

## Introduction

Non-Road Mobile Machinery (NRMM) refers to a broad category of mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads. It includes mobile generators and other equipment that is static but which can be moved around or between sites.

NRMM, particularly from the construction sector, can be a significant contributor to air pollution. The purpose of the NRMM Emissions Regulations is to ensure that air pollution levels are managed through engines meeting an emission standard based on the engine emission “stage.”

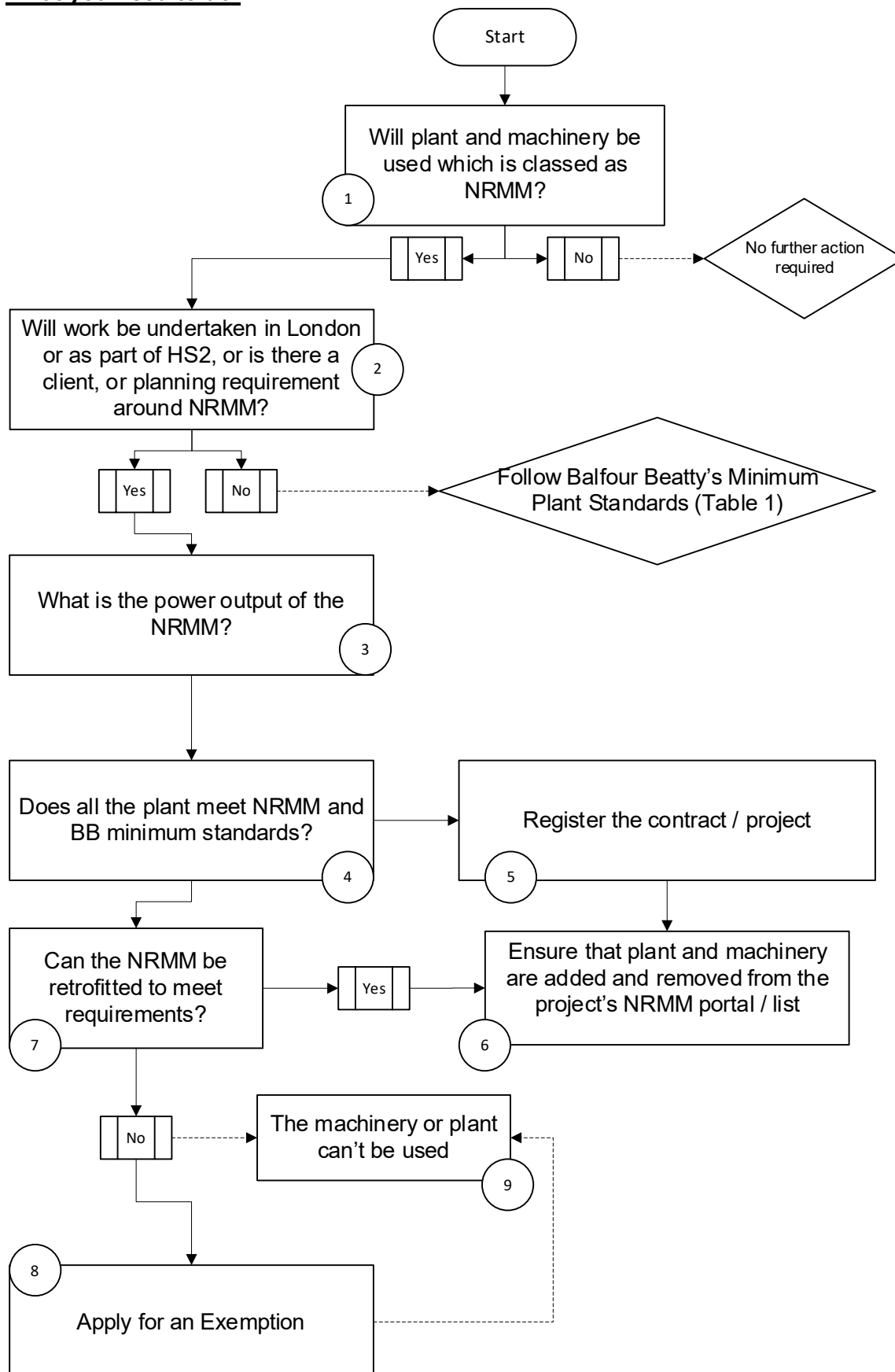
NRMM regulations apply to all plant with an engine net power that is between 37kW and 560kW.

