European Rail Safety Climate Survey ERA-SCS
A Tool to Enhance Global Safety

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Sevilla, 17 October 2021

EUROPEAN UNION AGENCY FOR RAILWAYS

european rail safety climate survey

IRSC Spain

Background

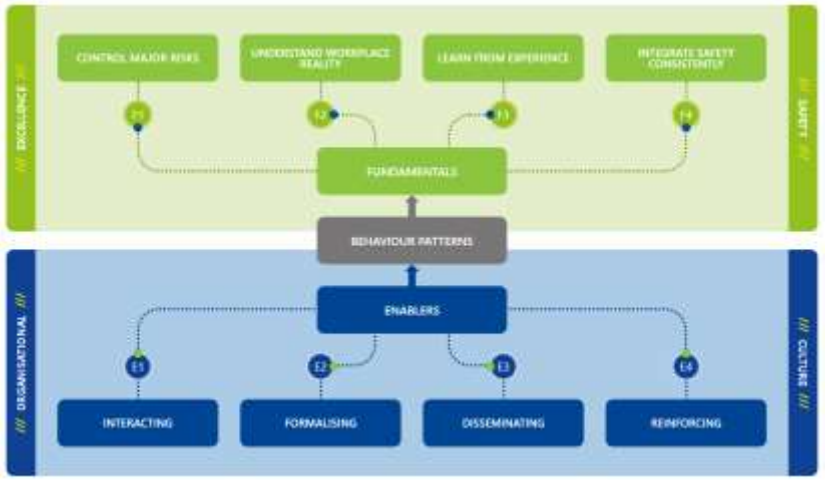
- Component of the Agency's **safety culture programme**
- Art. 29.2 Directive (EU) 2016/798 on the evaluation of the development of a safety culture
- Safety Culture Assessment Pilot ERA-ICSI @ **NJ** (2019)
- **SIGMA Project** @ ADIF (2020)
- Survey design supported by a task force created under the umbrella of the Agency's **HOF Network**
- Summer 2020: **193 testers** from **20 countries** filled in a survey pilot in English

7+1 point Likert scale

1. Completely disagree	2. Strongly disagree	3. Disagree	4. No opinion
5. Agree	6. Strongly agree	7. Completely agree	No experience

ERA-SCS in a Nutshell

- 48 safety statements aligned with the safety culture model
- 1 positive and 1 negative statement addressing each attribute
  - *My management adequately addresses safety during meetings*
  - *My management does NOT lead by example*
- Hosted and supported by EU Survey – in 22 EU languages
- Endorsed by the European Commissioner – deployed in 2021 the **European Year of Rail**
- Open to rail companies and authorities as **partners**: February-June 2021
- Open to rail professionals as **individual respondents**: July-October 2021



