

European Rail Safety Climate Survey ERA-SCS

A Tool to Enhance Global Safety

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Sevilla, 17 October 2021



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

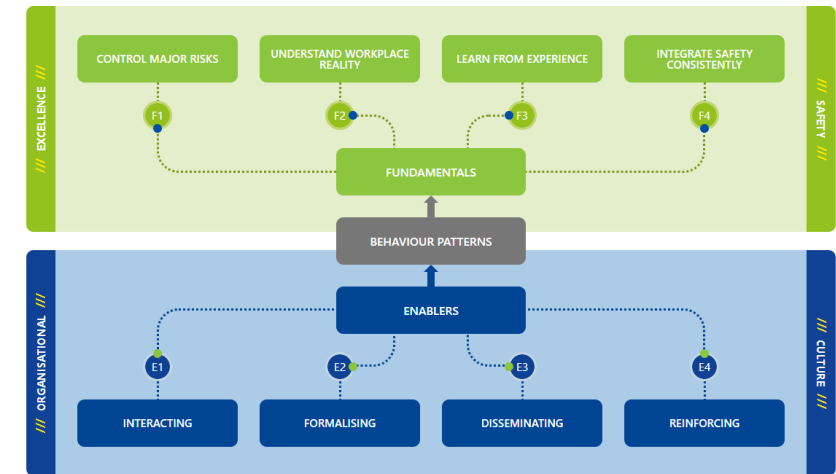


7+1 point Likert scale

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> 1. Completely disagree | <input type="checkbox"/> 2. Strongly disagree | <input type="checkbox"/> 3. Disagree | <input type="checkbox"/> 4. No opinion |
| <input type="checkbox"/> 5. Agree | <input type="checkbox"/> 6. Strongly agree | <input type="checkbox"/> 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



