

Mr. Calum Oates
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Case Ref PRM-IOP-0476
EIN UK/54/2023/0002

23rd February 2023

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

Dear Mr. Oates

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
AUTHORISATION OF 09-32x-4x4/4s UNIVERSAL DYNAMIC TAMPER**

MACHINE NUMBER: 99 80 9123 004-0

I refer to your application for authorisation, received on the 10th February 2023.

Following review of your application, I can confirm that ORR grants authorisation under regulation 4 (1) (a) of the Railways (Interoperability) Regulations 2011, as amended.

I refer to your UK Declaration of Verification, dated 21st February 2023.

The restrictions or limitations of use on the structural subsystem are those contained in your Declaration of Verification dated 21st February 2023 and contained in your Technical File, reference 3212 tla 07B08A010.

There are two conditions or requirements;

1. The vehicle shall not self-propel; it shall be dead hauled in running mode by compatible locomotive fitted with compliant GSM-R at both ends.
2. The machine is limited to HS1. Compatibility between the vehicle and the infrastructure shall be issued in accordance prior to the machine being put into use.



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 website.



Yours sincerely

Steve Fletcher
Deputy Director, Engineering & Asset Management

Cc

Ian Prosser	Director, Railway Safety Directorate, ORR
James Le Grice	Head of Interoperability, DfT
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Giles Turner	Head of Interoperability, ORR
Mike Scully	Acceptance Specialist Network Rail High Speed