



SAFETY & RELIABILITY SOCIETY

LESSONS LEARNED FROM 10 YEARS OF USING THE CSM FOR RISK EVALUATION AND ASSESSMENT (CSMRA)

BY
CAROLYN SALMON, DRAGAN JOVICIC,
IVAN LUCIC AND PETE GRACEY

18TH MAY 2021

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Programme

- Introduction
- Summary of the key points from the CSMRA webinar on the 28th April – Dragan Jovicic
- Key Lessons learned from 10 years of Independent Assessment – Carolyn Salmon
- Q&A/Panel session - 5 sections
- Summary – Key points to think about going forward – Dragan Jovicic
- Accessing the webinar recording and slides
- Feedback



Note: the Webinar is being recorded

Q&A Panel session on “Lessons learned from 10 years of using the CSM for risk evaluation and assessment (CSM RA)” (EU Reg. 402/2013)

Summary of key points

Safety and Reliability Society (SaRS) Q&A Pannel, 18 May 2021
Dragan JOVICIC, EU Agency for Railways

- ❑ Railway market opening split integrated railway companies into many different players → **cooperation** among actors **crucial** for control of risks through interfaces
- ❑ CSM RA introduces a new mind set for managing railway safety : → **proactive risk based approach “Predicting & Preventing” instead of only “React and Fix” approach**
- ❑ **WHAT?** → harmonised process but not constraints on **HOW?** to implement it
Does not request anything new railways shouldn't be doing
- ❑ Independent AsBo needed to support mutual recognition – **Proposers and AsBo should work together more - not in conflict**
- ❑ 10-15% stakeholders have a good experience → CSM RA effective but the large majority have difficulties with understanding & implementation
- ❑ Sector reluctant using CSM RA (fears of administrative burden and increased costs)
→ **significant change concept intentionally misused to avoid CSM and AsBo**
- ❑ Average rate of significant changes: 2 to 3% mainly technical ones
Usually “non-significant” wrongly interpreted as permission to do nothing
- ❑ **Need for intensive education & training to demystify methodology**