EUSurvey

BG CS DA DE EL EN ES ET FI FR HR
HU IT LT LV NL PL PT RO SK SL SV

ERA-SCS

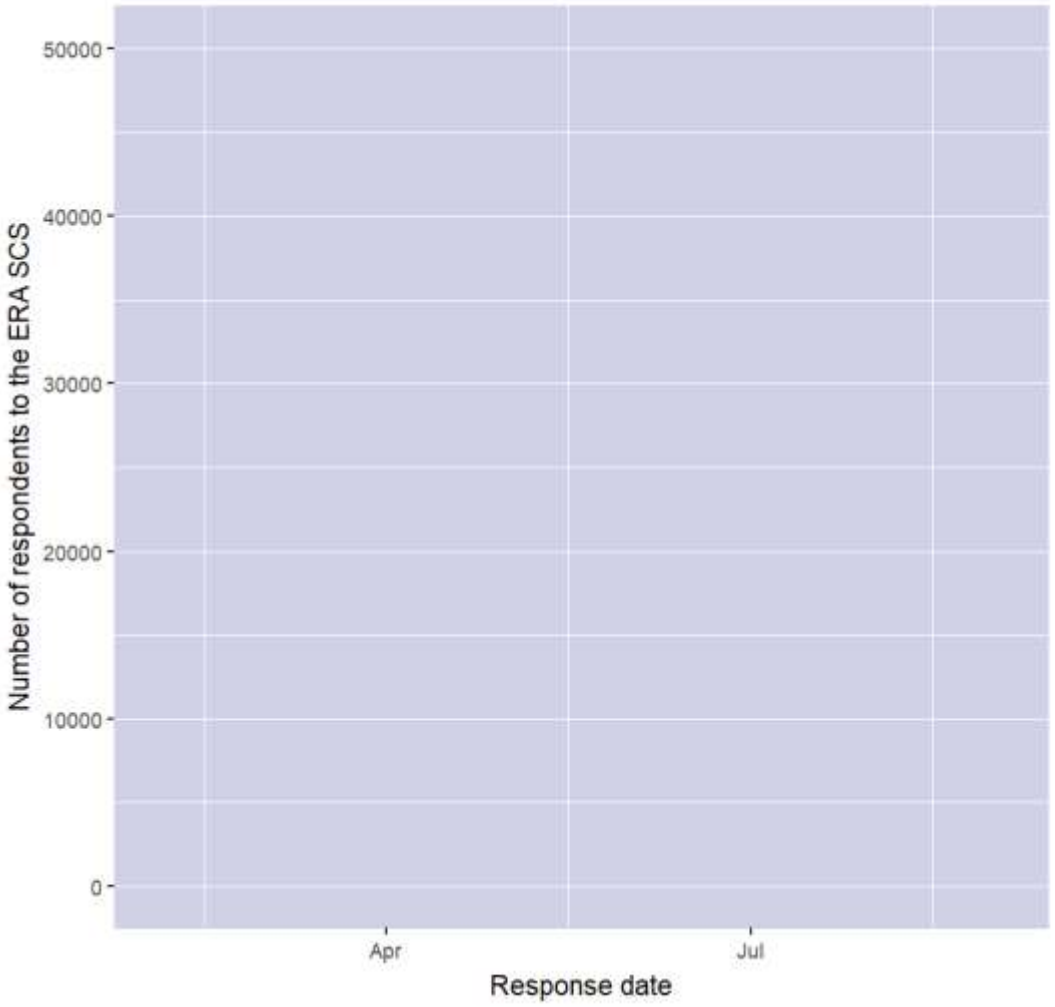
#ERASafetySurvey

#EUYearOfRail

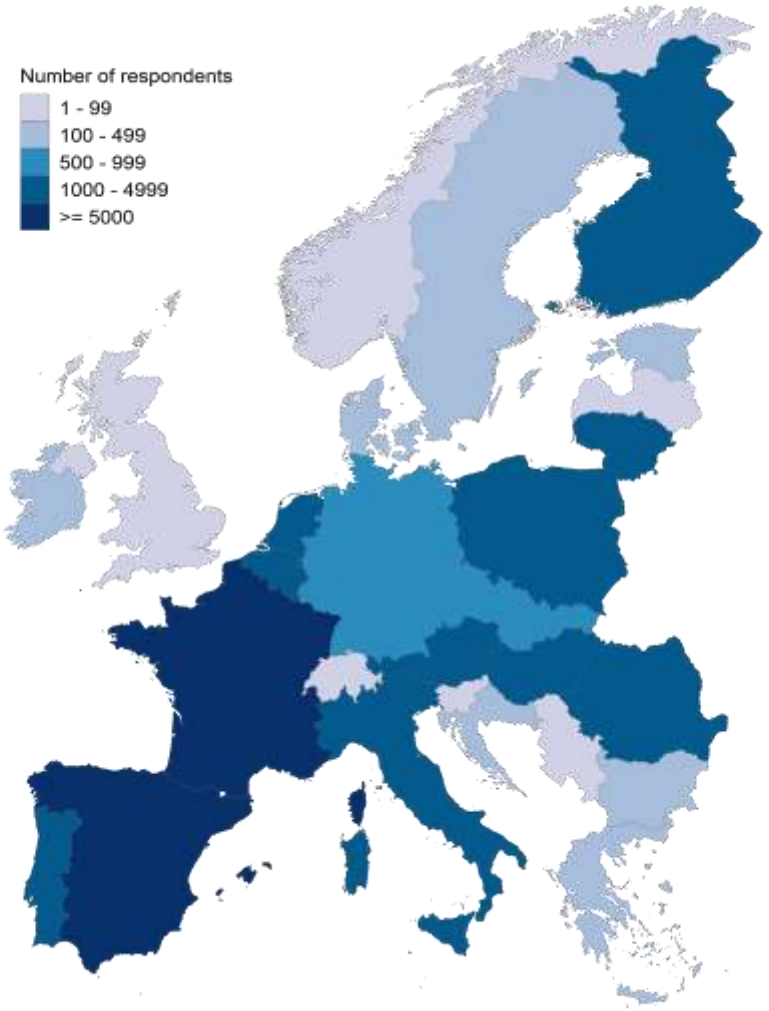
Fruitful Partnerships

- 80 partners
- 100 surveys
- 40000 responses
- 100 reports

Fruitful Partnerships



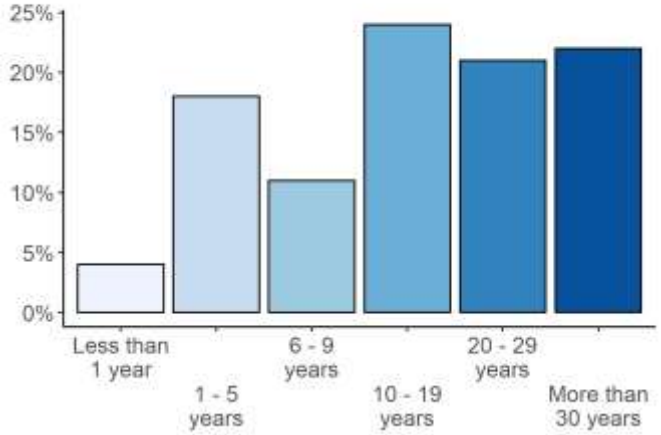
About the Respondents (1/2)



