

Mr Michael Blondel,  
MILLET A.F.R.  
140 rue du Paradis  
59500 DOUAI

Case Ref: PRM-IOP-0360  
IN Number: UK/53/2021/0003

Date 06 05 2021

Paul Frary  
HM Inspector of Railways  
25 Cabot Square,  
London E14 4QZ

Dear Mr Blondel,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
CEMENT TANK WAGONS UACNS, JGA (P)**

I refer to your application for authorisation, received on the 20<sup>th</sup> April 2021. 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 23 off, JGA (P) Cement Wagons – Vehicle numbers recorded in Annex A attached to this letter. This authorisation is based upon an existing design authorised by ORR under the reference of PRM-IOP-0152 on 22<sup>nd</sup> February 2016.

The restrictions or limitations of use on the structural subsystem are those contained on the UK Declaration of Verification

- 4-632928, Issue C dated 20<sup>th</sup> April 2021

and contained in your technical file,

- 1125/2021/RST/23054/TF JGAP Iss 1A dated 13<sup>th</sup> April 2021

**Constraints & Restrictions**

- The vehicles are authorised for operation within GB only
- Maximum speed 75 mph in the tare condition and 60 mph when laden,
- Route availability: RA1 Tare RA10 Laden,
- Not to be used in trains longer than 750m in length without further assessment of braking performance, at train-consist level
- Network Rail summary compatibility shall be issued in accordance with RIS-8270-RST (issue 1) prior to vehicles being 'Put into Use'

- The operator with the co-operation of the vehicle owner/ECM has adequate arrangements within its 'Safety Management System' to control the risks associated with this rolling stock subsystem.

In particular that they should undertake a suitable and sufficient assessment of the risks posed by storage and other stabling locations of these Wagons.

This is in order to meet its duties under Regulation 3 of The Management of Health and Safety at Work Regulations 1999 (as amended).

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's website.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Steve Fletcher', with a stylized, cursive script.

Steve Fletcher  
Deputy Director, Engineering & Asset Management

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Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Rob Dale	Professional Head, [Railways Approvals Limited]
Pete Gracey	ORR Head of Interoperability & Rail Vehicle Engineering
ORR Interoperability	<a href="mailto:interoperability@orr.gov.uk">interoperability@orr.gov.uk</a>
Patrick Talbot,	Principal Inspector of Railway, Freight Operations
National Vehicle Register	<a href="mailto:nvr@networkrail.co.uk">nvr@networkrail.co.uk</a>

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**Annex A**

81707829031	6	81707829043	1
81707829032	4	81707829044	9
81707829033	2	81707829045	6
81707829034	0	81707829046	4
81707829035	7	81707829047	2
81707829036	5	81707829048	0
81707829037	3	81707829049	8
81707829038	1	81707829050	6
81707829039	9	81707829051	4
81707829040	7	81707829052	2
81707829041	5	81707829053	0
81707829042			3