## Abbreviations / Definitions

<b>CAZ</b>	Central Activities Zone – a defined area of Central London (includes parts of Westminster, City of London, and Canary Wharf)
<b>CEA</b>	Construction Equipment Association
<b>CoP</b>	[Planning] Code of Practice
<b>ECV</b>	Emissions Compliance Verification scheme
<b>Exemptions</b>	There are two exemptions categories for NRMM: <b>“Viability”</b> where the NRMM plant is not currently manufactured to meet the EU stage as stated in the SPG (Supplementary Planning Guidance) or there is an insufficient quantity of compliant plant in the UK supply chain for the task, however, it meets the next best available EU stage and retrofit is unviable, following robust consideration.  <b>“Short-term (emergency)”</b> The exemption can be requested in emergency situations for NRMM plant that is on site for a period of no greater than 30 days to account for a range of potential circumstances where equipment is urgently required.
<b>GLA</b>	Greater London Authority
<b>LEZ for NRMM</b>	The Low Emission Zone for NRMM – currently covers most of Greater London (i.e. everything within the M25) but this terminology may be extended to describe other city centre-designated areas in the future.
<b>Opportunity Areas</b>	Opportunity Areas are London’s major source of brownfield land having significant capacity for development. The impacts of these dense areas of redevelopment need to be minimised. Emission standards in these areas match those in the CAZ
<b>NRMM</b>	Non-road mobile machinery is defined as any mobile machine, transportable equipment or vehicle that is not solely intended for carrying passengers or goods on the road and is fitted with a combustion engine. In this context it refers to machinery used for demolition and construction activities.  Generally, this includes all machinery on site, even those with road going registration plates, such as telehandlers and dumpers, as well as those that are not self-propelled, such as generators and compressors  Typical types of NRMM include Excavators, dumpers, piling rigs, generators, mobile cranes, MEWPs, static pumps, compressors, crushers, telehandlers, pavers and bulldozers etc.
<b>NO<sub>x</sub></b>	Nitrous Oxides cover nitric oxide (NO) and nitrogen dioxide (NO <sub>2</sub> .) NO <sub>x</sub> can cause respiratory, cardiovascular and immune system problems.
<b>PM<sub>10</sub></b>	Particulate matter 10 micrometres (microns) or less in diameter made up of soot (carbon), metals and inorganic salts that have adverse effects on human health.
<b>PM<sub>2.5</sub></b>	Particulate matter relates to the smaller particles with a size limit of 2.5 micrometres (microns) in diameter and is the most damaging to health. This can be formed from

	the chemical reactions of gases such as sulphur dioxide (SO <sub>2</sub> ) and nitrogen oxides (NO <sub>x</sub> ): NO (nitric oxide), and nitrogen dioxide (NO <sub>2</sub> )
<b>Passenger Vehicles</b>	Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, vans, minibuses, cars and motorcycles.
<b>Retrofit</b>	Retrofit is the process of fitting a new part that the NRMM equipment did not have when it was manufactured and is designed to make the NRMM meet a higher engine emission standard.
<b>SPG</b>	Supplementary Planning Guidance
<b>ULEZ</b>	Ultra-Low Emission Zone – an area within London that limits what types of vehicles can enter without getting charged a fee. ULEZ covers all 32 London boroughs. The outer boundary coincides with the London low emission zone. It covers most of Greater London, with minor deviations to allow diversionary routes and facilities to turn around without entering the zone.

#### What you need to do:



#### 1. Will plant and machinery be used which is classed as NRMM?

NRMM consists of any mobile machinery, transportable industrial equipment or vehicle fitted with an internal combustion engine not intended for passenger or goods transport by road examples include:

- Drilling rigs, bulldozers, forklift trucks, road maintenance equipment, snow ploughs and mobile cranes.
- Small gardening and handheld equipment (lawn mowers, chainsaws, etc.)
- Construction machinery (excavators, loaders, bulldozers, piling rigs, generators, mobile cranes, etc.)
- MEWP's (Mobile Elevated Work Platforms, static pumps, compressors, crushers, and telehandlers, etc.)
- Agricultural & farming machinery (harvesters, cultivators, etc.)
- Rail plant including railcars and locomotives.
- Inland water vessels are also classified as NRMM. However, the Greater London Authority (GLA) currently consider these as 'non-deployed' and exempt from NRMM requirements.

