

Neil Evans
Director of Entry into Service
Transport for Wales
Infrastructure Hub
Trefforest Industrial Estate
Pontypridd
CF37 5UT

Your Ref
230602-ORR-SR-ABD-001

Case Ref
PRM-IOP-0434

IN Number
UK/61/2023/0007

19th June 2023
Contact: Matt Gillen

Dear Neil

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
CORE VALLEY LINES – FERNHILL TO MOUNTAIN ASH PASSING LOOP**

I refer to your application for authorisation, received on 16th June 2023. 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 following:

- Fernhill to Mountain Ash Passing Loop

This is for placing into service under Infrastructure (INF) NTSN requirements.

This authorisation is defined by the following limits:

Fernhill to Mountain Ash Passing Loop

ELR	TID	Start mileage	End mileage
MOA/ABD	2100	0m 723yds (MOA)	20m 1165yds (ABD)
ABD	3100/1100	20m 981yds	20m 1560yds

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference TRAN01-KAW-ZZ-CVL-UPF-Z-MF-000113, version P01.0, dated 16/06/2023) and contained in your ApBo/DeBo technical file (Reference ACS3167R19, Issue 1, dated 16/06/2023). There are no outstanding requirements.



A Safety Assessment Report (Reference ACS/3167/R20, issue 1, dated 16/06/2023) has been completed by the Assessment Body to support the project putting the change into use. A Declaration of Control of Risk has been made (Reference TRAN01-KAW-ZZ-CVL-RPT-Z-MF-200020, version 1.0, dated 16/06/2023) and states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and all identified hazards and associated risks are controlled to an acceptable level. This has been endorsed by the Amey Infrastructure Wales Assurance Panel (AIWAP).

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.

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

James Le Grice	Head of Interoperability, Safety and Standards, DfT
James Andrews	Chair of Amey Infrastructure Wales Assurance Panel (AIWAP)
Giles Turner	Head of Interoperability and Rail Vehicle Engineering, ORR
Phil Bebbington	Head of Infrastructure Certification, AEGIS Certification
Dermot Kelly	Head of Civil Engineering, ORR
Kathryn Gibb	HM Principal Inspector of Railways, ORR
Christopher Browne	Project Approvals Manager, TfW Infrastructure Hub