

24-010 Updates to Train Dispatch Rules and Standards

Version:	1.4		
Purpose:	Approval to proceed to consultation		
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Lead industry committee:	Traffic Operation and Management Standards Committee (TOM SC)	Date:	25 March 2025
Supporting industry committee:	Control, Command and Signalling Standards Committee (CCS SC)	Date:	10 April 2025

Decision

Traffic Operation and Management Standards Committee (TOM SC) is asked to:

APPROVE that the proposed revision of RIS-3703-TOM and GERT8000-SS1 is consulted on.

In approving the standard for consultation the SC has:

DECIDED that the proposed revision of RIS-3703-TOM and GERT8000-SS1 deliver the intentions of the proposal for change.

DECIDED that the proposed revision is in a suitable state for consultation.

IDENTIFY any specific organisations or individuals to be included in the consultation.

Control, Command and Signalling (CCS) Standards Committee is asked to:

SUPPORT that the proposed revision of RIS-3703-TOM and GERT8000-SS1 are consulted on.

In supporting the standard for consultation the SC has:

SUPPORTED that the proposed revision of RIS-3703-TOM and GERT8000-SS1 deliver the intentions of the proposal for change.

SUPPORTED that the proposed revision is in a suitable state for consultation.

CONSIDER whether they need any further involvement in the project beyond the pre-consultation stage

24-010 Update to Train Dispatch Rules and Standards

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 revised documents

Number	Title	Issue
GERT8000-SS1	Station duties and train dispatch	10
RIS-3703-TOM	Passenger train dispatch and platform safety measures	6

Proposed superseded documents

Number	Title	Issue
GERT8000-SS1	Station duties and train dispatch	9
RIS-3703-TOM	Passenger train dispatch and platform safety measures	5

Summary

Background and change

RSSB received three Requests for Help (RfHs) relating to train dispatch.

RfH (23-REQ-011) asked for verbal communication by radio to be added to Rule Book (GERT8000) module SS1, Station duties and train dispatch, as a recognised method of dispatching trains. This method of work will be beneficial where the normal process is difficult to achieve, due to the design of rolling stock and platforms. Four deviations for three different train operating companies had previously been approved to allow this method of working in specific circumstances. As well as updating SS1, RIS-3703-TOM Passenger Train Dispatch and Platform Safety Measures needed to be updated to set out requirements and guidance for railway undertakings (RUs) when risk-assessing this method of dispatch.

RfH (23-REQ-043) sought clarification on the definition of a platform starting signal. Currently, the definition in GERT8000 states what a platform starting signal is, however, this project considered rewording the definition and looked to provide additional clarity as to when a platform starting signal should apply during the dispatch of a train.

RfH (24-REQ-078) asked for clarification on the dispatch corridor.

The latest 12-month review of RIS-3703-TOM recommended a point release due to changes to some of the terminology which were included for consideration in issue six.

This project addressed the RfHs received and updated the wording in the standard following the recommendations from the 12-month review.

Industry impact due to changes

Impact areas		Scale of impact	Estimated value	
A. Legal compliance and assurance		Low	£39,000	
B. Health, safety and security		Medium	£165,300	
C. Reliability and operational performance		Medium	£95,700	
D. Design and maintenance		High	£573,400	
E. People, process and systems		Low	£12,500	
F. Environment and sustainability		N/A	N/A	
G. Customer experience and industry reputation		Low	Disproportionate to quantify	
Total value of industry opportunity =			£885,900 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 checked="" type="checkbox"/> Moderate	<input type="checkbox"/> Important / essential	<input type="checkbox"/> Urgent / critical

Detail

1. What were the objectives associated with this change?

Objective 1 – To incorporate the use of radio into the dispatch process.

