Train Movement –
Medical Fitness
Requirements

Synopsis
This document sets out medical fitness requirements for persons whose duties include train dispatch, shunting or travelling as a competent person with a train driver.
Train Movement -
Medical Fitness
Requirements

Issue record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>One</td>
<td>03 December 2016</td>
<td>Replaces Railway Group Standard GORT3452 issue one as it could not be retained as a National Safety Rule and is therefore reclassified as a Rail Industry Standard</td>
</tr>
</tbody>
</table>

Superseded or replaced documents

The following Railway Group documents are superseded or replaced, either in whole or in part as indicated:

<table>
<thead>
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<th>Superseded documents</th>
<th>Sections superseded</th>
<th>Date when sections are superseded</th>
</tr>
</thead>
<tbody>
<tr>
<td>GORT3452, issue one, Train Movement – Medical Fitness Requirements</td>
<td>All</td>
<td>04 March 2017</td>
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</tbody>
</table>

GORT3452 ceases to be in force as of 04 March 2017.

Supply

The authoritative version of this document is available at [www.rssb.co.uk/railway-group-standards](http://www.rssb.co.uk/railway-group-standards). Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk.
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Part 1  Introduction

1.1  Purpose of this document
1.1.1  GORT3452 Train Movement - Medical Fitness Requirements, issue one duplicates common requirements (legislation), in particular those set out in:

a) The Common Safety Methods for assessing conformity (CSM CA), on criteria for assessing conformity with the requirements for obtaining safety authorisations / safety certificates.


1.1.2  It is therefore formally ‘redundant’ as a National Safety Rule, and therefore also as a Railway Group Standard. As a consequence, it has been withdrawn.

1.1.3  However, the content of GORT3452 provided a basis for a European requirement in a Great Britain context relating to the frequency of medical examination.

1.1.4  GORT3452 sets out the industry agreed position for medical examination frequency for staff that carry out duties of train dispatch, shunting, and travelling as a competent person with the driver.

1.1.5  GORT3452 has therefore been replaced by this Rail Industry Standard (RIS) ‘RIS-3452-TOM Train Movement – Medical Fitness Requirements’, which reproduces the content of GORT3452 in its entirely as Annex A of this document.

1.2  Application of this document
1.2.1  Compliance requirements and dates have not been specified since these will be the subject of internal procedures or contract conditions.

1.2.2  The Standards Manual and RGS Code does not currently provide a formal process for deviating from RISs. However, a member of RSSB, having adopted a RIS and wishing to deviate from its requirements, may request a Standards Committee to provide observations and comments on their proposed alternative to the requirement in the RIS. Requests for observations and comments should be submitted to RSSB by e-mail to proposals.deviation@rssb.co.uk. When formulating a request, consideration should be given to the advice set out in the ‘Guidance to applicants and members of Standards Committee on deviation applications’, available from RSSB’s website.

1.3  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.

1.4  Approval and authorisation of this document
1.4.1  The content of this document was approved by Traffic Operation and Management Standards Committee on 13 September 2016.

1.4.2  This document was authorised by RSSB on 03 November 2016.
Annex A

Content of GORT3542, issue one, Train Movement – Medical Fitness Requirements
Train Movement - Medical Fitness Requirements

Synopsis
This document mandates the medical fitness requirements for persons whose duties include train dispatch, shunting or travelling as a competent person with a train driver.
Train movement - Medical Fitness Requirements

Issue record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Comments</th>
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<tbody>
<tr>
<td>One</td>
<td>June 2014</td>
<td>New document. The requirements within this document (relating to shunting, train dispatch and travelling as a competent person with a train driver) were originally contained in Railway Group Standard GO/RT3451 Train Movement – Staff Suitability and Fitness Requirements.</td>
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Superseded documents

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

<table>
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<th>Sections superseded</th>
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<tbody>
<tr>
<td>GO/RT3451 issue 3</td>
<td>All sections relating to shunting, train dispatch and travelling as a competent person with a train driver.</td>
<td>06 September 2014</td>
</tr>
</tbody>
</table>

Other parts of GO/RT3451 issue 3 (sections related to train drivers) are superseded by GO/RT3451, issue 4, Train Drivers – Suitability and Fitness Requirements.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk. Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.
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Part 1 Purpose and Introduction

1.1 Purpose

This document mandates requirements for railway undertakings relating to the medical fitness standards of persons whose roles and responsibilities include:

a) Train dispatch.

b) Shunting.

c) Travelling as a competent person with a train driver.

