Safety and Interoperability of Railway Sector in the Republic of Croatia
Case study: Liberalization of Railway Sector

Safety first !

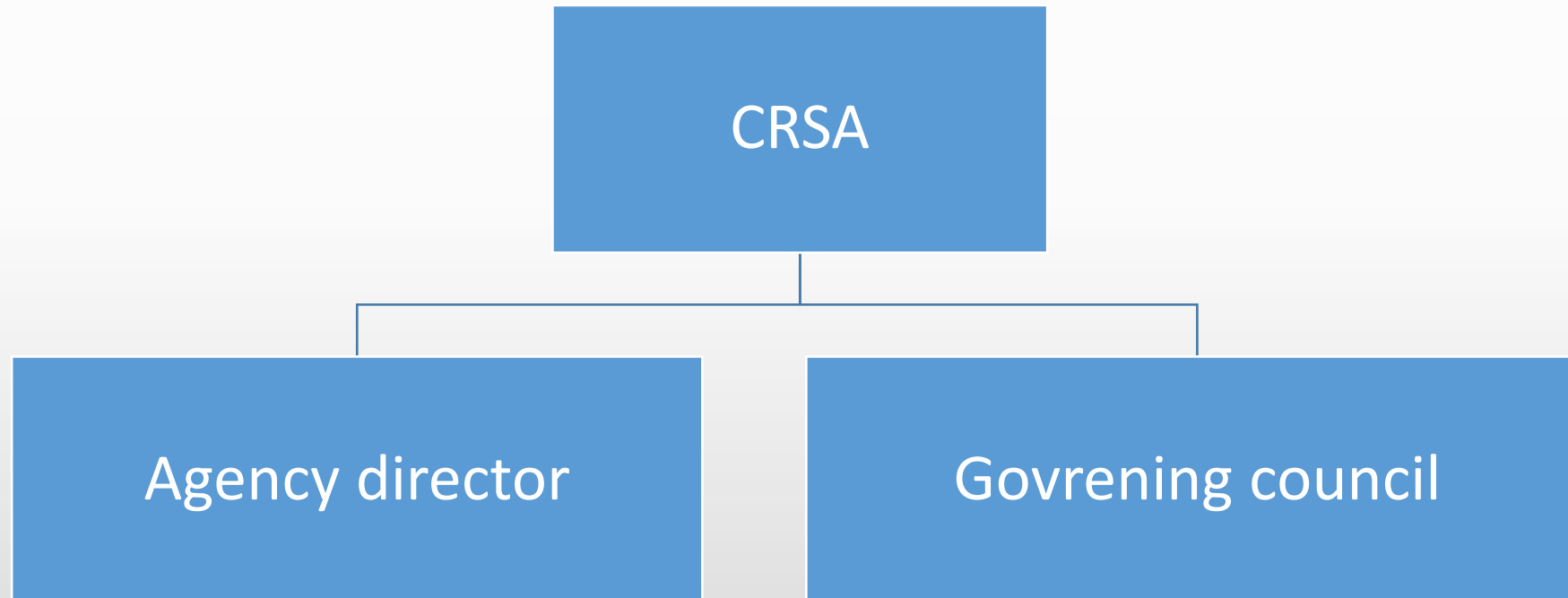*Sigurnost na prvome mjestu!*

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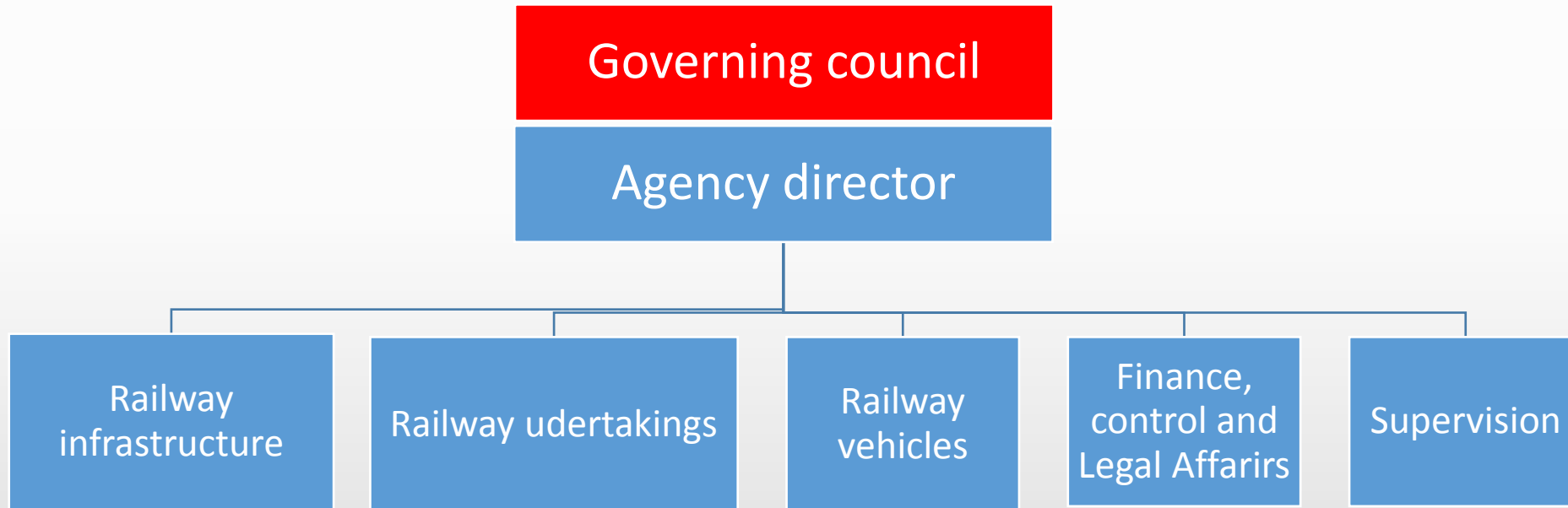
Croatian Railway Safety Agency (CRSA)