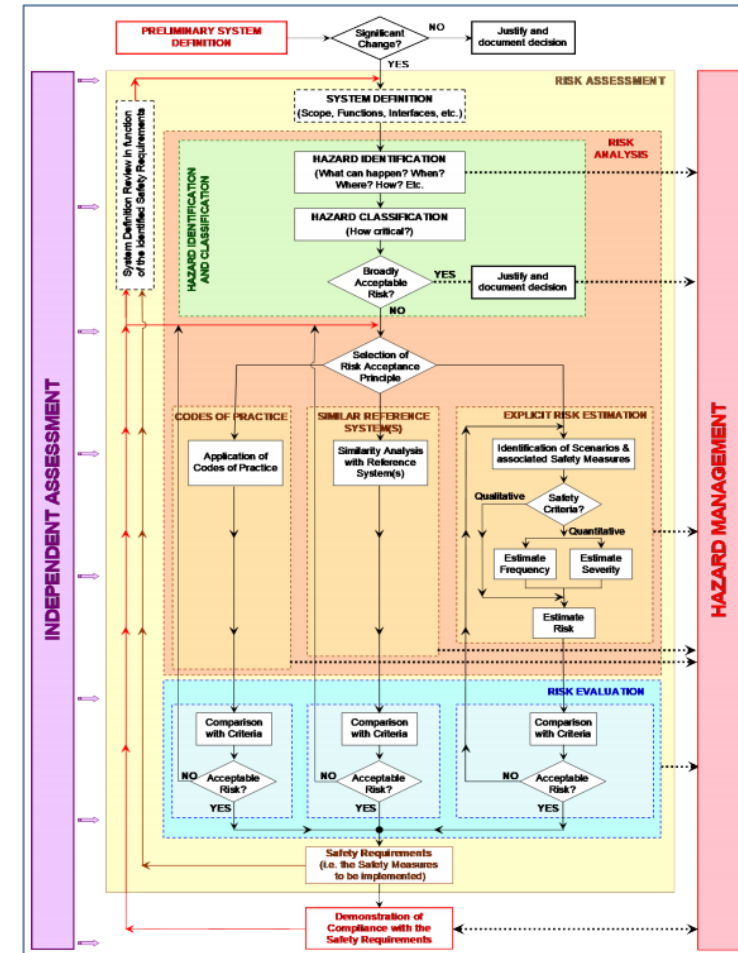


An AsBo's view on CSM RA

Carolyn Salmon
Lead AsBo
18 May 2021

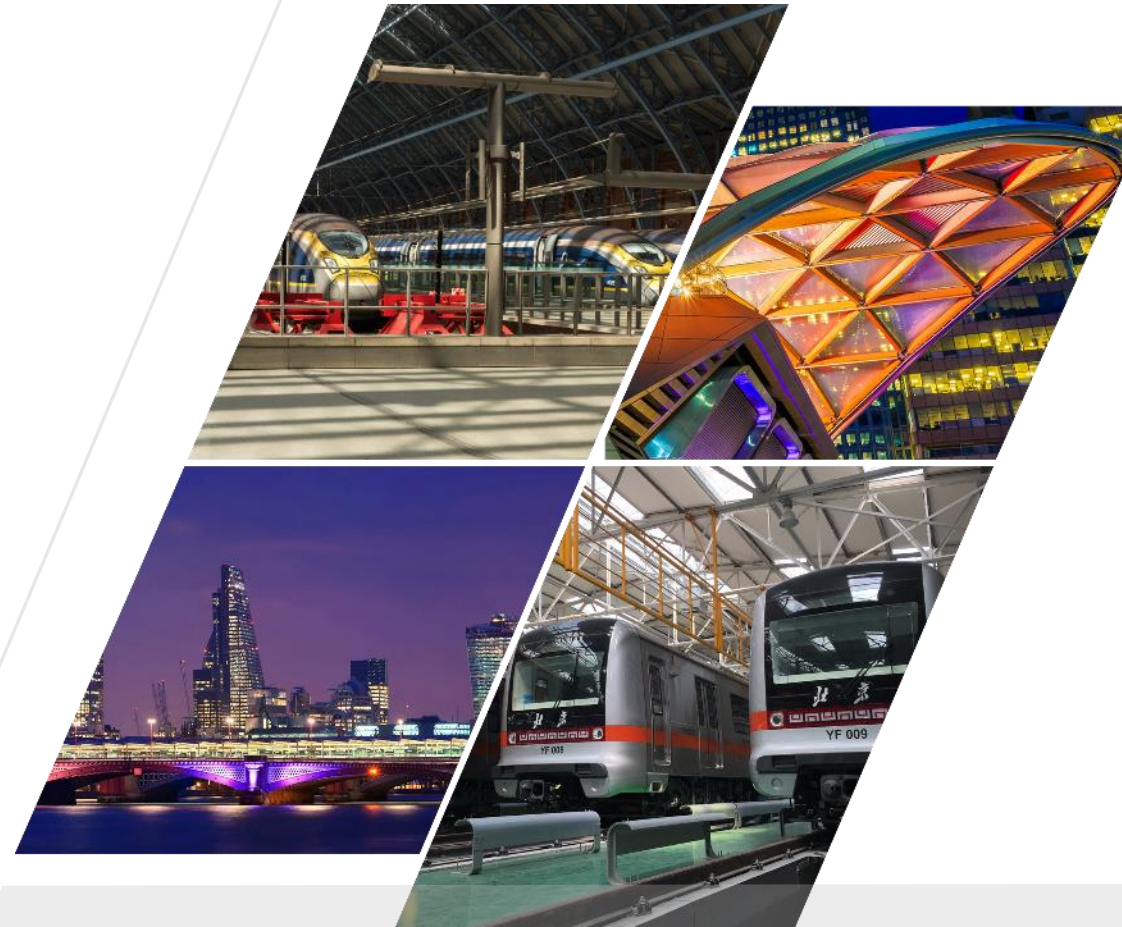
CSM RA can bring benefits to rail sector

- Fundamentally same as what we have been doing for years
- Provides a pragmatic (simpler) approach to safety engineering for a mature rail sector
- Make good use of Codes of Practice and Reference Systems as a means for hazard management
- First application may be challenge, but done well will provide foundation for future similar applications



Successfully engaging with your AsBo

- Appoint AsBo as soon as possible and build a good relationship with your AsBo; we are your friend not your foe
- What does an AsBo do?
 - AsBo does **not** perform just a “tick box” exercise
 - Must also look at the results of the application of the CSM RA process
 - Undertake sampling and detailed deep dive assessments in some areas
 - There is no difference between ISA and AsBo
- Recommendations from an AsBo
 - Don't keep starting from scratch; but don't stop thinking either
 - Hazard Record is the cornerstone of the process; manage carefully
 - Be honest
 - Allow enough time for the AsBo to complete their work; include us in your programme



