

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

Case Ref PRM-IOP-0237  
EIN UK/54/2019/0003

29<sup>th</sup> October 2019

**Contact: Russell Keir**

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

Dear Mr Binder,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
AUTHORISATION OF A LINSINGER MG31-UK RAIL MILLING TRAIN.**

**UNIT AND VEHICLE NUMBER: DR79101 (EVN 99709127006-3)**

I refer to your application for authorisation, received on the 27<sup>th</sup> September 2019. I also refer to your CSM-REA Article 16 Declaration of Control of Risk, dated 27<sup>th</sup> September 2019, and Safety Assessment Report, reference 751963-UK-ASBO-057 Issue 01, dated 3<sup>rd</sup> September 2018.

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 Linsinger MG31-UK Rail Milling Train, DR79101 (EVN 99709127006-3).

I also refer to the EC Declaration of Verification, reference Linsinger MG31-UK Rail Milling Train, dated 16 October 2019 where I note the references to the Notified Body TSI Certificates and Designated Body NNTR Certificates

The conditions and constraints of use on the structural subsystem are those contained on the EC Declaration of Verification reference Linsinger MG31-UK Rail Milling Train, dated 16 October 2019 and contained in your technical file, reference RTUKR-T36760-11, Issue 1, dated 26<sup>th</sup> September 2019.

Constraints /Restrictions:

- None

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 website.

Yours sincerely



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

Cc

Ian Prosser	Director, Railway Safety Directorate ORR
Ian Jones	Head of Interoperability, DfT
David Galloway	Head of Vehicle Compatibility, Network Rail
National Vehicle Register	<a href="mailto:nvr@networkrail.co.uk">nvr@networkrail.co.uk</a>
Keith Atkinson	HM Assistant Chief Inspector of Railways, ORR
Paul Hooper	Interoperability Manager ORR
Phil Clarke	Director of Rolling Stock, TFL