

22-902 NOPs Amendments September 2022 Publication

[This page should be deleted at the publication stage of the project]

Version:	2.2		
Purpose:	Approval to publish		
Authors:	Gerald Riley, Principal Rail Operations Specialist		
Sponsor's Agent:	Gary Portsmouth, Professional Head of Rail Operations		
Lead industry committee:	Traffic Operation and Management Standards Committee (TOM SC)	Date:	28 June 2022
Supporting industry committee:	Control, Command and Signalling Standards Committee (CCS SC)	Date:	30 June 2022
Supporting industry committee:	Rolling Stock Standards Committee (RST SC)	Date:	15 July 2022
Supporting industry committee:	Plant Standards Committee (PLT SC)	Date:	07 July 2022

Decision

TOM SC is asked to:

COMMENT on the proposed responses to comments received during consultation.

APPROVE with or without modification the proposed responses to comments received during consultation.

DECIDE if the proposed revisions of the Rule Book modules, handbooks and associated forms listed below deliver the intentions.

APPROVE the proposed revisions of the Rule Book modules, handbooks and associated forms listed below for authorisation to publish together with the associated Business Case for Change.

CCS SC, PLT SC and RST SC are asked to:

COMMENT on the proposed responses to comments received during consultation.

SUPPORT with or without modification the proposed responses to comments received during consultation.

SUPPORT that the proposed revisions of the Rule Book modules, handbooks and associated forms listed below deliver the intentions.

SUPPORT the proposed revisions of the Rule Book modules, handbooks and associated forms listed below for authorisation to publish together with the associated Business Case for Change.

22-902 NOPs Amendments September 2022 Publication

This business case for change has been developed to support standards committees in taking decisions related to changes to standards. It includes an assessment of the predicted impacts arising from the change.

Proposed documents

Number	Title	Issue
GERT8000-P1	Single line working	8
GERT8000-P2	Working single and bi-directional lines by pilot (proposed amended title)	7
GERT8000-SS1	Station duties and train dispatch	8
GERT8000-T3	Possession of a running line for engineering work	11
GERT8000-T10	Duties of a designated person (DP) and people working on rail vehicles	6
GERT8000-TS1	General signalling regulations	16
GERT8000-TW1	Preparation and movement of trains	18
GERT8000-TW7	Wrong-direction movements	9
GERT8000-HB8	IWA, COSS or PC blocking a line	9
GERT8000-HB9	IWA or COSS setting up safe systems of work within possessions	8
GERT8000-HB11	Duties of the person in charge of the possession (PICOP)	10
GERT8000-HB12	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession	9
GERT8000-HB12 ERTMS	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession on ERTMS lines where lineside signals are not provided	3
GERT8000-HB13	Duties of the person in charge of the siding possession (PICOS)	3
GERT8000-HB15	Duties of the machine controller (MC) and on-track plant operator	6
GERT8000-HB21	Safe work leader (SWL) blocking a line	6
GERT8000-Gloss	Glossary of Railway Terminology	6
Form RTW004	Written Order 04 Permission to Make a Wrong-Direction Movement Form	12-22
Form RTW005	Written Order 05 Permission to Proceed Under Modified Working Arrangements on Single and Bi-Directional Lines Form	12-22
Form RT3154	Pilot's Form for Working Single and Bi-Directional Lines by Pilot (proposed amended title)	12-22
Form RT3154 ERTMS	Pilot's Form for Working Single and Bi-Directional ERTMS Lines by Pilot (proposed amended title)	12-22
Form RT3155	Signaller's Form for Working Single and Bi-Directional Lines by Pilot (proposed amended title)	12-22
Form RT3155 ERTMS	Signaller's Form for Working Single and Bi-Directional ERTMS Lines by Pilot (proposed amended title)	12-22
Form RT3156	Driver's Ticket for Working Single and Bi-Directional Lines by Pilot (proposed amended title)	12-22

Number	Title	Issue
Form RT3156 ERTMS	Driver's Ticket for Working Single and Bi-Directional ERTMS Lines by Pilot (proposed amended title)	12-22
Form RT3191	Pilot's Single Line Working Form (proposed amended title)	12-22
Form RT3192	Signaller's Single Line Working Form	12-22
Form RT3193	Driver's Single Line Working Ticket	12-22

Proposed documents (limited change releases) NB – these are not being formally consulted on and will be issued via Rule Book App and PDF versions only (see paragraph 2.7 below)

Number	Title	Issue
GERT8000-G1	General safety responsibilities and personal track safety for non-trackworkers	9.1
GERT8000-T3 ERTMS	Possession of an ERTMS running line for engineering work where lineside signals are not provided	4.1
GERT8000-TS2	Track circuit block regulations	5.1
GERT8000-TS3	Absolute block regulations	7.1
GERT8000-TS4	Electric token block regulations	4.1
GERT8000-TS5	Tokenless block regulations	4.1
GERT8000-TS7	No-signaller token regulations	5.1
GERT8000-TS8	One-train working regulations	4.1
GERT8000-TS9	Level crossings - signallers' regulations	4.1
GERT8000-TS11	Failure of, or work on, signalling equipment - signallers' regulations	5.1
GERT8000-TW8	Level crossings - drivers' instructions	9.1
GERT8000-HB5	Handsignalling duties	2.1
GERT8000-HB10	Duties of the COSS or SWL and person in charge when using a hand trolley	4.1
GERT8000-HB19	Work on signalling equipment - duties of the signalling technician	4.1

Superseded documents

Number	Title	Issue
GERT8000-P1	Single line working	7
GERT8000-P2	Working single and bi-directional lines by pilotman	6
GERT8000-SS1	Station duties and train dispatch	7
GERT8000-T3	Possession of a running line for engineering work	10
GERT8000-T10	Duties of a designated person (DP) and people working on rail vehicles	5
GERT8000-TS1	General signalling regulations	15
GERT8000-TW1	Preparation and movement of trains	17
GERT8000-TW7	Wrong-direction movements	8
GERT8000-HB8	IWA, COSS or PC blocking a line	8
GERT8000-HB9	IWA or COSS setting up safe systems of work within possessions	7

Number	Title	Issue
GERT8000-HB11	Duties of the person in charge of the possession (PICOP)	9
GERT8000-HB12	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession	8
GERT8000-HB12 ERTMS	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession on ERTMS lines where lineside signals are not provided	2
GERT8000-HB13	Duties of the person in charge of the siding possession (PICOS)	2
GERT8000-HB15	Duties of the machine controller (MC) and on-track plant operator	5
GERT8000-HB21	Safe work leader (SWL) blocking a line	5
GERT8000-Gloss	Glossary of Railway Terminology	5
Form RTWO04	Written Order 04 Permission to Make a Wrong-Direction Movement Form	12-13
Form RTWO05	Written Order 05 Permission to Proceed Under Modified Working Arrangements on Single and Bi-Directional Lines Form	12-13
Form RT3154	Pilotman's Form for Working of Single Lines and Bi-Directional Lines by Pilotman	12-03
Form RT3154 ERTMS	Pilotman's Form for Working of Single and Bi-Directional ERTMS Lines by Pilotman	06-13
Form RT3155	Signaller's Form for Working of Single and Bi-Directional Lines by Pilotman	12-03
Form RT3155 ERTMS	Signaller's Form for Working of Single and Bi-Directional ERTMS Lines by Pilotman	06-13
Form RT3156	Drivers Ticket for Working of Single and Bi-Directional Lines by Pilotman	12-09
Form RT3156 ERTMS	Driver's Ticket for Working of Single and Bi-Directional ERTMS Lines by Pilotman	06-13
Form RT3191	Pilotman's Single Line Working Form	12-16
Form RT3192	Signaller's Single Line Working Form	06-14
Form RT3193	Driver's Single Line Working Ticket Movement in the Right Direction	12-14

