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Your Ref 161778

Case Ref PRM-IOP-0297

IN Number
UK/61/2023/0011

1st December 2023

Contact: Matt Gillen

Dear Laura

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED EAST LINTON NEW STATION

I refer to your application for authorisation initially received on 8th September 2023. 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 the following:

East Linton New Station

- New two-platform station
- New footbridge to allow access between the platforms
- Lift and stairs at each side of the footbridge
- Platform lighting and furniture
- CIS, LLPA and CCTV coverage

The authorisation limits are defined as following:

ELR / LOR	From	To	Description
ECM8 / SC147	23m 0133yd	23m 0312yd	East Linton Station

There are no restrictions or limitations of use on the structural subsystem as stated on the Declaration of Verification (Reference 161777-NWR-CRF-ESE-000004, Version 2, dated 24/11/2023) and the ApBo/DeBo Technical File report (Reference 769116-2952, Issue 02, dated 21/11/2023).

Your Declaration of Control of Risk (DoCoR) (Reference 161777-NWR-CRF-ESE-000003, Version 0.2, dated 23/11/2023) states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and that all identified hazards and associated risks are controlled to an acceptable level, in line with your Safety Assessment Report (Reference 769116-2887, Issue 01, dated 23/08/2023). Conditions of support



around hazard closure and provision of compliance evidence have been acknowledged and actions to close them are ongoing as part of the entry into service process. The project is required to satisfy themselves and Scotland's Railway System Review Panel that these 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.

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 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
Stephen Clarke	Ricardo Certification Lead Signatory, Ricardo Certification
Dermot Kelly	ORR Head of Civil Engineering
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
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