Wayne Brigden
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C/O Amey Rail Transport for Wales
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CF37 5UT

Case Ref PRM-IOP-00512

IN number UK/62/2026/0001

12 March 2026

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 Wayne Brigden,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED

CORE VALLEY LINE- ELECTRIFICATION OF

- **CAR-A EE4 WORKS THAT HAVE BEEN RECORDED IN SJR32 (CSM-RA) AND SJR78 (NTSN), AND**
- **CAR-A EE3B-1 & EE3B-2 WORKS THAT HAVE BEEN RECORDED IN SJR31 (CSM-RA) AND SJR76 (NTSN)**

I refer to your application for authorisation, received on the 6 March 2026 and the Declaration of Control of Risk (DoCoR) received on 9 March 2026. 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...

CAR-A EE4 works that have been recorded in SJR32 (CSM-RA) and SJR78 (NTSN). The footprint of the authorisation is from Overhead Line Structure (ELR: CAR) CAR/11/704 (8 mile 35 chains) to the limit of Electrification at Overhead Line Structure CAR/36/709 (23 mile 78 chains) (ELR: CAR). The footprint includes Rhymney sidings; the southern sidings limits is structure CAR/36/207 (23 mile 53 chains); and the northern sidings limit is structure CAR/36/378 (23 mile 62 chains) (ELR: CAR).

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-000185, Version P02 and contained in technical file ApBo DeBo Technical File ACS/3167 CAR 4A Energy Technical File – Design and Production (EE4A) ACS3167R54, Issue 02.

and

CAR-A EE3B-1 & EE3B-2 works that have been recorded in SJR31 (CSM-RA) and SJR76 (NTSN). The footprint of the authorisation is from Overhead Line Structure (ELR: CAR) CAR/02/313 (02 mile 49 chains) to the limit of Electrification at Overhead Line Structure CRY/07/656 (02 mile 58 chains), on the Coryton Branch line (ELR: CRY) and to the limit of electrification at Caerphilly Station in Bay Platform at Overhead Line Structure CAR/11/390 (08 mile 21 chains) (ELR: CAR).

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 P02 and contained in technical file ApBo DeBo Technical File ACS/3167 CAR 3B Energy Technical File – Design and Production (EE3B-1 & EE3B-2) ACS3167R49, Issue 03.

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
Maya Petkova	Head of Train Control Systems, ORR