Agency bodies

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            │     CRSA     │
            └──────┬───────┘
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│ Agency director │  │ Govrening council│
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Croatian Railway Safety Agency (CRSA)

Agency organisation structure

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                    Governing council
                    Agency director
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- Railway infrastructure
- Railway udertakings
- Railway vehicles
- Finance, control and Legal Affarirs
- Supervision

ACTION PLAN – Croatian NSA - CRSA

Introduction – Model of the AP

Vision

Our vision is to be leading safety agency in the region, which ensure continuous progress of safety and interoperability of Railway System.

Mission

Our mission is to advance safety and interoperability of the Croatian and European railway system and create circumstances for safe and uninterrupted transport of goods and passengers.

NSA Policy

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Introduction – Model of the AP

National Railway Safety Strategy

Implementation of the Ministry Strategic plan

Ultimate Outcomes

Reduced rates of accidents, incidents and injuries

Improved safety and public confidence in railway safety

ACTION PLAN – Croatian NSA (CRSA)

National priorities in the Croatian Railway System and Program elements of the Safety Strategy

➢ **Long-term goals presented in the Action Plan will be involved in the Safety Strategy and its strategic program elements for improving the capability of the NSA and the whole railway system**

➢ **The development of a risk-based Safety Strategy requires that the NSA needs to have a good understanding of and adequately supervise the safety performance of the railway system in Croatia.**

➢ **The National safety priorities of the Strategy have to be the base for steering of improvements for the sector (IM and RU)**

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

1. Risk based approach

- Railway System has not yet adapted to a risk-based approach and there are inconsistencies between the new approach and previous technical rule-based approach.
- Program elements require special care and efforts to the enforcement of SMS, promoting safety culture, training staff for risk-based management/assessment-practical implementation of CSM (EU 402/2013; it is very likely: CSM-AB>>NSA); **transformation from rules based system to the risk based one**

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

2. SMS of the sector

- Railway System needs better understanding of SMS improvements and approach to the risk-based management.
- Program elements require special care and efforts to the enforcement of SMS, and audits to be performed by the NSA.

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

3. Safety culture

- Strong Safety Management Systems are highly dependent on positive organisational safety culture, which in turn underpin a risk based approach to rail safety regulation
- Program elements require special care and efforts to the promoting of Safety culture.

ASZ

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

4. Old vehicles

- Most of operational vehicles are 40-years old at the end of their life cycle
- Program elements require special care and adequate monitoring of risk (APS – AsBo)

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

5. Infrastructure Assets

- Considerable part of the infrastructure requires urgent attention for current maintenance and replacement of outdated equipment
- Program elements require special and almost urgent attention for current maintenance and replacement of outdated equipment, especially for relatively high number of unprotected level crossing in the network

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

6. Train drivers

- Considering the limited resources of CRSA (ASŽ), meeting the deadline of October 2018 is at risk if the largest Rus are starting the process close to the deadline (implementation of Directive 2007/59/EC).
- Program elements require special attention for harmonizing of the process for issuing train driver licenses and ensuring adequate extra staff of the NSA if it will be needed. Operational sector has to develop a monitoring strategy for train driver competence.

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

7. ECM

- On average locomotives and freight wagons are 40-years old, which should not be a safety problem as far as they are maintained in such a way that all risk are properly monitored and controlled.
- Program elements require special attention on workshops to deliver maintenance in line with QMS (management principles: Plan-Do-Check-Act); implementation of EU Regulation 402/2013 on CSM; surveillance activities following the delivery of ECMs certificate by NSA

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

8. CSI

- It was observed that data is collected and reported by the IM for a limited number of accident precursors (broken wheels and track buckles only). Other precursors are not collected.

- Program elements require special attention that the statistics on precursors need to be reported under the CSIs as per article 9 (4) – RSD; RU and IM have obligation to report CSI data to NSA.

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National priorities in the Croatian Railway System and Program elements of the Safety Strategy

9. Human resources

- NSA has faced with the issues concerning the lack of staff with specific knowledge of risk management and SMS audits (foreseen issue for CSM-AB/ EU 402/2013).
- Program elements require specific care for ensuring educated and trained staff (prerequisite: Financial plan plan/ensuring adequate resources)