

Pip Hoskins
Senior Sponsor
Network Rail NW&C Region
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Your Ref 133375-EWR-
REP-ETR-000126

Case Ref PRM-IOP-00578

IN No. UK/63/2024/0001

Date 6 December 2024
Contact: Stephen Williams

3rd Floor, Mallard House, Kings Pool
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Dear Pip

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
AUTHORISATION OF THE EAST WEST RAIL PHASE 2-TRACKSIDE GSM-R
SUBSYSTEM VOICE ONLY**

I refer to your application for authorisation, received on the 22 November 2024. 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 the trackside control, command and signalling GSM-R subsystem for voice only located between the following geographical limits inclusive:

ELR	Line Name	Mileage From	Mileage To
OXD	Down Bletchley Line	19m 0748yds	0m 1474yds
OXD	Up Bletchley Line	19m 0748yds	0m 1474yds
OXD	Claydon Loop	12m 0796yds	11m 0783yds
OXD	Claydon Reception Line	12m 0566yds	11m 990yds
BFO	Down Bletchley Line	0M	0M 1672yds
BFO	Up Bletchley Line	0M	0M 1672yds
DHF	Down Bletchley Line	0M 1672yds	1M 1008yds
DHF	Up Bletchley Line	0M 1672yds	1M 1313yds

The restrictions or limitations of use on the structural subsystem are those contained on the declaration of verification dated 22 November 2024 and contained in your technical file.

I refer to your Declaration of Control of Risk (Ref 133735-EWR-REP-ESS-000033 VA06) according to Article 16 (EU) 402/2013 as amended, dated 2 December 2024.

It is noted that various recommendations remain open at the time of authorisation and the statement that “These will be closed out prior to the running of passenger or commercial freight services”.

The upgraded 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, they 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.

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 upgraded infrastructure subsystem.

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
David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
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