



IRSC 2022

INTERNATIONAL RAILWAY
SAFETY COUNCIL

SEVILLA, OCTOBER 16-21, 2022



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SAFETY DIALOGUE BETWEEN SAFETY AUTHORITY AND INFRASTRUCTURE MANAGER



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**GENERAL ON SAFETY
DIALOGUES**

**EXAMPLE ON SAFETY
DIALOGUES BETWEEN
TRAFICOM AND FTIA**



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GENERAL ON SAFETY DIALOGUES



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OBJECTIVES OF SAFETY DIALOGUES

Support supervision and evaluation of SMS

Decrease misunderstandings

Enable open discussion

Understanding risks

Improve safety performance and safety culture

GENERAL ON SAFETY DIALOGUES

3-4 times per
year

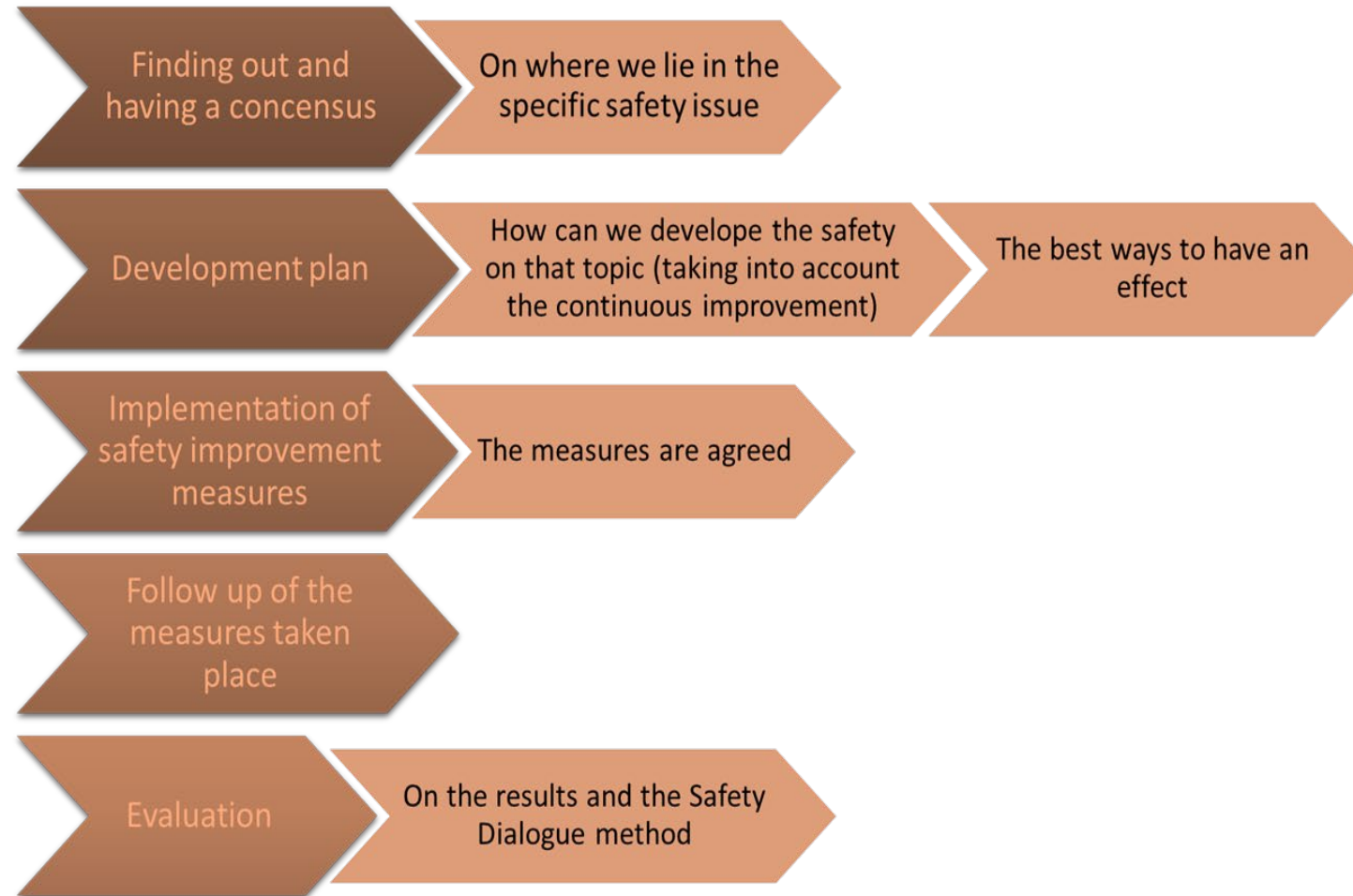
Not as formal as
audit, no
evidence needed

Preparing well

Making notes
and to-do-table

Follow-up

SAFETY DIALOGUE PROCESS



EXAMPLES OF TOPICS

Training of staff

Safety targets

HOF

Safety improvement program

Development of SMS

Cyber security

Resilience of organisation

EXPERIENCES

Pilot during 2021 -> all piloting organisations continued

Safety dialogues found useful and improving understanding of safety issues

Best suited for "soft" issues (safety culture, HOF, resilience)

Well suited for processes under development

Not so well for purely technical issues

Important to have relevant experts participating



EXAMPLE OF SAFETY DIALOGUE

SELF-ASSESSMENT OF SAFETY MANAGEMENT SYSTEM

9 safety experts participated at FTIA

- Silent workshop
- Averages of the results
- At some points the assessment varied

Made with the similar SMS maturity model at Traficom

5 experts participated at Traficom

- Assessment made as a group

Results compared at the safety dialogue

- Interesting discussions on differences

EXAMPLES OF RESULTS

HOF integration (FTIA)

Situation at SMS level is good, but on the practical side there's still a lot work to be done. Especially to change everyone's attitude

HOF integration (Traficom)

HOF has been successfully integrated into operation and a lot of work has been done. HOF is a part of all training. Looking at the whole railway system in Finland the actions and operations of FTIA concerning HOF are on a good level.

Operational planning and control (Traficom)

Risk analysis has been done, but residual risks have not sufficiently been taken into account or the need to analyse risks is not always identified. There are good examples, but diversity is still too great. This needs a more systematic implementation.

Operational planning and control (FTIA)

Planning of functions has a sound process and it is adhered to. However there is a lack in resources.



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