

Network Rail Infrastructure Limited
1 Eversholt Street
London
NW1 2DN


11 August 2017

Consent to Traction Electricity Rules change

Further to Network Rail Infrastructure Limited's (Network Rail) Proposed Rules Change in accordance with the provisions of paragraph 17.1 of the Traction Electricity Rules, we consent to the following changes under paragraph 17.15:

- The entries in Appendix 5 of the Traction Electricity Rules for ESTA R and ESTA A shall be deleted and replaced with the entries in the schedule to this notice; and
- The entry in Appendix 3 of the Traction Electricity Rules for ESTA R and ESTA A shall be deleted and replaced with the entry set out in the schedule to this notice.

These changes shall take effect retrospectively from 1 August 2017.



Ian Williams

Duly authorised by the Office of Rail and Road



SCHEDULE

Traction Electricity Rules

Appendix 5 amendments

ESTA	Traction Electricity Geographic Area / Tariff Zone	Description
R	East Coast Main Line South	Comprises the electrified East Coast Main Line from Kings Cross to the neutral section at Tallington (between Peterborough and Grantham), the electrified route between Moorgate and Finsbury Park; the electrified route between Canonbury West Junction and Finsbury Park; the Kings Cross Incline between Camden Road East Junction and Freight Terminal Junction and the link to St Pancras Thameslink. A new link to the Gospel Oak to Barking line will also be added.
A	East Coast Main Line Central	Comprises the electrified East Coast Main Line between the neutral sections at Tallington (between Peterborough and Grantham), South Kirby and Hambleton Junction (between Doncaster and York)

Appendix 3 amendments

ESTA	Traction Electricity Geographic Area (g)	Network Rail Distribution System Loss Factor for the System (λ_{AC})	Network Rail Distribution System Loss Factor for the DC Systems (λ_{DC})
R	East Coast Main Line South	0.0321	0.1701
A	East Coast Main Line Central	0.0423	N/A