

# Railway Safety Regulations 1999: Regulation 5

## 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 hinged door rolling stock listed in the Schedule from the requirements of regulation 5(1) of the Regulations. In granting this exemption, ORR has carried out a review of the evidence provided by **Locomotive Services (TOC) Limited (Company Number 10375954)** ('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:
  - "railway" has the same meaning as in the Regulations;
  - "Joint TOC document" means the document entitled 'Charter Train Managers Operation of Coaching Stock fitted with Secondary Door Locking' prepared by DB Schenker Rail (UK) Limited and West Coast Railway Company Limited;
  - "rolling stock" means any carriage, wagon or other vehicle used on track and includes a locomotive;
  - "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 rolling stock with hinged doors listed in Schedule ('the rolling stock') and is granted subject to the following conditions:
  - (a) The company must ensure that hinged doors are either:
    - (i) Modified so that they can be securely locked and are clearly labelled as not for passenger use; or
    - (ii) Modified so that the locks are protected by an anti-tamper device and any such hinged door is labelled as being for emergency use only; or
    - (iii) Fitted with secondary door locks equivalent to those specified in the Joint TOC document (and any revisions to it that ORR consents to), that would only be operated by a steward of the company, unless in an emergency.
  - (b) the rolling stock is not used for passenger services on a railway unless:
    - (i) the operator of the rolling stock has and maintains an established safety management system which covers the operation of hinged door rolling stock;

- (ii) competent and adequately trained stewards are provided and are responsible for monitoring doors and passenger behaviour; and for the operation of secondary door locks at all times when passengers are boarding, on-board and alighting the train; any one steward shall be responsible for no more than the doors of any one vehicle or those doors in adjacent vehicles immediately either side of a gangway;
- (iii) passenger announcements and briefing notices are used as appropriate to explain to passengers the door arrangements set out paragraph 3(a); and
- (iv) Prior to the operation of any passenger services, the company must:
  - (aa) operate a service to provide for familiarisation of the route for stewards who will be on that passenger service;
  - (bb) draft relevant PTI risk assessments and train dispatch instructions for the route and send these to any station facility owners whose facilities will be used by that passenger service; and
  - (cc) send the relevant PTI risk assessments and train dispatch instructions to ORR 21 days before the date of operation of that passenger service.

4. This exemption is valid from 31 January 2018 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.



Signed by authority of ORR

**23 January 2018**

## **Schedule**

The rolling stock vehicles to which this exemption applies are:

<b>Vehicle Number</b>	<b>Type</b>	<b>Date Built</b>
310	Mk1 Pullman re-bodied	1951
3100	First Class Open (FO)	1959
3125	First Class Open (FO)	1963
3148	First Class Open (FO)	1963
13227	Corridor First (FK)	1962
35465	Corridor Brake Standard (BSK)	1963
80043 (formerly no.1680)	Mk1 RBR	1960-61
99993	Mk1 TSO	1963