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 Scotland's Railway – Capital Delivery
 151 St Vincent Street
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Case Ref PRM-IOP-0463
 IN number UK/61/2024/0007

22nd May 2024
Contact: Matt Gillen

Dear Tom

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
 LEVENMOUTH RAIL LINK**

I refer to your application for authorisation, received on the 25th April 2024. 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 works completed as part of the Levenmouth Rail Link, which includes:

- Reinstatement of the Methil Branch, including track, underline structures and earthworks and overline structures.
- A new station subsystem at Cameron Bridge comprising two new platforms, accessible obstacle free route including footbridge and lifts, platform furniture, customer information and surveillance systems and car park.
- A new station subsystem at Leven station comprising a new island platform with two platform faces, accessible obstacle free route, platform furniture and customer information and surveillance systems.

The limits of authorisation are defined as following:

Item	ELR	From	To
Leven Branch	MTL1	0m 0327yds	6m 0004yds
Cameron Bridge Station	MTL1	3m 1730yds	4m 0189yds
Leven Station	MTL1	5m 1519yds	5m 1744yds

The restrictions or limitations of use on the structural subsystem are as described in the UK Declaration of Verification (Reference 1831-LVI-ZZZZ-MTL1XX-ASS-ESS-000003, Version 1, dated 24/04/2024) and ApBo/DeBo Files (Reference 161831).



Your Safety Assessment Report (Reference RTV-SN0268289-004, Issue 1, dated 23/02/2024) states that the project has successfully demonstrated following the risk management process described within the CSM-REA regulation. It identifies that several hazards still required closure and subject to these being satisfactorily controlled, the AsBo considers that the project will have complied with all its requirements of the CSM-REA regulation and will be able to demonstrate that the level of safety risk for the Levenmouth Rail Link Project has been reduced to an acceptable level.

Your Declaration of Control of Risk (DoCoR) (Reference 161831-LVE-MTI1XX-ASS-ESS-000002, Version P1.0, dated 09/04/2024) states that the safety requirements and safety measures resulting from the risk assessment and all identified hazards and associated risks are controlled to an acceptable level. The DoCoR references the findings from the SAR and the project has identified those hazards and associated construction evidence that is required. The closure of these items will be managed through the associated Entry into Service processes. 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 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 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 upgraded infrastructure subsystem(s).

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

Yours sincerely

Steven Fletcher
Deputy Director, Engineering & Asset Management

Cc

James Le Grice	Head of Interoperability, Safety and Standards, DfT
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