Superseded documents (by limited change releases listed above)

Number	Title	Issue
GERT8000-G1	General safety responsibilities and personal track safety for non-trackworkers	9
GERT8000-T3 ERTMS	Possession of an ERTMS running line for engineering work where lineside signals are not provided	4
GERT8000-TS2	Track circuit block regulations	5
GERT8000-TS3	Absolute block regulations	7
GERT8000-TS4	Electric token block regulations	4
GERT8000-TS5	Tokenless block regulations	4
GERT8000-TS7	No-signaller token regulations	5
GERT8000-TS8	One-train working regulations	4
GERT8000-TS9	Level crossings - signallers' regulations	4

Number	Title	Issue
GERT8000-TS11	Failure of, or work on, signalling equipment - signallers' regulations	5
GERT8000-TW8	Level crossings - drivers' instructions	9
GERT8000-HB5	Handsignalling duties	2
GERT8000-HB10	Duties of the COSS or SWL and person in charge when using a hand trolley	4
GERT8000-HB19	Work on signalling equipment - duties of the signalling technician	4

Summary

Background and change

A number of Rule Book modules have been the subject of a 12 or 60-month review for continued fitness for purpose, the recommendations from which to progress a number of changes were approved by the Traffic Operation and Management Standards Committee (TOM SC) on 12 October and 9 November 2021. These included proposals to make improvements to the wording of GERT8000-HB12 issue 8, GERT8000-HB12 ERTMS issue 2, GERT8000-T10 issue 5, and GERT8000-TW7 issue 7.

Other improvements to the wording of the Rule Book have been identified from Requests for Help (RFHs), enquiries received by RSSB, the granting of deviations and various stakeholder comments.

By progressing changes from these various sources, it is expected that understanding and application of the content of the Rule Book will be improved, and that duty-holders will have opportunities to operate more efficiently.

Industry impact due to changes

Impact areas	Scale of impact	Estimated value £
A. Legal compliance and assurance	Low	35,000
B. Health, safety and security	Low	18,000
C. Reliability and operational performance	Low	32,000
D. Design and maintenance	N/A	-
E. People, process and systems	High	75,000
F. Environment and sustainability	N/A	-
G. Customer experience and industry reputation	N/A	-
Total value of industry opportunity =		160,000 over 5 years
The standards change contribution to the total value of industry opportunity		
<input type="checkbox"/> None or low	<input type="checkbox"/> Minor but useful	<input type="checkbox"/> Moderate
		<input checked="" type="checkbox"/> Important / essential
		<input type="checkbox"/> Urgent / critical

Detail

1. What are the objectives associated with this change?

Objective 1 – To give effect to the outcome of the 12-month / 60-month reviews of modules GERT8000-T10, GERT8000-TW7 and GERT8000-HB12

Handbook 12: Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession and in a possession on ERTMS lines where line side signals are not provided

- 1.1 The 12-month review of GERT8000-HB12 issue eight recommended that it is updated to incorporate the changes proposed under RFH 21-REQ-006. This referred to sections 3.3 of GERT8000-HB12 and GERT8000-HB12 ERTMS issue two which permit an engineering supervisor (ES) or safe work leader (SWL) to allow duties relating to isolation of AC and DC equipment to start once the person in charge of the possession (PICOP) has authorised the ES or SWL to set up the work site. This work can take place before the work-site marker boards (WSMB) have been placed. There have been cases where the instruction had been interpreted as allowing the work in connection with isolations to begin even before the possession had been granted, exposing the staff concerned to risk. As a result, a Network Rail company standard has been amended to prevent this work starting before the WSMBs have been placed, and the RFH is to remove this authority from the ES or SWL in GERT8000-HB12 and GERT8000-HB12 ERTMS.

Module T10: Duties of a designated person (DP) and people working on rail vehicles

- 1.2 Comments received in consultation following the 60-month review of GERT8000-T10 issue four that were accepted for document change were as follows:
- a) A section should be included on working on a train, on-track machine or on-track plant within a possession, including who is responsible for arranging line possession.
 - b) Section 3.6 does not make it clear who is responsible for removing vehicle protection.
 - c) Section 4.3 should include a requirement when working on a vehicle to inform station staff if no driver or guard is present. As these staff can also influence the movement of a train, this appears to be a worthwhile addition.

Module TW7: Wrong-direction movements

- 1.3 The 12-month review of GERT8000-TW7 issue eight recommended that it is updated to incorporate the changes proposed under RFH 21-REQ-032. This RFH was submitted following an incident at Maidenhead East Junction in which a train was authorised to make a wrong-direction movement of some 20 minutes duration in darkness and to stop opposite a signal on an adjacent opposite line. The driver misunderstood the intended limit of the movement and ran through points onto a portion of line open to traffic. It was suggested that it may be beneficial for the Rule Book to mandate that moves with no signal protection, particularly of long duration, should be authorised only as far as a clearly identifiable location, similar to the rules surrounding Emergency Special Working. This would mitigate against miscommunication or misunderstanding and also help in the event of darkness or poor visibility.

Objective 2 – To provide clearer guidance to signallers when they are granting line blockages which affects other signallers. (Project 20-038)

- 1.4 GERT8000-TS1 issue 15 describes, from a signaller's point of view, the requesting and granting of a line blockage. It is described in terms of a blockage of one line only and the signaller only being able to grant a line blockage if the protecting signal or block marker is within that signaller's area of control. Frequently, the request is for a blockage of more than one line, with one protecting signal being controlled by another signaller. It has become an accepted practice for a signaller to treat this as one request and liaise as necessary with the other signaller. This is not compliant with the signalling regulation and should be regularised to ensure the situation is dealt with in a consistent manner.
- 1.5 There are other situations that are not explicitly addressed in the current rules and regulations and may therefore be dealt with by local interpretation of the correct action. Inclusion of more detailed instructions would assist in such line blockages being arranged in a way that is accepted as an industry standard process. These include the limits of a line blockage over a single line, and a line blockage that in part covers a single line and in part covers a double line.
- 1.6 The term 'protecting signal' has caused some confusion with other signals that must be kept at danger to protect a line blockage and a fuller explanation of the interpretation of terms could be of value.
- 1.7 The number of line blockage irregularities appears to show an increasing trend since the year 2019-20. Whilst the data on this and an understanding of the causes does not exist in an agreed form, it is an area of concern to Network Rail.

Objective 3 – To ensure the Rule Book uses gender-inclusive language (21-REQ-044)

- 1.8 In the past, the Rule Book has been reviewed to change words that are 'generically masculine'; however, some words were missed out, such as the term 'pilotman' or 'manned level crossing'. Therefore, Network Rail submitted a Request for Help requesting to replace in the Rule Book the term 'pilotman' with 'pilot'.
- 1.9 Numerous studies have found that using generic masculine words is in fact not generic and it is read as male¹. Women would be less likely to apply to vacancies in the railways which use male-coded language such as 'pilotman' and are less likely to perform well in interviews. The same is true for people who identify as non-binary.