Fruitful Partnerships

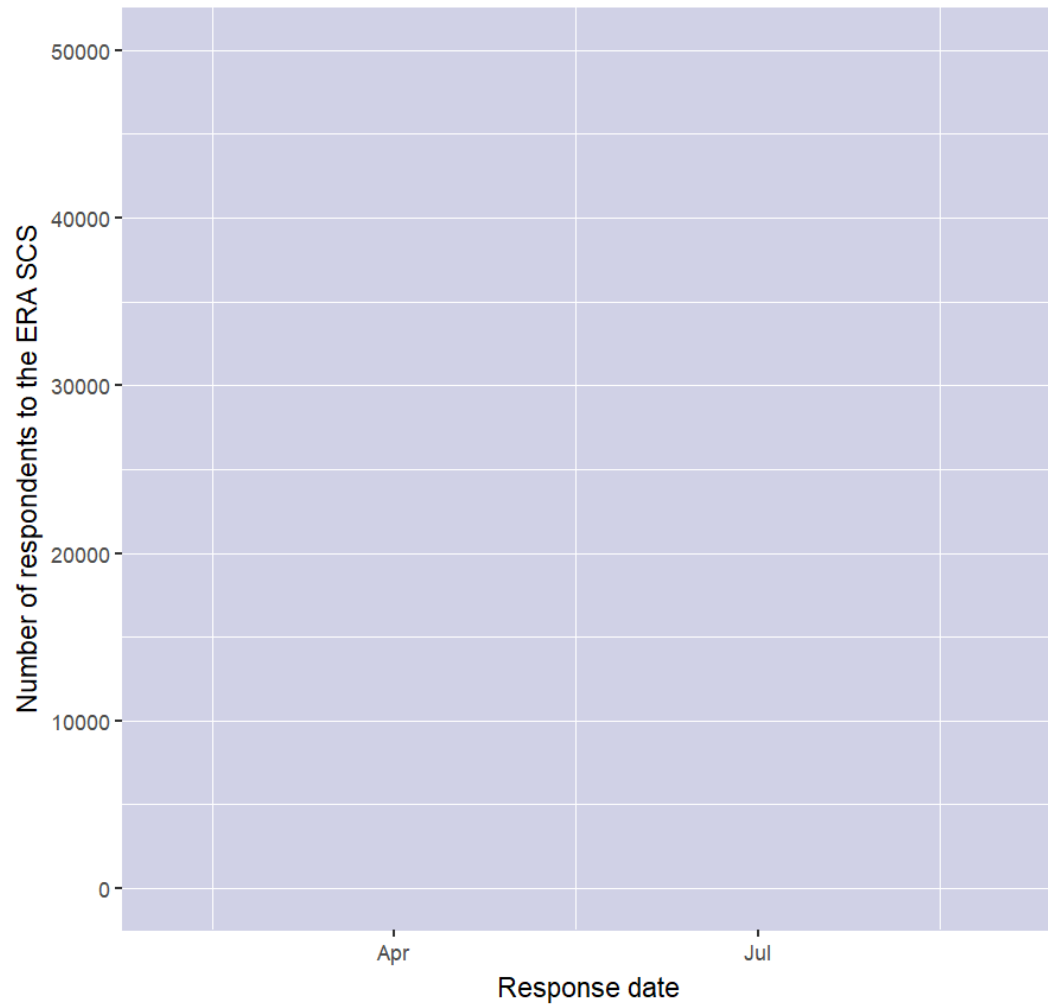
80 partners

100 surveys

40000 responses

100 reports

Fruitful Partnerships

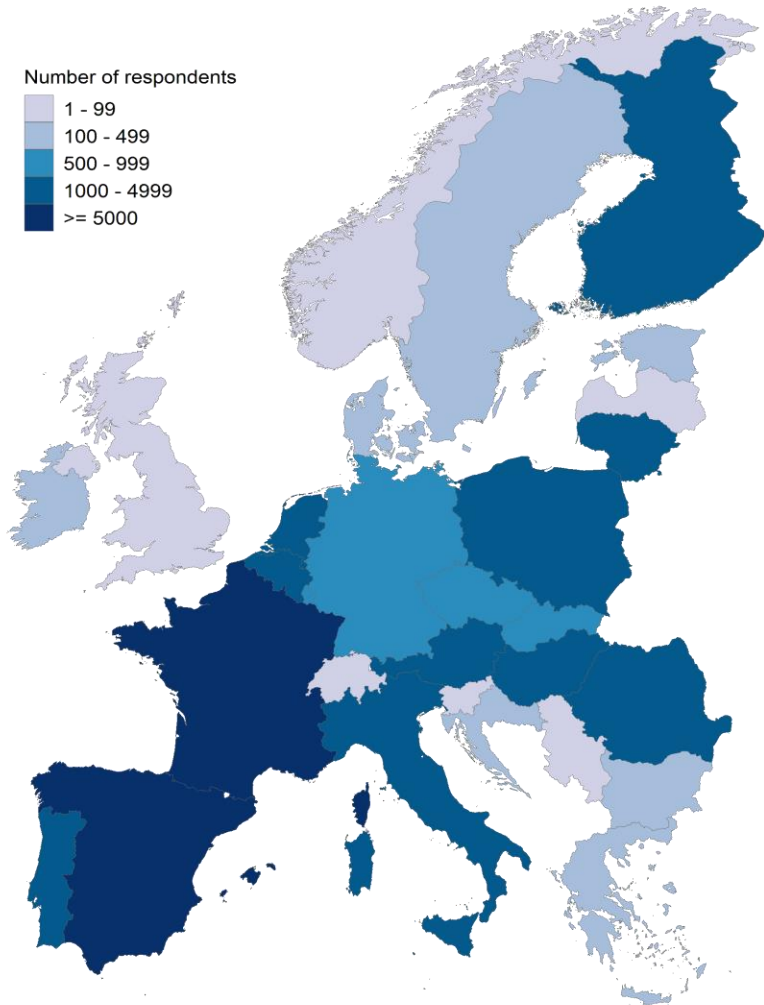
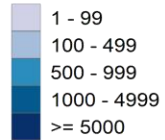


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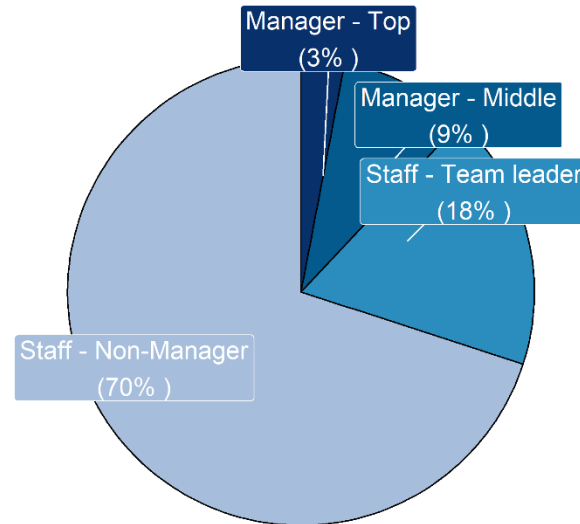
About the Respondents (1/2)

