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Our Ref PRM-IOP-0294

EIN Number  
UK/61/2019/0003

Date 24 May 2019

**Contact: Luisa Freitas**  
**Civil Engineer**  
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Dear Michael,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
FELIXSTOWE CAPACITY ENHANCEMENT**

I refer to your application for authorisation, enclosed with your covering letter dated 1 May 2019 and the AsBo reference report NCB\_IC4289\_CSM SAR\_3384 received on the 23 May 2019. ORR notes this report from the AsBo reference NCB\_IC4289\_CSM SAR\_3384 (SAR), dated 23 May 2019 overrides the initial SAR reference NCB\_IC4289\_CSM SAR\_3217, dated 9 April 2019.

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 Felixstowe Capacity Enhancement defined by the following limits:

ELR	TRACK ID	LOCATION	START MILEAGE	ELR	LOCATION	END MILEAGE	NOTES/DECRPTION
FEL	3100	A	81m 1227y	FEL	B	81m 1296y	Points 212
FEL	3100	C	81m 1081y	FEL	D	82m 1153y	Points 213A
FEL	3500	E	82m 1116y	FEL	F	82m 1189y	Points 213B
FEL	3700	C	81m 1081y	FEL	F	82m 1189y	Points 213B
FEL	3500	G	82m 1471y	FEL	H	82m 1544y	Points 214A
FEL	3100	I	82m 1507y	FEL	J	82m 1579y	Points 214B
FEL	3500	G	82m 1471y	FEL	J	82m 1579y	Points 214B
FEL	3500	A	81m 1227y	FEL	E	82m 1116y	Plain Line A-E (Trimley Loop)
FEL	3100	D	82m 1153y	FEL	K	82m 1329y	Plain Line D-K (Feixstowe Single)
FEL	3500	F	82m 1189y	FEL	L	82m 1277y	Plain Line F-L (Trimley Loop)
FEL	3500	M	82m 1277y	FEL	G	82m 1471y	Plain Line M-G (Trimley Loop)
TFN	3100	G	82m 1471y	TFN	N	0m 0415y	Plain Line G-N (North Quay)
FEL	NA	NA	81m 1552y	NA	NA	NA	Gun Lane Bridleway Bridge

The conditions of use of the structural subsystem are those listed on the Declaration of Verification reference 139989-INF-CNS-MJC-00001, version 1.1, dated 20/05/2019 and described in the NoBo/DeBo Verification Report reference NCB\_IC4289\_NoBo-DeBo AR 2887, issue 1, dated 10/04/2019 and the Safety Assessment Report reference NCB\_IC4289\_CSM SAR\_3384, issue 1.0, dated 23/05/2019.

These conditions, as discussed in meetings and teleconferences dated 30/04/19, 10/05/2019, 17/05/2019 and 21/05/19 between L.Freitas/M.Collins/JAspinal and J.Smith, must be met within the timescales specified that are reproduced below for convenience.

### Conditions – from NoBo/DeBo Conformity Assessment Report

**Condition 1** - INF TSI Clause 4.2.4.1 - Nominal Track Gauge, 4.2.4.2 – Cant and 4.2.3.4 Minimum radius of horizontal curves. The as built ‘assembly before putting into use’ evidence for the INF TSI clauses 4.2.4.1, 4.2.4.2 and 4.2.3.4 are to be assessed for compliance with the INF TSI. This is to be completed within 12 weeks after authorisation.

**Condition 2** - The as built ‘assembly before putting into use’ evidence for the INF TSI clauses 4.2.3.1 structure gauge and 4.2.3.2 distance between track centres of the INF TSI has not been assessed for compliance with the applicable NNTRs. This is to be completed within 12 weeks after authorisation.

**Conditions – Recommendations from the Safety Assessment Report, (SAR) the numbering below corresponds to the SAR reference**

The following recommendations should be addressed prior to placing the proposed change into service in May :

- A. The proposer should confirm the purpose of the Safety Justification Report planned to be issued at GRIP stage 7 and complete the report if it is required prior to commissioning in May. (see section 5.1.2).
- B. The proposer should add all the individual hazards identified arising from the non-compliances at Trimley and Felixstowe Beach into the hazard record (see section 6.2.2).
- C. If the train frequency is increased prior to placing the proposed change into service, the proposer should satisfy themselves that the control measures identified in connection with non-compliances to existing standards at Trimley and Felixstowe Beach are still effective for the potential increased risk introduced by the implementation of the proposed change (see section 6.2.2).
- D. The proposer should satisfy themselves that the level of safety requirements are appropriate to manage the relevant hazard and that the codes of practice are refined to be more specific to enable safety requirements to be managed and fulfilled.

Recommendation 7 (SAR - Appendix 2) - Before the changes are placed into service use, a product trial for the telephone concentrator should be properly defined and appropriately certificated

Recommendation 8 (SAR - Appendix 2) - Before the changes are placed into service, the proposer should assess the requirements for safe maintenance of the new assets and provide the required facilities

Recommendation 12 (SAR – Appendix 2) - The proposer should confirm that the requirements of RIS-8270-RST [ref. 47] have been completed before implementing the system changes.

The following recommendations should be addressed prior to putting the proposed change into use (increased capacity/timetable change):

- E. The proposer should satisfy themselves that the necessary safety requirements arising from the non-compliances at Trimley and Felixstowe Beach have been met (see section 6.2.2).

F. The hazard record should be updated to list the relevant codes of practice relating to the non-provision of lower LIDAR (see section 6.2.6).

G. The proposer should satisfy themselves that the requirements cited for the re-use of structures effectively control the risks (see section 6.4.1).

The following recommendations should be addressed and this may be after the proposed changed is placed into service in May:

H. The proposer should review their arrangements for meeting their document management requirements and apply appropriate assurance arrangements (see section 6.5).

I. The proposer should review whether codes of practice is also a risk acceptance principle for the hazards arising from the non-compliances at Trimley and Felixstowe Beach (see section 6.2.2).

Recommendation 2 (SAR - Appendix 2) - For this and future projects, sponsorship and project staff should undertake appropriate training, be advised of best practice and have ongoing support provided.

Recommendation 3 (SAR - Appendix 2) - The proposer should satisfy themselves that the existing safety measures applicable to Routs level crossing adequately manage the hazards concerned in the interim before the new infrastructure is put into use.

Recommendation 11 (SAR - Appendix 2) - The project should review its document management arrangements and arrange for all documents relevant to safety management to be controlled within the document management system

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 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.

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

Ian Jones	Head of Interoperability, Safety and Standards DfT
Paul Hooper	Interoperability Manager ORR
David Metson	HM Principal Inspector of Railways Anglia Route
Jared Aspinall	Senior Sponsor, Anglia Route
Joe Smith	Project Manager, Anglia
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