Objective 4 – To include additional protection requirements for an individual working alone (IWA) taking a line blockage (21-REQ-069)

- 1.10 Until the 'New Approach to the Rule Book' project, which was delivered several years ago, the use of block signalling equipment to keep a signal at danger was one of the procedures for when a line was to be blocked under the then T2 arrangements for work that would make a line unsafe. This was changed to an action that is always taken when a line blockage was to be taken.

¹ Perez Criado Caroline, 'Invisible Women' pp 18.

- 1.11 A current initiative exists to provide additional protection for line blockages to the maximum extent possible. This has identified that, in an absolute block section, the opportunities for providing that additional protection are limited, particularly should the request be made by a person who is to work alone. The RFH submitted by Network Rail proposes that the use of the block indicator to maintain the protecting signal at danger is to be regarded as a form of additional protection. This recognises that requiring two signallers to co-operate in providing a means of preventing a protecting signal from being cleared is equivalent to the degree of security provided by other forms of additional protection such as a disconnection or use of a track circuit operating device (T-COD).
- 1.12 This request was originally phrased in terms of applicability to an individual working alone (IWA) requesting a line blockage on an absolute block line. However, in subsequent discussions, it has been agreed that this should apply to any competency and also to the corresponding arrangements defined for a tokenless block line.

Objective 5 – To incorporate rules on using the driver’s reminder appliance (DRA) on an ERTMS line (21-REQ-042)

- 1.13 The RFH was submitted on behalf of the Future Rules Working Group (FRWG) to enhance the existing instructions concerning use of the DRA. This is so that the instructions would be applied on a European Rail Traffic Management System (ERTMS) line in the situations corresponding to those on a conventional line.
- 1.14 It was noted that, as the DRA is not an interoperable requirement, any amendment cannot mandate its use. A possible solution would be to refer to using the DRA if it is provided on the train concerned.

Objective 6 - Reword the driver’s actions in GERT8000-TW1 when AWS, TPWS or ERTMS has caused an abnormal brake application (21-REQ-043)

- 1.15 The RFH was submitted on behalf of the FRWG. It is suggested that clarity of the intention of the instructions in GERT8000-TW1 issue 17 concerning abnormal brake applications could be improved by stating that the same arrangements should be applied when a train protection system has intervened and caused a brake application without the train being brought to a stand.

Objective 7 – To review the instructions in GERT8000-TW1 and GERT8000-TW5 for the isolation of brakes (21-REQ-040)

- 1.16 This RFH was submitted by Arriva Rail London. It followed an incident in which the brakes were isolated on one vehicle of a four-car electric multiple unit (EMU) and debate occurred as to the correct instructions to be applied from those contained in GERT8000-TW1 and GERT8000-TW5 and whether the term ‘coaching stock’ included multiple-unit vehicles. It was suggested that the instructions be reviewed and reissued in a combined form or repeated completely in both modules.

Objective 8 – A review of the current Rule Book processes for train movements leaving possessions (21-REQ-033)

- 1.17 The RFH was submitted by Network Rail. It refers to the arrangements in GERT8000-T3 issue 10 for an engineering train leaving a possession when the detonator protection is placed at a sub-standard distance from the points it is laid in relation to. In this situation,

the driver can be authorised to proceed from the last signal within the possession for a short distance to the detonator protection, and separately authorised by the signaller to proceed from that location. This leads to a complicated procedure, with a train potentially detained across a junction awaiting the protection being lifted and the movement made without the security of the interlocking. As an alternative, it is proposed that, following signaller/PICOP agreement, a single authority for movement could be given from the last signal within the possession, which would be cleared if possible. The suggested advantages of this include simplification of Rule Book process, safety benefit through removal of error potential, improved clarity of the intention of the rules and train performance benefit. It is believed that this practice is adopted on occasion, although this is not compliant with the present rules.

Objective 9 – GERT8000-TW1 Marshalling dead locomotives in freight trains

- 1.18 A deviation was granted to Freightliner (current reference 21-015-DEV in updated form) to allow a single freight train to operate in a formation which, at a later stage *en route*, can be uncoupled to form two separate forward services. The deviation relates to the conveyance of a dead diesel locomotive within the consist at the head of what will constitute the second train. This avoids additional resource requirements such as shunt movements, employee time, pathing time, and fuel usage. Benefits claimed include improved system safety by avoiding shunting operations and that the improved efficiency of the method of working makes rail more attractive leading to societal benefits. As the deviation application has demonstrated how this method of operation could be applied to other air-braked freight trains, it is proposed to permit this on a general basis, subject to company instructions allowing it, implying that the similar train braking characteristics can be achieved.

Objective 10 – GERT8000-SS1 Dispatching a driver-only (DO) train from an unstaffed platform (21-REQ-039)

- 1.19 This RFH was submitted by Great Western railway who had been in discussion with ASLEF over the suitability of class 80x trains for this method of dispatch as the recessed nature of the doors on these units and the difficulty of observing the requirement in module SS1 section 3.8 to confirm that the doors are properly closed as part of the train safety check. It was realised that the present wording of this section of the module is incorrect in including this within the train safety check, as the requirement is already shown as an independent prior action. Amendment of the wording would remove any ambiguity and allow this method of working to be applied with any stock with this type of door.

2. How does the content in the standards need to change to achieve the objectives?

Objective 1

- 2.1 To amend section 3.3 of GERT8000-HB12 issue eight and GERT8000-HB12 ERTMS issue two to remove the ability of the ES or SWL to allow duties in connection with isolations to start before the PICOP has given permission for WSMBs to be placed.
- 2.2 To amend sections 3.6 and 4.3 of GERT8000-T10 issue five and include a new section to address the issues identified.

- 2.3 To amend GERT8000-TW7 issue eight in the way proposed.

Objective 2

- 2.4 To amend GERT8000-TS1 issue 15, GERT8000-HB8 issue eight and GERT8000-HB21 issue five to include revised instructions when a line blockage involves two signallers and enhanced instructions to address the other issues identified.

Objective 3

- 2.5 To amend the Rule Book GERT8000-P1 and GERT8000-P2 to replace the term 'pilotman' with 'pilot' and find a suitable alternative to 'manned level crossing' and 'unmanned level crossing'. In addition, this will require to identify any other instances in the Rule Book where the terms are used and changes to forms used in relation to the pilot role (e.g. RT3154, RT3154-ERTMS, RT3156 and RT3156 ERTMS).
- 2.6 An initial review of The Rule Book highlighted that to replace the terms 'pilotman' and 'manned level crossing' would necessitate changes to 17 modules, 5 handbooks, the Rule Book Glossary and, at least, five Forms.
- 2.7 At its meeting on 29 March 2022, TOM SC agreed that all modules and handbooks affected by the changes in this objective that were not scheduled to be up issued as part of the other nine objectives in project 22-902 (11 modules and 3 handbooks listed on page 2) would be managed through the 'limited change release' process. As a consequence, end users will be notified via an amendment within the Periodic Operating Notice (PON), which will set out the explanation of change, the impact of change (modules / handbooks affected) and an instruction for the required amendments to hard copies of existing documents to be made by the user in ink. Digital users of the Rule Book (Rule Book App or PDF) will have access to amended versions of the modules and handbooks as these will be up issued as part of the 'limited change release' process and distinguished by their respective issue number.
- 2.8 Eight forms will also be reissued for in-force December 2022 to align with the changes to modules and handbooks. The opportunity has also been taken during the consultation period, following receipt of a request for help from Network Rail, to amend two written order forms (RTWO04 and RTWO05) which contained references to withdrawn modules, P2 ERTMS and TW7 ERTMS.

