

# Railway Safety Regulations 1999: Regulation 4

## Certificate of Exemption

1. The Office of Rail Regulation (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 **DB Schenker Rail (UK) Limited (Company Number: 02938988)** (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” means rolling stock which has a structural underframe which provides its own longitudinal strength and has a passenger compartment created on the underframe which relies mainly on the underframe for its longitudinal strength;

“operator” means the person having the management of the Mark I rolling stock for the time being;

“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 rolling stock is not used for passenger services on a railway unless the operator of the rolling stock has and maintains a safety management system which covers the operation of the rolling stock;

(c) When formed as a rake, the rolling stock must have the same buffing height (within maintenance limits);

- (d) The rolling stock must not be operated at a speed exceeding 120 kph (75 mph) for steam operations or at a speed not exceeding the plated speed of the coach for electric or diesel operations.
4. This exemption is valid from 30 March 2012 until 31 March 2023.
5. Under regulation 6(1) of the Regulations, ORR may revoke the whole or any part of this exemption, at any time, in writing.

C Wake

Signed by authority of ORR

**30 March 2012**



## **Schedule**

The rolling stock vehicles to which this exemption applies are:

<b>Vehicle Number</b>	<b>Type</b>	<b>Date Built</b>
1658	Mk1 RBR	1960-61
1679	Mk1 RBR	1960-61
1680	Mk1 RBR	1960-61
1696	Mk1 RBR	1960-61