#### 2. Will work be undertaken in London or as part of HS2, or is there a client, or planning requirement around NRMM?

Check whether one of the below applies:

##### a. Greater London

Full details of NRMM requirements in London are available from [Non-Road Mobile Machinery \(NRMM\) | London City Hall](#). London requirements only apply to NRMM with a power output of between 37kW to 560kW.

NRMM requirements apply where work is being undertaken within London's Low Emission Zone (LEZ) (see Map 1) and NRMM is being used.



Map 1 London's Low Emission Zone (LEZ)

There are four zones within London's Low Emission Zone:

1. Greater London (shown in blue on Map 1).
2. Central Activity Zone (CAZ) and Canary Wharf (shown in darker blue on Map 2).
3. Opportunity Areas – check the [government website](#) for updates to Opportunity Areas)
4. Ultra-low Emissions Zone – (Shown in map 4). The outer boundary coincides with the London low emission zone in Map 1.





Map 4 [Ultra Low Emission Zone - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk)

For projects in Greater London (including the Central Activity Zone and Canary Wharf), also check whether the planning conditions for the scheme refers to [The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance](#) or the Institute of Air Quality Management's (IAQM) ['Assessment of Dust from Demolition and Construction' guidance](#) (version 2.2 published in January 2024 at the time of writing). If they do, you are required to comply with the NRMM requirements.

### b. HS2

All Non-road Mobile Machinery (NRMM) used on HS2 works with an engine net power between 37kW and 560kW must meet minimum standards in terms of exhaust emissions of Nitrogen Oxides (NOx) and Particulate Matter (PM), unless an exemption is in place before the NRMM is operated on site. These requirements apply across HS2 both in and outside of London. HS2 has contractual obligations to comply with the NRMM regulations on N1, N2 and Old Oak Common.



Map 5 HS2 Route

### c. Client requirement

Establish if there is a contractual client requirement around meeting NRMM requirements. This can be undertaken by reviewing contract / project KPI's or, reviewing contractual requirements with a member of the Commercial or Work Winning Team.

It is possible that client requirements may cover different engine power output levels.

**d. Planning requirements**

All projects must check whether there is a planning requirement to meet NRMM requirements. Where planning conditions refer to a CoP (Code of Practice), check whether these make specific reference to NRMM standards.

CoPs vary among different local authorities and may have specific NRMM criteria such as in the case of the [City of London](#), [Royal Borough of Kensington and Chelsea](#) or [Westminster](#) (this list for London may not be exhaustive) and also note that areas outside London may have CoPs. Typically, CoPs make references such as:

*“All plant and machinery must also comply with The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 in relation to emissions”.*

**e. Requirements for the rest of the UK**

Except for HS2, there is currently no legal requirements for non-London projects to meet the NRMM requirements. However, this may change in the future.

The Scottish Government is looking into NRMM decarbonisation options and the implementation of a LEZ whilst some UK cities have implemented clean air zones including Bath, Birmingham, Bradford, Bristol, Portsmouth, Sheffield and Tyneside (Newcastle and Gateshead). To date these cover passenger vehicles rather than NRMM. It is advisable to consult with the local authority in your project's area to ensure you are aware of any planned changes with regards NRMM, the timelines for implementation and what the proposed requirements are.

Balfour Beatty has set its own Minimum Plant Standard Requirements (detailed in Table 1) to protect its people, the communities we work in, and the environment. These standards must be applied where there are no legal NRMM requirements.

**3. What is the power output of the NRMM? Is it between 37kW and 560 kW?**

The power output of each piece of NRMM must be checked:

- Information on the power output of NRMM may be supplied by the plant hire company; or alternatively
- The Construction Equipment Association (CEA)'s CESAR Emissions Compliance Verification (ECV) label and/or engine plates contain the necessary information to determine whether NRMM has a power output of between 37kW and 560 kW.

**a. Reading Engine Plates**

Engine plates contain the necessary information and evidence that is required to determine the power output of NRMM (as well the information that is required to log NRMM on the NRMM portal).

Engine plates can be difficult to locate. Where the engine plate is not visible on the engine there should be a duplicate plate in an alternative visible location, such as the drivers cab, or inside the engine hood, so it might be helpful to check in these locations first.