Q&A Sections



- Assessing Significant changes including Additionality
- Use of the Risk Acceptance Principles and Determining Risk Acceptability
- Independent Assessment
- Depth of analysis (proportionality) and documentation
- General questions

Q&A Panel session on “Lessons learned from 10 years of using the CSM for risk evaluation and assessment (CSM RA)” (EU Reg. 402/2013)

Next steps for improving understanding and use

Safety and Reliability Society (SaRS) Q&A Pannel, 18 May 2021
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- ❑ ERA & NSA: appropriate Dissemination Program & Training in native languages to improve awareness on “risk management concepts” (RA&MO) & Safety Culture
- ❑ Leave time to enable sector “learning & improving by doing” (gain experience)
- ❑ Avoid additional burden and confusion with unnecessary revision of legislation
→ *build a solid return of experience with objective justifications for improvements or clarifications before revising legislation/guidance material*
- ❑ EC-ERA-MS: strategic decisions and initiatives in terms of education and training to:
 - ↳ compensate current lack of expertise on market in railway risk assessment;
 - ↳ anticipate growing loss of railway expertise with a continually increasing number of employees reaching age of retirement;
- ❑ AsBos: improve technical competence & working method (no box-ticking → expert judgement on risk assessment results) – **Accreditation, recognition, cooperation**
- ❑ Monitoring by ERA, NSAs and European Co-operation for accreditation (EA) of effectiveness of control mechanisms in EU legislation and better target areas for further improvement of ERA, NSA, EA, RU, IM, ECM, NoBo, AsBo, DeBo activities



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Questions? → Send e-mail on: CSM.risk_assessment@era.europa.eu

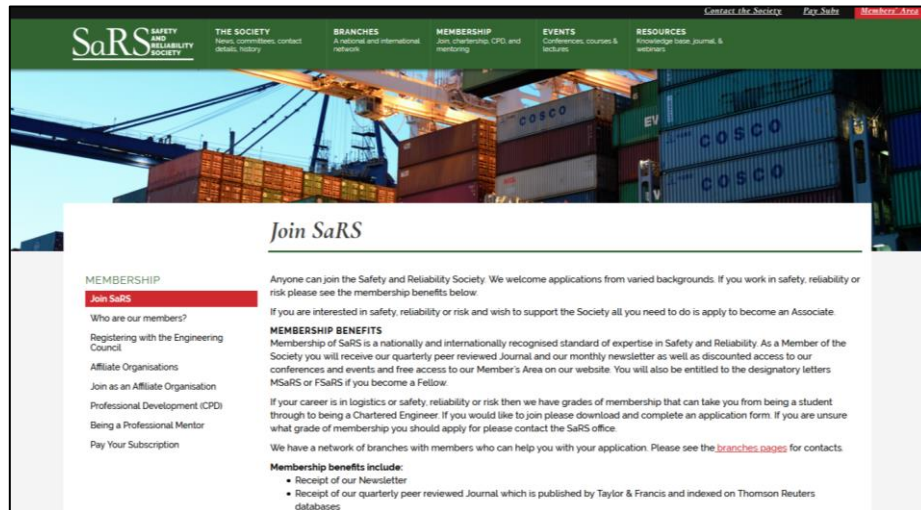
Accessing the webinar recordings

- All webinar recordings are archived under the Resources Tab on the SaRS website
- SaRS members can access this archive as a member benefit:
 - You can join as a full member, or
 - The simplified **“Associate of the Society”** grade which gives you access to all the SaRS resources including the webinars.
 - See www.sars.org.uk
- This webinar recording will be available to you in a couple of days

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We accept membership applications from candidates from all relevant backgrounds – membership is open to everyone from students to experienced professionals

More information available at www.sars.org.uk

FEEDBACK

- I am now going to initiate a feedback form
- Please can I ask you to fill it in before you exit the webinar
- The information is vital for us to improve our offering
- Please take two minutes to fill it in and click Submit
- Your CPD Certificate will be sent to you if you requested one at registration
- Thank you very much and STAY SAFE