- 1.1 Where a guard is present during dispatch, they can be required to communicate to the driver that it is safe to move the train. GERT8000 currently only permits this to be done using the train's bell-buzzer, where provided, or a green hand signal.
- 1.2 On heritage and locomotive-hauled stock, bell or buzzer communication equipment might not be fitted.
- 1.3 If bell-buzzer equipment is not available, GERT8000-SS1, requires the guard to show the driver a green flag or green light to give the 'ready-to-start' signal. This requires the driver to have a line of sight to the guard and the hand signal. Sometimes this is not possible due to, for example, the curvature of a platform.
- 1.4 Bell-buzzer equipment can also be used by the guard in an emergency on departure, to tell the driver to stop the train. This is more difficult if a train has been dispatched by hand signal. If accessible, the guard could apply the brakes, however, radio communication between the guard and the driver might be the quickest method where available. Although this was not the primary reason for doing the work, it would be an additional benefit.
- 1.5 An example of these challenges was highlighted in a deviation application (16-046-DEV) made by Northern Trains in May 2016. They requested to use radio communication to assist in the dispatch process where locomotives were used. Staff could not access the bell or buzzer communication equipment if the train was running in a certain direction. The use of hand signals as an alternative was considered. However, as the rolling stock was fitted with window bars due to tight clearances on the Cumbrian Coastline, it was not possible for a guard to lean out of the window to show a green hand signal to a driver.
- 1.6 The same deviation application noted that the radio communication had been implemented as of May 2015 on Cumbrian Coast routes. Although these locomotives are no longer used by Northern trains, in the year this method had been used, there were no dispatch incidents relating to this method of work.
- 1.7 Staff dispatching heritage trains with hinged ('slam') doors must be competent for this type of rolling stock. Because of the very limited use of hinged-door rolling stock, platform staff may no longer be competent to assist in dispatch with these types of trains. At times, the line of sight between the driver and the guard is not possible. Companies considered using radio as the only viable and effective way for a guard to communicate with the driver that it is safe to move the train or make an emergency stop. Lines of sight might lead to the guard dispatching from a suboptimal location within the train or on the platform. Radio communication would enable them to dispatch from a suitable location such as adjacent to a guard's emergency brake valve or where they have a better view of the whole platform.

Objective 2 – Provide additional guidance and definition on platform starting signals.

- 1.8 Dispatch staff are required to observe a platform starting signal and ensure it has a proceed aspect before the dispatch process commences and before informing the driver the train is 'ready-to-start'. The definition of a platform starting signal is given in GERT8000-SS1. Great Western Railway (GWR) submitted a request for help (23-REQ-043) concerning this definition. Their passenger train formations have increased in length, causing a small part of the passenger accommodation to still be alongside the platform if stopped at the first signal beyond the platform. By definition, these signals now become platform starter signals and must be checked during the dispatch process.
- 1.9 GWR were concerned that the definition was taking precedence over the risks that were imported through reclassifying some of their signals. This led to staff potentially having their attention diverted away from platform activity for some time, as they walked to the end of the platform to observe the signal. This put them at an increased risk of missing potentially unsafe events.
- 1.10 Train operating companies sought additional guidance on the definition. At Dunkeld station at one platform, the closest signal is situated some distance beyond. This contains a converging junction in the section. Network Rail (NR) determined that classifying this as a platform starting signal, with a platform banner repeater would improve the control of that risk. Under the existing definition, this signal would not be classed as a platform starting signal. There was also no guidance in RIS-3703-TOM around platform starting signals in this capacity.
- 1.11 The NR definition of a platform starting signal in their standard NR/L2/SIG/10158, includes the phrase 'Any signal that is defined as a platform starter signal for operational benefit'. In principle, this could be considered, however, there was no guidance on what would be classified as an operational benefit.

Objective 3 – Incorporate the recommendations from the 12-month review of RIS-3703-TOM

- 1.12 The 12-month review of the standard recommended the publication of a point release. Since its publication in 2022, other RSSB documents, such as the Non-technical Skills (NTS) framework, have had their wording updated. Additionally, several observations were made by the Safety Strategy team, suggesting some minor word changes for clarification purposes be made.

Objective 4 – Provide additional wording to clarify the area of a train that staff are observing during dispatch

- 1.13 During the dispatch of a train, GERT8000-SS1, section 3.3 The 'train safety check' states that the dispatch staff, guard, or Person in Charge (PIC) of dispatch must position themselves so that they 'can see the full length of the train'.
- 1.14 With Automatic Selective Door Opening (ASDO) becoming more common, there are more instances on the network where a train would be longer than the platform. Trains being

longer than platforms, known as 'long train, short platform', are not a new concept to train operators. The recent introduction of ASDO trains for one train operator led them to look for further clarification as to the areas staff should be observing during dispatch.

- 1.15 A RfH (24-REQ-078) asked for clarification on the phrase 'full length of the train' as some trains are much longer than the platforms they stop at. There are factors that can prevent staff from being able to see the full length of the train. This can be because of the curvature of the platform and track.