This information should be supplied before delivery to site: ask your supplier or contractor to provide you with the necessary engine plate information and the location of the engine plate. In most circumstances, if an engine plate cannot be found, the Enforcement or, Environmental Health teams will require the equipment to be taken off site.



Where operated NRMM is used, always speak to the operator, and ask them to provide you with a photo of the engine plate after they have switched off and isolated the equipment and waited for it to cool down.

For non-operated NRMM always wait for the equipment to cool down and take care to turn-off and isolate the equipment.

The engine plate should include information on as shown in the below example:

- Manufacturer (e.g. Deutz)
- Model (e.g. TCD 3.6 L4)
- Engine manufacturer year (e.g. 2012 – this is found within the Engine EU type approval number, after the second \*)
- Plant ID (which will be unique to the equipment like a license plate) – sometimes this is referred to as engine serial number (e.g. 11566276)
- Engine EU type approval number (e.g. e1\*97/68MA\*2012/46\*0673\*02)
- Engine power (e.g. 85kW)



When reading the Engine EU Type approval number, there is one key digit that provides explicit evidence of the emission level to which the engine was manufactured.

Example type approval number:

e11\*97/68**LA**\*2010/26\*9999\*01

1<sup>st</sup> Letter = EU Engine Emission Category

In this example the letters L mean it is a Stage IIIB engine. This complies with 2024 GLA NRMM requirements for Greater London (excluding CAZ and Canary Wharf).

You can then use the first letter to find the EU Emissions Stage of the engine as follows:

#### Engine Category Letter

A-C  
D-G  
H-K  
L-P  
Q-R

#### EU Emissions Stage

EU Stage I  
EU Stage II  
EU Stage IIIA  
EU Stage IIIB  
EU Stage IV

Access to the engine plate may be requested by an NRMM Inspector.



Note: ensure the engine is switched off and has cooled before allowing the engine plate to be accessed and inspected. Access to an engine plate on a Balfour Beatty site is only permitted when safe to do so in line with the Golden Rules. To avoid unnecessary delays to inspection, check plant arriving to site has a readable ECV label that is kept clean to ensure its readability upon inspection.

#### b. Construction Equipment Association (CEA)'s CESAR Emissions Compliance Verification (ECV) label

All new NRMM must be fitted with the Construction Equipment Association (CEA)'s CESAR Emissions Compliance Verification (ECV) label to clearly identify the emissions status of the plant e.g. Stage IV. All ECV labelled equipment has a unique identifier and is logged onto the [CESAR Emissions Compliance Verification ECV \(cesarscheme.org\)](https://cesarscheme.org). The QR code on the sticker links the live asset to the database.



All hired/subcontracted machinery and plant must be equipped with an ECV label.

#### 4. Does all the plant or machinery meet NRMM and BB minimum standards?

Once you have obtained the engine data for each piece of NRMM, confirm that it is compliant with NRMM requirements.

##### a. London & rest of the UK

With a variety of different NRMM standards for different regions and projects Balfour Beatty has set the following minimum plant standards. Standards keep changing so it's important to ensure that the project meets any specific requirements that your customers may set in addition to those laid out below.

Table 1 Minimum Plant Standards

	Current	From 1 <sup>st</sup> January 2025	From 1 <sup>st</sup> January 2030	From 1 <sup>st</sup> January 2040
Greater London (excluding CAZ and Canary Wharf)	Stage IIIB (generators must meet Stage V)	Stage IV* (generators must meet Stage V)	Stage V	Zero emissions machines only
London Central Activity Zone (CAZ), Canary Wharf (North of the Isle of Dogs) & Opportunity Areas	Stage IV* (generators must meet Stage V)	Stage IV* (generators must meet Stage V)	Stage V	Zero emissions machines only
Rest of the UK	Stage IV*  Stage IIIB for specialist plant <u>not</u>	Stage IV*	Stage V	Zero emissions machines only

	used on HS2 (High Speed 2)			
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\*Stage IV machinery is only available above 56kW. Where NRMM has a rating below 56kW it must meet Stage V requirements.

Engines that have been retrofitted must be approved by the Energy Savings Trust to meet the above requirements and be deployed on Balfour Beatty sites.

#### b. HS2

Where projects find that they are covered by more than one NRMM compliance area, they must check who has ultimate authority. HS2 has ultimate authority for NRMM on its routes that pass through Greater London.