Only displaying European countries with one or more respondents

Position in the organisation

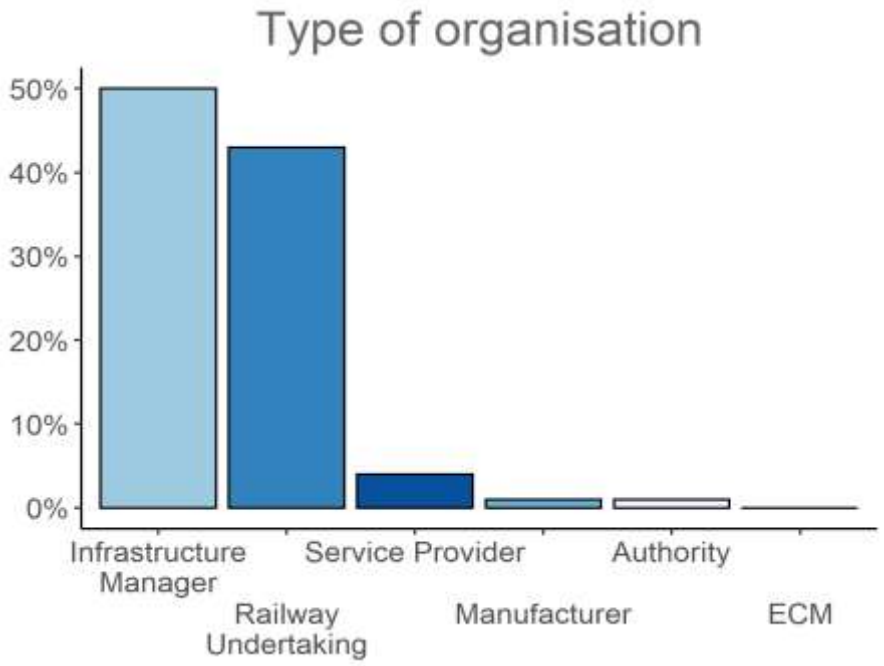
Years of experience in railways

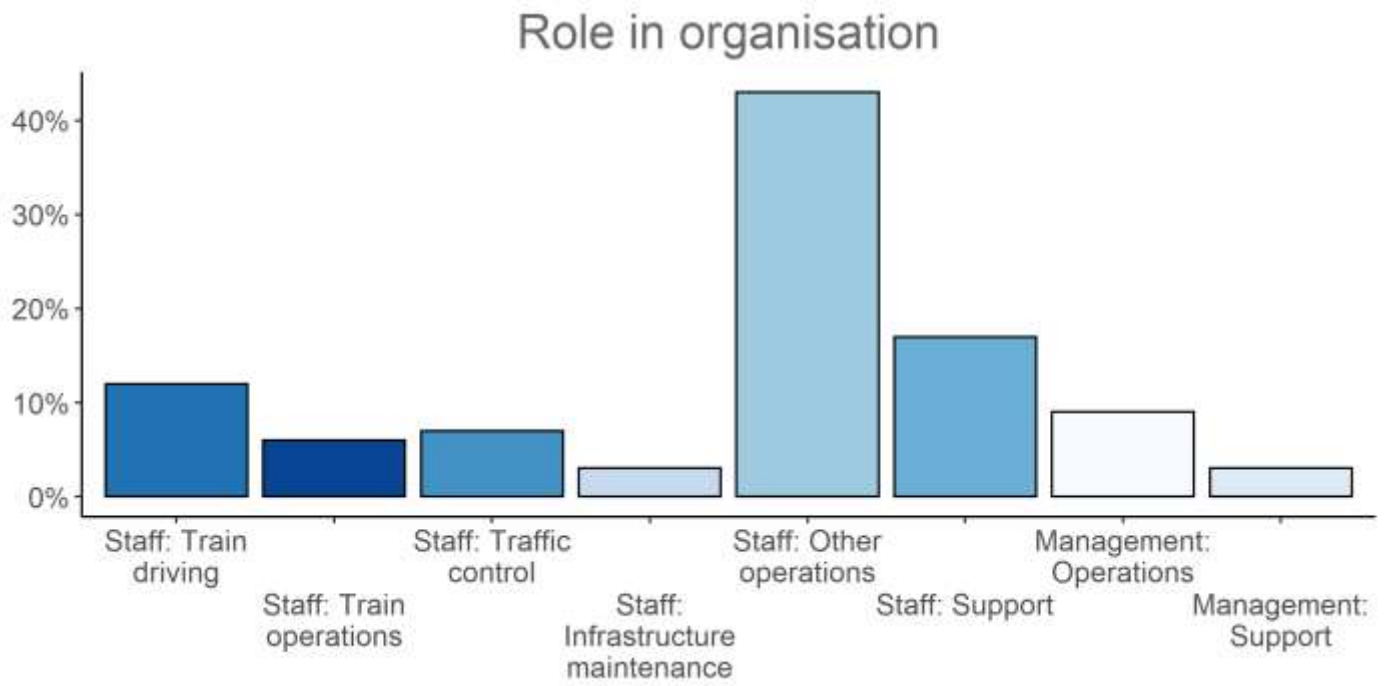


European railways are well covered

Under-representation of the German sector

About the Respondents (2/2)