2. How has the content in the standard changed to achieve the objectives?

Objective 1 – To assist dispatch by adding the use of radio into GERT800-SS1 and RIS-3703-TOM

- 2.1 The use of radio when carrying out the dispatch process was added to GERT8000-SS1. This includes the requirement that this will only be done where company instructions allow, as it is only necessary in specific circumstances.
- 2.2 Further guidance for managing the risks of using radio during dispatch have been included in RIS-3703-TOM issue six. The guidance added also includes additional considerations when implementing this method of work. The requirements and guidance in RIS-3703-TOM form the basis for the company instructions referred to in GERT8000-SS1.

Objective 2 – Provide additional guidance and definition on platform starting signals in RIS-3703-TOM and GERT8000-SS1

- 2.3 The definition of a platform starting signal in GERT8000-SS1 was expanded to help GERT8000 users understand that there might be other factors in place when considering platform starting signals.
- 2.4 RSSB proposed that RIS-3703-TOM include clear and consistent guidance on platform starting signals. An overview of potential risks and guidance to be considered for operational risk was added to part three.

Objective 3 – Include updated terminology and wording as proposed in the 12-month review

- 2.5 Recommendations to change terminology and wording and include boarding ramps as an assessment item in the 12-month review of RIS-3703-TOM have led to the inclusion of these suggestions in issue six.

Objective 4 – Add further wording into GERT8000-SS1 and RIS-3703-TOM to clarify the term 'full length of the train'

- 2.6 The term 'full length of the train' in Rule Book module GERT8000-SS1 was changed to give staff a clearer understanding of the areas they should be monitoring during dispatch.
- 2.7 The parameters of the dispatch corridor in RIS-3703-TOM were reworded. This was to take into account that a train could be longer than a platform and to aid in the

understanding of what dispatch staff could reasonably be expected to monitor during the dispatch of a train.

3. How urgently did the change need to happen to achieve the objectives?

- 3.1 Because of the nature of this work and the feedback received from train operators so far, this project was assessed as a medium priority. The project is on track to be published in September 2025.

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 Transport operators have a duty to comply with the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS). Improving the guidance and clarity within the standard will help operators identify risks and apply risk-based methodology to the tasks they require their staff to carry out.
- 4.2 Regulation 3 of the Management of Health and Safety at Work Regulations (MHSWR) 1999 requires employers to carry out a suitable and sufficient health and safety risk assessment. Further guidance and clarity to use a risk-based approach to decision-making, will assist operations in fulfilling their obligations under these regulations.
- 4.3 Failure to carry out a suitable and sufficient risk assessment could lead to a prohibition notice, civil claims, and costs from prosecution.
- 4.4 If one such incident occurred within the industry, over five years, the cost for transport operators could total £150,000. In addition, the costs in fines for transport operators could total £240,000, as demonstrated by a recent prosecution brought by the Office of Rail and Road (ORR) on Edinburgh Trams due to their failure to carry out a suitable and sufficient risk assessment. This would result in a total of £390,000 from prohibition notices, civil claims, costs, and fines.
- 4.5 If the changes introduced in the proposed standard contribute 10% to avoid this cost, this is a total benefit of £39,000.

B. Health, safety and security

- 4.6 The proposed changes will support a risk-based approach that can be used for additional rules and definitions in GERT8000. This will help the dispatch process be implemented as safely as possible. It will contribute to the improved management of platform and train dispatch risks.
- 4.7 The proposed changes will address concerns from RSSB members, that staff may have their attention diverted away from the platform for longer than necessary, potentially

leading to passenger injury or death. If implemented there could be a potential industry saving of approximately £165,000¹ over 5 years.

- 4.8 Extended signal checks during dispatch may contribute to fatigue and mental overload. This may introduce errors such as a start against signal - signal passed at danger (SAS-SPAD), where staff forget to check the signal. In these circumstances even though staff are trained to prioritise safety over performance, the increase in workload surrounding delays can have a knock-on effect, such as having to remember to complete delay paperwork. A figure in this instance would be difficult to quantify.