Number of respondents

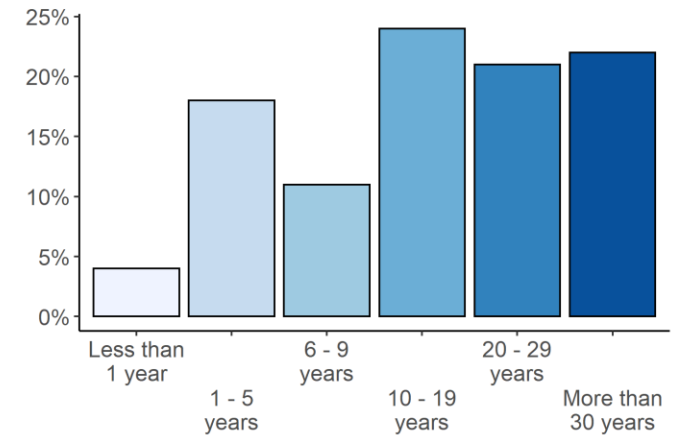


Only displaying European countries with one or more respondents

Position in the organisation



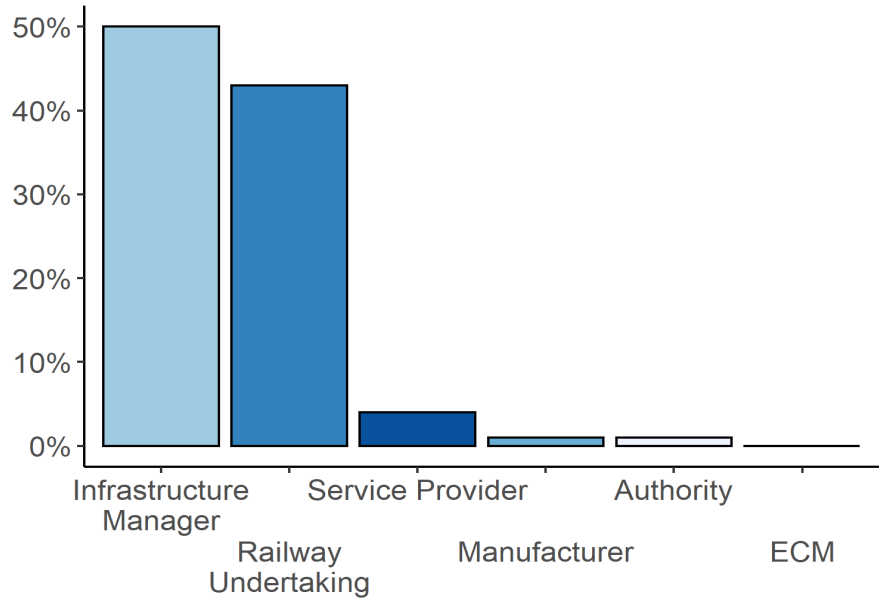
Years of experience in railways



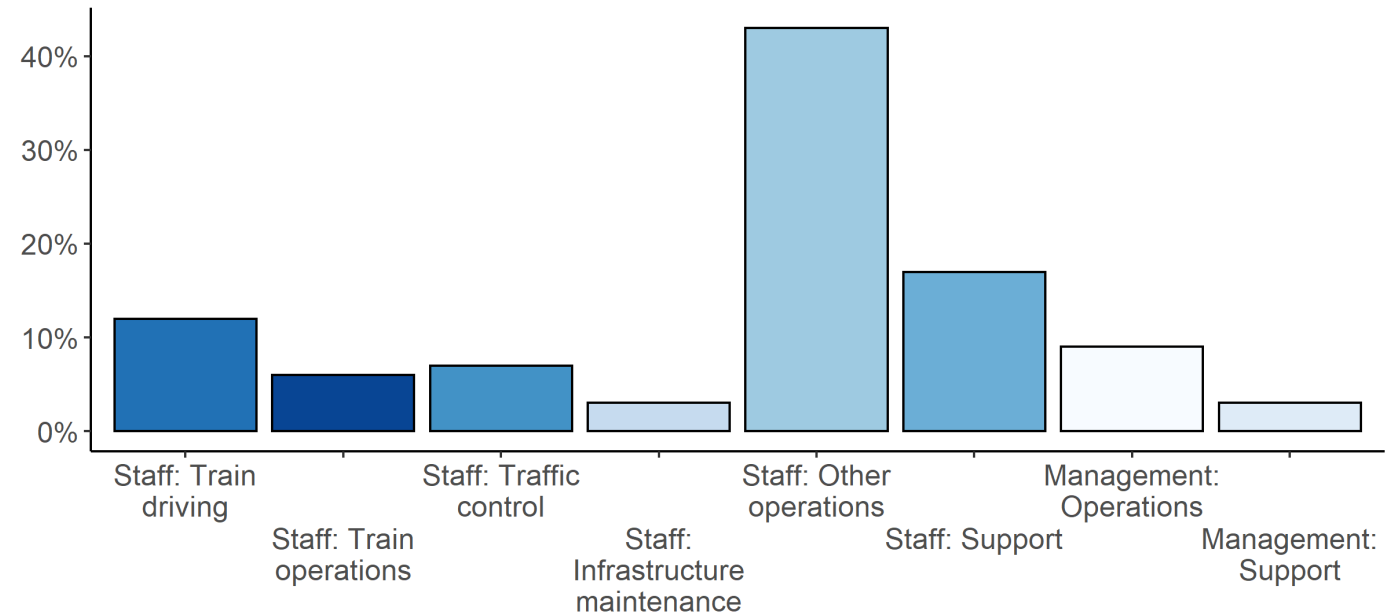
European railways are well covered
Under-representation of the German sector