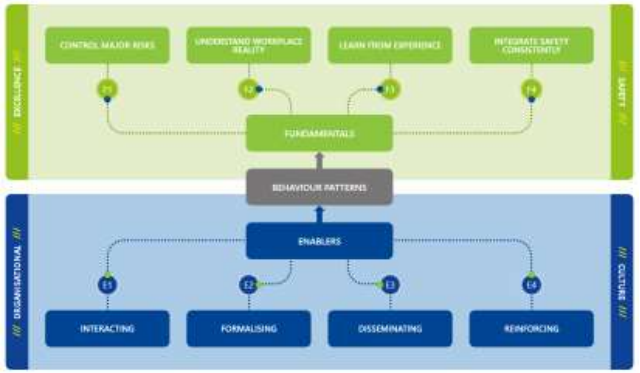


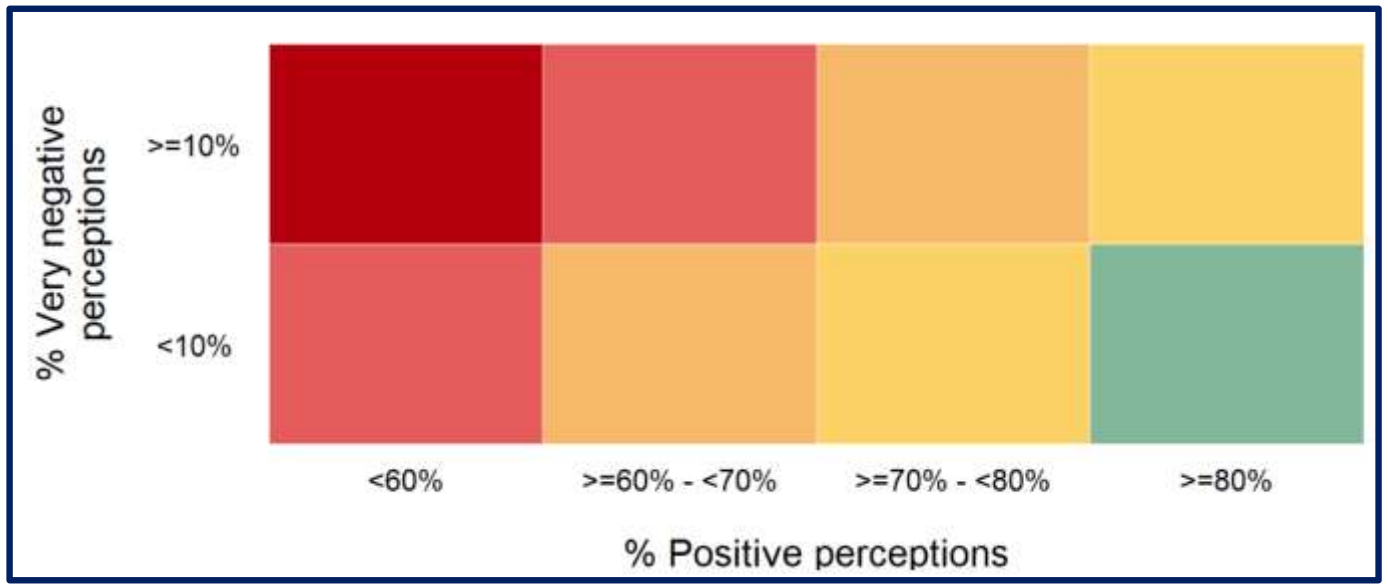
European railways are well covered

Under-representation of the rail manufacturers

How to Visualise the Results?

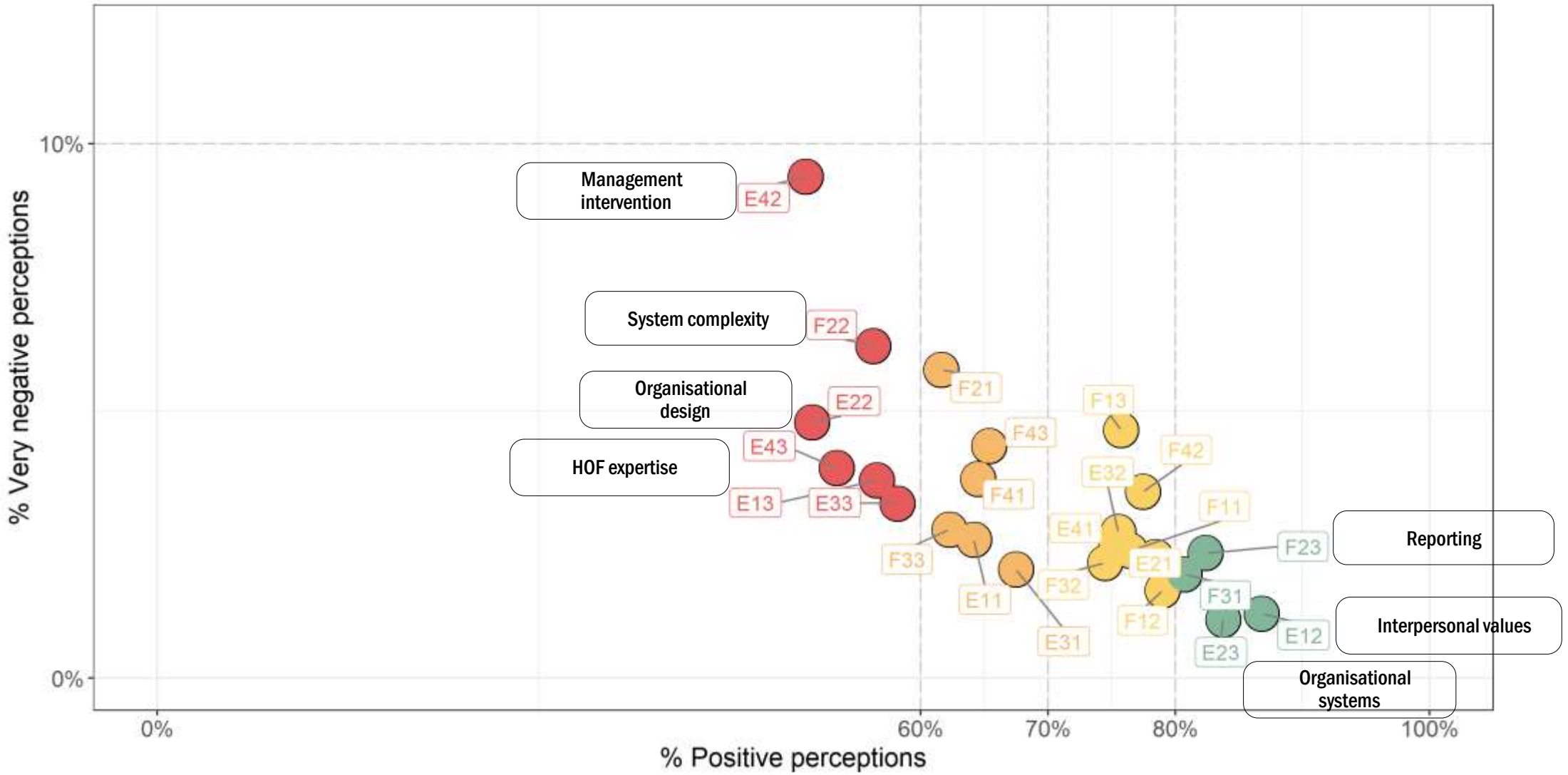
- Not at the statement level which would narrow the scope, rather at the **attribute level** to support a cultural change
- Not with a numerical score which would oversimplify the results, rather with a **safety culture colour grid** to identify strengths and weaknesses