Table 2 NRMM Emission Stage Requirements (of net Power between 37kW and 560kW)

Area	HS2 Requirements from 2022
Central Activity Zone (includes Euston)	Stage V
Rest of Greater London	Stage IV <sup>(1,2)</sup>
Rest of country	Stage IV <sup>(1,2)</sup>

Notes: The above emission standard requirements should be read in conjunction with High Speed Two Information Paper, E31: Air Quality

<sup>(1)</sup> IIIB for  $37 \leq P \leq 56\text{kW}$ , as there is no corresponding Stage (IV) at EU Level

<sup>(2)</sup> IIIA for constant speed engines of any power, as there is no corresponding Stage IIIB or IV at EU level.

#### c. Retrofit of plant and equipment:

If the NRMM does not meet the required emission standard, then the potential for retrofitting abatement technology to mitigate both NOx, PM2.5 and PM10 must be considered. Only retrofit technology that has been registered and endorsed by the Energy Saving Trust NRMM certification scheme can be fitted and used on Balfour Beatty sites. See Section 7 for further information.

A list of suppliers and endorsed products can be found on the Energy Saving Trust website [here](#).

#### d. Supply Chain requirements

The supply chain must provide evidence to support any exemptions that need to be applied for, or for any retrofitting that has taken place.

As part of contractual arrangements, the supply chain shall be informed of the specific NRMM requirements of the project and any exemptions in place.

All NRMM must be checked to ensure it meets the appropriate emissions standards for the project location prior to being allowed on site.

#### 5. Register the contract / project on the NRMM portal or with the correct team

Before bringing any NRMM on site, the Project Lead (or their delegated authority) must register the site with the relevant authority based on the site's location.

##### a. London

Projects based in London must register on the GLA portal (<http://nrmm.london>) and follow the registration instructions.

Ensure that:

- More than one individual has access to the NRMM log-in.
- The main user and the Project Lead, are both registered as users. Registration will require email addresses, first and last names and mobile phone numbers.

From here, you will be required to add project details such as the address, activity, etc.

##### b. HS2

BBV HS2 have not adopted a portal management system (eg: Cesar ECV Clearing Portal), instead, ENV-SF-0011c NRMM prenotification form must be populated and then emailed to the Air Quality Consents Team [airquality.consents@hs2.org.uk](mailto:airquality.consents@hs2.org.uk), prior to any plant arriving on site.

#### 6. Ensure that plant and machinery are added and removed from the project's NRMM portal / list

##### a. London

All NRMM with a net power between 37 and 560 kW must be registered on the online NRMM database for that project (<http://nrmm.london>) to prove that the NRMM is compliant. This information must be kept up to date when new equipment arrives on site and include all the following information:

- Site name
- Deployment date (date the equipment arrives on site)
- Deployment duration (number of days the equipment will remain on site)
- Machinery type (pick from pull-down menu)
- Machinery manufacturer (pick from pull down menu e.g. JCB)
- Engine manufacturer year (Enter the year the engine was manufactured)
- Plant ID code ((which will be unique to the equipment like a license plate) – sometimes this is referred to as engine serial number (e.g., 11566276))
- Engine EU type approval number (e.g., e11\*97/68AB\*2004/26\*0673\*02)
- Engine power in kW
- EU engine emission stage

The Project Lead or delegated authority must update the online register. This applies to NRMM owned by Balfour Beatty, hired by Balfour Beatty or brought onto site by subcontractors.

Where subcontractors own or hire NRMM, they must, in advance of deployment, provide supporting information to the project lead to enable it to be registered. ENV-TF-0011a Non-Road Mobile Machinery (NRMM) Arrival Notification Form can be used by sub-contractors to notify Balfour Beatty of the arrival of NRMM on site. If the data has been entered into the GLA portal, no additional records are required.

##### b. HS2

HS2's Air Quality Team must be contacted in advance of any machinery being brought to site.

Registration of **compliant** NRMM must be submitted at least 5 working days in advance of bringing the NRMM to site as far as reasonably practicable.

Notification of compliant plant may be done using the ENV-SF-0011c NRMM Prenotification Form (HS2), HS2 NRMM Register Template form..

Each subcontractor provides their completed registration templates to the BBV plant administrator, and then these are collated and forwarded to HS2 at [airquality.consents@hs2.org.uk](mailto:airquality.consents@hs2.org.uk).

