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Case Ref
PRM-IOP-0391

IN Number
UK/61/2022/0006

21st June 2022

Contact: Matt Gillen

Dear Paul

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
BARKING RIVERSIDE EXTENSION PROJECT**

I refer to your application for authorisation, originally received on 19th May 2022. 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 of service of Barking Riverside Station, a new elevated two-platform terminus station, as well as two new lines of track, the Up and Down Barking Riverside lines, that branch off the existing up and down Tilbury lines between Barking Station and Renwick Road bridge.

This authorisation is defined by the following limits:

Location	ELR	Track	Railway Chainage
From Riverside Junction (on the TLL line) to New Barking Riverside Station	BKR	1100/2100	9m 10ch – 10m 32ch
Up and Down Riverside lines			

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference BREP-ALLW-ESS-FOR-RFL-00001, version 02, dated 08/06/2022) and contained in your technical file assessment report (Reference E766281, version 02, dated 27/04/2022). As per 'Addendum to Approved Body File Barking Riverside Extension 766281-3713 Issue 2' (Reference 766281, dated 19/05/2022), it is confirmed that the outstanding condition relating to the installation of tactile wayfinding has now been completed and is deemed compliant.

The Safety Assessment Report (Reference 766281-UK-ASBO-147, issue 1.0, dated 19/01/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service, subject to the following caveats:

*"1. All Hazards related to Stage 16 commissioning (relating to the connection of the new viaduct link with the exiting railway) are to be either closed, transferred, or cancelled prior to completion of Stage 16
2. All Hazards are to be either closed, transferred, or cancelled before APIS is sought
3. All Dependencies in the ESJ are to be addressed before APIS is sought
4. Formal evidence to fully Close the outstanding "Closed when Seen" Category 2 AsBo observations 766281-3477 and 766281-3661 will be presented before APIS is sought."*

In addition, two additional AsBo reports have been provided - 'AR03 Hazard Record' (Reference 766281-3207, issue 07, dated 12/05/2022) and 'AR04 Engineering Safety Justification' (Reference 766281-3359, issue 05, dated 12/05/2022). These confirm that:

*"• The Assessor has no open non-compliances against CSM-RA EU 402/2013 + EU 2015/1136 for the Hazard Record version detailed in AR03 Issue 7 and ESJ versions (including ESJ addendums) detailed in this AR04 Issue 5; and therefore
• subject to the closure of all hazards as noted in the ESJ Addendum 2, and the closure of the outstanding category None clarification on the Hazard Record, the Assessor expects to be in a position to support APIS".*

The Declaration of Control of Risk (Reference BREP-ALLW-HSS-CER-RFL-00001, version B04, dated 19/06/2022) states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and that all identified hazards and associated risks are controlled to an acceptable level. It notes that the Safety Requirement relating to installation of a banner repeater for closure of the associated hazard is scheduled to happen in September 2022. An operational mitigation has been introduced to reduce this risk to an acceptable level, and this has been accepted by Network Rail, the respective stakeholders and assessed by the AsBo. The Eastern region System Review Panel have acknowledged this in their letter of support (Reference EAST-ANG-SRP-0092, dated 17/05/2022) and require notification once this has been correctly implemented.

The DoCoR states that there are four remaining hazards in the Hazard Record awaiting closure. The project highlights that whilst their SAR states that all hazards are

to be closed, transferred or cancelled before APIS is sought, that due to the technical complexity of the project, the remaining hazards can only be closed from evidence gathered from the final test train running and driver training. The project highlights that it is their view that APIS is only in effect once passenger-serving trains first run on the new infrastructure and that all conditions and caveats placed in the SAR shall be met by that point. The details of these remaining hazards are as follows:

Hazard	Activity/Status	Project update
EMC on existing and new infrastructure	Completion of short circuit testing and VLVT (longitudinal and transverse voltage transverse) testing	Activity completed satisfactorily during Week 8 May 20th 2022. Results to be incorporated into final test report following test train running and driver training, which will allow for formal closure prior to passenger services.
EMC on existing infrastructure	In-service (test train running) performance monitoring of CCTV at station	Activity completed. Results to be incorporated into final test report following completion of test train running and driver training. Hazard will be closed following completion of this activity, prior to passenger services.
EMC testing	Evidence that EMC test plan has been followed during testing.	Final test result evidence being collated and the evidence, collated in the Deliverable Review Pack (DRP), to be completed before start of passenger services. Hazard will be closed following completion of this activity.
Bonding on 2242/2243 points	In-service (test train running) performance monitoring of points under train load.	Following completion of activity at the end of ongoing test train running/Driver training, Asset Management Process (AMP) in place to manage the transfer any residual risks and future maintenance responsibility to the Infrastructure Manager. This is in progress and will happen prior to Passenger Service.

Condition	Requirement
1	This authorisation is conditional on the project closing all open hazards and dependencies before passenger services are to commence. Closeout is to be reported to ORR upon completion, along with accompanying evidence.
	<p>Completion date: by entry into passenger service, which is targeted for 18 July 2022. Approval to extend this condition beyond this date shall be sought from ORR otherwise making this authorisation letter invalid and a new application required.</p>

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 '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 their 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 Regulation (EU) 2019/777. 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	
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