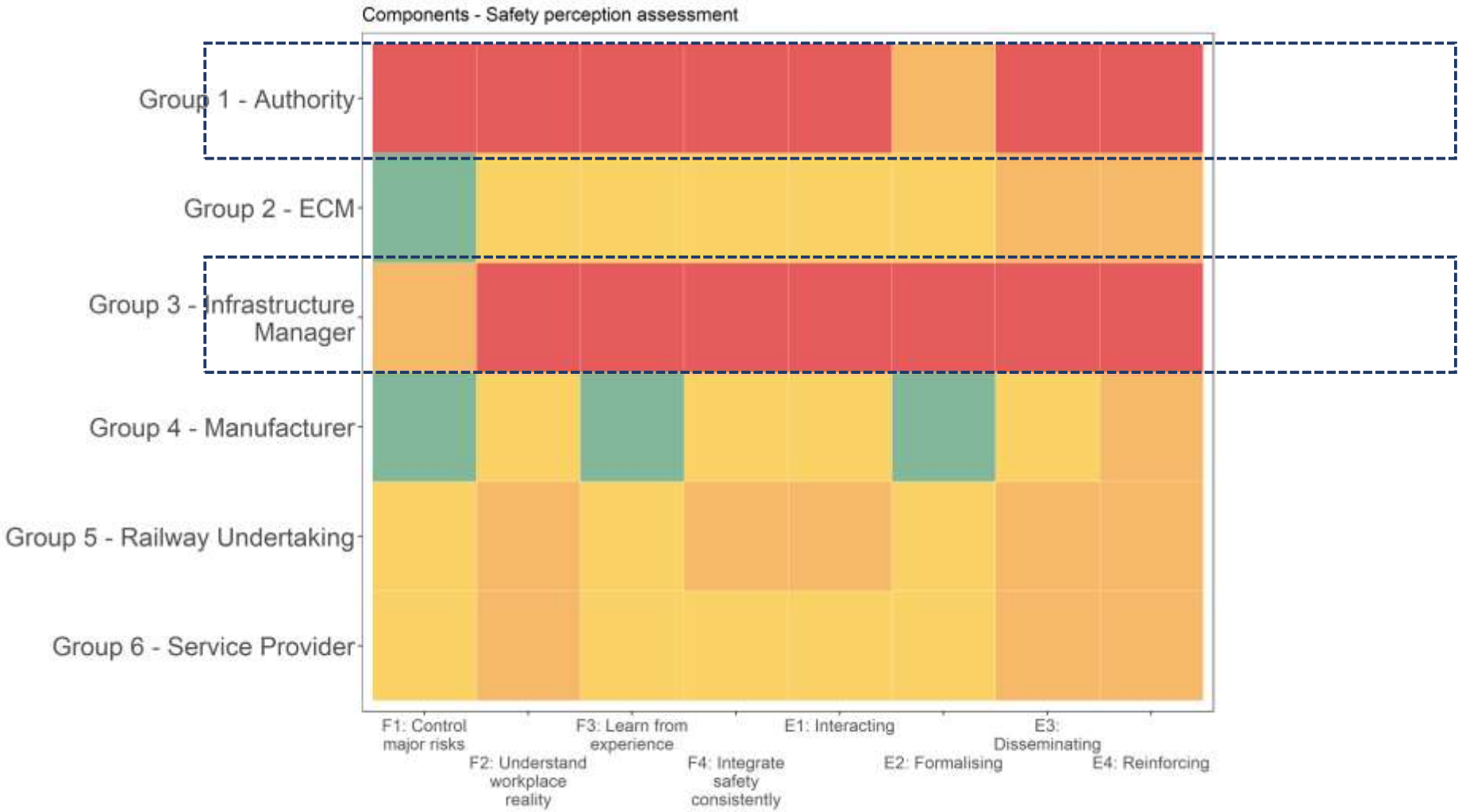


Importance is given to very negative perceptions (i.e. a complete disagreement with a positive safety statement or a complete agreement with a negative statement)