### **c. Projects transitioning to the CESAR ECV Clearing Portal**

For sites that operate in an NRMM zone that is transitioning to using CESAR ECV Clearing Portal, a NRMM compliance spreadsheet must be held locally on site to demonstrate compliance. Similarly, plant that is not fitted with an ECV label must also be entered manually onto a NRMM compliance spreadsheet (such as ENV-SF-0011a NRMM Emissions Register) in the interim.

## **7. Can the NRMM be retrofitted to meet requirements?**

Retrofitting is the process of fitting a new part that the NRMM equipment did not have when it was manufactured and is designed to make the NRMM meet a higher engine emission standard.

Where retrofit technology has been added to make the NRMM compliant the following additional details are required:

- Retrofit type.
- Retrofit company.
- Retrofit date.
- Retrofit details, approvals, and service requirements / history
- Retrofit approver.

Note: The retrofit process can take a long time - sometimes 3-6 months, and so this lead-in period needs to be reflected in the project programme.

### **a. London retrofit**

For Balfour Beatty owned equipment or hired NRMM, approved retrofit products must be registered by the project lead.

Where subcontractors own or hire equipment that is equipped with retrofit technology, they must provide supporting information on the retrofit technology to the project lead to enable details to be registered. This may take the form of technical manufactures data or, certificates of compliance from the manufacturer. This cannot be taken “on word” from the contractor.

### **b. HS2 retrofit**

If a machine does not meet HS2 emissions standard for the site you intend to use it, you can retrofit additional pollution control equipment as an alternative to replacing the machine or the engine. There are a variety of retrofit systems available, and some are more effective than others.

The Energy Saving Trust NRMM Retrofit Accreditation Scheme (NRMM RAS) tests and approves systems available to the NRMM market as retrofit solutions. The current approved retrofit solutions providing both PM and NOx reductions (meeting stage V equivalence), is available at <https://energysavingtrust.org.uk/service/non-road-mobile-machinery-certification/>.



## 8. Apply for an exemption

Exemptions may be gained for plant and machines that do not meet NRMM requirements but there are no other alternatives. Generally, exemptions are only available for specialist plant including piling rigs, crawler cranes, piling hammer power packs, tracked dumpers and on-track plant. Exemptions must be sought from the GLA or HS2.

Where Stage IV or V plant cannot be supplied, written approval must be sought by the Project Director for its temporary use and relevant exemption applied for under the relevant scheme. Action must be taken as quickly as reasonably possible and at the most, within 5 working days (30 days for HS2), whether applying for an exemption or removing a machine from site.

The Project Director must be able to satisfy themselves that no alternatives exist or are available. Our aim is that for non-London sites, all engines meet Stage V requirements by 2025.

### a. London

Where NRMM does not meet emission standards, exemptions may be sought. There are two exemptions categories: 'Viability' and 'Short-term'. Exemptions can only be applied for through the GLA.

*Table 3 NRMM Exemption Opportunities*

Exemption category	Description	Exemption period
Viability	The NRMM plant is not currently manufactured to meet the EU stage as stated in the SPG or there is an insufficient quantity of compliant plant in the UK supply chain for the task, however, it meets the next best available EU stage and retrofit is unviable, following robust consideration.	12 months from date of approval
Short-term	<p>The exemption can be requested in emergency situations e.g. site flooding for NRMM plant that is on site for a period of no greater than 30 days to account for a range of potential circumstances where equipment is urgently required.</p> <p>Short term exemptions can also be applied for if the machine is awaiting the installation of a retrofit.</p>	30 calendar days from date of registration

Evidence must be provided to show that suitable compliant machinery cannot be sourced. Details of required evidence can be found in the [exemption policy](#).

For Balfour Beatty owned or hired NRMM, exemptions must be sought by the Project Lead when registering the equipment on the NRMM website. Where subcontractors own or hire equipment, they must provide all the evidence in advance to the Project Manager to seek an exemption when registering the NRMM on the NRMM website.

In all cases, the exemption must be specifically registered to the project where it will be used.

Whilst awaiting approval, the exemption is active however these applications may be refused, and sites should be prepared to remove the machine from site to prevent non-compliance. The GLA aim to respond to exemption requests within 10 working days.

