



Robert Russell
Network Rail Eastern Region
East Midlands Control Centre
Bateman Street
Derby
DE23 8JQ

Case Ref PRM-IOP-00574

IN number UK/62/2025/0001

25th February 2025

Contact: Russell Keir
Principal Engineer
Electrification & Power
HM Inspector of Railways
Office of Rail and Road
4th Floor, 1 Atlantic Square
21 York Street
Glasgow, G2 8HS

Dear Robert Russell,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
MIDLAND MAIN LINE PROGRAMME ELECTRIFICATION – LONDON TO WIGSTON

I refer to your application for authorisation, received on the 27th January 2025. Following review of your application grants a first authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended.

This authorisation is for the placing in service of,

- UKMS 125 Overhead Contact Line System between Kettering North Junction (SPC3 72 M 0676 YDS) to Wigston South Junction (SPC3 95 M 0350 YDS).
- Distribution sites at the following locations:
 - Napsbury track section cabin (SPC1 18 m 1188 yds)
 - East Hyde midpoint track section cabin (SPC1 26 m 0815 yds)
 - Kettering North sectioning autotransformer site (SPC3 74 m 0985 yds)
 - Braybrooke autotransformer feeder station (SPC3 81 m 0532 yds) – please note this
 - distribution site has already been authorised on 26/06/2024 (ORR Case Ref: - PRM-IOP-0570UK/62/2024/0002)
 - East Langton autotransformer site (SPC3 86 m 0924 yds)
 - Wigston midpoint autotransformer site (SPC3 95 m 0710 yds)
- Overbridge 35 (SPC3/35 80 m 1578 yds)



The restrictions or limitations of use on the structural subsystem are those contained on the

- UK Declaration of Verification (UK DoV) - 157897-PLG-NOT-EMF-000003 v1.0 (ENE) UK declaration of verification and contained in the Approved Body / DeBo Conformity Assessment Report and Technical File, NCB_N04888_CAR_5992.

For Infrastructure, there are no restrictions or limitations of use on the structural subsystem as described on the

- UK Declaration of Verification (UK DoV), reference: 157897-PLG-NOT-EMF-000004, version 1.0, dated 10th January 2025 and contained in the Approved Body and Designated Body Technical File Reference Report reference NCB_N04888_CAR_5992, version V1.0 issued by NCB, dated 20th December 2024.

The Infrastructure / Energy 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, Engineering & Asset Management

Cc

Richard Hines	Director, Railway Safety Directorate, ORR
James Le Grice	Head of Interoperability, DfT
Giles Turner	Head of Interoperability, ORR
Ian Maxwell	Head of Train Control Systems, ORR