About the Respondents (2/2)

Type of organisation



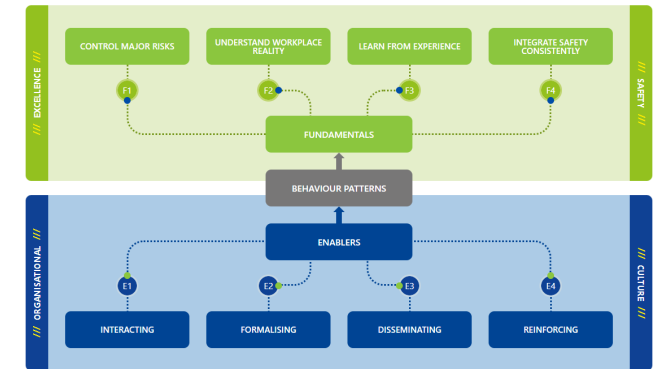
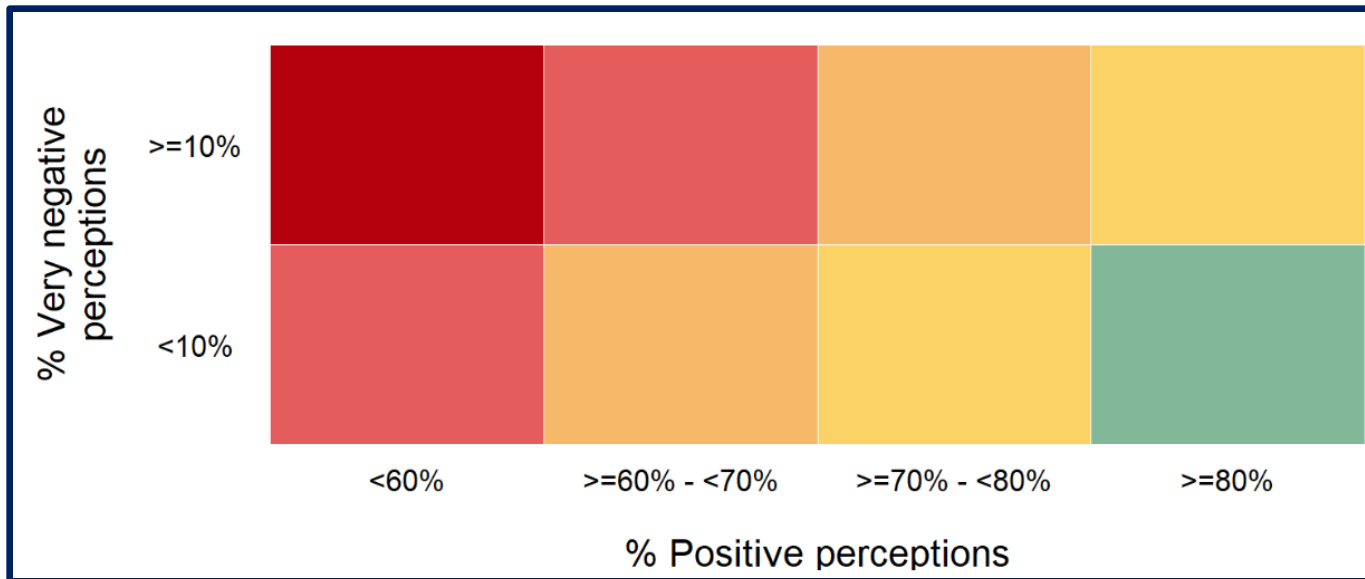
Role in organisation



European railways are well covered
Under-representation of the rail manufacturers