Objective 4

- 2.9 To amend GERT8000-TS1 issue 15, GERT8000-HB8 issue eight and GERT8000-HB21 issue five to refer to the use of the block signalling equipment to keep the protecting signal at danger as a method of additional protection.

Objective 5

- 2.10 To amend GERT8000-TW1 issue 17 to include instructions on the use of the DRA on an ERTMS line as proposed.

Objective 6

- 2.11 To amend GERT8000-TW1 issue 17 in the way proposed.

Objective 7

- 2.12 To review the relevant content of GERT8000-TW1 issue 17 and GERT8000-TW5 issue 10 and to develop updated instructions as necessary.

Objective 8

- 2.13 To amend GERT8000-T3 issue 10 in the way proposed and to make corresponding amendments to GERT8000-HB11 issue nine.

Objective 9

- 2.14 To amend GERT8000-TW1 issue 17 to permit the proposed method of working.

Objective 10

- 2.15 To amend GERT8000-SS1 issue 17 to remove the duplicated reference to checking that the doors are closed.

3. **How urgently do the changes need to happen to achieve the objectives?**

- 3.1 The changes will be incorporated within the September 2022 Rule Book amendments (in-force December 2022).
- 3.2 In the cases of marshalling dead locomotives within freight trains, the proposed practices are in place under the authority of an existing deviation. It is anticipated that the introduction of this into the Rule Book as a normal method of working will obviate the need for further applications to extend this.

4. **What are the positive and negative impacts of implementing the change?**

Justification of impact, scale and quantification for the seven impact areas

A. Legal compliance and assurance

- 4.1 The Railways and Other Guided Transport Systems (Safety) Regulations 2006 (as amended) (ROGS) require that the safety management system of transport operators shows how continuous improvement of the safety management system is ensured. The changes to the Rule Book help transport operators meet the requirement for continuous improvement of the safety management system. Therefore, the changes can contribute to reducing a potential breach of ROGS and demonstrate continuous improvement.

If a serious personal injury is caused, then a likely outcome could be being issued with a prohibition notice or prosecution and/or civil claim. The following costs could be incurred:

- Prosecution (average) cost/fine = £200,000 including costs
- Prohibition notice (cost of stopping operations, rectification costs and reputational damage) = £50,000
- Civil claim (average amount for serious claim) = £100,000 per person including costs
- Total = £350,000.

- 4.2 If one such incident over the course of 5 years were to occur, then a potential cost of £350,000 could be incurred. If the changes introduced contribute by 10% to avoiding this cost, then this is a total benefit of £35,000.

B. Health, safety and security

- 4.3 In relation to the changes arising from the 12-month review of the Rule Book, new or revised instructions in these changes are not considered to introduce significantly different working practices or significantly increase workloads for the relevant roles. In all cases, they improve application of existing instructions; promote consistency and alignment with instructions elsewhere; and/or introduce actions which enhance existing objectives or address an operational scenario not covered in existing instructions.
- 4.4 Generally, increased clarity around the rules would be expected to result in improved safety given that any confusion should be removed. A lack of clarity can give rise to miscommunication. The risk of injury from incidents due to miscommunication (the closest cause precursor from the Safety Risk Model) is 0.05891 FWI per year. If there is a 3% reduction in risk as a result of introducing the Rule Book changes, then this represents 0.001767 FWI per year. Using the Value of Preventing a Fatality (£2,017,000) this represents a benefit of £17,823 over five years, rounded to £18,000 for the purposes of this estimate.

C. Reliability and operation performance

- 4.5 Increased clarity around the rules would be expected to result in improved reliability and operational performance given that any confusion should be removed. Considering the benefits of this in terms of delay minutes, it seems reasonable to take a conservative estimate that updating the Rule Book might prevent 0.01% of delays caused by operator error (as a result of confusion with the rules). Using delay data from 2019-2020, operator (driver and signaller, including ERTMS) error accounted for a total of 1,427,546 delay minutes. A 0.01% reduction would prevent 142.8 delay minutes per year. At an average cost of £45 per delay minute, this is a benefit of around £6,400 per year, or £32,000 over 5 years.

D. Design and maintenance

- 4.6 This area is not directly applicable to the changes.

E. People, process and systems

- 4.7 As with most Rule Book changes, there are direct costs of implementation due to the need for briefing or training. However, it is not anticipated that, for most of these changes, any more detailed briefing and training is necessary than what would normally be required for Rule Book updates to address inconsistencies, ambiguities or omissions.
- 4.8 There are various benefits from objective 3 as it supports diversity in the workplace by promoting an inclusive environment where employees of all genders feel able to participate and achieve their potential. The use of non-gender-neutral words in the workplace, on the other hand, lead to bias and stereotyping, making more difficult for some to aspire to take on the role of a railway pilot.
- 4.9 In 2017, the European Institute for Gender Equality carried out research on the economic benefits of gender equality. They estimate that countries like the UK have already

achieved good levels of gender equality. However, further improvements can generate additional economic gains leading to an increase in GDP of about 4% by 2050.

4.10 In 2019, the UK railway sector supported £42.9 billion of economic production associated with 710,000 jobs². Approximately 1,000 people hold 'pilot' competence in the railways. That means an economic contribution to the UK rail sector of £60.4 million associated with 1,000 jobs. Assuming that by 2050 there is a 4% increase in economic gains from promoting gender equality for 'pilots', there would be a gain of £2.4 million by 2050. Using 2019 as the reference year, that is a benefit to the economy of nearly £78,000 per year and £390,000 over five years. If the change to the Rule Book contributed to 20% of the economic benefit, then the contribution would be £78,000 over five years.

4.11 There are also costs associated with the change, such as changing armlets (a one-off cost). An armlet costs around £2.75, which is equivalent to £2,750 for 1,000 employees that currently have armlets with the word "PILOTMAN". Other costs include updating forms and procedures. These are not accounted for as the industry incurs those costs every time the Rule Book changes. Therefore, the estimated overall net benefit for the industry would be £75,000 over five years.

F. Environment and sustainability

4.12 This area is not directly applicable to the changes.

G. Customer experience and industry reputation

4.13 No significant and specifically quantifiable benefits or disbenefits are expected to be realised as a result of these changes.

5. What is the contribution of this standards change in realising the value to industry opportunity?

5.1 The changes to the Rule Book suite are considered important and essential to realise benefits to the industry.

6. What was the effort required by RSSB to make the change?

6.1 The project required a Lead Operations Specialist and a supporting Operations Specialist to provide peer review and to ensure changes are compatible with the Rule Book App. Input was also required from RSSB Policy and Risk Specialists.

6.2 Additional effort was required for project management, communications and development of briefing materials, as well as liaison with Willsons printers.

7. Can RSSB deliver against industry's expected timescales?

7.1 The changes are expected to be delivered in line with the project's schedule which is to publish in September 2022 for an in-force date of December 2022.