1.2 Introduction

1.2.1 Background

The requirements specified within this document are a sub-set of what will need to be taken into account by railway undertakings when defining their medical fitness standards.

The requirements within this document have been established to assist railway undertakings to control interface risks that have been identified and that require a degree of reciprocal action co-operation. The risks relate to physical interfaces between equipment or systems and persons whose roles and responsibilities include train dispatch, shunting and travelling as a competent person with a train driver.

The requirements within this document were originally contained in Railway Group Standard GO/RT3451 Train Movement – Staff Suitability and Fitness Requirements (issue 3).

Where reference is made within this document to staff travelling as a competent person with a train driver, this does not include a driver acting in this capacity.

Appendix A contains non-mandatory guidance to help interpret the requirements contained within this standard.

1.2.2 Supporting documents

The following Railway Group documents support this RGS:

- RIS-3751-TOM: Rail Industry Standard for Train Driver Selection
- GO/GN3655: Guidance on Medical Fitness for Railway Safety Critical Workers

1.3 Approval and authorisation of this document

The content of this document was approved by Traffic Operation and Management Standards Committee on 04 March 2014.

This document was authorised by RSSB on 02 May 2014.
Train movement - Medical Fitness Requirements

Part 2 Requirements Relating to Medical Fitness

2.1 Responsibilities common to infrastructure managers and railway undertakings

2.1.1 Train dispatch, shunting or travelling as a competent person with a train driver – medical examinations

2.1.1.1 Infrastructure managers and railway undertakings shall arrange for a medical examination to be carried out on persons whose duties include train dispatch, shunting or travelling as a competent person with a train driver.

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

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

2.1.2 Train dispatch, shunting or travelling as a competent person with a train driver – general health

2.1.2.1 Infrastructure managers and railway undertakings shall not permit persons to carry out work of train dispatch, shunting or travelling as a competent person with a train driver where there is reason to believe that a person is suffering from any medical conditions or is 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.

2.1.3 Train dispatch, shunting or travelling as a competent person with a train driver – 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, shunting, or 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 six years for staff aged between 41 and 49 years (inclusive).

d) Every four years for staff aged between 50 and 59 years (inclusive).

e) Every two years for staff aged 60 years and over.
2.1.4  Train dispatch, shunting or travelling as a competent person with a train driver – visual acuity

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

2.1.4.2  Infrastructure managers and railway undertakings shall test the visual acuity of persons whose duties include train dispatch, shunting, 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 more than one type of correction will be used to meet the requirement, a separate test shall be performed to demonstrate that the driver can meet the requirement with each type of correction.

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 shall be present.

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, shunting or travelling as a competent person with a train driver – hearing

2.1.6.1  Infrastructure managers and railway undertakings shall test, using audiometry, the hearing of persons whose duties involve train dispatch, shunting or travelling as a competent person with a train driver.

2.1.6.2  Infrastructure managers and railway undertakings shall confirm that persons whose duties involve train dispatch, shunting and 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.

2.2  Responsibilities of railway undertakings

2.2.1  Travelling as a competent person with a train driver – colour vision

2.2.1.1  Railway undertakings shall not permit persons with defective colour vision to travel as a competent person with a train driver on Network Rail managed infrastructure.
Part 3 Application of this Document

3.1 Application - infrastructure managers

3.1.1 Scope

3.1.1.1 The requirements of this document 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 06 September 2014.

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) 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 06 September 2014.

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.
3.3 Health and safety responsibilities

3.3.1 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.
Appendix A  Guidance on medical fitness standards

This is a non-mandatory appendix that provides guidance on the medical fitness requirements contained within this standard.