C. Reliability and operation performance

- 4.9 Improved performance will be achieved by offering further guidance on the risks associated with platform starting signals in the standard. Currently, the definitions and lack of guidance mean there is some ambiguity. The Rule Book definition has in certain instances become unhelpful due to the risk that can be imported. Equally, at the same time in these small instances, following the definition can have limited safety benefits in comparison, where normally this would not be the case
- 4.10 Delays incurred where signal checking takes a disproportionate amount of time in relation to the dispatch task. An example would be where a signal is located a long way from the end of a long platform. Staff would be required to walk to the very end of the platform, or a banner repeater or 'off' indicator provided. They may then be required to move to a specific dispatch position by GERT8000-SS1 and company instructions. These increased observation times do not necessarily improve safety, but they do add potential delay minutes.
- 4.11 To evidence the effects of these types of delays, delay attribution data works out at approximately £10,000². It is worth noting, particularly for this type of delay, that this does not include sub-threshold delays of less than three minutes. Data from the ORR suggests these make up about 35% of all delay minutes³.
- 4.12 For the majority of heritage stock there is no bell buzzer, and the current accepted alternative method of work is to use a green hand signal. During the dispatch process, the driver must have sight of the guard or dispatcher. Barriers encountered where a green hand signal is used can be due to the shape and length of the platform. Traditionally

¹ Frequency of fatality is 1 every 10 years for this incident type according to the Safety Risk Model. The modelled risk sits at 0.85. The Value of preventing a fatality (VPF) in 2023 is £2,431,000. The likelihood of the incident occurring linked to changes in the standard equates to around 80% of the whole modelled risk. Standard changes proposed could reduce the risk of incidents by an estimated 20%.

² Delays were calculated using the category 'R1 - station staff dispatch issues (including faults)'. A total of 8,153 delay minutes were attributed in the year 2022-23 to this category at £50 per minute, costing industry over £400,000. The figure of £10,000 is based on 0.5% of total delays in this category over 5 years (£2,000 per year), incurred through obtaining visibility of a starting signal.

³ Source: <https://orr.gov.uk/rail/consultations/policy-consultations-by-topic/economic-regulation/delay-attribution-review>

platform staff have assisted with dispatch. However these staff may no longer hold competency to assist in the dispatch of slam door rolling stock. Due to these factors, the dispatch process takes longer to ensure it is carried out safely.

- 4.13 The proposed change in GERT800-SS1 to incorporate the use of radio during dispatch would help negate delays incurred from bell or buzzer communication equipment buzzer failure. The change to the Rule Book could reduce the delay minutes of £428,500 by 20%, resulting in a saving of £85,700⁴.

D. Design and maintenance

- 4.14 Permitting the use of radios within GERT8000-SS1 could be a cost-effective solution. In comparison, retrofitting or modifying the bell or buzzer communication equipment in the required vehicles, where necessary would be a significant cost to operators calculated at a total of £440,000⁵. The provision and maintenance of radios for the same number of locomotives and coaches are largely already in circulation and used in other circumstances, so would require minimal further investment.
- 4.15 In instances where signals are reclassified as platform starting, and visibility of them is a challenge for dispatch staff, one solution is the installation of additional signalling equipment on the platform. The installation cost of an 'off' indicator is around £66,700 per platform⁶. This is estimated to affect an average of 2 platforms in a five-year period⁷ at a total cost of £133,400. These figures do not reflect maintenance or renewal costs.

E. People, process and systems

- 4.16 The proposed changes include revised processes for identifying platform starting signals and the use of radio communication, prioritising a risk-based approach through a proportionate process. However, it is not possible to quantify this.
- 4.17 Updating the terminology will make the standards easier to use. This is also not quantifiable, but it is a benefit to those who need to interpret information in RSSB documents.

⁴ This figure is calculated using delay minutes for 2022 – 2023. A total of 342,798 delay minutes under the category of 'M8 - other technical failures above the solebar', total £17,139,900 at £50 per minute. If 0.5% of these minutes were due to a bell buzzer fault, this would result in a cost of just under £428,500 over five years.

⁵ The estimated cost for development and fleet modification of the bell buzzer equipment in 2013 totalled approximately £8,000 per locomotive and approximately £2,000 per coach. Using a national estimate of 40 locomotives and 60 coaches requiring retrofitting. This results in a total estimated cost of £440,000.

⁶ The figures for the installation of an 'off' indicator banner repeater at £200,000 were given in a previous deviation. The lifespan of this product would be between 10 to 15 years according to a company that manufactures this signalling equipment, before they are replaced. If we work on the assumption that the equipment last 15 years. The figures quoted in paragraph 4.12 are calculated on the savings over 5 years.

⁷ Figures from the original request for help for clarification on platform starting signals state that 2 platforms in total were affected. There have currently been no further requests for help, but it is anticipated that there would be further requests taking into account new rolling stock, changes in infrastructure and platforms where the need for this is identified in the future. This is a conservative estimate over a five-year period.

- 4.18 The proposed changes to GERT8000-SS1 and RIS-3703-TOM will reduce the number of RfHs and deviations. Given past RfHs and deviations received on these topics, if changes are implemented the potential benefit to industry may total £12,500⁸ over a five-year period.

F. Environment and social value

- 4.19 The changes are not directly relevant to environment and social value.

G. Customer experience and industry reputation

- 4.20 The customer experience may be enhanced by reducing delay minutes due to increased dwell times at stations caused by the dispatch process. This is detailed further in the reliability and operation performance section.
- 4.21 The risk-based approach to determining platform starting signals may reduce the risk of customers being injured as a result of dispatch staff not being in optimal positions for the dispatch process. Significant damage to industry reputation, in addition to other consequences, can result from passengers falling between the train and the platform, particularly where these are not observed by dispatch staff.
- 4.22 In October 2011, a passenger was fatally injured because they came into contact with a departing train at James Street Station in Liverpool⁹. Although this incident is not directly related to the proposed standards change as part of this project, the damage to industry reputation is comparable to the scenario of a passenger falling between the train and the platform during departure. However, in both cases, it is not proportionate to quantify the benefit.

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

- 5.1 Train operating companies will be given increased guidance when risk-assessing dispatch. They will be able to use the revised editions and further guidance to consider whether classifying signals as platform starting signals would improve safety or potentially increase the risk of incidents.
- 5.2 This standard change will also help improve the safe movement of older rolling stock on the mainline by including alternative methods of work to assist in dispatch. The proposal to add the use of a radio into GERT8000-SS1 means organisations will be able to consider the potential risks and if this method of work would be appropriate to be used in dispatch.
- 5.3 Introducing these changes will help standardise existing methods of work, training, and competency. In areas where radios are already in use, the necessary processes are

⁸ Estimates are based upon 10 hours of work for 5 people involved writing and processing 2 RfHs or deviation requests @ £25 per hour = £2,500 per year or £12,500 over 5 years.

⁹ Report 22/2012, Fatal accident at James Street Station, Rail Accident Investigation Branch, Dec 2014.

already established. This will assist companies in ensuring they are operating in accordance with the guidance.

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

- 6.1 A technical specialist from the rail operations team was required to lead, review, and draft the proposed RIS-3703-TOM, and GERT8000-SS1. This involved reviewing the RfHs, previous deviations, existing documentation, and engaging with industry and stakeholders to understand the issues faced.

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

- 7.1 RSSB allocated the necessary resources to develop this work which is on track to reach the consultation stage in April 2025 and publication in September 2025.

8. How will the industry implement the change?

- 8.1 Organisations will be able to review their existing arrangements and identify areas that could potentially be improved through the introduction of new guidance.

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

- 9.1 RSSB will undertake a 12-month review following publication to assess whether the content from RIS-3703-TOM and GERT8000- SS1 are fit for purpose. During the review, feedback will be reviewed from RUs and anyone else who has adopted and implemented the changes.

Appendix A Disposition Table

A.1.1 Only sections that have been subject to review have been included in the disposition table. Sections not mentioned below remain unchanged by this project.

Table A1: GERT8000-SS1 issue 8 to GERT8000-SS1 issue 9

From GERT8000-SS1 issue 8	To GERT8000-SS1 issue 9	Way forward	Comments	Objective
Section 1 Definitions – Platform starting signal	Section 1 Definitions – Platform starting signal	Revised – material change	Definition expanded.	2
3.3 The ‘train safety check’	3.3 The ‘train safety check’	Revised – material change	Changed to reflect that sometimes part of the train is not accommodated on the platform where a train is longer.	4
3.4 The ‘ready-to-start’ signal	3.4 The ‘ready-to-start’ signal	Revised – material change	This section now includes the use of radio to give the ‘ready-to-start’ signal where company instructions allow.	1

