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## Paper

Brussels, June 2017

# Introducing Human Factor into the CSMs

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## ■ *Background*

The CSMs are being revised after the publication of the 4<sup>th</sup> Railway package. One of the new concepts introduced by the 4<sup>th</sup> RP and now reflected in the CSMs is the need to address Human Factor and safety culture.

CER and ERFA are convinced that this change in the scope of the CSM need to be properly introduced and that guidance will be essential.

There are provisions in the CSMs for Conformity assessment on Human factor but no provisions are explicit in the CSM for supervision.

While implementing Human factor criteria in the CSMs, the introduction of a “just culture” for safety in the entire railway system is also necessary.

## ■ *Adding a recital 9Bis in the CSMs*

In order to properly introduce the changes in the revised TSI, CER and ERFA would like to propose a new recital to be included in the revised CSMs (formerly 1077/2012, 1158/2010, 1169/2010):

***“The human plays a central role in the safe and efficient operation of the railway system. Therefore, defining and supervising safety management systems and safety level must foster a systematic approach to supporting human performance and managing the contribution of human factors in railway activities.***

***Guidance must be mutually developed and agreed by certification and authorization bodies together with the Agency and the Sector to provide harmonized supervision and good practices helping workers and staff involved in operation to understand their contribution and responsibilities for the safe and efficient operation of the railway system. Harmonised principles and provisions must contribute to an effective implementation of just culture and also help to find appropriate legal response where required.”***

The proposed text is built on the new provision introduced in the TSI and the numerous declarations made by ERA, EC and other agencies (e.g. EUROCONTROL) on the need to engage towards a just safety culture.

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**About CER**

The Community of European Railway and Infrastructure Companies (CER) brings together more than 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 73% of the rail network length, 80% of the rail freight business and about 96% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit [www.cer.be](http://www.cer.be) or follow us via Twitter at @CER\_railways.

**About ERFA**

ERFA - European Rail Freight Association - represents new entrants, i.e. all those operators who want open access and fair market conditions, and sustains their role of pushing forward the development of the railway market. ERFA represents 32 members from 16 countries. The members of ERFA all share a commitment to work towards a competitive and innovative single European railway market by promoting attractive, fair and transparent market conditions for all railway companies. For more information visit [www.erfarail.eu](http://www.erfarail.eu)

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