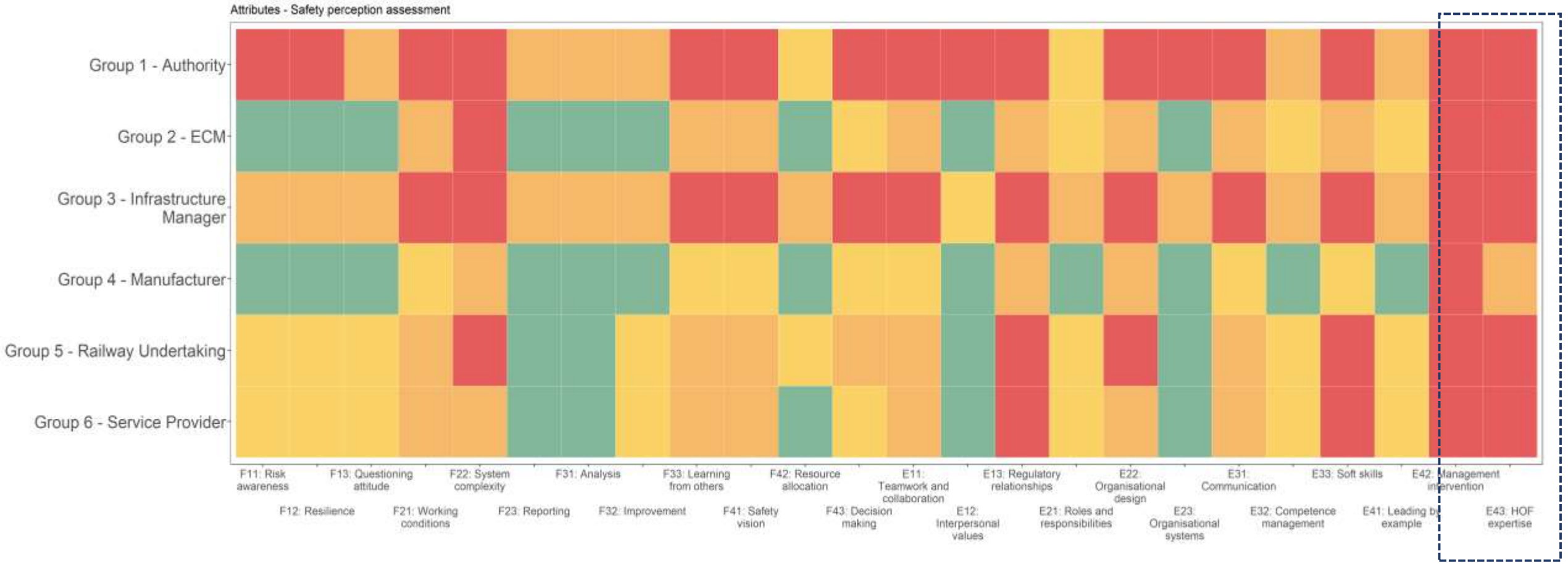
Overall Results



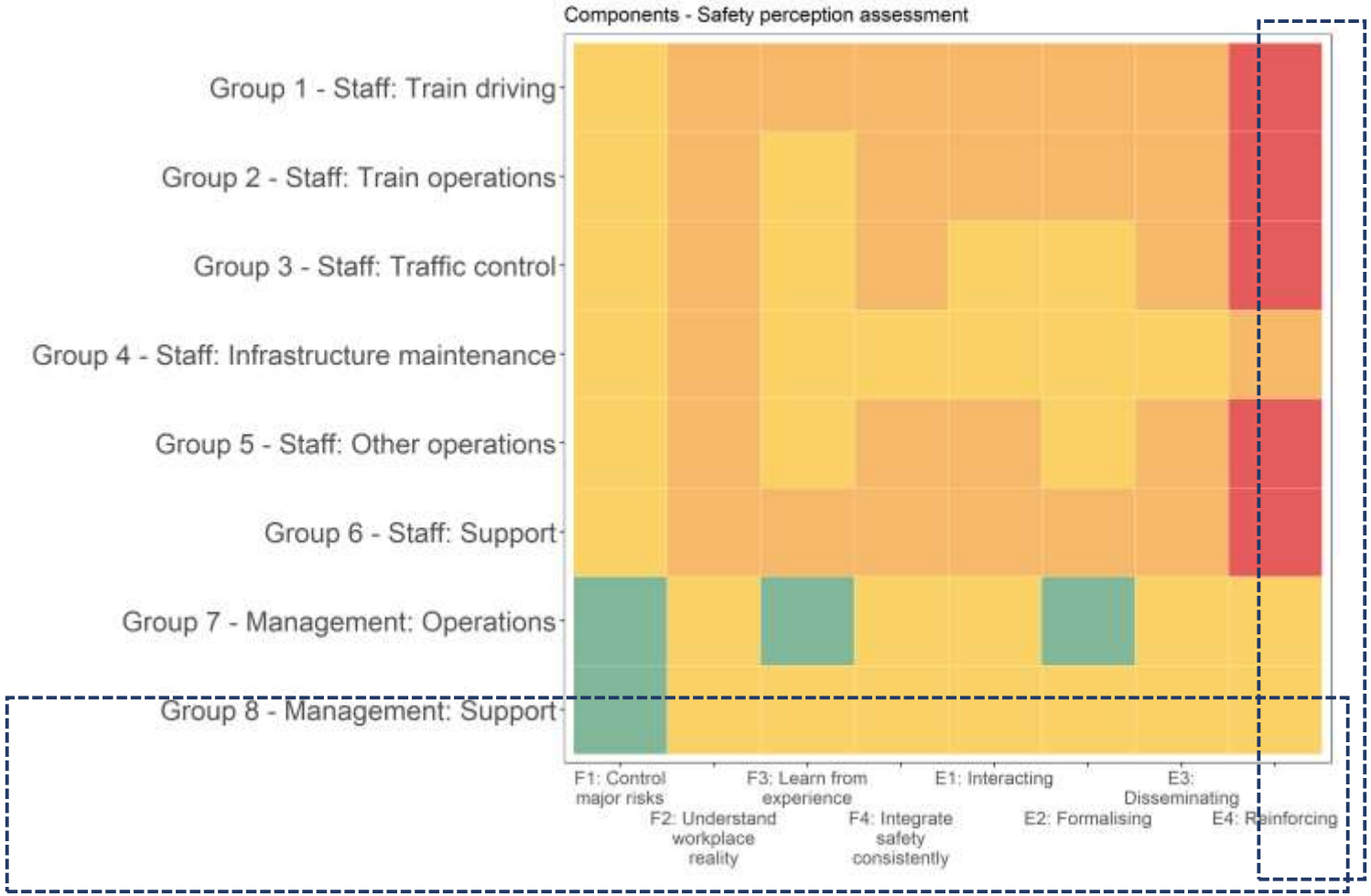
Results by Types of Organisation - Components