8. How will the industry implement the change?

8.1 By training / briefing operating staff using materials supplied by RSSB.

² The economic contribution of UK rail. Oxford Economics. 16 Sep 2021.
<https://www.oxfordeconomics.com/resource/the-economic-contribution-of-uk-rail/>

9. How will RSSB assess whether the change is achieving the objectives?

9.1 RSSB will monitor use of the standards as follows:

- a) RSSB will support implementation of the standards through stakeholder engagement and will request feedback from users where required.
- b) RSSB will undertake a 12-month review following publication

9.2 RSSB will monitor proposals for deviation and enquiries.

Appendix A - Disposition Table

Table A1: GERT8000-P1 issue 7 to GERT8000-P1 issue 8

From GERT8000-P1 issue 7	To GERT8000-P1 issue 8	Way forward	Comments	Objective
Throughout module	Throughout module	Redrafted	The term 'pilotman' has been changed to 'pilot' to remove gender-specific language.	3
Section 6.2 b) Additional instructions for wrong direction movements: Level crossing arrangements	Section 6.2 b) Additional instructions for wrong direction movements: Level crossing arrangements	Redrafted	The term 'manned level crossing' has been changed to 'manually-controlled crossing' to remove gender-specific language.	3

Table A2: GERT8000-P2 issue 6 to GERT8000-P2 issue 7

From GERT8000-P2 issue 6	To GERT8000-P2 issue 7	Way forward	Comments	Objective
Throughout module	Throughout module	Redrafted	The term 'pilotman' has been changed to 'pilot' to remove gender-specific language. The title of the module has been changed to 'Working single and bi-directional lines by pilot'	3
Section 3.3 b) Entering the single-line section without a driver's ticket	Section 3.3 b) Entering the single-line section without a driver's ticket	Reworded	The reference to entering a one-train working line was previously repeated in error, and the wording has been amended to correct this.	

Table A3: GERT8000-SS1 issue 7 to GERT8000-SS1 issue 8

From GERT8000-SS1 issue 7	To GERT8000-SS1 issue 8	Way forward	Comments	Objective
Section 3.8 Dispatching a DO train from an unstaffed platform	Section 3.8 Dispatching a DO train from an unstaffed platform	Redrafted	The words 'the train doors are properly closed' have been removed from the items that are included in the train safety check. In this situation the rules already states that the driver confirms this by observing external orange hazard lights or the traction interlock.	10

Table A4: GERT8000-T3 issue 10 to GERT8000-T3 issue 11

From GERT8000-T3 issue 10	To GERT8000-T3 issue 11	Way forward	Comments	Objective
Section 4.6 Leaving the possession	Section 4.6 Leaving the possession	Revised	A new sub-section b) has been introduced allowing an alternative means of allowing an engineering train to depart a possession, when published in the Weekly Operating Notice or Engineering Notice. This applies when the detonator protection is at less than the standard distance from points and the train is given permission to depart from the last stop signal before the detonator protection.	8
Section 5.9 Manned level crossing	Section 5.9 Manually controlled level crossing	Redrafted	Title changed to gender neutral term.	3
Section 7.2 Removing the protection	Section 7.2 Removing the protection	Redrafted	Role 'pilotman' changed to 'pilot'.	3
N/A	Section 9.9 Leaving the possessions	Revised	A new section containing the driver's instructions concerning the alternative arrangement that has been introduced in section 4.6.	8

Table A5: GERT8000-T10 issue 5 to GERT8000-T10 issue 6

From GERT8000-T10 issue 5	To GERT8000-T10 issue 6	Way forward	Comments	Objective
Section 3.6 When the work is suspended or has been completed	Section 3.6 When the work is suspended or has been completed	Redrafted	To make it clear who is responsible for removing vehicle protection, the wording has been altered to state that the last person working on a rail vehicle to remove personal identification must ask the DP whether it is now safe to remove the vehicle protection..	1
Section 4.3 Working on a train on a running line including at a station platform	Section 4.3 Working on a train on a running line including at a station platform	Redrafted	Added a requirement when working on a vehicle to inform station staff if no driver or guard is present both before starting work and on completion, as station staff can also influence the movement of a train.	1
N/A	Section 8 Working on a rail vehicle on a running line or siding under possession	New	A new section has been added to describe how the designated person obtains line protection in all situations when work is to take place on a vehicle that is on a running line or siding under possession.	1

Table A6: GERT8000-TS1 issue 15 to GERT8000-TS1 issue 16

From GERT8000-TS1 issue 15	To GERT8000-TS1 issue 16	Way forward	Comments	Objective
Regulation 3.5.3 On signalling equipment that must not be operated	Regulation 3.5.3 On signalling equipment that must not be operated	Redrafted	'Manned level crossing' changed to 'controlled level crossing'. As well as removing gender-specific language, the existing instruction appears to be relevant to any of the crossing types that are listed as 'controlled level crossings' in module TS9, and not just to those described there using the word 'manned' and is therefore incorrect.	3

From GERT8000-TS1 issue 15	To GERT8000-TS1 issue 16	Way forward	Comments	Objective
Regulation 4.9 Clearing a subsidiary or position-light signal associated with a main signal	Regulation 4.9 Clearing a subsidiary or position-light signal associated with a main signal	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3
Regulation 13.2 COSS, IWA, PC or SWL blocking a line 13.2.2 Agreeing the arrangements 13.2.4 Additional protection 13.2.7 Completing or suspending the line blockage	Regulation 13.2 COSS, IWA, PC or SWL blocking a line 13.2.2 Agreeing the arrangements 13.2.4 Additional protection 13.2.7 Completing or suspending the line blockage	Revised Revised Revised	<p>Regulation 13.2.2 Includes a definition of the term 'protecting signal or block marker' which has caused difficulties in interpretation.</p> <p>A signaller can now grant a line blockage if another signaller will keep a protecting signal at danger, and on a single or bi-directional line, the signaller at the opposite end will keep the signal at the entry at danger. Block markers are also referred to. These situations arise now, but in the absence of any specific reference can lead to differing interpretations.</p> <p>When work is to take place less than 200 metres from the protecting signal or block marker, the wording has been amended to make it clear that the previous signal or block marker referred to is in relation to that situation only.</p> <p>Regulation 13.2.4 Keeping a block indicator at 'train on line' or acceptance switches at 'normal' are now additional methods of providing additional protection and the regulation amended accordingly. An explanation has been included of the function of each type of additional protection.</p> <p>Regulation 13.2.7 Includes an instruction when the block indicator has been used as a method of additional protection.</p>	2 4

From GERT8000-TS1 issue 15	To GERT8000-TS1 issue 16	Way forward	Comments	Objective
Regulation 20.6 When a track circuit fails to clear or shows occupied for some other reason 20.6.1 Before the passage of the first train	Regulation 20.6 When a track circuit fails to clear or shows occupied for some other reason 20.6.1 Before the passage of the first train	Redrafted	The title of module P2 has been changed to remove gender-specific language.	3

Table A7: GERT8000-TW1 issue 17 to GERT8000-TW1 issue 18

From GERT8000-TW1 issue 17	To GERT8000-TW1 issue 18	Way forward	Comments	Objective
Section 1 Abnormal brake applications	Section 1 Abnormal brake applications	Redrafted	This now states more correctly that the instructions must also apply when a train protection system has reduced the speed of a train without stopping it.	6
Section 4.4 Coaching stock vehicles with isolated brakes	Section 4.4 Coaching stock vehicles with isolated brakes	Revised	These instructions have been reworded to improve clarity. They are explained as applying to any coaching stock, both loco-hauled and multiple unit, and to any instance when a brake is isolated during a journey, as has been the intention. The conditions have been expanded to state that in some cases instructions concerning defective brakes in module TW5 will also apply.	7
Section 7 Dead locomotives 7.4 In a freight train	Section 7 Dead locomotives 7.4 In a freight train	Revised	A dead locomotive can be formed anywhere in a freight train as long as train operating company instructions permit this and any additional instructions those contain are carried out.	9

