

Billy McKay  
Programme Manager  
George House  
Glasgow  
G1 2AD

Our Ref PRM-IOP-0344  
Your ref 150006

EIN Number  
EIN/61/2020/0002

Date 17<sup>th</sup> April 2020

**Mark Whitham**  
**ORR**  
**Tara House**  
**46 Bath Street**  
**Glasgow**  
**G21HG**

Dear Billy,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
KINTORE NEW STATION**

I refer to your application for authorisation, received on the 3<sup>rd</sup> April 2020. 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 KINTORE NEW STATION defined by the following limits:

ELR	Track ID	INM Description	Start mileage / <i>Project chainage</i>	End mileage / <i>Project chainage</i>
ANI1	1100	Up line platform	13m 1081y (21910m)	13m 1256y (22070m)
ANI 1	2100	Down line platform	13m 1081y (21910m)	13m 1256y (22070m)

The conditions of use of the structural subsystem are those listed on the Declaration of Verification signed by the Project Entity 150006-NWR-REP-MPM-000008 Version1.0, dated 25 March 2020 and recommendations listed in Declaration of Control of Risk 150006-NWR-FRM-EMF-000001 version 1 dated 25 March 2020

## Conditions

### From NoBo/DeBo Conformity Assessment Report

**Condition 1.** This condition is applied because the project has not been able to confirm to the NoBo that the installation has been completed in accordance with the design.

***Assessment of the PRM subsystem Table E1***

The project shall confirm the realization of the design or complete the Construction phase checks via As Built drawings or site inspection as detailed in PRM TSI Table E1. Ref NoBo Certificate Conditions 1a & 1b. The installation confirmation of the design forms part of the EIS process for the station. This condition shall be closed by NoBo assessment and presentation to SRP within 12 weeks of entry into service

**Condition 2.** This condition is applied because the construction phase evidence relevant to this clause has not been presented for assessment.

***Lighting Clause 4.2.1.9***

Construction phase assessment of the lighting installation must be completed as detailed in PRM TSI Table E.1. Ref NoBo Certificate Condition 2. Testing will be completed as part of the station EIS process. The condition for the whole area of authorisation shall be closed by NoBo assessment and presentation to SRP within 12 weeks of entry into service

**Condition 3.** This condition is applied for because the construction phase evidence relevant to this clause has not been presented for assessment

***Spoken Information Clause 4.2.1.11***

Construction phase assessment of the spoken information installation must be completed as detailed in PRM TSI Table E.1. Ref NoBo Certificate Condition 3. Testing will be completed as part of the station EIS process. The condition for the whole area of authorisation shall be closed by NoBo assessment and presentation to SRP within 12 weeks of entry into service

### From the AsBo Safety Assessment Report

The project will address the following recommendations in line with the DoCoR dated 25 March 2020

**A. (Recommendation 3 from the DoCoR)**

It is recommended that demonstration of fulfilment of all relevant safety requirements is completed prior to putting into use.

***Project Response:*** The Project has reviewed all the outstanding safety requirements and satisfied ourselves that the fulfilment of the requirements will be achieved through completion of the EIS. See recommendation. The safety

requirements will be demonstrated as being fulfilled through the production of as build records and test certification which forms part of the Entry into Service process, which will be signed off by the infrastructure manager. The project consider that this recommendation is Ongoing as part of entry into service of the new station.

**B. (Recommendation 4 from the DoCoR)**

It is recommended that the project explicitly define whether they are transferring a hazard or a safety requirement in all communications.

**Project Response:** There are no hazards being transferred to other Actors to fulfil.

Residual Safety requirements have been issued to the appropriate parties.

The SFO validation acceptance Plan (VAP) is an SFO activity which is part of the Network Rail EIS process.

The project consider that this recommendation is Ongoing as part of entry into service of the new station

**C. (Recommendation 5 from the DoCoR)**

The project has demonstrated that the EIS process is ongoing. It is recommended that all relevant activities are completed prior to putting into use.-

**Project Response:** The project is undertaking weekly EIS meetings to monitor and close out actions. The checklist

will be reviewed prior to EIS with the Infrastructure Manager to assure that all relevant activities are complete.150006-NWR-CHK-MPM-000003The Assessment Body has confirmed that “all relevant activities” relates to the EIS checklist The project consider that this recommendation is Ongoing as part of entry into service process.

**D. (Recommendation 6 from the DoCoR)**

It is recommended that the project demonstrate conclusion of the AMP process, which will be assessed as part of the GRIP 8 SAR.

**Project Response:** The project are maintaining an AMP Register 150006-NWR-REG-MPM-000002 and undertaking ongoing interface with the maintenance organisation with relevant AMP forms planned to be signed off as part of the Entry into Service of the new station. Where maintenance handover is not complete, the project contractor will still perform the necessary duties. The project will also be completing operational property handback with the SFO and the Asset Manager to ensure acceptance This project consider this Recommendation to be Ongoing as part of entry into service process.

The infrastructure subsystem(s) 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.

**This decision letter will be published on ORR's website.**

Yours sincerely

**Steve Fletcher  
Deputy Director,  
Engineering & Asset Management**

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
Peter Gracey	Interoperability Manager ORR
David Gould	HM Principal Inspector of Railways Scotland Route
Peter Findlay	Enhancement Projects Manager ORR
Peter Halliwell	Scotland's Railway SRP