



Wayne Brigden  
Business Director  
Amey Infrastructure Wales Limited  
C/O Amey Rail Transport for Wales  
CVL Infrastructure Depot / Ty Trafnidiaeth  
Trefforest Industrial Estate  
Pontypridd  
CF37 5UT

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16 July 2025

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

Dear Wayne Brigden,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
CORE VALLEY LINE- ELECTRIFICATION OF THE CAR-A EE3B-1 WORKS THAT  
HAVE BEEN RECORDED IN SJR31 (CSM-RA) AND SJR76 (NTSN)**

I refer to your application for authorisation, received on the 12 May 2025 and the Declaration of Control of Risk (DoCoR) received on 8 July 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 placing into service of CVL - electrification of the EE3B-1 works that have been recorded in SJR31 (CSM-RA) and SJR76 (NTSN).

- ELR: CAR 02 mile 49 chains to CAR 05 mile 28 chains
- ELR: CRY 00 mile 15 chains (Heath Jn CAR 03 mile 32 chains) to CRY 02 mile 58 chains

The restrictions or limitations of use on the structural subsystem are those contained on the UK declaration of verification TRAN01-KAW-ZZ-CVL-UPF-Z-MF-000176 version P01.0 and contained in technical file ApBo DeBo Technical File ACS3167 CAR 3B Energy Technical File – Design and Production (EE3B-1) ACS3167R49 Issue 02, 22 April 2025.

The 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