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<th>Guidance number</th>
<th>Related clause</th>
<th>Guidance</th>
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<tbody>
<tr>
<td>A.1.1</td>
<td>2.1.1.2</td>
<td>Medical examinations should be carried out by, or under the supervision of, a registered medical practitioner who:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Has expertise of occupational medicine (for additional information, please refer to ARIOPS document at the ‘other references’ section of this document).</td>
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<tr>
<td></td>
<td></td>
<td>b) Has knowledge of the hazards of the work concerned and of the railway environment.</td>
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<tr>
<td></td>
<td></td>
<td>c) Has an understanding of how measures intended to eliminate or reduce risks from those hazards could be affected by lack of medical fitness.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>d) Has an understanding of how hazards within a railway environment may affect health.</td>
</tr>
<tr>
<td>A.1.2</td>
<td></td>
<td>If it is not reasonably practicable for a physician meeting the requirements specified above to conduct or exercise direct supervision over medical assessments, then arrangements should be in place for the medical assessor and employer to have access to such a physician for advice on the interpretation of medical fitness standards, and to monitor consistency of their application.</td>
</tr>
<tr>
<td>A.1.3</td>
<td>2.1.1.3</td>
<td>Medical examinations should include, in addition to general health and sensory functions:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Blood or urine tests to detect diabetes mellitus and other conditions as indicated by the medical examination.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Screening for drugs of abuse where clinically indicated.</td>
</tr>
<tr>
<td>A.1.4</td>
<td></td>
<td>Information and guidance in respect to diabetes is available in GO/GN3655.</td>
</tr>
<tr>
<td>A.1.5</td>
<td></td>
<td>GE/RT8070 Testing Railway Critical Workers for Drugs and Alcohol and GE/GN8570 Guidance on the Management of Drugs and Alcohol contain requirements and guidance on policies for preventing drug abuse and alcohol from affecting railway operations and to support compliance with the Transport and Works Act, 1992.</td>
</tr>
<tr>
<td>A.1.6</td>
<td>2.1.2.1</td>
<td>Railway undertakings should seek medical advice about treatment or adjustments that would reduce the likelihood of the conditions shown in clause 2.1.2.1 bullet points a) to e) to a safe level so that the individual could return to normal or modified duties.</td>
</tr>
<tr>
<td>A.1.8</td>
<td>2.1.3.1</td>
<td>The frequencies of medical examinations shown within 2.1.3.1 apply to those persons whose duties do not include train driving.</td>
</tr>
</tbody>
</table>
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<th>Guidance number</th>
<th>Related clause</th>
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<tr>
<td>A.1.9</td>
<td></td>
<td>At a pre-employment or periodic medical examination (the current examination), the date of an individual's next examination is determined with reference to their age at the time of the current examination.</td>
</tr>
<tr>
<td>A.1.10</td>
<td></td>
<td>The following example shows how the requirements of 2.1.3 would be applied, based on an individual being employed at the age of 18 and assuming a retirement age of 65. Medicals should be carried out as follows:</td>
</tr>
<tr>
<td></td>
<td>a)</td>
<td>Prior to appointment.</td>
</tr>
<tr>
<td></td>
<td>b)</td>
<td>At the age of 28.</td>
</tr>
<tr>
<td></td>
<td>c)</td>
<td>At the age of 38.</td>
</tr>
<tr>
<td></td>
<td>d)</td>
<td>At the age of 48.</td>
</tr>
<tr>
<td></td>
<td>e)</td>
<td>At the age of 54.</td>
</tr>
<tr>
<td></td>
<td>f)</td>
<td>At the age of 58.</td>
</tr>
<tr>
<td></td>
<td>g)</td>
<td>At the age of 62.</td>
</tr>
<tr>
<td></td>
<td>h)</td>
<td>At the age of 64.</td>
</tr>
<tr>
<td>A.1.11</td>
<td></td>
<td>The ages mentioned above assume that the individual has had their birthday and attained that age.</td>
</tr>
<tr>
<td>A.1.12</td>
<td>2.1.4.1</td>
<td>For guidance on visual correction, infrastructure managers and railway undertakings should refer to the guidance for train drivers in Appendix B to GO/RT3451 Train Drivers – Medical Fitness Requirements.</td>
</tr>
<tr>
<td></td>
<td>2.1.4.2</td>
<td>Coloured spectacles or contact lenses should not be used as a means of passing a colour vision test or to perform tasks requiring normal colour vision is not permitted.</td>
</tr>
<tr>
<td>A.1.13</td>
<td>2.1.5.1</td>
<td>Infrastructure managers and railway undertakings should adopt a common method of testing and avoid changing the test or procedure unless there will be a clear benefit from doing so.</td>
</tr>
<tr>
<td>A.1.14</td>
<td></td>
<td>Every person who may have to perform tasks that require normal colour perception should be briefed on the requirement to advise their manager should they be advised, or become aware that, they have abnormal colour vision.</td>
</tr>
<tr>
<td>A.1.15</td>
<td></td>
<td>Further guidance can be found in GO/GN3655 Guidance on Medical Fitness for Railway Safety Critical Workers.</td>
</tr>
</tbody>
</table>
### Guidance number | Related clause | Guidance
--- | --- | ---
A.1.17 | 2.1.6.1, 2.1.6.2 | Hearing assessments should take account of the individual’s normal working environment, including ambient noise levels and the communications equipment available. The following hearing values should be used as guidelines to assess a person’s audiometric test results:

