

Mr Jürgen Binder
Project Manager,
Mobile Rail Milling
Linsinger Maschinenbau GmbH
Doktor-Linsinger-Straße 23-24
4662 Steyermül
Austria

Case Ref: PRM -IOP-0324
EIN Number: UK/54/2020/0003

Date 22 September 2020

Russell J Keir
HM Inspector of Railways,
Rail Vehicles Engineer,
46 Bath Street
GlasgowG2 1HG

Dear Mr Binder,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
AUTHORISATION OF 2 OFF LINSINGER SF06-UK RAIL MILLING TRAINS**

I refer to your application for authorisation, received on the 31 August 2020 (dated 28 August 2020). Following review of your application, I can confirm that ORR grants a first authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended. This authorisation is for the placing in service of 2 off, Linsinger SF06-UK rail milling trains -

Train 1

- Carrier DR79102, EVN 99709 127 007-1
- Trailer DR79103, EVN 99709 327 000-2

Train 2

- Carrier DR79104, EVN 99709 127 008-9
- Trailer DR79103, EVN 99709 327 002-0

The restrictions or limitations of use on the structural subsystem are those contained on the declaration of verification dated 28 August 2020 and contained in your technical file, reference RTUKR-T41594-0001.

Constraints & Restrictions

1. The vehicles are authorised by the GB NSA for operation within GB only
2. Maximum speed 60mph (100 km/h)
3. Maximum travelling speed 25 mph (40 km/h) travelling in accordance with the current Rule Book

4. Network Rail summary compatibility shall be issued in accordance with RIS-8270-RST (Issue 1) prior to vehicles being put into use.
5. The operator has adequate arrangements within its Safety Management System to control the risks associated with this rolling stock subsystem.

The rolling stock subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a 'renewal' or an 'upgrade' as defined in Regulation 2 (including upgrade of GSM-R v3.5 to v4.0). If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required. Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the technical file, keeping it up to date and making it available to the ORR in accordance with Regulations 18 and 19.

If you are not the owner of the authorised subsystem you shall within 60 days, in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of his interest in the authorised subsystem, he shall within 60 days of the disposal transfer the technical file, certificate of verification and verification declaration to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that under Regulation 36, the person who applied for the authorisation shall send particulars to the Registration Entity to enable the registration entity to enter the information on the National Vehicle Register. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

The person who applied for the authorisation to place in service will be issued with a determination of type in accordance with Commission Implementing Decision 2011/665/EC. The person who applied for the authorisation to place in service will receive the type authorisation after providing the data to the Registration Entity in accordance with Annex II of Commission Implementing Decision 2011/665/EC.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this rolling stock subsystem(s).

Yours sincerely

A handwritten signature in black ink, appearing to be 'S. Holt', written in a cursive style.

Deputy Director, Engineering & Asset Management

Cc

- Ian Jones, Head of Interoperability, Safety and Standards DfT
- Ian Prosser, ORR Director Railway Safety
- David Galloway, Head of System Compatibility, Network Rail
- Pete Gracey, ORR Head of Interoperability & Rail Vehicle Engineering
- Ryan Holt, ORR Interoperability Co-ordinator
- Tom Wake, Head of National Rail Route Teams, RSD
- National Vehicle Register nvr@networkrail.co.uk