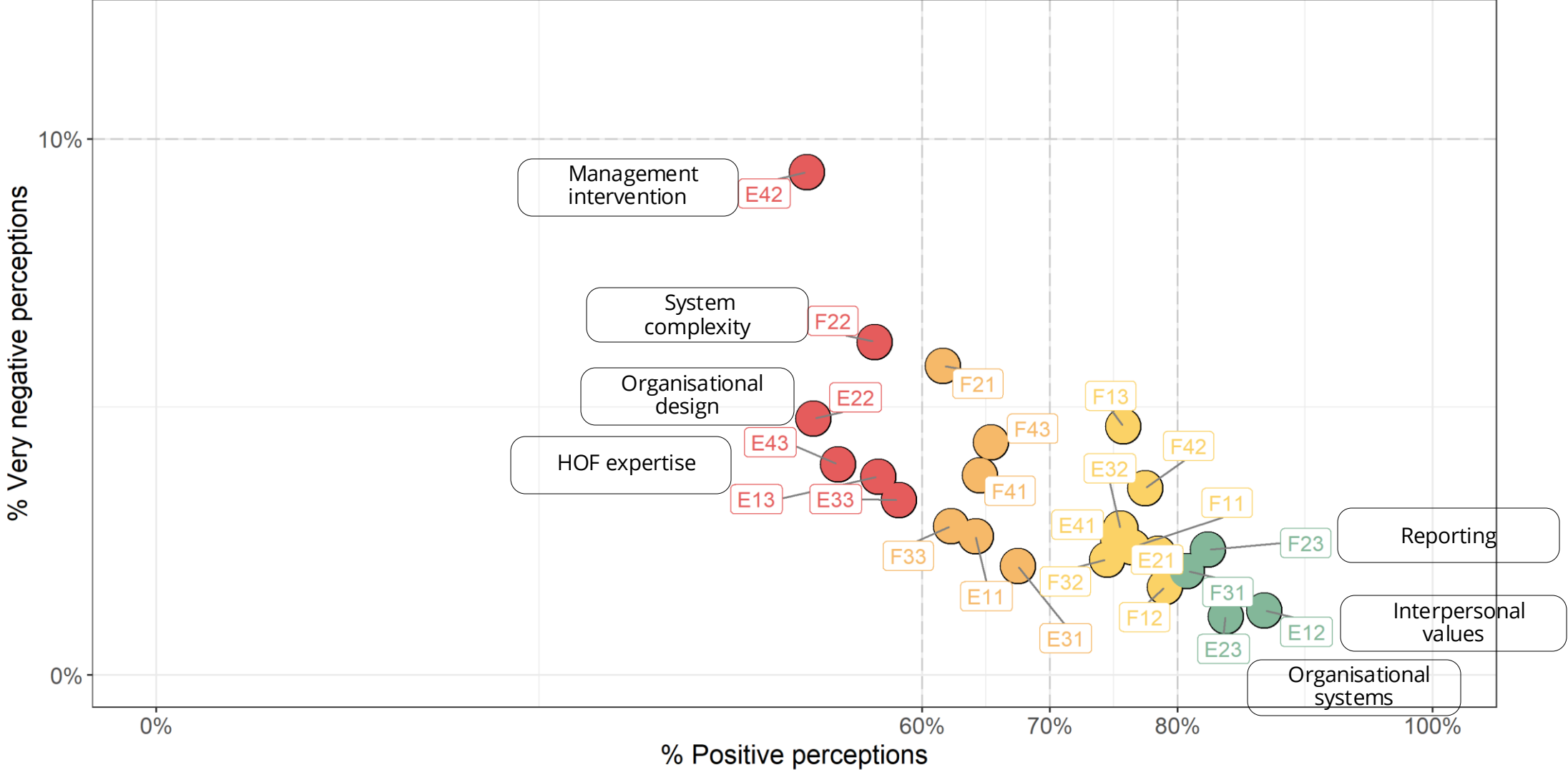
How to Visualise the Results?