Table A2: RIS-3703-TOM issue 5 to RIS-3703-TOM issue 6

From RIS-3703-TOM issue 5	To RIS-3703 issue 6	Way forward	Comments	Objective
Scope of assessment G 2.2.6	Scope of assessment G 2.2.6	Revised – material change	Location of platform starting signals included.	2
Scope of assessment G 2.2.10	Scope of assessment G 2.2.10	Revised – material change	Change of wording from ‘also’ to ‘might’.	3
The dispatch corridor G 3.2.6	The dispatch corridor G 3.2.6	Revised – material change	Changed to highlight the area dispatch staff are observing and to reflect that sometimes parts of the train are not accommodated on the platform.	4
New	The dispatch corridor	New	Guidance on platform starting signals now included.	2

From RIS-3703-TOM issue 5	To RIS-3703 issue 6	Way forward	Comments	Objective
	G 3.2.10			
New	The dispatch corridor G 3.2.11	New	Detail on risks to consider when assessing platform starting signals.	2
The dispatch corridor G 3.2.11	The dispatch corridor G 3.2.12	Redrafted - no material change	Item renumbered.	2
The dispatch corridor G 3.2.12	The dispatch corridor G 3.2.13	Redrafted - no material change	Item renumbered.	2
Mode of train dispatch G 3.3.3	Mode of train dispatch G 3.3.3	Revised – material change	Radio included as an example. Minor editorial changes.	1
New	Mode of train dispatch G 3.3.10	New	The circumstances where radios are used have been added to this section.	1
The dispatch plan G 3.4.3	The dispatch plan G 3.4.3	Revised - material change	Guidance added on platform starting signals.	2
New	The dispatch plan G 3.4.7	New	Information added on platform starting signal.	2
The dispatch plan G 3.4.7	The dispatch plan G 3.4.8	Redrafted - no material change	Renumbered due to new clauses being added above.	2
The dispatch plan G 3.4.8	The dispatch plan G 3.4.9	Redrafted - no material change	Renumbered due to new clauses being added above.	2
The dispatch plan G 3.4.9	The dispatch plan G 3.4.10	Redrafted - no material change	Renumbered due to new clauses being added above.	2
The dispatch plan G 3.4.10	The dispatch plan G 3.4.11	Redrafted - no material change	Renumbered due to new clauses being added above.	2

From RIS-3703-TOM issue 5	To RIS-3703 issue 6	Way forward	Comments	Objective
The dispatch plan G 3.4.11	The dispatch plan G 3.4.12	Redrafted - no material change	Renumbered due to new clauses being added above.	2
Degraded dispatch G 3.6.5	Degraded dispatch G 3.6.5	Redrafted – No material change	Changed e.g. to, for example	N/A
Appendix B Section B.1	Appendix B Section B.1	Revised – material change	Now references the RSSB (2021) 'Platform Train Interface Bow Tie Model'.	3
Appendix B Section B.7	Appendix B Section B.7	Revised – material change	Detail added on the distance a platform starting signal is from the platform.	2
Appendix B Section B.7	Appendix B Section B.7	Revised – material change	Addition of boarding ramp guidance.	3
Appendix D Section D.1	Appendix D Section D.1	Revised – material change	Use of radio communication for dispatch. included.	1
N/A	Appendix D Section D.8	New	Considerations for the use of radio communication.	1
Appendix D Section D.8	Appendix D Section D.9	Redrafted – no material change	This section has been renumbered due to new content.	1
Appendix D Section D.9	Appendix D Section D.10	Redrafted – no material change	This section has been renumbered due to new content.	1
Appendix D Section D.10	Appendix D Section D.11	Redrafted – no material change	This section has been renumbered due to new content.	1
Appendix M Section M.15	Appendix M Section M.15	Revised – material change	Changed the reference for further guidance on non-technical skills to T1207 'Enhancing the integration of non-technical skills into competence management', as this is based on more recent research into non-technical skills.	1
Appendix M Section M.16	Appendix M Section M.16	Revised – material change	Updated from conscientiousness to diligence due to the category being renamed and the 'Decision making and action' category updated to	3

From RIS-3703-TOM issue 5	To RIS-3703 issue 6	Way forward	Comments	Objective
			'Diagnosing problems...', where this was previously 'Diagnosing and solving problems...'	
Definitions - train dispatch corridor	Definitions - train dispatch corridor	Revised – material change	To reflect that trains are sometimes longer than the platform.	4
References	References	Revised – material change	RSSB (2021) Platform Train Interface Bow Tie Risk Models now added.	3