

Chris Binns
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Your ref C R L 1-X R L-0 7-C 0 L –
C R 001-50007

Case Ref PRM-IOP-0403

UK/62/2022/0001

Date 25/3/2022

**Contact: Mark Gough
HM Inspector of Railways**
ORR, 2nd Floor, Mallard House, Kings Pool,
1-2 Peasholme Green, York.
YO1 7PX

Dear Chris Binns

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
ENERGY SUB SYSTEM OF CENTRAL OPERATING SECTION OF ELIZABETH LINE**

I refer to your application for authorisation received on the 3/3/22 and technical file reference '**137951-TF-GEN-004X2228-LLO-O-RGN-CR001-50138 Issue 6 18/2/2022**'. 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. This authorisation is for the placing in service of the following energy subsystem located inclusive

1. Overhead Line Equipment and Return Circuit Arrangements:

From		To	
Eastbound Line – Westbourne Park to Pudding Mill Lane			
Westbourne Park	Neutral section Eastbound line E B C h -0.197 km	Pudding Mill Lane	Neutral Section Eastbound Line E B C h 4.693km
Westbound Line - Westbourne Park to Pudding Mill Lane			
Westbourne Park	Neutral Section Westbound line WB Ch 0.178KM	Pudding Mill Lane	Neutral Section Westbound Line E B C h 14.693km
Westbourne Park-Turnback A			
Westbourne Park	Neutral Section Turnback A E B C h -0.197 km	Westbourne Park	Junctions with E B/WB E B C h 0.208 km (motorised switches)



Eastbound Line- Westbourne Park to Abbey Wood			
Westbourne Park	Neutral section Eastbound line E B C h -0.197 km	Abbey Wood	End of the OLE Eastbound Line EB Ch 24.454 km
Westbound Line- Westbourne Park to Abbey Wood			
Westbourne Park	Neutral Section Westbound line WB C h 0.178 km	Abbey Wood	End of the OLE Westbound Line WB Ch24 .825km

Turnbacks B and C at Westbourne Park, and the Plumstead sidings and Reception Road at Plumstead are not used for passenger moves and are outside the scope of authorisation. Crossovers between eastbound and westbound lines are not listed but are within the scope of authorisation.

Traction Power System Boundaries

- At Westbourne Park ATS: At the termination ends of the Network Rail 800 mm² copper 25kV insulated cables Interconnecting Cables on disconnectors WEPA/IC1/L3 and WEPA/IC2/L3
- At Pudding Mill Lane ATFS : At the manual RFLI disconnector PMLA/BS1/3

There are no restrictions or limitations of use on the structural subsystem listed on the Declaration of Verification **CRL-XRL-07-LRC-CR001-50116 V1 1/3/2022**, or contained in your technical file, reference **137951-TF-GEN-004X2228-LLO-O-RGN-CR001-50138 Issue 6 18/2**. One limitation was agreed with ORR

Limitation

The energy subsystem is authorised for the use of Class 345 in the configurations which have been assessed as interoperable by the conformity assessment bodies, and for which route compatibility has been agreed by the operators. The introduction of new electric rolling stock or configurations must follow the operators route compatibility and safety management system. Where appropriate the technical file should be updated. Nonelectric traction should only be used where it is assessed route compatible and safe to do so.

There was one derogation granted by DfT on 12/4/2018. This was for a late stage use to allow application of ENE TSI 1301/2014 in full

There was one deviation agreed by RSSB: Deviation 18-062- DEV 06/12/2014 from GLRT1210 3.6.1.4 for the neutral section transitions to GEML and GWML. Automatic power control magnets for entry and exit to Pudding Mill Lane neutral sections are replaced by Balise activation.



The infrastructure 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 the person who applied for the authorisation shall send particulars to the owner of the infrastructure to enable the owner of the infrastructure to enter the items on the Register of Infrastructure in accordance with Table 1 of Commission Implementing Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020. 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. You will receive the type authorisation after providing the relevant data to the ORR.

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 infrastructure 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', written in a cursive style.

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
Mike Ainsworth	Principal Consultant, Ricardo Certification
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