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Your Ref CRL1-XRL-O7-
COL-CR001-50002

Our Ref N/A

Case Ref PRM-IOP-0398

IN Number
UK/63/2021/0001

Date 14/05/2021

Contact: Stephen Williams

ORR, 3rd Floor, Mallard House, Kings Pool,
1-2 Peasholme Green, York.
YO1 7PX

Dear Chris

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
AUTHORISATION FOR THE ETCS TRACKSIDE LEVEL TRANSITIONS AT
WESTBOURNE PARK (GREAT WESTERN MAIN LINE) AND STRATFORD (GREAT
EASTERN MAIN LINE) FOR THE ELIZABETH LINE**

I refer to your application for authorisation received on the 12th May 2021 and technical file reference CRL1-XRL-O7-RGN-CR001-50109 dated 12th May 2021. 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 into service of the Control, Command and Signalling subsystem consisting of

- ETCS balises (those with ETCSxxx IDs in 'Balise Positions and Engineering Data' C620-SIC-R2-RSP-CR001-50141);
- One LEU at Westbourne Park.

These are located between the limits described below inclusive.

GWML (Westbourne Park) Distances in meters

On or about 2355.000 NR GWML Line 3 ELR=MLN1 (NR datum) to 205.000 CRL (EB)
ELR=XRC (EL datum)

GEML (Stratford) Distances in meters

On or about 14512.000 CRL (WB) ELR=XRE to 16011.280 CRL (Up Electric) ELR=LTN1

The conditions of use on the structural subsystem are those listed on the UK Declaration of Verification dated 12th May 2021, contained in your technical file (CRL1-XRL-O7-RGN-CR001-50109), ApBo Technical File, and safety assessment report (X2228-LLO-O-RGN-CR001-50134) dated 15th March 2021.

Restrictions

- (1) To be used for AWS/TPWS/CBTC transitions only.
- (2) The Infrastructure Manager shall make the switch to ERTMS as soon as tests confirm this is possible. As soon as final tests confirm that the switch to ERTMS, as the primary signalling system is possible, the Infrastructure Manager shall notify the Department for Transport. The agreed migration plan (C620-SIC-R2-STP-CR001-500623) must be implemented and a communications bearer capable of supporting ETCS Level 3 installed.

The requirements that must be met by a specified time are:

- (1) For the GWML transition, the validation evidence is incomplete. Complete validation evidence must be accepted by the Approved Body (and the ORR informed) before placing into use. The Technical File shall also be updated and RIS-8270-RST must also be followed before placing into use. See Section 6 of the ApBo file for more details of the outstanding evidence.

This will be completed no later than 30th September 2021.

The infrastructure subsystem 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 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



Steve Fletcher
Deputy Director, Engineering & Asset Management

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
Ian Prosser	ORR Director Railway Safety
David Galloway	Head of System Compatibility, Network Rail
Ian Maxwell	ORR Head of Civil Engineering
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