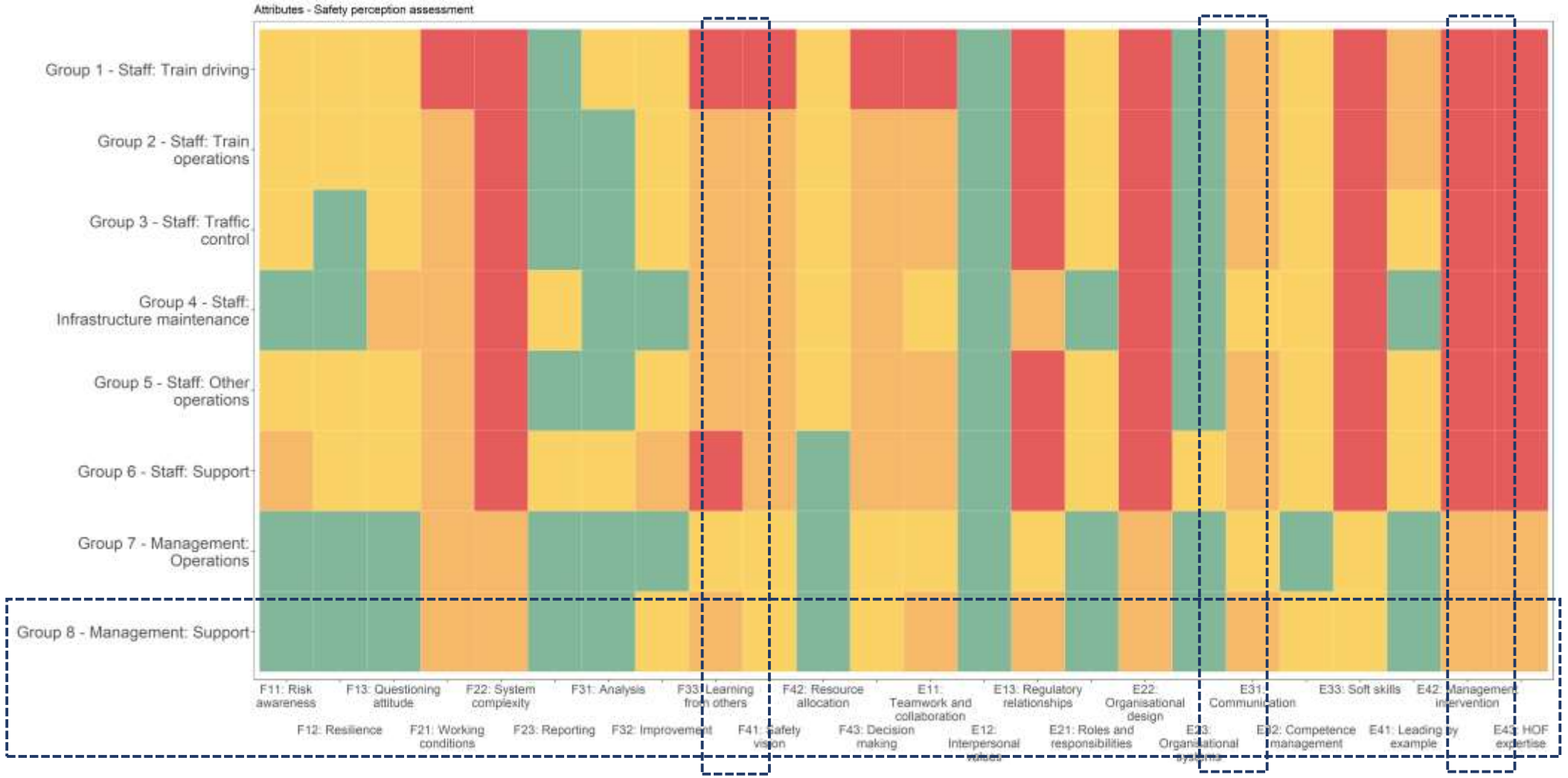
Results by Types of Organisation - Attributes



