Revision of Railway common safety method for conformity assessment
Progressing on human factor and safety culture

Rail Sectoral Social Dialogue   **10.03.2017**
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The revision of common safety method (CSM)

- Railway undertakings can operate only if they are certified.

- The certification criteria are defined in the CSM for conformity assessment.

- The 4th Railway package introduced the need to revise the CSM to address human factor and safety culture.

Transposing the safety directive

- Some new elements are included in the revised CSM:
  - Definitions of human factor and safety culture
  - The need for appropriate "human factor knowledge"

- **Lack of clarity** on how to apply those provisions create **legal uncertainty** for RUs safety certification, especially when supervised by several NSAs.

CER proposals

- **Harmonisation** of all national supervision regime and all certification **will require time**:
  - During this time, RUs shall not be negatively impacted.
  - A success condition is to achieve **precise and concrete criteria in the CSM**.
  - Another is to **develop guidance** for certification and supervision, to be **harmoniously applied** by ERA and the different NSAs.

- **A CSM Annex should therefore define more precise criteria for human factor and safety culture.**

- **CER proposal to ETF: build common understanding on risks and opportunities in order to reach a joint position**

- The **CSM revision is an opportunity** to find a **common approach** on important staff-related aspects

Annex: Criteria proposed in CER position

Safety Culture and Human Factors basic points
Annex IV possible criteria

1. Engagement and involvement in safety
2. Management and Leadership by example
3. Just and fair Culture
4. Rules to match
5. Resources to match
6. Organisational learning
7. Change management
8. Cooperation and trust
9. Communication

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