

Mr Mark Lincoln
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London
SE1 8ND

Your Ref: Thameslink GSM-R APIS3

Our Ref:

Case Ref: PRM-IOP-0307

EIN: UK/63/2019/0001

17th May 2019

Contact: Stephen Williams

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Dear Mark

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
GSM-R INFRASTRUCTURE TO BE USED AS A BEARER FOR ETCS DATA
AUTHORISATION FOR THAMESLINK APIS3 (EAST-WEST)**

I refer to your application for authorisation, received on the 7th May 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 upgraded GSM-R control command signalling subsystem located on the lines detailed below inclusive.

ELR	Section	Start (miles.yards)	End (miles.yards)
XTD	Ewer Street Junction to North Kent East Junction	1.0162	4.0550
LBW	London Bridge to Bricklayers Arms Junction	-0.0044	2.0176
LBC	London Bridge to Bricklayers Arms Junction	0.0088	2.0180

The restrictions or limitations of use on the structural subsystem are those contained on the declaration of verification dated 1st May 2019 and contained in your technical files, reference

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And are reproduced below:

- Cross-border VGCS calls with the SNCF GSM-R network (including RECs) are not implemented.
- For GSM-R acting as the bearer for ETCS data, operation has been demonstrated up to line speed (up to 60mph on the Thameslink 'core' route). This is a limitation of testing (reference SUBSET-093 v2.3.0 clause 6.3.1.4 which refers to support of trackside to train data communications at speeds up to 500 km/h)

There are no conditions placed on this authorisation.

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, 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 upgraded infrastructure subsystem.

Yours sincerely



**Steve Fletcher,
Deputy Director, Engineering & AM, DRPP**

Cc

Ian Jones	Head of Interoperability, Safety and Standards - DfT
Paul Hooper	Interoperability Manager - ORR
Ian Maxwell	Head of Train Control Systems - ORR
Darren Anderson	HM Principal Inspector of Railways, LNE - ORR
Don Wilson	HM Principal Inspector of Railways, South - ORR