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Andrew Whittington  
ORR  
1 Kemble Street  
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19 June 2014

Dear Andrew

## **Submission of Proposed Traction Electricity Rules Change to ORR for approval: Scotland electrification – changes to ESTA boundaries**

### **1. Purpose of this letter**

Consistent with Paragraph 11 of the Traction Electricity Rules (TERs)<sup>1</sup>, we are writing to formally seek ORR's approval of our proposal to amend Appendix 5 (Geographic Areas) to the TERs to change ESTA boundaries in Scotland.

### **2. Background**

On 9 May 2014 Network Rail wrote to the Traction Electricity Steering Group (TESG) setting out our Proposed Rules Change to add "Barnhill" as an additional boundary point in to the descriptions of both ESTA E and S in Appendix 5 to the TERs. The reason for this change is to reflect two newly electrified lines from Springburn to Cumbernauld and from Rutherglen to Coatbridge.

We did not consider the Proposed Rules Change to be controversial, and deemed it to be the only viable option for ESTA configuration. Please see Annex A for more information.

### **3. Consultation process**

The consultation closed on 5 June 2014. We received responses from DB Schenker and Transport Scotland – who both confirmed that it had no objections to the Proposed Rules Change<sup>2</sup>. As such, we propose to make the changes that we had originally suggested.

As outlined in the TERs, any Proposed Rules Change that relate to; i) amending Appendix 3 (Distribution System Loss Factors) or ii) amending Appendix 5 (Geographic Areas) are not required to undergo the usual voting procedure to either endorse or reject the Proposed Rules Change. As such, this Proposed Rules Change is exempt from the voting process under Paragraph 11.8 of the TERs, and is now therefore being submitted to ORR for approval.

### **4. Next steps**

Network Rail is content for the requested Proposed Rules Change to Appendix 5 of the TERs to come into effect within 14 days of any ORR decision. We have also provided a mark-up of our proposed changes to the current TERs, which is attached to this letter.

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<sup>1</sup> The TERs can be found here: [http://www.networkrail.co.uk/on-train-metering/traction-electricity-rules-\(from-1-April-2014\).pdf](http://www.networkrail.co.uk/on-train-metering/traction-electricity-rules-(from-1-April-2014).pdf)

<sup>2</sup> Consistent with Paragraph 11.5 of the TERs, copies of these written representation can be found here: <http://www.networkrail.co.uk/using-our-network/on-train-metering/>

If you have any questions with regards to any of the issues raised in this letter, please contact Alan Bullock (Alan.Bullock@networkrail.co.uk) or myself. This letter will also be available to download from our OTM webpage shortly.

Yours sincerely,

Jashim Uddin

## Annex A – Summary of Proposed Rules Change

### Electrification of the line from Springburn to Cumbernauld

In March 2014, a new neutral section was installed near Barnhill station, just south of Springburn. Since just one new neutral section was installed at the western end of the new section, it is not possible to separately switch the new section which means there is only one possible feeding arrangement. The section of line north of the neutral section is supplied from Parkhead grid supply point (GSP) in ESTA E and the much longer section to the east of the neutral section is supplied from Gowkthrapple GSP in ESTA S.

### Electrification of the line from Rutherglen to Coatbridge

In August 2014, this line will be supplied from Eglinton Street and Gowkthrapple GSPs. Both of these GSPs are in ESTA S, therefore there is only one option for this section.

### Potential financial impact

The distribution system loss factor (DSLFS) in ESTAs E and S are the same – both are set at 4.23%, therefore we consider the financial impact relating to transmission losses would be nil.

Distribution and transmission charges will see minor changes as the expected additional consumption will be relatively small. With no additional GSPs, the fixed distribution costs will be shared over the higher consumption, therefore the existing consumption will likely see marginally lower distribution costs.

### Proposed changes to Appendix 5 of the TER

The proposed changes to Appendix 5 (the Geographic Areas) in the TER are set out in the extract of the appendix below - they are shown in bold and underlined:

ESTA	Traction electricity Geographic Area / Tariff zone	Description
S	Scotland Glasgow	Comprises the electrified routes in Scotland between the neutral sections at <b><u>Barnhill</u></b> , Coatbridge, Rutherglen, Bishopston, Lochwinnoch and Carstairs and Auchengray (between Edinburgh and Carstairs).
E	Scotland North & West	Comprises the electrified routes in Scotland on the North Clyde bounded by the neutral sections at <b><u>Barnhill</u></b> , Coatbridge, Rutherglen and Haymarket; the routes from Bishopston neutral section to Gourrock and Wemyss Bay and the routes from Lochwinnoch neutral section to Ayr and Largs.