

Colin Prime
Enterprise House
Paddington
London
W26JX

Our Ref
PRM-IOP-0314

IN Number
UK/61/2022/0007

Date 10/08/2022

**Contact: Luisa Freitas
Senior Civil Engineer**

Dear Colin

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
AP4 ACTON MAINLINE TO STOCKLEY JUNCTION**

I refer to your application letter for authorisation received on the 31/03/2022 and the addendum letter from the ApBo received on the 18/05/2022.

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 Crossrail On Network Works AP4 Acton Mainline to Stockley Junction, defined by the following limits:

Engineers Line Reference ELR: MLN1	Start Mileage	End Mileage	Track Id
West Ealing	6m 42ch	6m 73ch	UM = 1100 DM = 2100 ‡ UG = 1100 ‡ DG = 2100 ‡ WEB = 3605
Southall lines	8m 61ch	9m 14ch	DM = 2100 SWL=3500, UR = 1200 DR = 2200, UBS = 3301
Hayes & Harlington	10m 51ch	10 55ch	UR = 1200 DR = 2200
All lines are ELR: MLN1, with the exception of those marked ‡, which are ELR:WEL1.			

ORR notes that the ApBo letter, dated 18/05/2022 confirms the closure of the conditions in the Annex to Ricardo's EC Certificate of Verification (NoBo), Certificate Number: 2673/6/SG/2019/INF/EN/N20190558. The observations and agreed actions from the visits are recorded in the following site visit reports:

- AP4 West Ealing Station Site Visits Issue 3, 298673-A0120
- AP4 Hayes and Harlington Site Visits Issue 3, 298673-A0119

Of the outstanding conditions in the Annex to Ricardo's EC Certificate of Verification (NoBo), thirteen have been closed as compliant.

The conditions of use of the structural subsystem are those listed on the Declaration of Verification reference XPM1B-MPM-CER-NCA-000008, Version A03, dated 26/07/2022 and described in the NoBo/DeBo Verification Report reference 298673-A0036, issue 3.0, dated 31/05/2019 and ApBo addendum letter dated 18/05/2022.

The outstanding condition must be met within the timescales specified that is reproduced below for convenience.

Condition 1 - INF NTSN clauses 4.2.9.2 and 4.2.9.3 (7.7.17.7 UK network for GB) – Platform Height and Offset: 'As-built' values are outside of the permitted tolerance in the national technical rule GIRT 7020, clause 2.2.1.1 The project entity has received a temporary deviation from RSSB certificate number: 21-037 DEV valid until October 2022.

Before expiry of the RSSB temporary deviation authority (to which RSSB certificate number 21-037 DEV applies), the project entity shall reconcile the non-compliance of platform offsets at Hayes & Harlington Station.

Completion date: by 31 October 2022

Closure of the above condition is to be completed by the date specified and reported to ORR.

The Declaration of Control of Risk (Reference WRR5M-ESS-NOT-NCA-000002, version A01 , dated 20 January 2021 states that all identified hazards and associated risks are controlled to an acceptable level to support Entry into Passenger Service.

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 Commission Implementing Decision 2011/633/EU. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

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

James Le Grice	Head of Interoperability, Safety and Standards DfT
Gary Davidson	W&W SRP Chair
David Galloway	NRAP Head of System Compatibility, NR
Ian Prosser	HM Chief Inspector of Railways, ORR
Dermot Kelly	Head of Civil Engineering, ORR
Pete Gracey	Head of Interoperability and Rail Vehicle Engineering, ORR
Catherine Hui	HM Principal Inspector of Railways, ORR