- 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



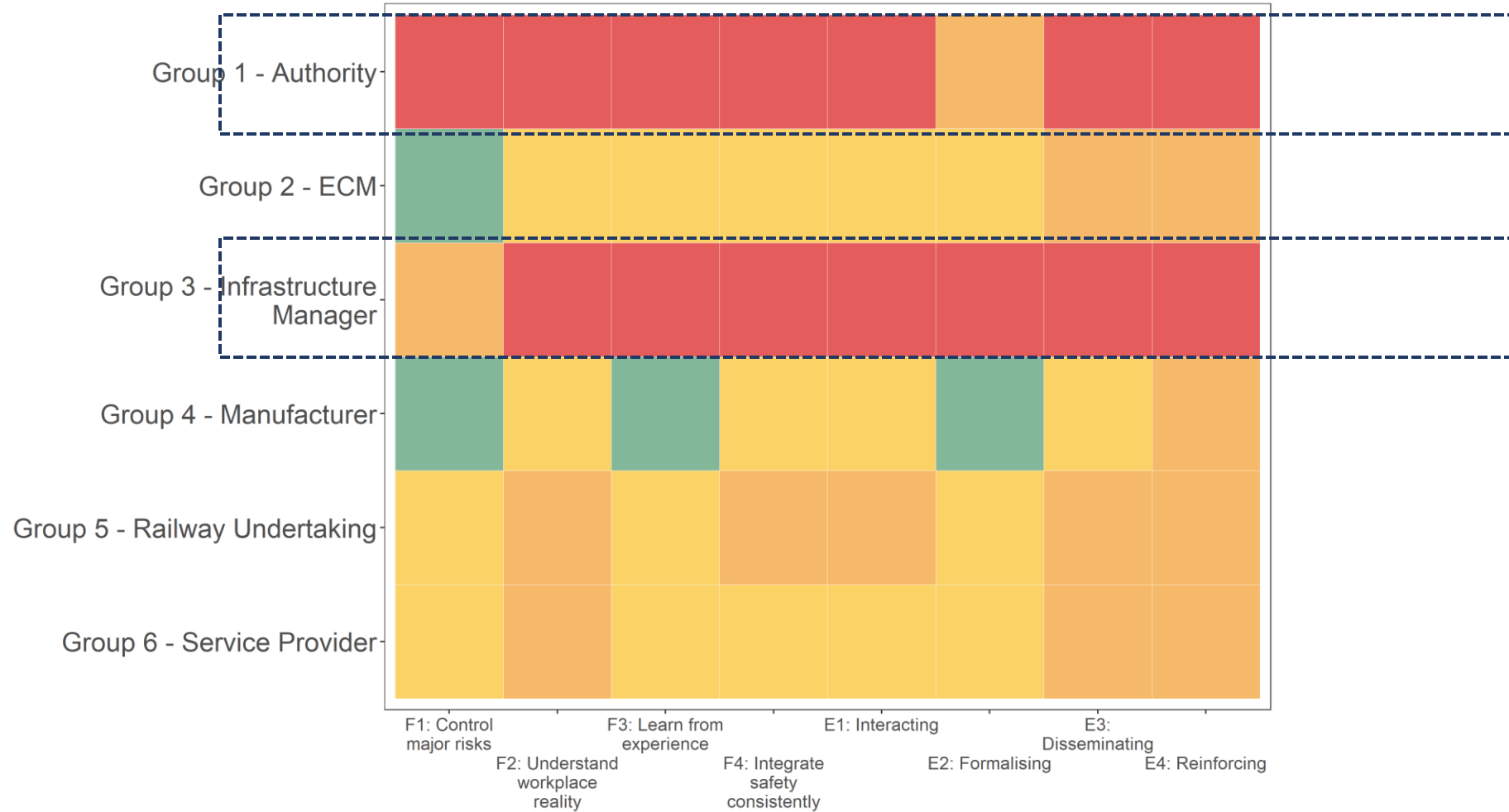
Importance is given to very negative perceptions (i.e. a complete disagreement with a positive safety statement or a complete agreement with a negative statement)

