

Paul Carter
Head of Authorisation, UK
Bombardier Transportation UK Ltd
Litchurch Lane
Derby
DE24 8AD

Your Ref

Our Ref

Case Ref PRM-IOP-0277

IN Number
UK/51/2021/0001

Date 17th January 2021

Contact: Paul Fray
HM Inspector of Railways, Senior Engineer

25 Cabot Square
London, E14 4QZ

Dear Mr. Carter

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
CLASS 710/2 ELECTRIC MULTIPLE UNITS FOR OPERATION AS DUAL VOLTAGE
5 CAR SINGLE UNIT OPERATION AND 2X5 CAR MULTIPLE UNIT OPERATION.**

I refer to your application for authorisation made under regulation 5(1)(b) of the Railways (Interoperability) Regulations 2011, as amended, and received on the 7th January 2021. Following review of your application, I can confirm that ORR grants a first authorisation under regulation 4(1)(a). This authorisation is for the placing in service of the upgraded Class 710/2 for Dual Voltage Single 5 Car and Multiple 2x5 Car operation numbered 710274 to 710279 inclusive.

The restrictions or limitations of use on the structural subsystem are those contained on the Declaration of Verification dated 7th January 2021 and contained in your technical file, reference 3 EER 400027-4839. The individual list of the updated documents for conformity to TSIs and national technical rules are listed within section 5.3.5 of the Technical file and are also listed below:

Standard
LOC-PAS TSI | 4.2.2
LOC-PAS TSI | 4.2.3
LOC-PAS TSI | 4.2.4
LOC-PAS TSI | 4.2.6
LOC-PAS TSI | 4.2.8 and Annex D

GM/RT2045 Iss 4
GM/RT2100 Iss 5 5.3
GM/RT2132 Iss 1
GM/RT2141 Iss 3
GM/RT2461 Iss 2
GE/RT8006 Iss 2
GE/RT8075 Iss 2
BS EN 50153:2014
BS EN 15227:2008 +A1:2010
1300/2014/EU PRM TSI
1303/2014/EU SRT TSI

The conditions / requirements which must be met are specified in 3 EER 40030-4552.

The upgraded 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 further '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 update 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 2011/665/EC. The person who applied for the type authorisation will receive it 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 upgraded rolling stock subsystem(s).

This decision letter will be published on the ORR website.

Yours sincerely



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
Chris Llewellyn	Professional Head, SGS UK Limited
Pete Gracey	ORR Head of Interoperability and Rail Vehicle Engineering
Gary Taylor	ORR Interoperability and Standards
Catherine Hui	ORR HM Inspector of Railways
National Vehicle Register	nvr@networkrail.co.uk