Dominic Zapata
Network Rail Eastern Region
East Midlands Control Centre
Bateman Street
Derby
DE23 8JQ

Case Ref: - PRM-IOP-0570
UK/62/2024/0002

Date 26th June 2024

Contact: Mark Gough
HM Inspector of Railways
ORR, 3rd Floor, Mallard House, Kings Pool,
1-2 Peasholme Green, York.
YO1 7PX

Dear Dominic Zapata,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED

Midland Main Line Programme Electrification – London to Wigston - Braybrooke Autotransformer Feeder Station (ATFS)

Further to your application for authorisation received on the 14th June 2024 with Technical file: Midland Main Line Programme Electrification – London to Wigston - Braybrooke Autotransformer Feeder Station (ATFS) NCB_N04888_CAR_5812 Dated 26/04/2024 assessed against the Energy National Technical Specification Notice (ENE NTSN) with the following certificates:

ApBo Certificate of Verification - ref 2444*/6/SG/2024/ENE/EN/400 version 1.0*

There were no applicable National Technical Rules (NTRs)

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 Braybrooke Autotransformer Feeder Station (SPC3 81M 0532yds).

The range of certification for the subsystem:

Braybrooke Autotransformer Feeder Station (SPC3 81M 0532yds):
The demarcation of power extents are from the sealing ends at the National Grid / Network Rail triple pole disconnectors 1T3 and 2T3 in the National Grid

compound from the 400/25kV incoming side. This feeds Braybrooke ATFS which in turn has outgoing feeders to the Network Rail switch farm compound.

The location is on the Up Main side of the track and the structure numbers are:

- SPC3/130/797
- SPC3/130/814
- SPC3/130/818
- SPC3/130/825
- SPC3/130/829

Once commissioned and authorised, Braybrooke ATFS will feed between Sharnbrook midpoint track section cabin and Wigston midpoint autotransformer site, including the Corby line.

The Eastern System Review Panel (ESRP) have endorsed this project, and are satisfied that any identified hazards, both legacy and residual, have been adequately closed and/or transferred to the appropriate body before placing in service in accordance with the Declaration of Control of Risk. Subject to:

1. Prior to Entry into Service (EiS), all relevant hazards referenced in the DoCoR are closed;
2. Prior to EiS, all relevant items in the EiS checklist are closed including those related to E&P and Track maintenance handover.
3. Prior to EiS, the Penetration Testing to be completed or alternative acceptance argument produced.

The restrictions or limitations of use on the structural subsystem are those contained in the UK Verification Declaration 157897-PLG-NOT-EMF-000002 V2.2 and Declaration of Control of Risk 157897-PLG-NOT-EMF-000001

Limitations

Braybrook ATFS outgoing feeder protection shall be operated in non-auto-reclose mode until requirements in BSEN 50388 section 15.6 for auto-reclose systems are satisified. Following NR health and safety management sytems.

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 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 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 Commission Implementing Decision 2011/633/EU. 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 renewed infrastructure subsystem.

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

Yours sincerely

Steve Fletcher

Deputy Director of Engineering & Asset Management

Copies: Ian Prosser, ORR, Director Railway Safety 25 Cabot Square, London, E14 4QZ
James Le Grice Head of Interoperability, Safety and Standards DfT
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