Where NRMM is not granted an exemption by the GLA it must be removed from site within 5 working days if the equipment is currently on site and not brought to site if it has not yet been delivered. If an exemption is granted it must be added to the NRMM register within 5 working days.

**b. HS2**

The [GLA NRMM exemption policy](#), as in the table above, will continue to apply route wide.

Non-compliant NRMM that is not accompanied by a valid exemption will be refused entry to HS2 sites. Therefore it is vital to apply for the exemption at least 30 days in advance if non-compliant plant is to be used for N1, N2 or OOC.

Exemption applications should be made and approved by HS2 prior to plant arriving on site. Exemptions are made on a case-by-case basis and require clear justifications on why compliant plant is not available, and details of the avenues explored. Exemption applications can be made to the HS2 Air Quality Consents mailbox at [airquality.consents@hs2.org.uk](mailto:airquality.consents@hs2.org.uk).

**9. The machinery or plant can't be used**

If the machinery or plant cannot be exempted or fitted with appropriate retrofit technology it must not be used on the project / contract and can't be registered. Instead, alternative plant or machinery must be sourced which meets requirements or review working practices to prevent use of non-NRMM machinery and plant.

Any machine that is labelled as "uncertified", or words to that effect, must be removed from site as soon as possible. There is no scope for an exemption for these machines. If an engine has been labelled incorrectly, the owner of the machine can contact the Vehicle Certification Agency (VCA) to seek permission to re-label the machine here: <https://www.vehicle-certification-agency.gov.uk/getin-touch/>. The machine will still need to be removed from site while permission is sought.

Planning enforcement or environmental health teams or customers with delegated authorities such as HS2 may choose to audit your site. They will have full access to the NRMM and CEA databases and will want to compare what equipment is on-site compared to what equipment is on the register/database.

Enforcement teams may also want to inspect the remaining equipment to ensure that it is indeed below the 37kW threshold or above the 560kW threshold.

ENV-SF-0011b Non-Road Mobile Machinery and Subcontractor Generator Checklist is available for use to ensure that:

1. The NRMM Regulations are being complied with for projects within the London Low Emission Zone (LEZ) (Greater London and the Central Activity Zone); or
2. Non-London projects are meeting NRMM requirements where they are specified by the client as a contractual KPI or as a planning requirement, including HS2.

## Legislation and Regulation

The Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018 (SI 2018/764)

These regulations are a UK Statutory Instrument that came into force on 21st September 2018. The regulations implement Regulation (EU) 2016/1628, which sets out gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery (NRMM). The regulations apply to engines, components or assemblies of components that go to make up engines, devices which can form part of emission control systems, or non-road mobile machinery.

The Road Vehicles and Non-Road Mobile Machinery (Type-Approval) (Amendment) (EU Exit) (No. 3) Regulations 2019 (SI 2019/1156)

These regulations are a UK Statutory Instrument that came into force on 20th December 2019. The regulations amend the Road Vehicles and Non-Road Mobile Machinery (Type-Approval) Regulations 2018 (SI 2018/696) to ensure that they continue to operate effectively after the UK leaves the EU.

## HS2

The NRMM requirements are detailed in HS2 Code of Construction Practice (CoCP) as well as HS2 Information Papers E31 (Phase 1) and E14 (Phase 2a). Information Paper E31 sets out the vehicle emission standards for Non-Road Mobile Machinery and contractor vehicles, and is the main reference for this topic. HS2 also has an air quality [HS2-HS2-EV-STR-000-000007 - Air Quality Strategy \(public document\) P04](#).

## UK Documentation

Reference	Type	Title
ENV-TB-0011a	Toolbox Talk	London Projects: Non-Road Mobile Machinery (NRMM) Emissions Regulations
ENV-SF-0011a	Standard Form	Non-London Projects: Non-Road Mobile Machinery (NRMM) Register
ENV-SF-0011b	Standard Form	Non-Road Mobile Machinery and Subcontractor Generator Checklist
ENV-SF-0011c	Template Form	NRMM Prenotification form (HS2)
ENV-TF-0011a	Template Form	Non-Road Mobile Machinery (NRMM) Arrival Notification Form

## External Documentation

Publisher	Type	Title
IAQM (Institute of Air Quality Management)	External Documentation	<a href="#">Guidance on the assessment of dust from demolition and construction</a>
Mayor of London	External Documentation	<a href="#">NRMM Practical Guide</a>