

William McKay  
Senior Programme Manager  
Capital Delivery, Scotland  
Network Rail  
George House  
36 North Hanover Street  
Glasgow  
G1 2AD

Your Ref **150005**

Case Ref **PRM-IOP-0349**

IN Number  
**UK/61/2023/0002**

26<sup>th</sup> January 2023

**Contact: Matt Gillen**

Dear William

## **THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED INVERNESS AIRPORT STATION**

I refer to your application for authorisation, received on 23<sup>rd</sup> December 2022. 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 Inverness Airport Station at Dalcross, consisting of two new platforms, a new station car park, including provision of accessible spaces and ten electric car charging spaces, platform-to-platform access through lifts and a footbridge, platform lighting and furniture, and customer information systems. This is for placing into service under Infrastructure (INF) and Passengers of Reduced Mobility (PRM) NTSN requirements.

### **This authorisation is defined by the following limits:**

<b>ELR</b>	<b>Track ID</b>	<b>INM Description</b>	<b>Start mileage</b>	<b>End mileage</b>
<b>ANI3</b>	3400	East Single Line (Platform 1)	136m 859yds	136m 1035yds
<b>ANI3</b>	3500	Dalcross Loop Line (Platform 2)	136m 859yds	136m 1035yds

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference 150005-NWR-REP-MPM-000008, version 01, dated 22/12/2022) and contained in your technical file Conformance Assessment Report (Reference NCB\_N05522\_CAR\_5219, version 01, dated 20/12/2022).



Condition	Clause	Requirement
1	PRM 4.2.1.9 – Lighting	ApBo-witnessed site lighting measurement sampling requires to be completed within four weeks following authorisation to validate project lighting measurement data. Testing will be completed as part of the station EIS process. The condition for the whole area of authorisation shall be closed by ApBo assessment and endorsed by SRP on 18th April 2023.

Completion date: **Testing to be completed by Station EIS, with SRP endorsement and closure by 18/04/2023.**

Closure of the above conditions is to be completed by the date specified, confirmed by an appropriate Conformance Assessment Body and reported to ORR. As per correspondence and evidence received on 13/01/2023, the ApBo witnessed site inspection of lighting was completed ApBo on 11/01/2023. These results will be formalised within an addendum Conformance Assessment Report and presented to SRP for condition closure within the timescale noted above.

The Safety Assessment Report (Reference NCB\_N05522\_SAR\_5122, issue 1.0, dated 20/09/2022) undertaken by the Assessment Body supports the project putting the change into use, subject to the following being addressed:

- Conclusion of the ApBo/DeBo conformity assessment to demonstrate fulfilment of those safety requirements which reference NTSN compliance;
- Demonstration of fulfilment of safety requirements and subsequent hazard closure; and
- Completion of the EIS and AMP processes.

5 recommendations have been made. No non-compliances were identified.

The Declaration of Control of Risk (Reference 150005-NWR-FRM-EMF-000004, version 3, dated 16/01/2023) states that all hazards, associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. The 5 recommendations from the SAR have been acknowledged and an update provided. The project deems that 3 of these have been closed. The remaining recommendations are considered ongoing and will be captured as part of the project's final Entry into Service requirements and Validation Action Plan with ScotRail. The project is required to satisfy themselves and Scotland System Review Panel (SRP) that all these recommendations have been sufficiently addressed before entry into passenger service.

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 '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 of Commission Implementing Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

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 infrastructure subsystem(s).

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

Yours sincerely

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



Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
Russell Kimber	Senior Conformance Engineer, Network Certification Body
Dermot Kelly	ORR Head of Civil Engineering
David Whitmarsh	ORR HM Principal Inspector of Railways
Peter Halliwell	Chair of Scotland System Review Panel, Network Rail
Leona Wilson	Senior Project Engineer (Systems), Network Rail