

Changes to legislation: There are currently no known outstanding effects for the Railways Clauses Consolidation Act 1845, Paragraph 1. (See end of Document for details)

[^F SCHEDULES

SECOND SCHEDULE

RULES FOR ASCERTAINING AREA FOR THE PURPOSE OF COMPUTING MAXIMUM LIABILITY OF MINE OWNER IN RESPECT OF AUTHORISED WORKINGS.

Modifications etc. (not altering text)

- C1** Schs. 1-3 incorporated (with modifications) (16.10.1996) by [S.I. 1996/2660](#), **art. 4(1)(3)**
Schs. 1-3 incorporated (with modifications) (11.11.1996) by [S.I. 1996/2714](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (10.2.1997) by [S.I. 1997/264](#) art. 3(1)(3)
Schs. 1-3 applied (10.2.1997) by [S.I. 1996/264](#) art. 7(3)
Schs. 1-3 incorporated (with modifications) (21.5.1997) by [S.I. 1997/1266](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (29.7.1997) by [S.I. 1997/1688](#), **arts. 3(1)(2)**, 13(7)
Schs. 1-3 incorporated (with modifications) (9.10.1997) by [S.I. 1997/2534](#), **art. 3(1)(3)**
Schs. 1-3 incorporated (with modifications) (27.8.1998) by [S.I. 1998/1936](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (21.7.1999) by [S.I. 1999/2129](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (20.8.1999) by [S.I. 1999/2336](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (4.8.2000) by [S.I. 2000/2585](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (18.7.2001) by [S.I. 2001/2870](#), **art. 3(1)(2)**
Schs. 1-3 incorporated (with modifications) (9.11.2001) by [S.I. 2001/3682](#), **art. 3(1)(3)**
Schs. 1-3 incorporated (with modifications) (12.2.2002) by [S.I. 2002/366](#), **art. 3(1)** (with Sch. 2)
Schs. 1-3 incorporated (with modifications) (30.4.2002) by [S.I. 2002/1065](#), **art. 3(1)**
- C1** Schs. 1-3 incorporated (28.4.2003) by [Network Rail \(West Coast Main Line\) Order 2003 \(S.I. 2003/1075\)](#), arts. 1, **3(1)** (with art. 40)
- C1** Schs. 1-3 incorporated (12.1.2004) by [The Alconbury Airfield \(Rail Facilities and Connection to East Coast Main Line\) Order 2003 \(S.I. 2003/3364\)](#), arts. 1, **3(1)**
- C1** Schs. 1-3 incorporated (with modifications) (4.3.2004) by [The Network Rail \(West Coast Main Line\) Order 2004 \(S.I. 2004/389\)](#), arts. 1, **3(1)(2)** (with art. 38)
- C1** Schs. 1-3 incorporated (with modifications) (4.5.2005) by [The Telford Railfreight Terminal \(Donnington\) Order 2005 \(S.I. 2005/1163\)](#), arts. 1, **3(1)**
- C1** Schs. 1-3 incorporated (with modifications) (3.7.2006) by [Port of Blyth \(Battleship Wharf Railway\) Order 2006 \(S.I. 2006/1518\)](#), arts. 1, **3(1)(3)**
- C1** Schs. 1-3 incorporated (with modifications) (13.12.2006) by [The Network Rail \(Thameslink 2000\) Order 2006 \(S.I. 2006/3117\)](#), arts. 1, **3(1)(2)** (with arts. 34, 35(2))
- C1** Schs. 1-3 incorporated (with modifications) (28.9.2007) by [London Gateway Logistics and Commercial Centre Order 2007 \(S.I. 2007/2657\)](#), arts. 1, **4(1)(2)** (with arts. 19, 28, Sch. 3 para. 13(2))
- C1** Schs. 1-3 incorporated (16.5.2008) by [London Gateway Port Harbour Empowerment Order 2008 \(S.I. 2008/1261\)](#), arts. 1, **7(1)** (with arts. 41(1), 45, 54(2), 55, 56, 57, 58(6))
- C1** Schs. 1-3 incorporated (with modifications) (14.10.2008) by [Felixstowe Branch Line and Ipswich Yard Improvement Order 2008 \(S.I. 2008/2512\)](#), arts. 1, **3(1)(3)** (with art. 36(3))
- C1** Schs. 1-3 incorporated (with modifications) (30.12.2009) by [South Devon Railway Order 2009 \(S.I. 2009/3281\)](#), arts. 1, **3**
- C1** Schs. 1-3 incorporated (with modifications) (E.W.) (20.7.2010) by [The Network Rail \(Nuneaton North Chord\) Order 2010 \(S.I. 2010/1721\)](#), arts. 1, **3(1)(3)**

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- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2011) by The Network Rail (Hitchin (Cambridge Junction)) Order 2011 (S.I. 2011/1072), arts. 1, 3
- C1 Schs. 1-3 incorporated (E.W.) (26.9.2012) by The Network Rail (Ipswich Chord) Order 2012 (S.I. 2012/2284), arts. 1, 3(1) (with art. 26(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (6.11.2012) by The Network Rail (North Doncaster Chord) Order 2012 (S.I. 2012/2635), arts. 1, 3(1)(3) (with art. 35(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (13.11.2012) by The Chiltern Railways (Bicester to Oxford Improvements) Order 2012 (S.I. 2012/2679), arts. 1, 3(1)(3) (with art. 42(2))
- C1 Schs. 1-3 incorporated (E.W.) (21.8.2013) by The Croxley Rail Link Order 2013 (S.I. 2013/1967), arts. 1, 3(1) (with art. 3(3))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (21.11.2013) by The Network Rail (Redditch Branch Enhancement) Order 2013 (S.I. 2013/2809), arts. 1, 3(1)(3) (with arts. 27(2), 39, Sch. 10 para. 4)
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2014) by The Network Rail (Norton Bridge Area Improvements) Order 2014 (S.I. 2014/909), arts. 1, 3(1)(3) (with art. 34(2))
- C1 Schs. 1-3 incorporated (E.W.) (19.8.2014) by The Network Rail (Huyton) Order 2014 (S.I. 2014/2027), arts. 1, 3(1) (with art. 31(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (21.4.2015) by The Network Rail (Ordsall Chord) Order 2015 (S.I. 2015/780), arts. 1, 3(1)(3) (with art. 36(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (19.12.2017) by The Network Rail (Buxton Sidings Extension) Order 2017 (S.I. 2017/1150), arts. 1, 3(1)(3) (with art. 32(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (18.4.2018) by The Network Rail (Hope Valley Capacity) Order 2018 (S.I. 2018/446), arts. 1, 3(1)(3) (with arts. 24(8), 33(2))
- C1 Schs. 1-3 incorporated (with modifications) (E.W.) (24.8.2018) by The Network Rail (Werrington Grade Separation) Order 2018 (S.I. 2018/923), arts. 1, 3(1)(3) (with art. 31(2))
- C1 Schs. 1-3 incorporated (E.W.) (3.11.2022) by The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order 2022 (S.I. 2022/1067), arts. 1, 3(1) (with art. 46(2), Sch. 19 para. 61)
- C1 Schs. 1-3 incorporated (E.W.) (5.12.2022) by The Portishead Branch Line (MetroWest Phase 1) Order 2022 (S.I. 2022/1194), arts. 1, 3(1)(h)(3) (with art. 51)
- C1 Schs. 1-3 incorporated (E.W.) (11.1.2023) by The Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 (S.I. 2022/1406), arts. 1, 3(1) (with art. 34(2), Sch. 12 paras. 5, 47, 79)
- C1 Schs. 1-3 incorporated (E.W.) (2.8.2023) by The Rother Valley Railway (Bodiam to Robertsbridge Junction) Order 2023 (S.I. 2023/815), arts. 1, 3(1) (with art. 42)

1 The area shall extend laterally on each side of (but not including) the inner area of protection to the following distance therefrom:—

If the depth of the seam is 160 yards or under	Nil.
If the depth of the seam exceeds 160 yards, but does not exceed 170 yards	1½ yards.
If the depth of the seam exceeds 170 yards, but does not exceed 180 yards	2½ yards.
If the depth of the seam exceeds 180 yards, but does not exceed 190 yards	4½yards.
If the depth of the seam exceeds 190 yards, but does not exceed 200 yards	5½ yards.
If the depth of the seam exceeds 200 yards, but does not exceed 210 yards	7 yards.

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If the depth of the seam exceeds 210 yards, but does not exceed 220 yards	8 yards.
If the depth of the seam exceeds 220 yards, but does not exceed 230 yards	9 yards.
If the depth of the seam exceeds 230 yards, but does not exceed 240 yards	9½ yards.
If the depth of the seam exceeds 240 yards, but does not exceed 250 yards	10 yards.
If the depth of the seam exceeds 250 yards	To a line descending outwards from the railway or works at an angle of one horizontal to five vertical from a point on the boundary of the railway or works at rail level until the depth of 650 yards is reached and thence descending vertically.

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