a) The hearing deficiency should not be higher than 40 dB at 0.5 and 1 kHz.

b) The hearing deficiency should not be higher than 45 dB at 2 kHz for the ear with the worst air conduction of sound.

A.1.18 | | Infrastructure managers and railway undertakings may decide that more stringent hearing values than those shown above are necessary to control any potential risks that may have been identified by the assessment of the required physical and sensory functions, shown in Part 1 of this document. This may be particularly appropriate where an individual’s duties require them to be on or near the line. This might be, for example, a shunter working on or near the line. It should be noted that the widely adopted hearing standard for persons who are required to maintain their own safety when working on or near the line is that hearing loss should not exceed 30 dB averaged over frequencies 0.5, 1.0 and 2.0 kHz in either ear.

A.1.19 | | In special cases, subject to medical opinion, persons whose duties involve train dispatch and shunting should be allowed to use hearing aids to meet the hearing levels recommended in this document. Such cases would normally arise at a periodic medical examination, if an employee is found to have hearing loss. Measures, which infrastructure managers and railway undertakings are recommended to take to prevent increased risk to railway operations from the use of hearing aids, are included in GO/GN3655 Guidance on Medical Fitness for Railway Safety Critical Workers.

A.1.20 | 2.2.1.1 | Coloured spectacles or contact lenses should not be used as a means of passing a colour vision test or to perform tasks requiring normal colour vision.
Train movement - Medical Fitness Requirements

Definitions

Medical Practitioner
A medical practitioner registered in accordance with the Medical Act 1983, as amended.

Sensory functions
Visual acuity, colour perception and hearing.

Train dispatch staff
In the context of this document, to include persons whose roles and responsibilities include train dispatch duties, for example; guard/train manager/conductor, train dispatch staff.
Train movement - Medical Fitness Requirements

References

The Catalogue of Railway Group Standards gives the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

RGSC 01  Railway Group Standards Code
RGSC 02  The Standards Manual

Documents referenced in the text

Railway Group Standards
GO/GN3655  Guidance on Medical Fitness for Railway Safety Critical Workers
GE/RT8000  Rule Book
GO/RT3451  Train Drivers – Suitability and Fitness Requirements.
Definitions

Relevant definitions are given in Annex A, and are not reproduced here.
References

The Catalogue of Railway Group Standards give the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

RGSC 01 Railway Group Standards Code
RGSC 02 Standards Manual

Documents referenced in the text

Railway Group Standards
GORT3452 Train Movement - Medical Fitness Requirements
(Ceases to be in force from 04 March 2017)

Other references