



Certificate of Derogation from a Notified National Technical Rule

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Derogation

Deviation Number: **12/115/DGN**

2. Details of applicant:

Engineering Standards Manager, Direct Rail Services Limited, Kingmoor TMD, Etterby Road, Carlisle CA3 9NZ

3. Your reference number:

BB11407700003

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Derogation against RGSs for UK Light Locomotive

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GM/RT2000	Three	December 2009	Engineering Acceptance of Rail Vehicles

6b. RGS clause(s):

See details of RGS clauses in Annex 1.

6c. RGS clause requirements:

See details of RGS clause requirements in Annex 1

7. Scope of deviation:

This derogation is for a new fleet of 15 diesel locomotives (numbers 92 70 0068 001 to 92 70 0068 015), known as UK Light, supplied by Vossloh España S.A. for operation by Direct Rail Services Ltd.

The UK Light locomotive is based on the existing EUROLIGHT design.

8. Impacts of complying with the current RGS requirement:

The UK Light locomotive will be compliant with the Technical Specifications for Interoperability (TSI) requirements, including the Locomotive and Passenger TSI. In addition, it will be compliant with all applicable Notified National Technical Rules (NNTRs) to cover open points and specific cases, and ensure compatibility with the GB mainline system. It will also operate over off trans-European Network (TEN) routes and therefore the complete suite of RGSs is applicable.

Within these RGSs, there are a significant number of requirements that are not directly related to TSI open points, specific cases or compatibility. These requirements have equivalent or comparable requirements within the suite of TSIs, therefore compliance with these RGS requirements duplicates the TSI assessment. Consequently, additional effort and cost will be expended both in respect of production of the evidence of compliance and in its subsequent assessment by the Designated Body. It is also possible that, due to the differences in the detail of the requirements, conflicts might exist that either prevent full compliance with both the TSI and RGS clauses, or necessitate a more complex design.

Due to both the additional effort/costs and the potential conflicts, it is considered unreasonable to comply with the quoted RGS clauses.

9. Proposed alternative actions:

It is proposed to apply the full suite of TSI requirements.

Note that the full suite of applicable standards from the Railway Group Standard Catalogue has been considered. Where the RGS requirement is duplicated by the TSI requirements, these RGS requirements are being derogated against, as detailed in Annex 1. All remaining RGS requirements, i.e. those relating to open points, specific cases and compatibility with the GB mainline system, will be applied.

10. Impacts of the alternative actions:

Use of the alternative actions are considered to deliver an equivalent level of control and safety and will also not require any further ongoing actions or operational constraints.

11. What other options have been considered?

The only other option is compliance with the RGSs which, as indicated in section 8 above, is considered unreasonable.

12. Consultation with affected parties

The RGS clauses being derogated cover the whole range of interface requirements and therefore potentially affect all transport undertakings and the infrastructure manager. However, rather than consult with all these parties individually, it is considered that, since this derogation relates to the overall suite of requirements and their completeness, the standards committee is the most appropriate body to consider the effects on other parties. (This is also consistent with the standards committee role in providing advice to DfT on TSIs and NNTRs.) As a consequence, no individual consultation has been carried out.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

Attachments:

- Annex 1 (version 2.0 dated 12/12/2012): Details of RGS clauses against which derogation is sought

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Engineering Standards Manager

Date of application:

02/07/2012

17. Status in respect of National Technical Rules:

GM/RT2000 Issue 3 is not on the list of the proposed National Technical Rules under the Conventional or High Speed Rail TSIs.

18. Status in respect of National Safety Rules:

GM/RT2000 Issue 3 is not on the list of the proposed National Safety Rules under the Conventional or High Speed Rail TSIs.

19. Lead Standards Committee details:

Name of Committee:	Date of meeting	Minute reference:
Rolling Stock	30/11/2012	12/RST/11/345

Authorised by:	Date of Authorisation:
Signed by Cliff Cork on 07/01/2013	07/01/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock