

## **Train Movement – Staff Suitability and Fitness Requirements**

### **Synopsis**

This document mandates the traffic operation and management requirements for persons whose roles and responsibilities include train dispatch, shunting, train driving or travelling as a competent person with a train driver.

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## Train Movement – Staff Suitability and Fitness Requirements

### Issue record

Issue	Date	Comments
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### Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GO/RT3251 issue four	All	4 October 2008
GO/RT3255 issue two	All	4 October 2008

GO/RT3251 issue four ceases to be in force and is withdrawn as of 4 October 2008.

GO/RT3255 issue two ceases to be in force and is withdrawn as of 4 October 2008.

### Supply

Controlled and uncontrolled copies of this Railway Group Standard may be obtained from the Corporate Communications Department, Rail Safety and Standards Board, Evergreen House, 160 Euston Road, London NW1 2DX, telephone 020 7904 7518 or e-mail [enquiries@rssb.co.uk](mailto:enquiries@rssb.co.uk). Railway Group Standards and associated documents can also be viewed at [www.rgsonline.co.uk](http://www.rgsonline.co.uk).

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## Train Movement – Staff Suitability and Fitness Requirements

### Part 1 Purpose and Introduction

#### 1.1 Purpose

1.1.1 This document mandates requirements for railway undertakings and infrastructure managers, relating to the employment of persons whose roles and responsibilities include:

- a) train dispatch
- b) shunting
- c) train driving
- d) travelling as a competent person with a train driver

#### 1.2 Introduction

##### 1.2.1 Background

The Traffic Operation and Management Technical Specification for Interoperability (TSI) for both high speed and conventional lines contain mandatory medical fitness requirements. Although the scope of the TSI is currently limited to train drivers operating international services, it is likely to extend to domestic services in due course.

The medical fitness requirements specified within this document are a sub-set of what will need to be taken into account by a railway undertaking or infrastructure manager when defining their measures for the competence and fitness for persons involved in:

- a) train dispatch
- b) shunting
- c) train driving
- d) travelling as a competent person with a train driver

The requirements have been established to assist railway undertakings and infrastructure managers to control interface risks that have been identified, and that require a degree of reciprocal action or co-operation. The risks relate to physical interfaces between equipment or systems and the persons involved in the activity.

GO/RC3561 Recommendations for Train Movement - Staff Suitability and Fitness Requirements [RACOP], details recommended ways of meeting the mandatory requirements of this RGS and where appropriate contains associated guidance.

The European Directive on train driver licensing (Article 10) requires each member state to set a minimum age for train drivers of not less than 20 years for international services or 18 years for domestic services. The minimum age of 21 years for GB mainline network drivers (domestic services) is based on an assessment of risks as well as legal opinion, and perpetuates the existing requirement.

##### 1.2.2 Supporting documents

1.2.2.1 The following Railway Group documents supporting this Railway Group Standard:

GO/RC3561	Recommendations for Train Movement - Staff Suitability and Fitness Requirements [RACOP]
RIS-3751-TOM	Rail Industry Standard for Train Driver Selection

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### Part 2 Requirements relating to train movement

#### 2.1 Responsibilities common to infrastructure managers and railway undertakings

##### 2.1.1 Train dispatch, shunting and train driving – medical examinations

2.1.1.1 Infrastructure managers and railway undertakings shall arrange for medical examinations to be carried out by or under, the supervision of a registered medical practitioner.

2.1.1.2 Infrastructure managers and railway undertakings shall arrange for a general medical examination to be carried out on persons whose duties include train dispatch, shunting and train driving.

2.1.1.3 Infrastructure managers and railway undertakings shall include an examination of sensory functions within general medical examinations.

##### 2.1.2 Train dispatch, shunting and train driving – general medical examinations

2.1.2.1 Infrastructure managers and railway undertakings shall not permit persons to carry out train dispatch, shunting or train driving work where there is reason to believe that a person is suffering from any medical conditions or be taking any medication, drugs or substances, which are likely to cause:

- a) sudden loss of consciousness
- b) a reduction in attention or concentration
- c) sudden incapacity
- d) a loss of balance or co-ordination
- e) significant limitation of mobility

In addition, medical examinations of persons whose roles and responsibilities include train driving shall include electrocardiograph (ECG) examination at the first medical assessment, then at the first assessment after reaching the age of 40 and at each periodic reassessment thereafter.

##### 2.1.3 Train dispatch and shunting – frequency of medical examinations

2.1.3.1 Infrastructure managers and railway undertakings shall arrange for medical examinations of persons whose duties include train dispatch or shunting, using the following frequencies:

- a) prior to employment
- b) every 10 years for staff aged up to 40 years
- c) every 6 years for staff aged between 41 and 49 years (inclusive)
- d) every 4 years for staff aged between 50 and 59 years (inclusive)
- e) every 2 years for staff aged 60 years and over

##### 2.1.4 Train dispatch and shunting – visual acuity

2.1.4.1 Infrastructure managers and railway undertakings shall not permit persons to carry out train dispatch or shunting work where there is reason to believe that a person's vision, or the means used to correct it, could impair their performance.

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2.1.4.2 Infrastructure managers and railway undertakings shall test the visual acuity of persons, whose duties involve train dispatch or shunting, using the following criteria:

- a) distance vision shall be at least 6/9 in the better eye and 6/12 in the other eye. The use of spectacles or contact lenses is permitted to meet this requirement
- b) where contact lenses are used, the test shall be repeated using the person's corrective spectacles that would normally be carried by the person when on duty
- c) where spectacles or contact lenses are used, uncorrected visual acuity shall be at least 3/60 in each eye
- d) no pathological condition likely to cause visual impairment shall be present
- e) no progressive eye diseases

### 2.1.5 Train dispatch and shunting – colour vision

2.1.5.1 Infrastructure managers and railway undertakings shall not permit persons to be involved in train dispatch or shunting with defective colour vision, if the work requires the differentiation of colours.

### 2.1.6 Train dispatch and shunting – hearing

2.1.6.1 Infrastructure managers and railway undertakings shall test the hearing of persons, whose duties involve train dispatch and shunting using audiometry.

2.1.6.2 Infrastructure managers and railway undertakings shall confirm persons, whose duties involve train dispatch and shunting have sufficient hearing to enable them to hold a telephone conversation and to be able to hear warning sounds, alert tones and radio messages.

## 2.2 Responsibilities of infrastructure managers

2.2.1 There are no requirements applicable only to infrastructure managers other than those contained in section 2.1 of this document.

## 2.3 Responsibilities of railway undertakings

### 2.3.1 Train driving – minimum age

2.3.1.1 Railway undertakings shall not permit persons less than 21 years of age to drive trains, unless undergoing training and accompanied by a competent train driver.

### 2.3.2 Train driving – frequency of medical examinations

2.3.2.1 Railway undertakings shall arrange for medical examinations to be conducted on persons whose duties include train driving, at the following frequencies:

- a) prior to employment
- b) every 5 years for staff aged up to 55 years
- c) every 2 years for staff aged between 56 and 62 years (inclusive)
- d) every year for staff aged 63 years and over

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### 2.3.3 Travelling as a competent person – frequency of medical examinations

2.3.3.1 Railway undertakings shall arrange for medical examinations to be conducted on persons whose duties include travelling as a competent person with a train driver, using the following frequencies:

- a) prior to employment
- b) every 10 years for staff aged up to 40 years
- c) every 6 years for staff aged between 41 and 49 years (inclusive)
- d) every 4 years for staff aged between 50 and 59 years (inclusive)
- e) every 2 years for staff aged 60 years and over

### 2.3.4 Train driving and travelling as a competent person – visual acuity

2.3.4.1 Railway undertakings shall not permit persons to drive trains or travel as a competent person with a train driver where there is reason to believe that a person's vision, or the means used to correct it, could impair their performance.

2.3.4.2 Railway undertakings shall test the visual acuity of persons, whose duties involve train driving or travelling as a competent person with a train driver, using the following criteria:

- a) distance vision shall be at least 6/9 in the better eye and 6/12 in the other eye; the use of spectacles or contact lenses is permitted to meet this requirement
- b) where contact lenses are used, the test shall be repeated using the person's corrective spectacles, that would normally be carried by the person when on duty
- c) where spectacles or contact lenses are used, uncorrected visual acuity shall be at least 3/60 in each eye
- d) binocular near vision of at least N8, with spectacles or contact lenses if worn
- e) no pathological condition likely to cause visual impairment shall be present
- f) no progressive eye diseases

### 2.3.5 Train driving and travelling as a competent person – colour vision

2.3.5.1 Railway undertakings shall not permit persons with defective colour vision to drive trains or travel as a competent person with a train driver on Network Rail managed infrastructure.

### 2.3.6 Train driving and travelling as a competent person – hearing

2.3.6.1 Railway undertakings shall test the hearing of persons, whose duties involve train driving or travelling as a competent person with a train driver, using audiometry.

2.3.6.2 Infrastructure managers and railway undertakings shall confirm persons, whose duties involve train driving or travelling as a competent person with a train driver have sufficient hearing to enable them to hold a telephone conversation and to be able to hear warning sounds, alert tones and radio messages.

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### Part 3 Application of this document

#### 3.1 Application - infrastructure managers

##### 3.1.1 Scope

3.1.1.1 The requirements of this document that apply to persons whose roles and responsibilities include train dispatch or shunting.

##### 3.1.2 Exclusions from scope

3.1.2.1 There are no exclusions from the scope specified in clause 3.1.1 for infrastructure managers.

##### 3.1.3 General compliance date for infrastructure managers

3.1.3.1 This Railway Group Standard comes into force and is to be complied with from 4 October 2008.

3.1.3.2 After the compliance dates or the date by which compliance is achieved if earlier, infrastructure managers are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, authorisation not to comply should be sought in accordance with the Railway Group Standards Code.

##### 3.1.4 Exceptions to general compliance date

3.1.4.1 There are no exceptions to the general compliance date specified in clause 3.1.3 for infrastructure managers.

#### 3.2 Application - railway undertakings

##### 3.2.1 Scope

3.2.1.1 The requirements of this document apply to the employment of persons whose roles and responsibilities include:

- a) train dispatch
- b) shunting
- c) train driving
- d) travelling as a competent person with a train driver

##### 3.2.2 Exclusions from scope

3.2.2.1 There are no exclusions from the scope specified in clause 3.2.1 for railway undertakings.

##### 3.2.3 General compliance date for railway undertakings

3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 4 October 2008.

3.2.3.2 After the compliance dates or the date by which compliance is achieved if earlier, railway undertakings are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, authorisation not to comply should be sought in accordance with the Railway Group Standards Code.

##### 3.2.4 Exceptions to general compliance date

3.2.4.1 There are no exceptions to the general compliance date specified in clause 3.2.3 for railway undertakings.

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### **3.3 Health and safety responsibilities**

Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

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### Definitions

**Defined term**

Competent Person

Travelling as a competent person with the driver of a train on which certain safety equipment (for example, Automatic Warning System, AWS) has been isolated or is defective. The circumstances in which this arrangement is permitted are defined in GE/RT8000 Module TW5 – Preparation and movement of trains - Defective or isolated vehicles on-train equipment.

Sensory functions

Visual acuity, colour perception and hearing.

Shunting

Any movement of a train or vehicle other than a train passing normally along a running line.

Train dispatch

The integration of systems, equipment, procedures and instructions to ensure the safe departure of a train from any location.

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### References

The Catalogue of Railway Group Standards and the Railway Group Standards CD-ROM give the current issue number and status of documents published by RSSB. This information is also available from [www.rgsonline.co.uk](http://www.rgsonline.co.uk).

### Documents referenced in the text

- 2007/59EC Directive of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community
  - 2006/930/EC Technical Specification of Interoperability relating to the subsystem 'Traffic Operation and Management' of the trans-European conventional rail system
  - 2002/734/EC Technical Specification for Interoperability relating to the Operation subsystem of the trans-European high-speed rail system
  - RGSC The Railway Group Standards Code
- Railway Group Standards**
- GO/RC3561 Recommendations for Train Movement - Staff Suitability and Fitness Requirements [RACOP]
  - GE/RT8000 Rule Book