

Railway Safety Regulations 1999: Regulation 4

Certificate of Exemption

1. The Office of Rail and Road (ORR) exempts under regulation 6(1) of the Railway Safety Regulations 1999 (the '**Regulations**') the Mark I Rolling Stock listed in the Schedule from the requirements of regulation 4(1) of the Regulations. In granting this exemption, ORR has carried out a review of the evidence provided by **Venice Simplon-Orient-Express Limited (Company Number 01551659)** (the '**Company**') in support of the exemption request, consulted as required by regulation 6(2) and had regard to the matters set out in regulation 6(3) of the Regulations.
2. In this exemption:

"Mark I Rolling Stock" has the same meaning as in the Regulations;

"Railway" has the same meaning as in the Regulations;

"Safety Management System" has the meaning it has in the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS).
3. This exemption applies to the Mark I Rolling Stock listed in the Schedule (the '**Rolling Stock**') and is granted subject to the following conditions:
 - (a) The Company must ensure that the Rolling Stock:
 - (i) have buckeye couplers fitted with shelf brackets (except when coupled to a locomotive not fitted with buckeye couplers);
 - (ii) have crash pillars of an equivalent or greater strength than the original British Rail design; and
 - (iii) have unique identifying numbers.
 - (b) The operator must ensure that the Rolling Stock is not used for passenger services on a Railway unless there is a Safety Management System which covers the operation of the Rolling Stock.
 - (c) The operator must ensure that, when formed as a rake, the Rolling Stock shall have the same buffing height (within maintenance limits).
 - (d) The operator must ensure that the Rolling Stock shall operate at a speed not:
 - (i) exceeding 75 mph (120 kph) for steam operations; or
 - (ii) exceeding the plated speed of the coach for electric or diesel operations.

- (e) The operator must ensure that passenger loadings do not exceed the total seating capacity available within the relevant Rolling Stock.
 - (f) The Company must ensure that maintenance is performed in accordance with the British Pullman vehicle maintenance instructions and '*British Pullman's C1 Programme*', as updated from time to time, in so far as these updates are not substantial.
 - (g) The Company must ensure that there are records demonstrating that the Rolling Stock has been maintained in accordance with the documents listed in condition (f) above.
 - (h) The Company must ensure that ORR is notified at least 12 weeks in advance and in writing, of any proposed changes from established processes and procedures as set out within the application.
 - (i) The Company must ensure that ORR is notified of any changes relating to the Rolling Stock. This includes the withdrawal of and/or acquisition of Mark I Rolling Stock.
4. This exemption is valid from 1 April 2023 until 31 March 2028.
5. Under regulation 6(1) of the Regulations, ORR may revoke the whole or any part of this exemption, at any time, in writing.



Signed by authority of ORR

29 March 2023



Schedule

The Mark I Rolling Stock to which this exemption applies are:

Vehicle Number	Type	Date Built
99530	Pullman Parlour Car	1951
99531	Pullman Parlour Car	1927
99532	Pullman Parlour Car	1951
99534	Pullman Kitchen Car	1925
99535	Pullman Parlour Car	1927
99536	Pullman Parlour Car	1928
99537	Pullman Kitchen Car	1932
99539	Pullman Kitchen Car	1928
99541	Pullman Parlour Car	1928
99543	Pullman Kitchen Car	1932
99545	Mk1 Baggage Car	1962
99546	Pullman Kitchen Car	1932
99593	Pullman Kitchen Car	1932
6313	Mk1 Generator Car	1958

Schedule last updated 15 December 2025