Overall Results



Results by Types of Organisation - Components

Components - Safety perception assessment

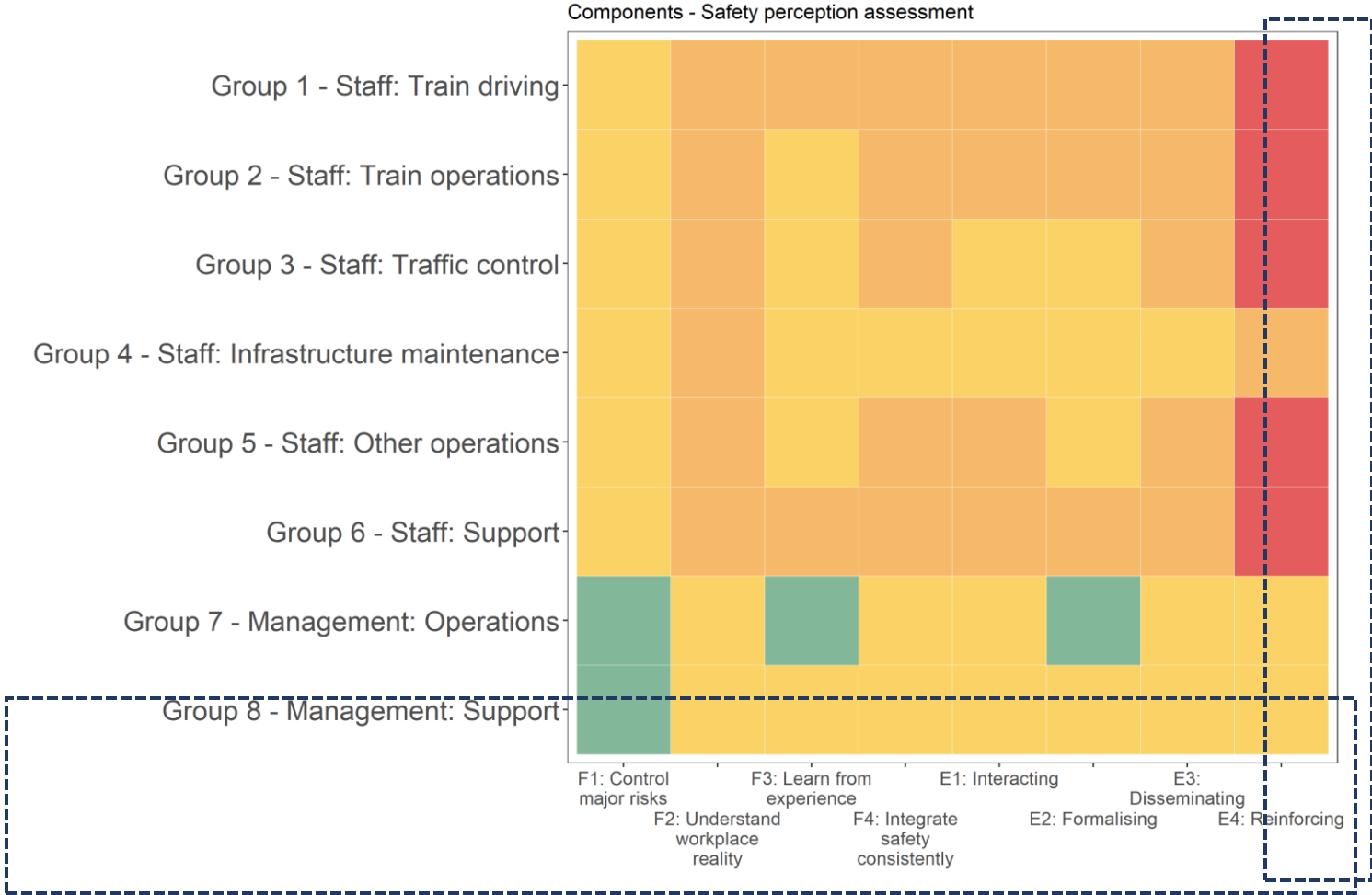


Results by Types of Organisation - Attributes

Attributes - Safety perception assessment

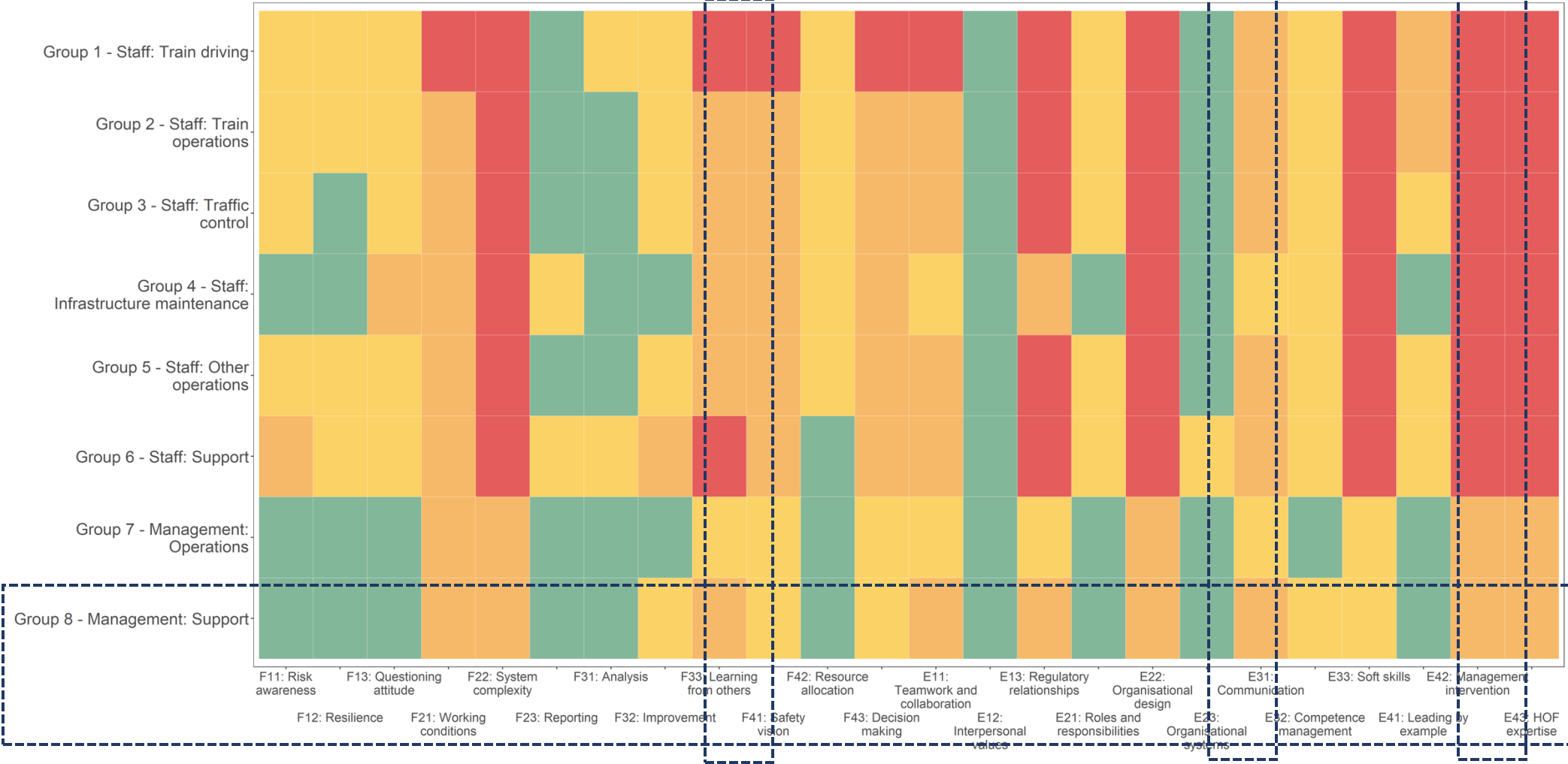


Results by Roles - Components

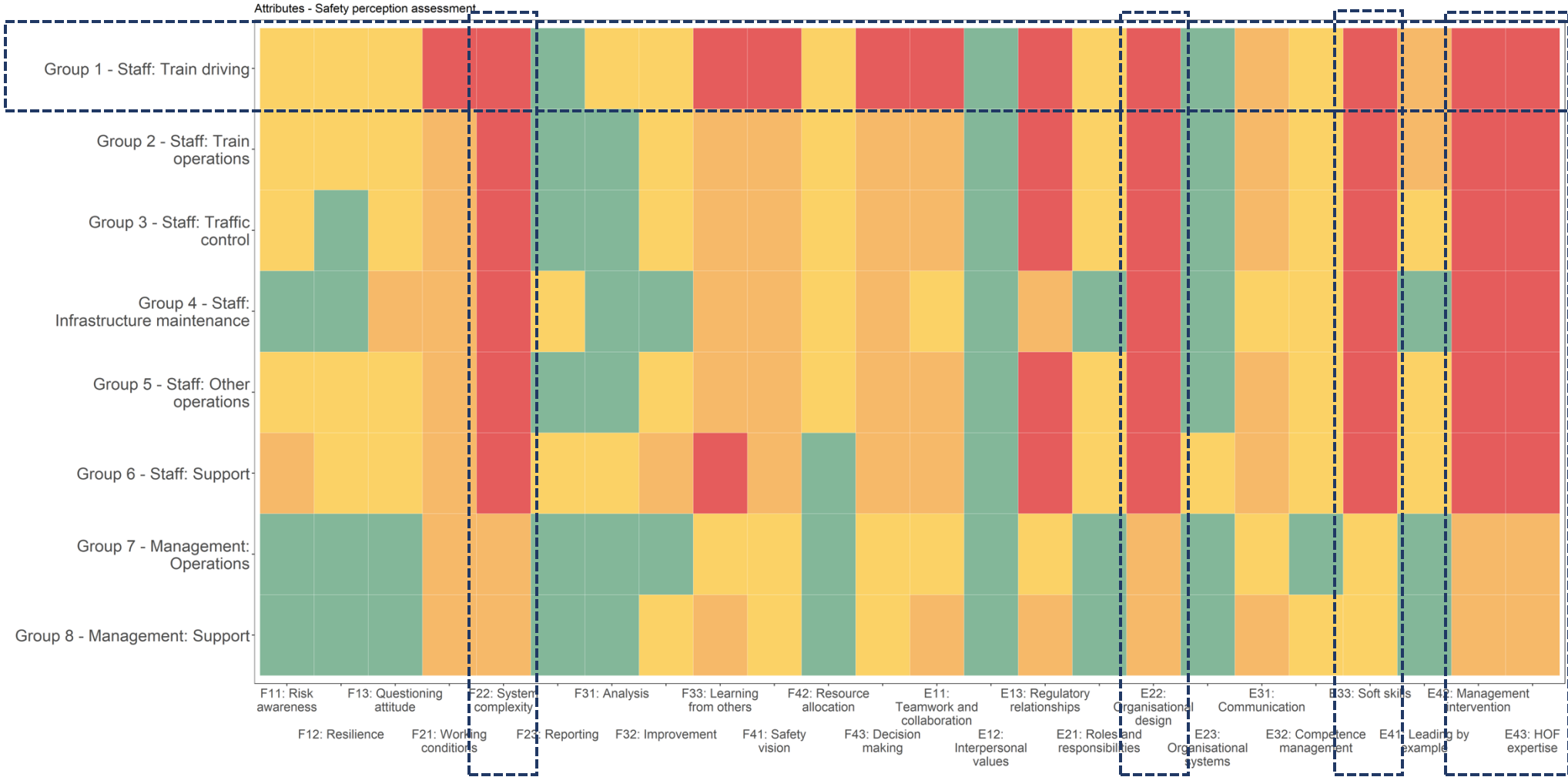


Results by Roles - Attributes (1)

Attributes - Safety perception assessment



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*



- 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

Lessons Learned

"A milestone for European Rail Safety"

"We learned a lot about ourselves"

"Communication is an area that can be improved"

"Additional work is to be done"

"Results provide a very good starting point"

"It is only one piece of the puzzle"

"We will run the survey every other year"

"Should I compare our results with others?"

Follow Up





46 500!



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