

Kevin Roberts  
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RBC Upgrade Project  
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Your Ref 171460-NWR-LTR-  
MPM-000014

Our Ref N/A

Case Ref PRM-IOP-0428

IN Number  
UK/63/2022/0002

Date 05/05/2022

**Contact: Stephen Williams**

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

Dear Kevin

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
AUTHORISATION OF THE ERTMS/ETCS CONTROL, COMMAND AND SIGNALLING  
TRACKSIDE SUBSYSTEM RELATING TO THE UPGRADE OF THE RADIO BLOCK  
CENTER AND MISCELLANEOUS MINOR ADDITIONS TO THE DATA TELEGRAMS  
TRANSMITTED BY CERTAIN BALISES FOR THE CAMBRIAN LINE.**

I refer to your application for authorisation received on the 19<sup>th</sup> April 2022 and technical file reference 171460-NWR-REP-SSD-000007 dated 19<sup>th</sup> April 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 into service of the ERTMS/ETCS Control, Command and Signalling trackside subsystem relating to the upgrade of the Radio Block Center (RBC) and miscellaneous minor additions to the data telegrams transmitted by certain balises for the Cambrian Line, located between the limits described below inclusive.

Whole or part of ELR	Lines	Extremity 1 on ELR			Extremity 2 on ELR		
		ELR	Location	Chainage	ELR	Location	Chainage
Whole	All lines	SBA1	Sutton Bridge Junction	0m 0ch	SBA2	Aberystwyth	95m 60ch

This authorisation is based on the trackside RBC Interoperable Constituent (IC) software at version 2.9.0.



This authorisation supplements, without superseding the original authorisation granted on the 21<sup>st</sup> March 2011 Ref: RI/70/3/1009/05-01 with EIN UK/63/2011/0002.

The conditions of use on the structural subsystem are those listed on the UK Declaration of Verification dated 7<sup>th</sup> April 2022, contained in your technical file (171460-NWR-REP-SSD-000007), ApBo Certificate of Verification (171460-NWR-CRFMPM-000002), and safety assessment report (171460-NWR-REP-SSD-000008) dated 5<sup>th</sup> April 2022.

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

A handwritten signature in blue ink, appearing to read 'Steve Fletcher', is written in a cursive style.

**Steve Fletcher**  
**Deputy Director, Engineering & Asset Management**

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
Ian Prosser	ORR Director Railway Safety
Ian Maxwell	ORR Head of Signalling, Power & Comms Engineering
Pete Gracey	ORR Head of Interoperability and Rail Vehicle Engineering
ORR Interoperability	<a href="mailto:interoperability@orr.gov.uk">interoperability@orr.gov.uk</a>
Kathryn Gibb	ORR HM Inspector of Railways
Mark Lincoln	NWR Principal Engineer – System Safety and Assurance