

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

Case Ref: PRM-IOP-0445

IN Number:UK53/2022/0001

23 March 2022

**Contact: 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  
ASTRA RAIL INDUSTRIES SA, OPEN BOX WAGON EALNOS JNA(T) EAAN**

I refer to your application for authorisation, received on the 01 March 2022. 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 236 Astra Rail Industries SA EAAN101.6t bogie box wagon numbered 81 70 5932 461-3 to 81 70 5932 696-4 inclusive (full list in Annex).

The restrictions or limitations of use on the structural subsystem are those contained on the UK declaration of verification RO/00000029922041/2022/00001 Rev.01 dated 10 March 2022 and contained in your technical file, reference 1125/2022/RST/EN/50094R/TF, Issue 1, February 2022.

**UK Type Examination Certificates**

- 1125/1/SB/2022/RST/EN/50094R/V01 UK Type Examination
- 25/DS/0046/22 UK DeBoType Examination Certificate

**Requirements**

- 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
- The task analysis for safety critical equipment must be supplied to the ECM (Entity in Charge of Maintenance) by the project entity (refer to Llangennech RAIB recommendations)



## Conditions

- The vehicles are authorised for operation within GB only
- Maximum speed tare = 75 mph
- Maximum speed laden = 60 mph
- RA10 in laden condition and RA1 in tare condition (Laden 101.6t, Tare (24.45t))

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

A handwritten signature in black ink, appearing to read 'Steve Fletcher', with a stylized, cursive script.

**Steve Fletcher**  
**Deputy Director, Engineering & Asset Management**

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Pete Gracey	ORR Head of Interoperability & Rail Vehicle Engineering
ORR Interoperability	<a href="mailto:interoperability@orr.gov.uk">interoperability@orr.gov.uk</a>
Patrick Talbot	ORR HM Principal Inspector of Railways
National Vehicle Register	<a href="mailto:nvr@networkrail.co.uk">nvr@networkrail.co.uk</a>

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