobilise

EMERGENCY CONTACT DETAILS:

1. Garda 999/112
2. Hospitals / ambulance services 999/112
3. Irish Rail, Inchicore 01 7030000
4. ESB 1800 929 065
5. GAS 1850 205050
6. ARMY 999/112
7. [redacted] [redacted]
[redacted] [redacted]

COMPANY SITE RULES:

1. All personnel must have a full complement of Personal Protective Equipment (PPE).
   Standard issue includes:
   - Safety Footwear
   - Reflective orange vests
   - Hard Hats
   - Safety Goggles
   - Gloves
   - Rain Wear
   - Anti- bacterial
   - hand wipes
2. All crew members have been informed that they are responsible for the maintenance of their PPE and any problems with or damage to PPE must be reported immediately. Under no circumstances is it allowed to work without the wearing of appropriate PPE and any crew member will be removed from site if found to be in breach of this.
3. All crew are familiar with the tools and equipment required:
4. Certification:
   - CE for machinery where required
5. Training includes the following
   - Safe Pass
   - Iarnrod Eireann Induction
   - Personnel Track Safety Cert (PTS)
   - Abrasive Wheel
   - Manual Handling
   - Method Statement content

6. All crew members must attend any induction, tool box talks, training or information forums as required by the Doyle Agri or Iarnrod Eireann.
7. Doyle Agri Services staff must obey the site rules at all times and any deviation from this standard will result in the staff in question being removed from the site.
8. Any incident involving any Doyle Agri Services crew member with other personnel or members of the public will be reported to the work supervisor immediately.
9. Should any personal injury occur to Doyle Agri Services staff, other contractor staff or members of the public, Doyle Agri Services crew will immediately notify the emergency services if they are in a position to do so or if emergency services are requested.
10. All crew members are notified of the First Aid person on site.
11. The company Accident / Incident procedure is as follows:
    - In the event of an accident / Incident the Doyle Agri Services project manager Edward Doyle is to be informed.
    - A report is to be written into the Accident/ Incident Report Book.
    - Edward fills out the report with the person involved and both sign the report.
    - If an accident /incident results in an employee being absent or unable to do their normal duty for a period of more than three days an accident report form is to be sent to the Health and Safety Authority via an IR1 form.
    - Certain dangerous occurrences will also have to be notified on an IR3 form.
    - A full investigation will be carried out by Doyle Agri services Ltd. on any accident / incident no matter how minor to minimize the chance of a reoccurrence.
12. Any theft of equipment or plant is to be reported to the work supervisor immediately.
13. Inspection of works will be carried out to ensure the highest standards are maintained.
14. All works will be carried out according to existing covid 19 protocols/regulations.

The details in this Method Statement have been brought to my attention and I am aware of the duties and responsibilities I have in regard to carrying out the task in a safe manner.

DATE	PRINT NAME	SIGN NAME