From GERT8000-TW1 issue 17	To GERT8000-TW1 issue 18	Way forward	Comments	Objective
Section 10 Driver's reminder appliance (DRA) 10.1 When entering or leaving the driving cab 10.2 When stopping at a station platform or at a signal at danger 10.3 When stopping at a station platform where no signal is provided	Section 10 Driver's reminder appliance (DRA) 10.1 When entering or leaving the driving cab 10.2 When stopping at a station platform or at a signal at danger 10.3 When stopping at a station platform where no signal is provided	Redrafted Revised Revised Revised	The section has been amended to refer to the use of the DRA when ERTMS is in operation on the train, in situations that correspond to a line with conventional signalling, but as shown in the Note to the title, these only apply if a DRA is provided on the train. Section 10.1 refers also to passing an EoA without an MA. Section 10.2 refers also to an MA, a block marker and passing an EoA without an MA. Section 10.3 refers also to passing an EoA without an MA.	5 5 5
Section 32.2 Entering or fouling a single line worked with a token or train staff	Section 32.2 Entering or fouling a single line worked with a token or train staff	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3
Section 32.4 One-train working without a train staff	Section 32.4 One-train working without a train staff	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3

Table A8: GERT8000-TW7 issue 8 to GERT8000-TW7 issue 9

From GERT8000-TW7 issue 8	To GERT8000-TW7 issue 9	Way forward	Comments	Objective
Section 1.2 Driver getting authority	Section 1.2 Driver getting authority	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3
		Revised	Rule changed to state that movements to a location which might be difficult to identify, such as when not up to a signal, should be authorised initially only as far as a clearly identifiable location, similar to the rules surrounding Emergency Special Working. On reaching that location, the driver will ask for further instructions.	1
Section 3 Signaller instructing the driver	Section 3 Signaller instructing the driver	Revised	Rule changed to state that movements to a location which might be difficult to identify, such as when not up to a signal, should be authorised initially only as far as a clearly identifiable location, similar to the rules surrounding Emergency Special Working. On reaching that location, the driver will ask for further instructions.	1
Section 4.1 Points and crossings	Section 4.1 Points and crossings	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3
Section 4.2 Level crossings	Section 4.2 Level crossings	Redrafted	Role 'pilotman' changed to 'pilot' and 'manned crossing' changed to 'manually controlled crossing' to remove gender-specific language.	3

Table A9: GERT8000-HB8 issue 8 to GERT8000-HB8 issue 9

From GERT8000-HB8 issue 8	To GERT8000-HB8 issue 9	Way forward	Comments	Objective
Section 2.2 Additional protection	Section 2.2 Additional protection	Revised	Changed to facilitate the introduction of new sections 2.10 and 2.11 below.	4

From GERT8000-HB8 issue 8	To GERT8000-HB8 issue 9	Way forward	Comments	Objective
N/A	Section 2.10 Placing the block indicator to train on line	New	A new section to describe the IWA, COSS or PC's actions when placing the block indicator to 'train on line' is allowed to be used as a method of additional protection.	4
N/A	Section 2.11 Keeping the acceptance switches at normal	New	A new section to describe the IWA, COSS or PC's actions when keeping the acceptance switches at 'normal' is used as a method of additional protection.	4

Table A10: GERT8000-HB9 issue 7 to GERT8000-HB9 issue 8

From GERT8000-HB9 issue 7	To GERT8000-HB9 issue 8	Way forward	Comments	Objective
N/A	Section 3.11 If work is to be carried out on a rail vehicle	New	This is a new section describing the actions necessary when a designated person (DP) or machine controller (MC) requests line protection for work to be carried out on a rail vehicle.	1

Table A11: GERT8000-HB11 issue 9 to GERT8000-HB11 issue 10

From GERT8000-HB11 issue 9	To GERT8000-HB11 issue 10	Way forward	Comments	Objective
N/A	Section 8.13 Leaving the possession – standard distance is not possible	New	A new section has been introduced allowing an alternative means of allowing an engineering train to depart a possession, when published in the Weekly Operating Notice or Engineering Notice. This applies when the detonator protection is at less than the standard distance from points and the train is given permission to depart from the last stop signal before the detonator protection	8

From GERT8000-HB11 issue 9	To GERT8000-HB11 issue 10	Way forward	Comments	Objective
Section 8.13 Leaving the possession at an intermediate point	Section 8.14 Leaving the possession at an intermediate point	Renumbered	This section has been renumbered as a result of the introduction of the new section 8.13.	8
Section 8.14 Leaving the possession directly into a siding under possession	Section 8.15 Leaving the possession directly into a siding under possession	Renumbered	This section has been renumbered as a result of the introduction of the new section 8.13.	8
Section 8.15 Leaving the possession when there is no detonator protection	Section 8.16 Leaving the possession when there is no detonator protection	Renumbered	This section has been renumbered as a result of the introduction of the new section 8.13.	8
N/A	Section 8.17 If work is to be carried out on a rail vehicle	New	This is a new section describing the actions necessary when a DP or MC requests line protection for work to be carried out on a rail vehicle.	1
Section 9.8 Manned level crossings	Section 9.8 Manually-controlled level crossings	Retitled	This section has been renamed to remove gender-specific language.	3
Section 12.3 Removing the possession arrangements	Section 12.3 Removing the possession arrangements	Redrafted	Role 'pilotman' changed to 'pilot' to remove gender-specific language.	3

Table A12: GERT8000-HB12 issue 8 to GERT8000-HB12 issue 9

From GERT8000-HB12 issue 8	To GERT8000-HB12 issue 9	Way forward	Comments	Objective
Section 3.3 Setting up the work site	Section 3.3 Setting up the work site	Revised	It is no longer permitted for work in connection with isolations of the AC or DC electrification systems to begin before the work-site marker boards are in position, and the wording has been changed to remove reference to this being allowed. Also reworded to make it clear that no other work can commence within the work site until the PICOP has told the ES that the work site has been granted.	1
N/A	Section 6.9 If work is to be carried out on a rail vehicle	New	This is a new section describing the actions necessary when a COSS, DP or MC requests line protection for work to be carried out on a rail vehicle.	1
Section 7.8 Manned level crossings	Section 7.8 Manually-controlled level crossings	Redrafted	This section has been renamed to remove gender-specific language.	3

Table A13: GERT8000-HB12 ERTMS issue 2 to GERT8000-HB12 ERTMS issue 3

From GERT8000-HB12 ERTMS issue 2	To GERT8000-HB12 ERTMS issue 3	Way forward	Comments	Objective
Section 3.3 Setting up the work site	Section 3.3 Setting up the work site	Revised	It is no longer permitted for work in connection with isolations of the AC or DC electrification systems to begin before the work-site marker boards are in position, and the wording has been changed to remove reference to this being allowed. Also reworded to make it clear that no other work can commence within the work site until the PICOP has told the ES that the work site has been granted.	1
N/A	Section 6.9 If work is to be carried out on a rail vehicle	New	This is a new section describing the actions necessary when a COSS, DP or MC requests line protection for work to be carried out on a rail vehicle.	1

From GERT8000-HB12 ERTMS issue 2	To GERT8000-HB12 ERTMS issue 3	Way forward	Comments	Objective
Section 7.8 Manned level crossing	Section 7.8 Manually-controlled level crossing	Redrafted	This section has been renamed to remove gender-specific language.	3

