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Alan Bullock  
Senior Analyst  
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The Quadrant: MK  
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Dear Alan

## **Consent to a change to the Traction Electricity Rules**

1. We have today issued a notice of consent to proposed Traction Electricity Rules (TERs) change submitted to us by Network Rail Infrastructure Limited (Network Rail) on 11 January 2018 under Paragraph 17 of the TERs.

### **Purpose of the change**

2. This consent amends Appendix 3 and 5 of the TERs to change ESTA boundaries on the East Coast Main Line to reflect the introduction of the new Essendine supply point located at the current boundary between ESTAs A & R. These changes were originally consented on 12 July 2017 but after receiving advice from Network Rail that the neutral sections between ESTAs A & R at Tallington would not be removed until after 1 April 2018, the changes were reversed on 11 August 2017. This would ensure that the 2017/18 billing of EC4T would be cleaner, particularly the Loss Incentive Mechanism.

3. The new supply point will be adjacent to a number of single circuit supply points making temporary cross boundary feeding more likely. Network Rail proposed two options where the boundary could be moved to ensure that cross boundary feeding would be minimized. It expressed support for Option 1 (The neutral section at Holme (69 miles) between Peterborough and Huntingdon) as it brings the sizes of the 2 ESTAs closer together.

4. In choosing this option, the definitions of ESTA A & R in Appendix 5 to the TERs will be amended and additionally, the loss factor for ESTA R in Appendix 3 to maintain the total loss consumption for both ESTAs A & R are at the same level until the beginning of CP6.

5. Network Rail has used this request to also correct the names and letters of the Western loss factors and correct some typographical and factual errors in the descriptions for ESTAs R, E, U, I and V, together with the removal of ESTA L which is covered in the description of ESTA I.

### **Consultation**

6. No consultation was undertaken for this application as this is replicating a change that we had already consented to. For that application, Network Rail undertook a 28-day industry consultation ending on 2 June 2017. They received a response from Govia Thameslink Railway Limited who offered support for option 1. As this is in line with Network Rail's preference, there were no further issues.

### **Industry Vote**

7. Under the provision of Paragraph 17.9 of the TERs proposed changes to Appendix 3 and Appendix 5 of the Rules are exempt from the usual voting procedure.

### **ORR review**

8. We reviewed the application and have no objections for its approval.

9. We issued our notice of consent under the request of Network Rail and in accordance with the terms of the TERs to be 1 April 2018.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Michael Albon', written over a horizontal line.

**Michael Albon**