



Mr Robert Gauld

By email: request-497111-11e6f02e@whatdotheyknow.com
and request-497112-59b6b9d2@whatdotheyknow.com

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Freedom of Information
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10th August 2018

Dear Mr Gauld

Information request

Reference number: FOI2018/00921 & FOI2018/00922

Thank you for your emails of 12th July 2018, in which you requested the following information:

FOI2018/00921

I made a previous request (available at https://www.whatdotheyknow.com/request/all_tiplocs_and_how_they_are_con) in an attempt to be able to take any two TIPLOCs and derive a list of the TIPLOCs between, you were unable to fulfil that request due to cost considerations, I think I've found a way to get what I need whilst keeping within those limits.

The SMART data you make available as open data describes how trains traverse between signalling berths within a train describer area, with the data I'm requesting I should be able to create what I'd previously asked for.

For each TIPLOC in Scotland I would like:

- * It's name (as provided in the CORPUS extract in your open data feeds)*
- * A list of the train describer areas and berths (e.g. EA-B012 would be berth B012 in signalling area EA) at that TIPLOC (see below) This should be provided as a CSV (or other easily machine parsable format) with each record being of the form: TIPLOC, Berth1, Berth2, ... BerthN.*

In determining which berths to list for a TIPLOC then please include any berth which will cause your TRUST system to be notified of a train reaching that

TIPLOC. If my understanding of the working of TRUST is incorrect then please imagine a line across the railway at the point of the TIPLOC and list the berths which that line crosses. Please specify which method was used.

Please additionally include a list of TIPLOCs which could not be included and the reason why or a statement that all TIPLOCs have been included.

FOI2018/00922

I made a previous request (available at https://www.whatdotheyknow.com/request/all_tiplocs_and_how_they_are_con) in an attempt to be able to take any two TIPLOCs and derive a list of the TIPLOCs between, you were unable to fulfil that request due to cost considerations, I think I've found a way to get what I need whilst keeping within those limits.

The SMART data you make available as open data describes how trains traverse between signalling berths within a train describer area, with the data I'm requesting I should be able to create what I'd previously asked for.

For each boundary between multiple train describer areas within Scotland please provide all movements that trains can make, either in the same format as the SMART data provided in the open data feeds or as a CSV containing the following fields:

- * From TD Area*
- * From Line*
- * From Berth*
- * To Line*
- * To TD Area*
- * To Berth*
- * Direction of travel ("up" or "down")*

I have processed your requests under the terms of the Freedom of Information Act 2000 (FOIA). Since both of your requests are for geographical, locational and technical information about Network Rail infrastructure I thought it made sense to provide a response to both requests in one letter.

I can confirm that we hold the information you requested.

In response to part of your request for recorded information under request FOI2018/00921, specifically the 'name' aspect, please find attached a list of TIPLOCs, along with Stanox numbers and the name for each location.

However, the remainder of the information that you have requested for both requests is exempt from disclosure under section 31(1)(a) and section 38(1) of the FOIA.

Due to the operational information contained in the berthing data, we consider that disclosure in this instance would release significant information about train operations into the public domain, where it could be used by those who may wish to disrupt, interfere with or attack the workings of our infrastructure. The consequences of such activity would be likely to adversely affect public safety and endanger individuals.

It is particularly important to remember that disclosures made under the FOIA are disclosures to the 'world at large' and any information is disclosed into the public domain rather than being provided to one individual in a private transaction. Though we appreciate that much of the requested information is available in our data feeds, this is not available to more than a specified number of users. Consequently, we have to consider the wider impact of disclosure and we cannot take into account the motives of an applicant, regardless of their intentions.

The section 31(1) and 38(1) exemptions are subject to a public interest test and this means that we are required to consider whether the public interest in disclosure outweighs the public interest in maintaining the exemptions.

In this case, disclosure would contribute to increasing transparency and public knowledge about the operation and workings of this specific aspect of rail infrastructure and make the information already provided on our open data feeds available to a wider audience. Conversely, there is little public interest in the disclosure of this type of information in terms of demonstrating accountability, as the information being technical and operational in nature, sheds no light on any factors such as public spending or management of the infrastructure.

There are strong arguments around withholding the information as disclosure would increase the likelihood and severity of potential harm to the security of the rail network and wider public safety. We have sought the expert views of colleagues, and have been advised that their concern is that by revealing such detailed information relating to berthing data, the nature of the information means that it could be exploited to assist in cyber-attacks on the system. This could potentially lead to disruption of the railway network and create safety incidents by, for example, the mis-routing of trains.

The railway network has long been recognised as a potential target for terrorist and criminal activity. However, recent high-profile events such as the attack last year on NHS systems have further demonstrated that there are a number of determined individuals who will attempt to attack critical systems; these incidents have led us to

review some of the information which we had previously considered safe to disclose and make openly available to any individual.

We consider that these factors outweigh all others and after consideration of all the relevant we consider that the balance of the public interest lies in preventing harm to the security of the infrastructure and in ensuring the safety of those individuals who work and travel on the network.

Having considered the public interest, our decision is therefore to withhold the information under sections 31(1)(a) and 38(1) of the FOIA.

If you have any enquiries about this response, please contact me in the first instance at FOI@networkrail.co.uk or on 01908 782405. Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

Emma Meadows
Information Officer

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Appeal Rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Head of Freedom of Information at Network Rail, Freedom of Information, The Quadrant, Elder Gate, Milton Keynes, MK9 1EN, or by email at foi@networkrail.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF