



European Rail Occurrence Reporting

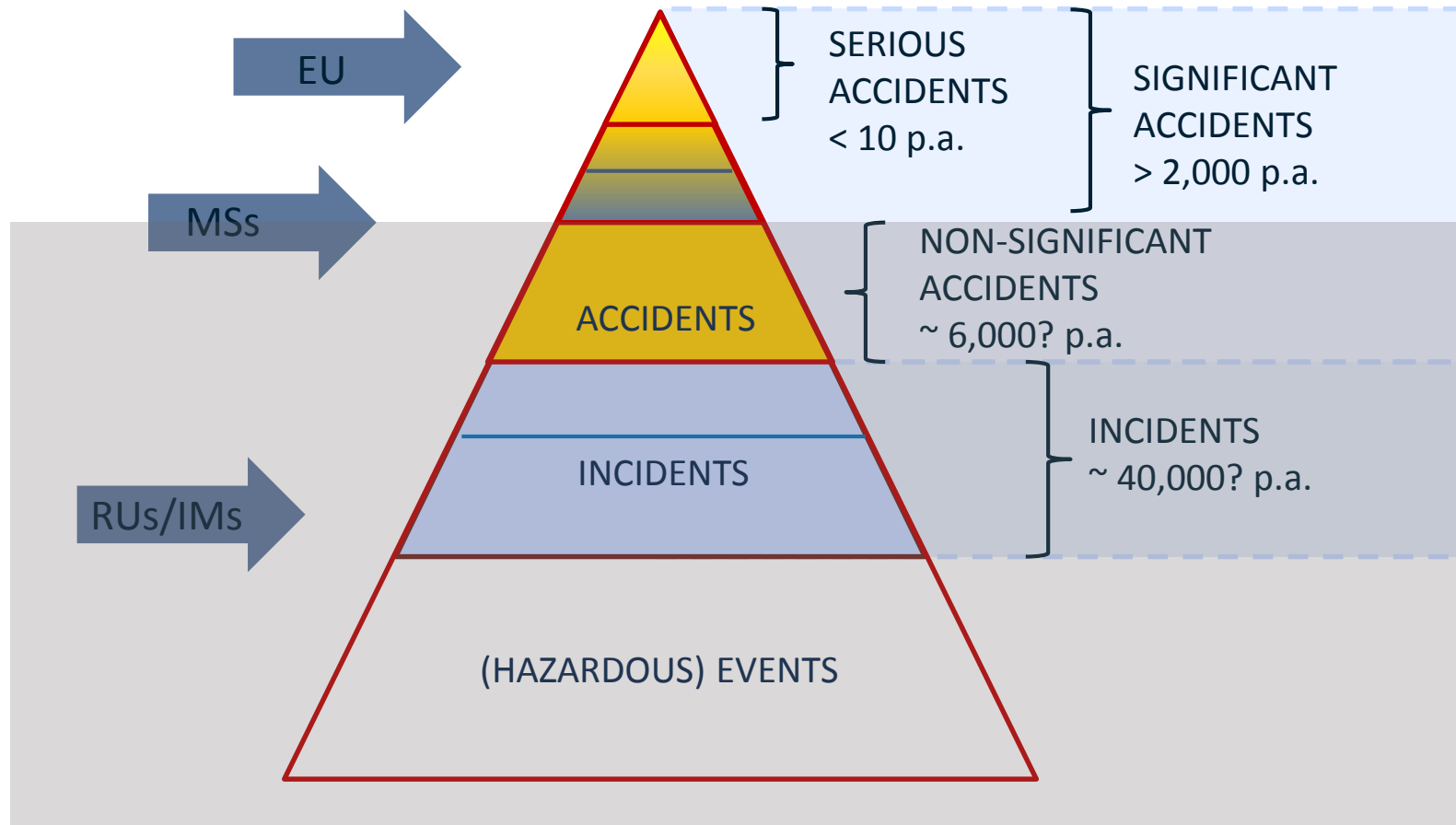
High-level Platform of Rail Infrastructure Managers in Europe