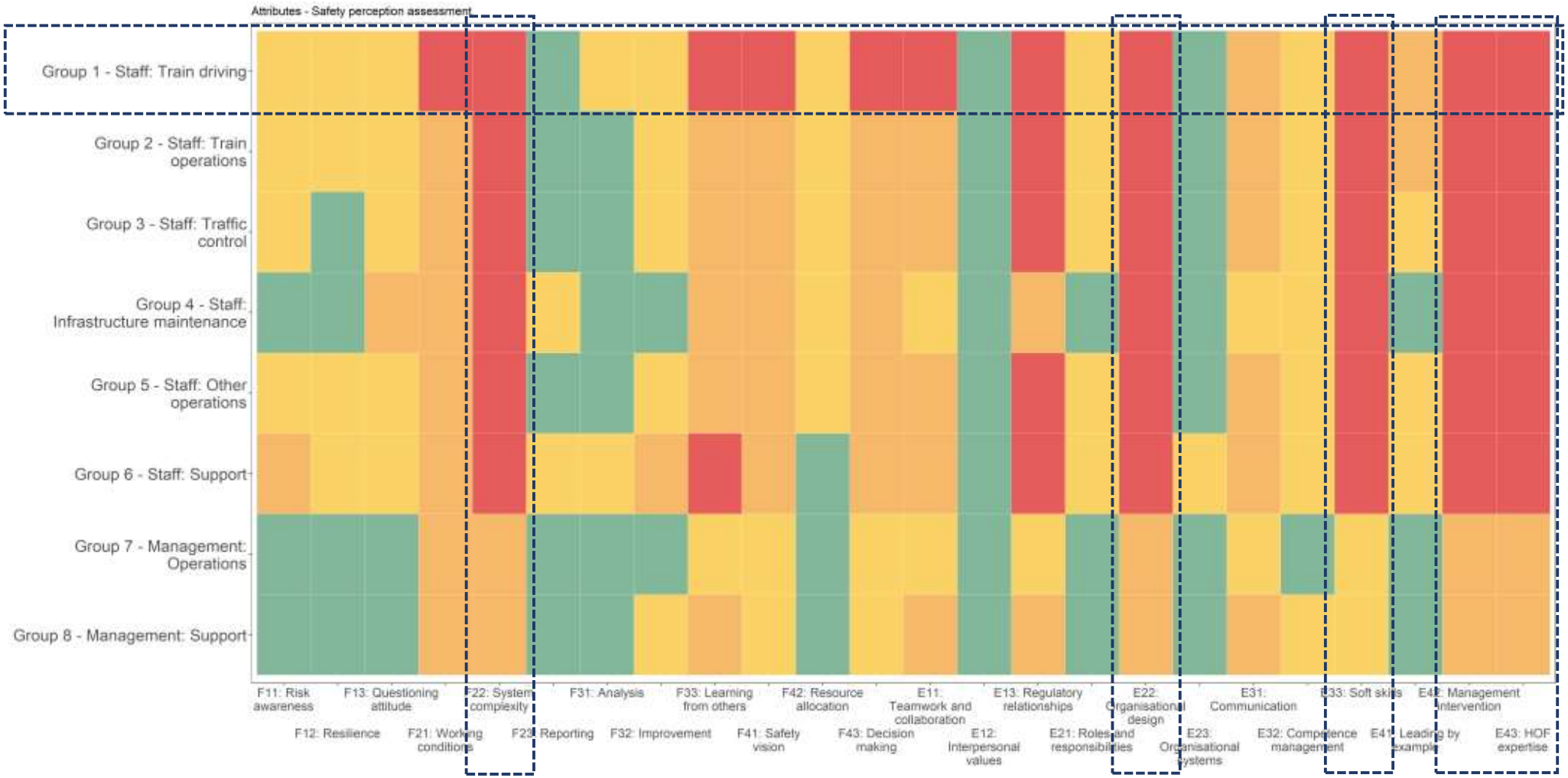
Results by Roles - Components



Results by Roles - Attributes (1)



Results by Roles - Attributes (2)



High Level Results

MORE POSITIVE PERCEPTIONS

Expressed by

- Professionals working within rail manufacturers
- Managers

Related with

- **E12** Interpersonal values
- **E23** Organisational systems
- **F23** Reporting

MORE NEGATIVE PERCEPTIONS

Expressed by

- Professionals working within authorities and infrastructure managers
- Train drivers

Related with

- **E42** Management intervention
  E23 Soft skills
- **E43** Integration of HOF expertise
  F22 System complexity
- **E22** Organisational design
  E13 Regulatory relationships

Hypotheses - Elaborated by External Experts

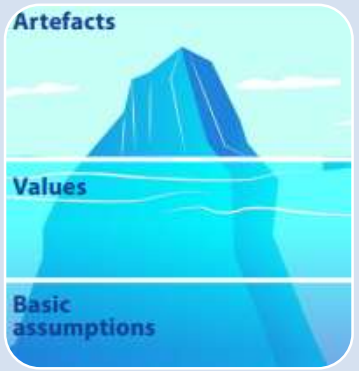
- *Seniority has limited impact on a respondent's safety perception*
- *With the company size:*
  - *The challenges of understanding workplace reality increase*
  - *The challenges of integrating safety into every day work increase*
  - *The challenges of reinforcing the safety culture at the workfloor level increase*
- *Train drivers in large companies experience greater difficulties with addressing safety concerns than train drivers in small companies*
- *Greater presence in the field of management improves the overall safety climate*

ERA-SCS
#ERASafetySurvey
#EUYearOfRail

Lessons Learned

- European awareness raising and learning initiative for a more inclusive safety
- Two challenging key ingredients
  - Communication
  - Safety leadership
- Results require further analysis
- Results require further data…
- …as organisational culture is difficult to approach
- Results allow comparison over time
- Benchmarking requires thorough methodology

Follow Up



Analyse and build on the results involving experts, qualitative data collection and a task force with UIC

Conduct a Safety Culture Pilot **Peer Review** (with CER, Trenitalia, SNCF, ÖBB, SBB)

Implement **ERA-SCS as a service** open to any rail organisation (EU/non EU) upon request

Develop **training** (safety leadership, just culture, HOF...)

EESTI RAUDTEE
Shift2Rail
takargo
italo
Nuovo Trasporto Viaggiatori
ELRON
European Commission
NB Rail Association
BRC
Bulgarian Railway Company
ProRail
Lokaltog
renfe
NRC Group
NJ
regulatory authority for railways
LTSA
TRENORD
national express
BRB
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the mobility company
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ÖBB
CER
OPERAIL
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