

SPICOP: rule book updates, 5 December 2026

What changes in the Rule Book on 5 December 2026

- 1** Two types of possession now have names: with engineering controls, and without. You confirm the procedure and the protection method with the signaller. (s1, 4.1)
- 2** Engineering controls: four methods. Signalling disconnection, RA T-COD, RDSE and SCAP (signalling controlled assisted protection). (5.1) For SCAP you confirm the approvals, that the equipment works normally, and the planned reference number. (5.5) To remove SCAP, you give the signaller the authority number. (18.1)
- 3** Without engineering controls: detonator protection goes 200 metres beyond the protecting signal and 200 metres on the approach to the signal beyond the possession. With points or through crossings: 200 metres beyond or on the approach to them. (6.2)
- 4** You can change the protection method only in exceptional circumstances. Operations Control must agree. (3.2)
- 5** Back-to-back possessions with engineering controls: allowed only if both have engineering controls, or only one has them and no engineering train moves between them. The signal between them must be one the signaller can put to danger. (4.3)
- 6** WSMBs with engineering controls: at least 200 m from the protecting signal. No work within 300 m of the signal. If 200 m is not possible, place the WSMB as far as possible. No work within 100 m of it. (8.3) Tell the signaller where the first and last WSMBs are if engineering trains are planned. Not needed for OTP only. (8.3)
- 7** You no longer give the ES your "full initials". You authorise the work to start. (8.5)
- 8** Transient work sites replace "work outside a work site". The old 25 mph rule has gone. (s9)
 - Only two types of work: patrol, inspect or examine without disturbing the infrastructure; place or remove temporary or emergency speed restriction boards, indicators and AWS magnets.
 - Before an engineering train or OTP enters, you tell the ES to stop work and give up the site. The ES sets it up again only after the movement has passed out.
 - No WSMBs are needed between two work sites that have WSMBs.
- 9** Movements with engineering controls (s10):
 - Only the SPICOP can authorise the signaller to let a train into the possession.
 - Only the ES can authorise a movement past a WSMB into a work site.
 - Only the SPICOP can authorise a movement to leave a work site, except the last one.
 - At the last WSMB the signaller personally authorises the driver to pass it. If the last WSMB is not in the signal section before the exit signal, the train stops at a set place and the SPICOP confirms TPWS is reinstated.
- 10** Propelling outside the first and last WSMBs is not allowed with engineering controls. Entering in the wrong direction only if published. Leaving in the wrong direction only in an emergency, with Operations Control authority. (12.4)
- 11** Assisting a failed train: the SPICOP reaches a clear understanding with the signaller about the arrangements before the train enters the possession. (12.2)
- 12** If the first or last WSMB changes, you tell the ES and the signaller. (s15)
- 13** Giving up the possession. With engineering controls: you remove the controls, then agree the arrangements with the signaller. That agreement is the confirmation. (s18) Without engineering controls: the signaller reads back "the details recorded", not "the Train Register entry". (19.3)

Source: GERT8000-HB11 Issue 12 (in force 5 December 2026). Section numbers are in brackets.

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