Brussels, Thursday 5 February 2015

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- › To provide an overview on current occurrence reporting and options for future European rail reporting and information sharing
- › Occurrence reporting today
- › Why collect and share data?
- › What are we doing? What should we be doing?
- › To ask European Infrastructure Managers to;
- › Support ERA's current study on occurrence reporting
- › Consider your priorities for European information sharing
- › Share ideas / concerns for reporting mechanisms

Occurrence Reporting Today



- › Air and Maritime both have common, European level occurrence reporting (ECCAIRS)
- › European level
- › Common Safety Indicators
- › National Investigation Body accident reports
- › ERA Safety Information System for NSA reporting (not public)
- › UIC safety Database (not public)
- › National
- › Some Member States / NSAs / other authorities collect accident, incident and / or precursor data
- › Some Member States use tools or models to assess risks and weight different precursors
- › Many IMs, Railway Undertakings and Entities in Charge of Maintenance voluntarily collect a broad range of precursor data

Why collect and share data?

- › “You manage what you measure”
- › Better risk-based management, prioritisation and benchmarking
- › Target measures nearer the cause: can be cheaper AND more effective
- › Regulation is more evidence and risk-based, proportionate and harmonised
- › Supports safety culture and vice versa
- › Belief in management safety commitment when reporting is visibly prioritised and protected, and the information is used to improve
- › Reporting raises awareness of hazard and control measures
- › Mature safety and just culture required to optimise reporting

Why a European / shared approach?

- › Ability to share and interpret others' data;
- › Manage interfaces IMs/Railway Undertakings/Entities in Charge of Maintenance/manufacturers and suppliers
- › Broader and more robust dataset (all actors)
- › Develop and improve understanding and best practice of reporting, risks and causation
- › Better manage risks imported onto the network using commonly understood information
- › Provide international operators with an international system
- › Support EU policy decisions
- › Economies of scale

What are we doing? What should we be doing?

- › 2013 study on precursors to map information currently reported and propose additional CSIs
- › 2015 study on occurrence reporting
- › Existing national reporting systems
- › Proposal and impact assessment for common reporting system
- › Reporting and impact assessment of rail suicides

Work schedule



2013		2014		2015		2016+	
	RISC67		Workshop	Study	Development?		

- › Commitment of stakeholders / resources/ infrastructure
- › Demonstrate cost-effectiveness of the EU-wide approach
- › Compatibility of national reporting regimes and systems
- › Balance between voluntary/mandatory requirements
- › Addressing Obligations/Rights/Confidentiality issues
- › Distinction between reporting for operational and regulatory purposes
- › Misinterpretation of data: analysis, use, normalisation, fluctuations in reporting

What do we want from you?

- › To ask European Infrastructure Managers to;
- › Support ERA's current study on occurrence reporting
- › Consider your priorities for European information sharing
- › Share ideas / concerns for reporting mechanisms
- › Feedback to PRIME on study results Summer 2015

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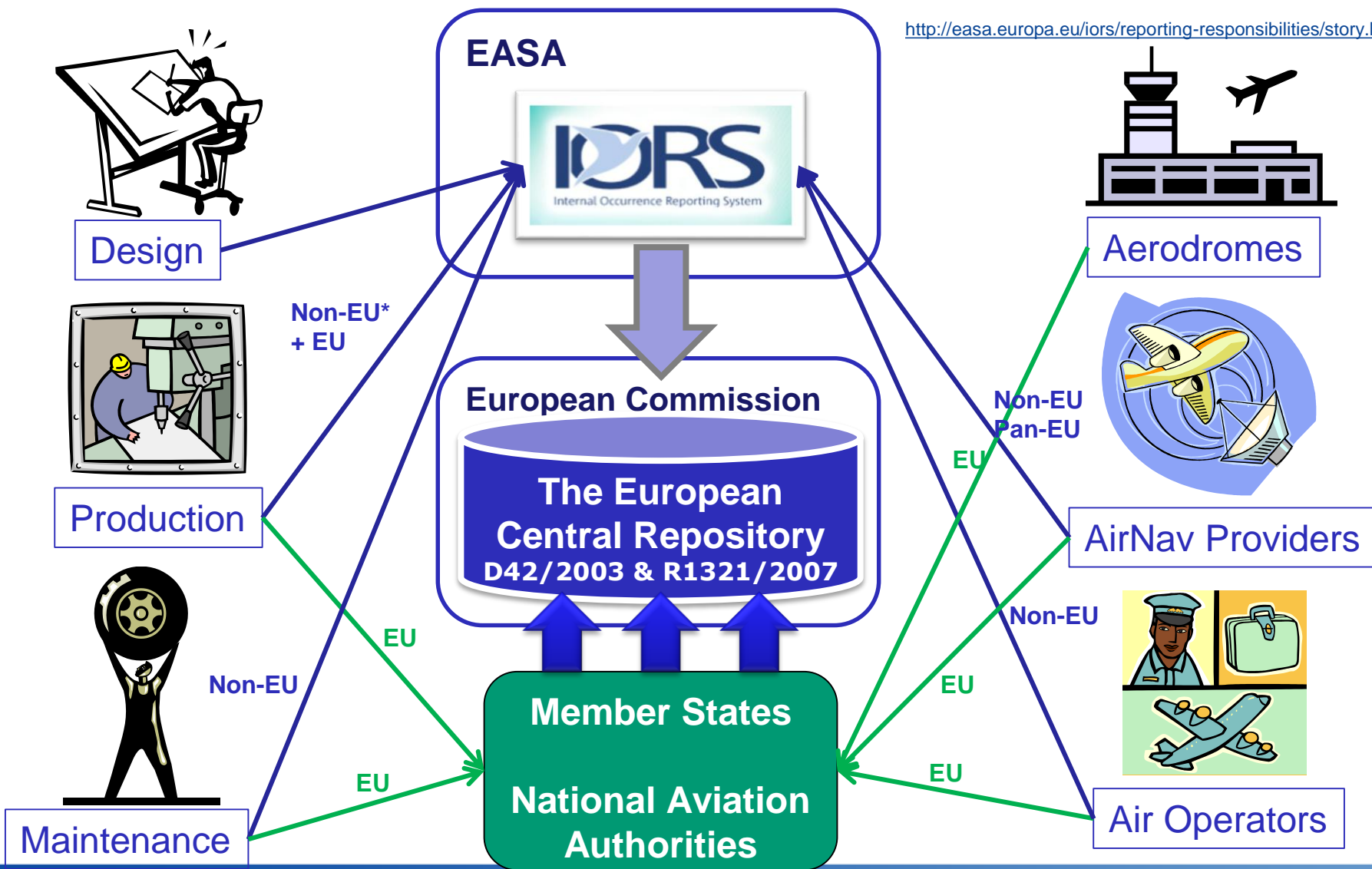
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EU-wide occurrence reporting

	Aviation	Maritime	Road	Railway
EU-wide reporting system	<i>Internal Occurrence Reporting System</i> European Central Repository	European Marine Casualty Information Platform	CARE	<i>ERAIL register of investigations</i>
Reporting entities	All actors	NIB,NSA	Police	<i>NIB</i>
Nr of occurrences	90,000 p.a.	2,000 p.a.	1,000,000 p.a.	<i>200 p.a.</i>
Status	Mandatory and voluntary	Mandatory	Mandatory and voluntary	<i>Mandatory</i>

<http://easa.europa.eu/iors/reporting-responsibilities/story.html>



Estimated number of railway occurrences in EU-28 in calendar year (average for 2010-2012)

Occurrence	Nr. per annum (2000-2012)
Serious accidents	8
Significant accidents	2.200
of which collisions	86
of which derailments	94
of which level-crossing accidents	561
of which accidents to persons	1.350
Non-significant accidents	7.000 (e)
CSI incidents	10.500
Incidents	30.000+ (e)