Table A14: GERT8000-HB13 issue 2 to GERT8000-HB13 issue 3

From GERT8000-HB13 issue 2	To GERT8000-HB13 issue 3	Way forward	Comments	Objective
N/A	Section 5.5. If work is to be carried out on a rail vehicle	New	This is a new section describing the actions necessary when a DP or MC requests line protection for work to be carried out on a rail vehicle.	1

Table A15: GERT8000-HB15 issue 5 to GERT8000-HB15 issue 6

From GERT8000-HB15 issue 5	To GERT8000-HB15 issue 6	Way forward	Comments	Objective
N/A	Section 10.4 When work is to be carried out on OTP	New	This is a new section describing the actions necessary when a machine controller requests line protection for work to be carried out on a rail vehicle.	1

Table A16: GERT8000-HB21 issue 5 to GERT8000-HB21 issue 6

From GERT8000-HB21 issue 5	To GERT8000-HB21 issue 6	Way forward	Comments	Objective
Section 2.2 Additional protection	Section 2.2 Additional protection	Redrafted	Changed to facilitate the introduction of new sections 2.10 and 2.11 below.	4
N/A	Section 2.10 Placing the block indicator to train on line	New	A new section to describe the IWA, COSS or PC's actions when placing the block indicator to 'train on line' is allowed to be used as a method of additional protection.	4
N/A	Section 2.11 Keeping the acceptance switches at normal	New	A new section to describe the IWA, COSS or PC's actions when keeping the acceptance switches at 'normal' is used as a method of additional protection.	4

Table A17: Glossary of railway terminology issue 5 to Glossary of railway terminology issue 6

From Glossary of railway terminology issue 5	To Glossary of railway terminology issue 6	Way forward	Comments	Objective
Page 1 Introduction	Page 1 Introduction	Redrafted	The reference to presentation in line with ERA requirements is now less significant.	
Page 5 Controlled crossing	Page 5 Controlled crossing	Redrafted	The wording has been changed to remove gender-specific language.	3
Page 5 Level crossing	Page 5 Level crossing	Redrafted	The wording has been changed to remove gender-specific language.	3

From Glossary of railway terminology issue 5	To Glossary of railway terminology issue 6	Way forward	Comments	Objective
Page 5 Manned level crossing	Page 5 Manually-controlled level crossing	Redrafted	The section has been renamed to remove gender-specific language.	3
Page 6 Open level crossing	Page 6 Open level crossing	Redrafted	The wording has been changed to remove gender-specific language.	3
Page 15 Pilotman	Page 15 Pilot	Redrafted	The section has been renamed to remove gender-specific language.	3
Page 20 Controlled crossing	Page 20 Controlled crossing	Redrafted	The wording has been changed to remove gender-specific language.	3
Page 25 Level crossing	Page 25 Level crossing	Redrafted	The wording has been changed to remove gender-specific language.	3
Page 25 Manned level crossing	Page 25 Manually-controlled level crossing	Redrafted	The section has been renamed to remove gender-specific language.	3
Page 26 Open level crossing	Page 26 Open level crossing	Redrafted	The wording has been changed to remove gender-specific language.	3
Page 27 Pilotman	Page 27 Pilot	Redrafted	The section has been renamed to remove gender-specific language.	3

Table A18: Form RTWO04 issue 12-13 to issue 12-22

From Form RTWO04 issue 12-13	To Form RTWO04 issue 12-22	Way forward	Comments	Objective
Section 2	Section 2	Redrafted	Reference to withdrawn module TW7 ERTMS changed to module TW7.	3

Table A19: Form RTWO05 issue 12-13 to issue 12-22

From Form RTWO05 issue 12-13	To Form RTWO05 issue 12-22	Way forward	Comments	Objective
Sections 1 and 2	Sections 1 and 2	Redrafted	Reference to withdrawn module P2 ERTMS changed to module P2.	3

Table A20: Form RT3154 issue 12-03 to 12-22; Form RT3154 ERTMS issue 06-13 to 12-22; Form RT3155 issue 12-03 to 12-22; Form RT3155 ERTMS issue 06-13 to 12-22; Form RT3156 issue 12-09 to 12-22; Form RT3156 ERTMS issue 06-13 to 12-22; Form RT3191 issue 12-16 to 12-22; Form RT3192 issue 06-14 to 12-22; Form RT3193 issue 12-14 to 12-22

From Form RT3154 issue 12-03 Form RT3154 ERTMS issue 06-13 Form RT3155 issue 12-03 Form RT3155 ERTMS issue 06-13 Form RT3156 issue 12-09 Form RT3156 ERTMS issue 06-13 Form RT3191 issue 12-16 Form RT3192 issue 06-14 Form RT3193 issue 12-14	To Form RT3154 issue 12-22 Form RT3154 ERTMS issue 12-22 Form RT3155 issue 12-22 Form RT3155 ERTMS issue 12-22 Form RT3156 issue 12-22 Form RT3156 ERTMS issue 12-22 Form RT3191 issue 12-22 Form RT3192 issue 12-22 Form RT3193 issue 12-22	Way forward	Comments	Objective
Throughout	Throughout	Redrafted	Titles (where appropriate) and content changed to remove gender-specific language.	3

Table A21: GERT8000-G1 issue 9 to GERT8000-G1 issue 9.1 (limited change release)

From GERT8000-G1 issue 9	To GERT8000-G1 issue 9.1	Way forward	Comments	Objective
Section 5.3 Lead responsibility	Section 5.3 Lead responsibility	Redrafted	The wording has been changed to remove gender-specific language.	3
Section 5.6 Signaller instructing a driver	Section 5.6 Signaller instructing a driver	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A22: GERT8000-T3 ERTMS issue 4 to GERT8000-T3 ERTMS issue 4.1 (limited change release)

From GERT8000-T3 ERTMS issue 4	To GERT8000-T3 ERTMS issue 4.1	Way forward	Comments	Objective
Section 5.9 Manned level crossing	Section 5.9 Manually-controlled level crossing	Redrafted	The section has been renamed to remove gender-specific language.	3
Section 7.2 Removing the protection	Section 7.2 Removing the protection	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A23: GERT8000-TS2 issue 5 to GERT8000-TS2 issue 5.1 (limited change release)

From GERT8000-TS2 issue 5	To GERT8000-TS2 issue 5.1	Way forward	Comments	Objective
Regulation 9.1 Allowing trains to enter the single line in the right direction	Regulation 9.1 Allowing trains to enter the single line in the right direction	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A24: GERT8000-TS3 issue 7 to GERT8000-TS3 issue 7.1 (limited change release)

From GERT8000-TS3 issue 7	To GERT8000-TS3 issue 7.1	Way forward	Comments	Objective
Regulation 9.1 Method of signalling during single line working	Regulation 9.1 Method of signalling during single line working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 9.2.2 Accepting trains at signal box B from signal box C	Regulation 9.2.2 Accepting trains at signal box B from signal box C	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 9.2.4 Accepting trains in the wrong direction at signal box C from signal box B	Regulation 9.2.4 Accepting trains in the wrong direction at signal box C from signal box B	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 9.5 Intermediate signal boxes	Regulation 9.5 Intermediate signal boxes	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A25: GERT8000-TS4 issue 4 to GERT8000-TS4 issue 4.1 (limited change release)

