

Making the railway system  
work better for society.

## DECISION n° 207

### *of the Management Board of the European Union Agency for Railways amending the Single Programming Document 2019 (amendment n°2)*

#### **THE MANAGEMENT BOARD OF THE EUROPEAN UNION AGENCY FOR RAILWAYS,**

Having regard to the Regulation (EU) N° 2016/796 of the European Parliament and the Council of 11 May 2016 on the European Union Agency for Railways<sup>1</sup> (hereinafter referred to as "the Agency") and repealing Regulation (EC) No 881/2004 (hereinafter called "the Regulation"), and in particular Article 51§1 (b) and 52§4 thereof,

Having regard to Decision n° 186 of the Management Board adopting the Programming Document 2019,

Having regard to Decision n° 198 of the Management Board adopting amendment n°1 of the Programming Document 2019,

Having regard to Decision n°93 of the Administrative Board adopting the Financial Regulation of the Agency and in particular Article 47,

#### **HAS DECIDED AS FOLLOWS:**

##### ***Article 1***

Activity 1 (Objective 1.3), Activity 2 (Objective 2.1) and Activity 4 (Objective 4.4) of the Agency's Programming Document 2019 shall be replaced by the relevant text in Annex.

##### ***Article 2***

The present decision shall enter into force on the day following that of its adoption. It will be published on the Agency website.

Done at Lille, on 25-09-2019  
For the Management Board

Hinne GROOT  
The Deputy Chairperson

Annex: Amendment of Activity 1 (Objective 1.3), Activity 2 (Objective 2.1) and Activity 4 (Objective 4.4)

**Objective 1.3 Enhancing Railway Safety through positive safety culture and integration of human and organisational factors**

Expected outcome	Improved safety and overall performance of the railway system through positive safety culture, integration of human and organisational factors and the cultivation of a continuous learning environment.
Outcome indicator	The degree of understanding of all players in the railway system of how human and organisational factors (incl. safety culture) are influencing operational performance.  Safety Culture evaluation possible from 2022 (to be published from 2024 onwards based on developed methodology)
Pre-conditions for achieving the outcome	Cooperation of the railway sector (EC, national authorities, duty holders, etc.)
Progress towards outcome in 2019	An increased understanding of HOF, safety culture and organisational learning, as well as the development of practical tools that help to support their integration.
Expected resource envelope	<ul style="list-style-type: none"> <li>- <i>Human resources</i></li> <li>- <i>Financial resources</i></li> </ul>
Fee-based	No
	<ul style="list-style-type: none"> <li>- <i>8.1 FTE</i></li> <li>- <i>77.36 K€</i></li> </ul>

List of the main projects/services	Output indicator	Target for 2019
Integrate human and organisational factors	% of topics analysed by a task force / topics proposed by the network and accepted	100% coverage according to 2018 approved planning
	Report on analysis of potential risks in automation, in particular impact on train drivers skills from ATO	Delivered
	No. sector HOF experts reached through virtual network	Min. 20 active participants
Develop safety culture	No. of National/Regional Safety Culture Declaration Signing Events in cooperation with NSAs and/or IMs	2-3

	European Safety Culture Model and assessment method › <i>V2 of European Railway Safety Culture Model (review of V1 based on pilots)</i> › <i>Model tested (at IMs and RUs; at NSAs)</i> Guide of safety culture assessment Guide of safety culture oversight	Released  V2 test report published  Published  Published
	European Safety Culture evaluation process	Postponed Postponed (new task in obj 1.3)
	Preparation of the CSM on the assessment of Safety levels and Safety performance of railway operators at national and Union level	Development of preliminary work and big picture

**Objective 2.1 Harmonised Railway Operations and Management Systems**

Expected outcome	Improved operational safety and overall operational performance of the railway system through the management of major railway operational risks
Outcome indicator	Degree of harmonisation of railway operations and management systems throughout Europe
Pre-conditions for achieving the outcome	Cooperation of the railway sector (EC, national authorities, duty holders, etc.)
Progress towards outcome in 2019	Progress with OPE TSI revision, removing operational barriers for RFCs, follow up on risk management for transport of dangerous goods, ECM accreditation scheme
Expected resource envelope - <i>Human resources</i> - <i>Financial resources</i>	- <i>7.25 FTE</i> - <i>51.78 K€</i>
Fee-based	No

List of the main projects/services	Output indicator	Target for 2019
Operational rules	Recommendation for OPE TSI	Delivered
	Proposals of solutions for priority issues from the issues log in the context of contribution to RFC activities:  <i>1. Train composition</i>	Solutions discussed with RFC and published

	<p>2. <i>Technical checks</i></p> <p>3. <i>Train Braking</i></p>	
	Areas for further harmonisation and identification of national operating rules (by standards or by TSI requirements depending on the outcome of the TSI OPE text)	Identified as part of a multi-annual roadmap
Risk management	<p>Progress report on Transport of Dangerous Goods (TDG) risk assessment road map:</p> <ul style="list-style-type: none"> <li>› <i>workshop organised on guide for risk assessment in Transport of dangerous goods;</i></li> <li>› <i>examples of application published</i></li> <li>› <i>survey for monitoring the use of risk assessment methodologies</i></li> </ul>	<p>Published</p> <p>Postponed (new task in obj 1.3)</p> <p>Postponed (new task in obj 1.3)</p>
Inspection, maintenance and repair of rolling stock - ECM certification	ECM accreditation scheme approved by EC and EA (European co-operation of Accreditation Bodies)	Implementing act voted
		ECM guidelines published

#### Objective 4.4 Reporting on the Railway System

Expected outcome	Transparency on the progress towards the achievement of the SERA framework (progress with safety, interoperability and efficiency of the Union railway system) in order to identify the need for value-added measures
Outcome indicator	Number of internal and external users of Agency datasets and reports on the railway system
Pre-conditions for achieving the outcome	<p>Availability and access to relevant / harmonized data (internal and external), incl. IT tools, where needed</p> <p>Availability of relevant IT-tools for data analysis and visual display (e.g. SPSS, GIS etc.)</p>
Progress towards outcome in 2019	Emphasis in 2019 will be placed on the annual overviews for the Report on Railway Safety and Interoperability (next edition to be published in 2020) and on the annual assessment of achievement of safety targets.
<p>Expected resource envelope</p> <ul style="list-style-type: none"> <li>- <i>Human resources</i></li> <li>- <i>Financial resources</i></li> </ul>	<ul style="list-style-type: none"> <li>- <i>2.4 FTEs</i></li> <li>- <i>4.73 K€</i></li> </ul>

Fee-based	No
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List of the main projects/services	Output indicator	Target for 2019
Report on progress with safety and interoperability in SERA (AR, Art. 35(4))	Annual overviews available on time	Postponed (new task in obj 1.3)
Annual assessment of achievement of safety targets (CSTs assessment report) SAD (Art.7) on the basis of gathered CSIs + support to Eurostat	Annual assessment report on achievements of CSTs	31/03/2019