

Paul Nelson
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Case Ref PRM-IOP-0464

UK/61/2023/0001

Date 23/2/2023

Femi Obisesan
Principal Engineer E&P
ORR, 7th Floor | Piccadilly Gate,
Store Street, Manchester | M1 2WD

Dear Paul Nelson,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED

AP12B – STAGE 4 ANGLIA TRACTION POWER

Further to your application for authorisation received on the 14th February 2023 with Technical File **160187-NWR-REP-ESS-000001 A02**, which was assessed against the Energy National Technical Specification Notice (ENE NTSN) published 1 January 2021 and reported in Approved Body Files ref: TSC1D-ESS-REP-RRL-000131 - 766751-A0131 Issue 2 and TSC1D-ESS-REP-RRL-000132 - 766751-A0132 Issue 2 with the following certificates:

- a) ApBo Certificate of Verification - ref TSC1D-ESS-REP-RRL-000131 - 766751 26736SG2022ENEENN20221067V02

The certificate of verification contained conditions that the project have addressed via the project verification report ref: 160187-NWR-REP-ESS-000001 A02.

There were no derogations from the NTSN or National Technical Rules

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 Infrastructure subsystem upgrades:

- Electrification between Bow NS (2m 68c) to Shenfield NS (20m 68c & 20m 72c), including Ilford Depot (complete), including Upminster Branch (complete) and all diverging lines up the next NS as defined in TSC1A-EMF-REP-NCS-000108

(System Definition). Excluding existing non-electrified lines.

The range of this authorisation for the subsystem is the AP12b Anglia Traction Power within above boundaries.

In outline, the work was carried out on the following elements:

- upgrade of 25kV traction supplies on the Great Eastern Main Line between Bow Neutral Section (NS) (2m 68c) to Shenfield NS (20m 68c & 20m 72c), inc. Ilford Depot (complete), inc. Upminster Branch (complete) and all diverging lines up the next NS as defined in TSC1A-EMF-REP-NCS000108 (System Definition). (Excluding existing non-electrified lines).

Including new sites at:

- Pudding Mill Lane Autotransformer Feeder Site (ATFS),
- Ilford Sectioning Autotransformer Site (SATS) &
- Gidea Park SATS

The Eastern region System Review Panel (ER SRP) have endorsed this project on the conditions specified in letter of endorsement ref: EAS-ANG-SRP-0101. This confirms that any identified hazards, both legacy and residual, will be adequately closed and/or transferred to the appropriate body before placing in service in accordance with the Declaration of Control of Risk - TSS1B-EDS-FRM-NCS-000003 A03.

The following restriction apply:

- The RFLi class 345 trains should not be fed by this new power supply upgrade at 12kA fault level until the software upgrade on the trains is complete. This restriction should be managed by the designated infrastructure manager and train operator safety management systems respectively.

The infrastructure subsystem authorised by this letter must be operated and maintained in accordance with Regulation 20.

Projects should ensure that all health and safety files including as-built records are passed on to the asset managers before project close out.

You should be aware that any future modifications to the authorised subsystem may constitute a further '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 applicant for this 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. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

This decision letter will be published on ORR's website.

Yours sincerely

Steve Fletcher

Deputy Director of Engineering & Asset Management

Cc

Ian Prosser	ORR Director of Railway Safety
James Le Grice	Head of Interoperability, DfT
David Galloway	Head of System Compatibility, Network Rail
Darin Grey	Network Certification Body
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