From GERT8000-TS4 issue 4	To GERT8000-TS4 issue 4.1	Way forward	Comments	Objective
Regulation 2.2 Handling tokens	Regulation 2.2 Handling tokens	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.1.1 Method of working	Regulation 8.1.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.1.2 If the token is found	Regulation 8.1.2 If the token is found	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.1 Method of working	Regulation 8.2.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.2 Token not required for use at a ground frame	Regulation 8.2.2 Token not required for use at a ground frame	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.3 Token required for use at a ground frame	Regulation 8.2.3 Token required for use at a ground frame	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.5 Testing the token instruments	Regulation 8.5 Testing the token instruments	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.6 Working to and from the point of obstruction	Regulation 8.6 Working to and from the point of obstruction	Redrafted	The wording has been changed to remove gender-specific language.	3

From GERT8000-TS4 issue 4	To GERT8000-TS4 issue 4.1	Way forward	Comments	Objective
Regulation 8.7 Keeping the distant signal at caution	Regulation 8.7 Keeping the distant signal at caution	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.8 Level crossings worked by crossing keepers	Regulation 8.8 Level crossings worked by crossing keepers	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A26: GERT8000-TS5 issue 4 to GERT8000-TS5 issue 4.1 (limited change release)

From GERT8000-TS5 issue 4	To GERT8000-TS5 issue 4.1	Way forward	Comments	Objective
Regulation 8 Working by pilotman and modified working	Regulation 8 Working by pilot and modified working	Redrafted	The regulation has been renamed to remove gender-specific language.	3
Regulation 8.1 Failure or disconnection of block signalling equipment	Regulation 8.1 Failure or disconnection of block signalling equipment	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2 Working to and from the point of obstruction	Regulation 8.2 Working to and from the point of obstruction	Redrafted	The wording has been changed to remove gender-specific language.	3

From GERT8000-TS5 issue 4	To GERT8000-TS5 issue 4.1	Way forward	Comments	Objective
Regulation 8.3 Keeping the acceptance switch at normal	Regulation 8.3 Keeping the acceptance switch at normal	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.4 Keeping the distant signal at caution	Regulation 8.4 Keeping the distant signal at caution	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.5 During working by pilotman	Regulation 8.5 During working by pilot	Redrafted	The regulation has been renamed to remove gender-specific language.	3
Regulation 8.5.2 When all communication is lost between signal box A and signal box B	Regulation 8.5.2 When all communication is lost between signal box A and signal box B	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A27: GERT8000-TS7 issue 5 to GERT8000-TS7 issue 5.1 (limited change release)

From GERT8000-TS7 issue 5	To GERT8000-TS7 issue 5.1	Way forward	Comments	Objective
Regulation 2.2 Handling tokens	Regulation 2.2 Handling tokens	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 3.1 Normal method of signalling	Regulation 3.1 Normal method of signalling	Redrafted	The wording has been changed to remove gender-specific language.	3

From GERT8000-TS7 issue 5	To GERT8000-TS7 issue 5.1	Way forward	Comments	Objective
Regulation 8.1.1 Method of working	Regulation 8.1.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.1.2 If the token is found	Regulation 8.1.2 If the token is found	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.1 Method of working	Regulation 8.2.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.2 Token not required for use at a ground frame	Regulation 8.2.2 Token not required for use at a ground frame	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2.3 Token required for use at a ground frame	Regulation 8.2.3 Token required for use at a ground frame	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.3.1 Method of working	Regulation 8.3.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.3.2 If a token is available	Regulation 8.3.2 If a token is available	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.4 Keeping the distant signal at caution	Regulation 8.4 Keeping the distant signal at caution	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A28: GERT8000-TS8 issue 4 to GERT8000-TS8 issue 4.1 (limited change release)

From GERT8000-TS8 issue 4	To GERT8000-TS8 issue 4.1	Way forward	Comments	Objective
Regulation 3.1 Method of signalling where a train staff is provided	Regulation 3.1 Method of signalling where a train staff is provided	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 3.2 Method of signalling where a train staff is not provided	Regulation 3.2 Method of signalling where a train staff is not provided	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8 Working by pilotman and modified working	Regulation 8 Working by pilot and modified working	Redrafted	The regulation has been renamed to remove gender-specific language.	3
Regulation 8.1 Where a train staff is provided	Regulation 8.1 Where a train staff is provided	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.2 Where a train staff is not provided	Regulation 8.2 Where a train staff is not provided	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.3 Ground frames that are required to be used	Regulation 8.3 Ground frames that are required to be used	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 8.4.1 Method of working	Regulation 8.4.1 Method of working	Redrafted	The wording has been changed to remove gender-specific language.	3

From GERT8000-TS8 issue 4	To GERT8000-TS8 issue 4.1	Way forward	Comments	Objective
Regulation 8.4.2 If a train staff is available	Regulation 8.4.2 If a train staff is available	Redrafted	The wording has been changed to remove gender-specific language	3

Table A29: GERT8000-TS9 issue 4 to GERT8000-TS9 issue 4.1 (limited change release)

From GERT8000-TS9 issue 4	To GERT8000-TS9 issue 4.1	Way forward	Comments	Objective
Regulation 1 Types of level crossing Controlled crossings	Regulation 1 Types of level crossing Controlled crossings	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A30: GERT8000-TS11 issue 5 to GERT8000-TS11 issue 5.1 (limited change release)

From GERT8000-TS11 issue 5	To GERT8000-TS11 issue 5.1	Way forward	Comments	Objective
Regulation 15.2 Allowing trains to pass over the track circuit concerned	Regulation 15.2 Allowing trains to pass over the track circuit concerned	Redrafted	The wording has been changed to remove gender-specific language.	3
Regulation 16.1 Failure of track circuits	Regulation 16.1 Failure of track circuits	Redrafted	The wording has been changed to remove gender-specific language.	3

From GERT8000-TS11 issue 5	To GERT8000-TS11 issue 5.1	Way forward	Comments	Objective
Regulation 16.3 On a single line	Regulation 16.3 On a single line	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A31: GERT8000-TW8 issue 9 to GERT8000-TW8 issue 9.1 (limited change release)

From GERT8000-TW8 issue 9	To GERT8000-TW8 issue 9.1	Way forward	Comments	Objective
Section 1 Types of level crossing Controlled crossings	Section 1 Types of level crossing Controlled crossings	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A32: GERT8000-HB5 issue 2 to GERT8000-HB5 issue 2.1 (limited change release)

From GERT8000-HB5 issue 2	To GERT8000-HB5 issue 2.1	Way forward	Comments	Objective
Section 4 When a handsignaller can be used	Section 4 When a handsignaller can be used	Redrafted	The wording has been changed to remove gender-specific language.	3
Section 6.1 Staying where appointed	Section 6.1 Staying where appointed	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A33: GERT8000-HB10 issue 4 to GERT8000-HB10 issue 4.1 (limited change release)

From GERT8000-HB10 issue 4	To GERT8000-HB10 issue 4.1	Way forward	Comments	Objective
Section 2.5 Level crossings	Section 2.5 Level crossings	Redrafted	The wording has been changed to remove gender-specific language.	3

Table A34: GERT8000-HB19 issue 4 to GERT8000-HB19 issue 4.1 (limited change release)

From GERT8000-HB19 issue 4	To GERT8000-HB19 issue 4.1	Way forward	Comments	Objective
Section 7 Working single lines by pilotman	Section 7 Working single lines by pilot	Redrafted	The section has been renamed and the wording has been changed to remove gender-specific language	3