

Mr Peter Pomietlo  
Manager Deputy, Strategic Designer  
Astra Rail Project s.r.o.  
Mnohelova 3a, 058 01 Poprad,  
Slovakia

Case Ref: PRM-IOP-0387 IN  
Number: UK/53/2021/0008

05 January 2022

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

Dear Mr Peter Pomietlo,

## **THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED**

### **SABG 60'container wagons (Sgns, FEA(W))**

I refer to your application for authorisation, received on the 07 December 2021. Following review of your application, I 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 260 off type SABG 60'container wagons FEA(W) wagons numbered,

- 81 70 4524 001 - 4 to 81 70 4524 260 - 6

Details in the annex to this letter.

The restrictions or limitations of use on the structural subsystem are those contained on the UK declaration of verification

- PL/00000890528418/2021/000017UK, 06 December 2021

and contained in your technical file,

- Technical File TRUK/B 21/121-TF Issue 1.1, 16 November 2021

### **Constraints & Restrictions**

- The vehicles are authorised for operation within GB only
- Maximum speed tare & Laden = 120 km/h (75 mph) in Passenger timing
- Maximum speed tare & laden = 100 km/h (60 mph) in Goods timing

- RA7 in laden condition 82.0t and RA1 in tare condition 20.85t
- Standard Vehicle Gauge (tare) W6a - with 2438mm wide containers W10
- A Network Rail summary of 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

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 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).

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

Yours sincerely,



Steve Fletcher  
Deputy Director, Engineering & Asset Management

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Copies to:

- Ian Jones, Head of Interoperability, Safety and Standards DfT
- Ian Prosser, ORR Director Railway Safety
- Peter Gracey, Head of Interoperability and Rail Vehicle Engineering
- Dipesh Tailor, ORR Interoperability Co-ordinator
- Patrick Talbot, Principal Inspector of Railway, Freight Operations
- David Galloway, Head of System Compatibility,
- Network Rail NVR, National Vehicle Register [nvr@networkrail.co.uk](mailto:nvr@networkrail.co.uk)

**Wagon Numbers**

## Wagon Numbers

81704524001-4 81704524045-1 81704524089-9 81704524133-5 81704524177-2 81704524221-8  
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