

Robert Tiller
Engineering Strategy Director
GB Railfreight Ltd
55 Old Broad Street
London, EC2M 1RX

Case Ref: PRM-IOP-0368

IN No: UK/51/2021/0039

Date: 26th May 2021

Russell Keir
Rail Vehicles Engineer
HM Inspector of Railways
46 Bath Street
Glasgow
G2 1HG

Dear Mr Robert Tiller,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
Class 69 Sub-system (GBRf Class 69 Repower)**

I refer to your application for authorisation, received on the 05 April 2021. 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 the following,

- 16 off, Class 69 Diesel Electric Locomotives
69001, 69002, 69003, 69004, 69005, 69006, 69007, 69008, 69009, 69010, 69011, 69012, 69013, 69014, 69015 and 69016

Refer to the table at the bottom of this letter for European Vehicle Numbers

The restrictions or limitations of use on the structural subsystem are those contained on:

- UKDV Declaration: GBRF/DV/0069, Issue: 01, 04 May 2021
- UKDV Technical File: GBRF/TF/0069, Issue: 01, 04 May 2021
- EC Declaration of Conformity: GSM-R SVR400 + Cab Radio incorporating UK PA (NR 4.0), No.GB/02942344001526/2019/000006, 11 October 2019

The constraints which must be adhered to are:

- The vehicles are authorised for operation within GB only
- Maximum Service Speed 80mph (130km/h)
- Maximum load 125 Tonnes
- Route Availability RA7

- Network Rail summary compatibility shall be issued in accordance with RIS-8270-RST (issue 1) prior to vehicles being 'Put into Use'
- The operator has adequate arrangements within its 'Safety Management System' to control the risks associated with this rolling stock subsystem
- Any matters raised by the Safety Assessment Report TRUK/B 21/051 – GBRf Class 69 Repower, 04 May 2021 shall be addressed before the vehicles enter service.

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. 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 may apply to the ORR for a determination of type in accordance with Commission Implementing Decision 2018/1614 as amended by Regulation 20 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020.

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).

This decision letter will be published on ORR's website.

Yours sincerely



Steve Fletcher

Deputy Director, Engineering & Asset Management

Cc

Ian Jones
David Galloway
Phil Sharpe
Pete Gracey
ORR Interoperability
Patrick Talbot
National Vehicle Register

Head of Interoperability, Safety and Standards DfT
Head of System Compatibility, Network Rail
Professional Head, TÜV Rheinland
ORR Head of Interoperability & Rail Vehicle Engineering
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ORR HM Inspector of Railways
nvr@networkrail.co.uk

GB Number	European Vehicle Number
69001	9270 0069 001-0
69002	9270 0069 002-8
69003	9270 0069 003-6
69004	9270 0069 004-4
69005	9270 0069 005-1
69006	9270 0069 006-9
69007	9270 0069 007-7
69008	9270 0069 008-5
69009	9270 0069 009-3
69010	9270 0069 010-1
69011	9270 0069 011-9
69012	9270 0069 012-7
69013	9270 0069 013-5
69014	9270 0069 014-3
69015	9270 0069 015-0
69016	9270 0069 016-8