



PLAN DE ACCION 2018. INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD FERROVIARIA

ASAMBLEA DE LA PLATAFORMA TECNOLÓGICA FERROVIARIA ESPAÑOLA – 12/12/2018

PLAN DE ACCIÓN 2018



The screenshot shows the official website of the Agencia Estatal de Seguridad Ferroviaria (AESF). The header includes the Spanish flag, the text 'GOBIERNO DE ESPAÑA' and 'MINISTERIO DE FOMENTO', the AESF logo, and the text 'AGENCIA ESTATAL DE SEGURIDAD FERROVIARIA'. A search bar and a 'CONTACTO' link are also present. Below the header is a navigation menu with links: 'QUIENES SOMOS', 'ACTIVIDADES', 'NORMATIVA', 'RELACIONES CON LA AGENCIA', 'AGENTES DEL SECTOR FERROVIARIO', and 'CONTRATACIÓN'. The main content area is titled 'PLAN DE ACCIÓN' and contains the following text:

De acuerdo con el artículo 12 del Estatuto de AESF, el Director propondrá al Consejo Rector para su aprobación el plan de acción anual, sobre la base de los recursos disponibles, antes del 1 de febrero de cada año.

Dicho documento será público, teniendo los ciudadanos acceso a su contenido desde su aprobación, excepto aquellos aspectos que puedan comprometer la seguridad ferroviaria. Para garantizar el libre acceso al contenido de estos documentos, serán publicados en la web de la Agencia.

En este enlace se puede acceder al [plan de acción](#) aprobado para el año 2018

A sidebar on the left lists various sections: '¿Qué es la AESF?', 'Competencias', 'Delegación de competencias', 'Órganos de gobierno', 'Estructura', 'Localización de la AESF', 'Plan de acción' (highlighted), 'Cuentas anuales', and 'Noticias'.

<http://www.seguridadferroviaria.es/quienes-somos/plan-de-accion>



The cover of the 'Plan de acción 2018' document features the AESF logo at the top right, with 'AGENCIA ESTATAL DE SEGURIDAD FERROVIARIA' written below it. The title 'Plan de acción 2018' is prominently displayed in large, bold letters. A circular image of a railway track stretching into the distance is positioned on the left. At the bottom, there is a row of icons representing various aspects of the railway system, including a globe, a train, a book, an eye, a gear, a wrench, a document, and a speech bubble. The date 'Marzo 2018' is printed in the bottom right corner.

PLAN DE ACCIÓN 2018

ADAPTACIÓN AL CUARTO PF:

- Transposición directivas
- Limpieza de normas nacionales
- Actividades de difusión
- Adecuación de procedimientos internos

ACTIVIDADES SUPERVISIÓN:

- Aumento auditorías e inspecciones
 - AAI y EEFF
 - EEM, Centros de mantenimiento
 - Centros de formación
 - Centros médicos

ACTIVIDADES COORDINACIÓN:

- Reuniones y foros REX

INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

4º PF

REGLAMENTO (UE) 2016/796 DEL PARLAMENTO EUROPEO Y DEL CONSEJO
de 11 de mayo de 2016
relativo a la **AGENCIA FERROVIARIA DE LA UNIÓN EUROPEA** y
por el que se deroga el Reglamento (CE) n.º 881/2004

Art.55.5

COMMISSION IMPLEMENTING REGULATION (EU) 2018/867
of 13 June 2018
laying down the rules of procedure of the **Board(s) of Appeal** of the European Union Agency for Railways

Art.80

COMMISSION IMPLEMENTING REGULATION (EU) 2018/764
of 2 May 2018
on the **fees and charges** payable to the European Union Agency for Railways and their conditions of payment

Art.5.1

COMMISSION DELEGATED DECISION (EU) 2017/1474
of 8 June 2017
supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to **specific objectives for the drafting, adoption and review of TSI**

Art.19

COMMISSION RECOMMENDATION (2018/C 253/01)
of 18 July 2018
on guidance for the harmonised implementation of the **European Rail Traffic Management System in the Union**

Art.21.9

COMMISSION IMPLEMENTING REGULATION (EU) 2018/545
of 4 April 2018
establishing practical arrangements for the **railway vehicle authorisation** and railway vehicle type authorisation process

Art.47

COMMISSION IMPLEMENTING DECISION (EU) 2018/1614
of 25 October 2018
laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC

Art.6.6

COMMISSION DELEGATED REGULATION (EU) 2018/761
of 16 February 2018
establishing common safety methods for **supervision by national safety authorities** after the issue of a safety certificate or a safety authorisation

Art.6.6

COMMISSION DELEGATED REGULATION (EU) 2018/762
of 8 March 2018
establishing common safety methods on **safety management system requirements**

Art.10.10

COMMISSION IMPLEMENTING REGULATION (EU) 2018/763
of 9 April 2018
establishing **practical arrangements for issuing single safety certificates** to railway undertakings

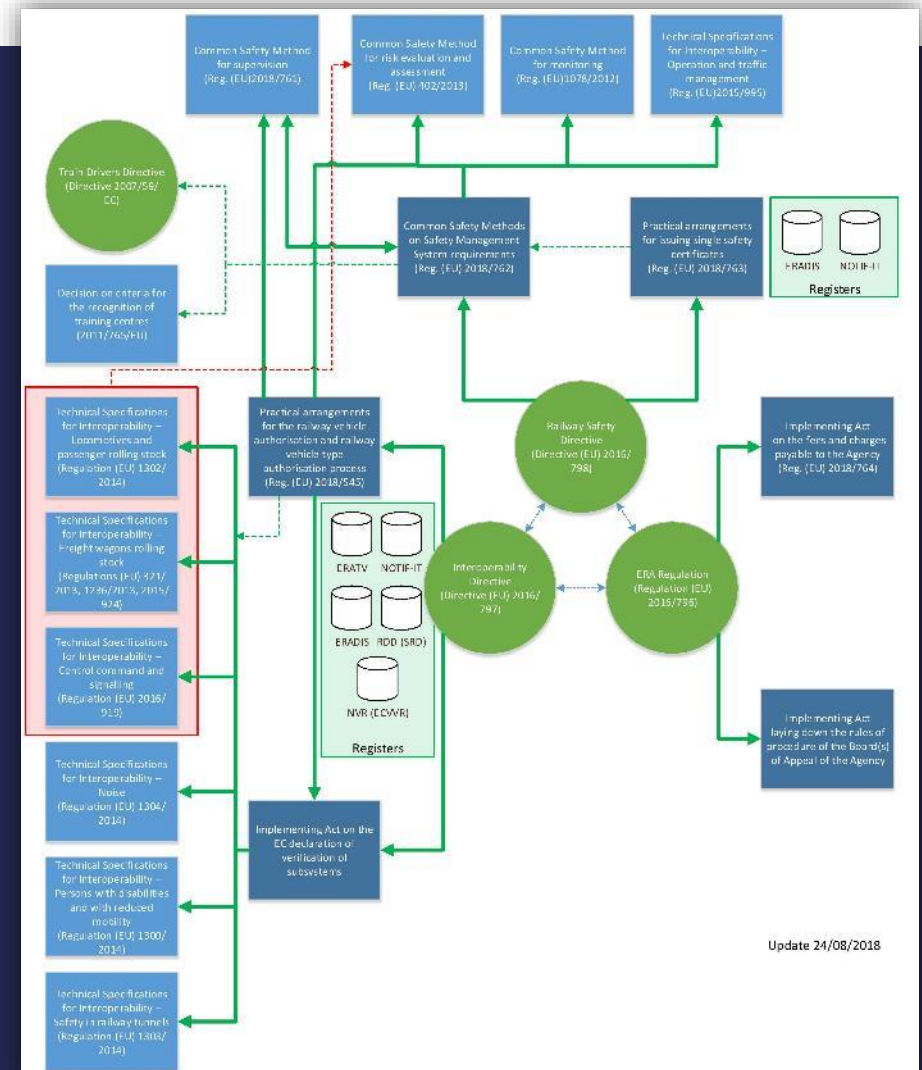
DIRECTIVA (UE) 2016/797 DEL PARLAMENTO EUROPEO Y DEL CONSEJO
de 11 de mayo de 2016
sobre la **INTEROPERABILIDAD** del sistema ferroviario dentro de la
Unión Europea

DIRECTIVA (UE) 2016/798 DEL PARLAMENTO EUROPEO Y DEL CONSEJO
de 11 de mayo de 2016
sobre la **SEGURIDAD FERROVIARIA**

INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

FUTUROS DESARROLLOS NORMATIVOS:

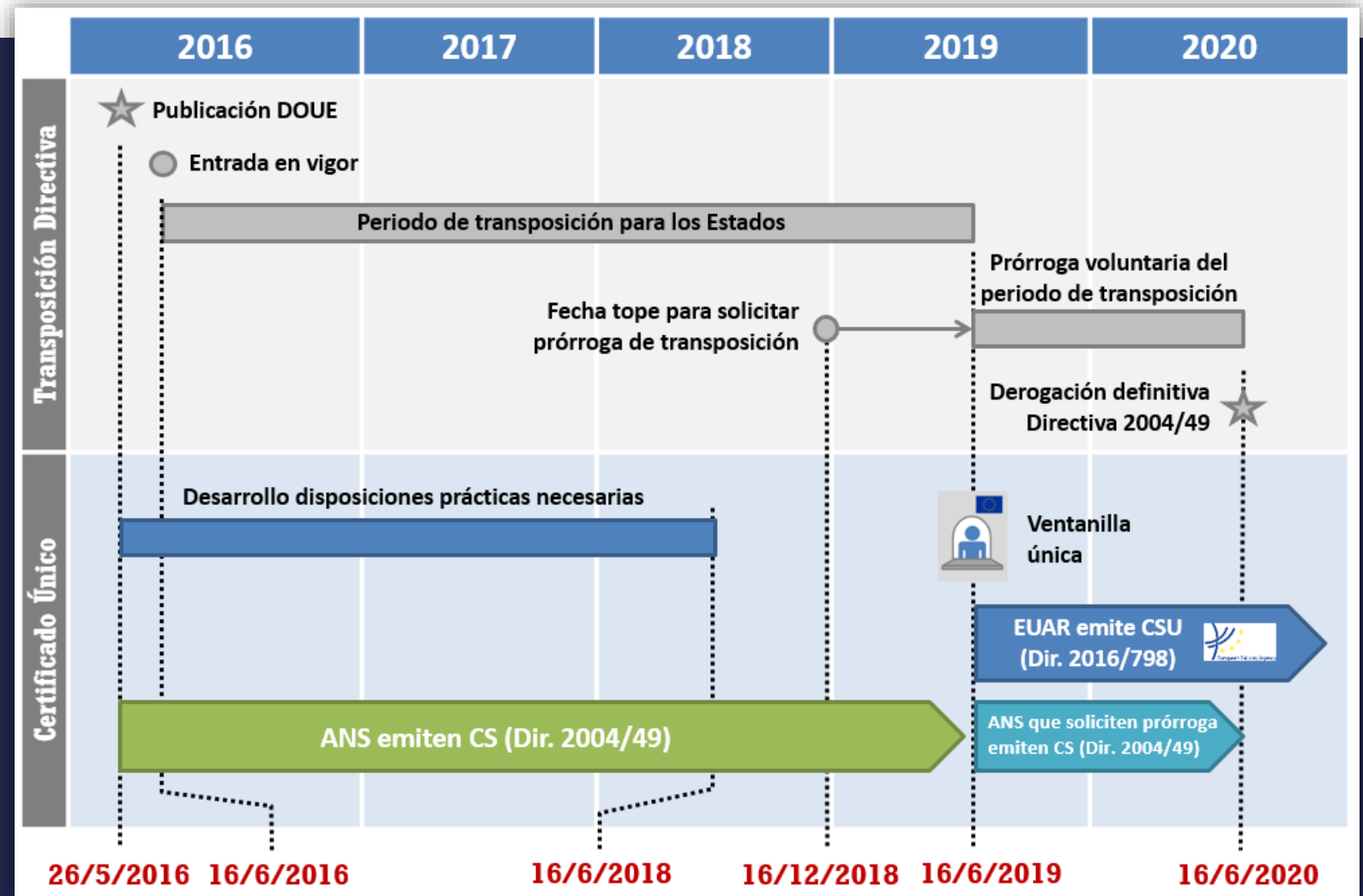
- IMPLEMENTING ACT XX/20XX sobre la declaración CE de verificación.
- REGLAMENTO XX/20XX sobre MCS de notificación de incidentes y accidentes.
- Nuevos textos para las ETIs (2019):
 - INF (4RP+)
 - ENE (4RP)
 - LOC&PAS (4RP+), WAG (4RP+)
 - CCS (4RP)
 - SRT (4RP), NOI (4RP)
 - OPE (full + 4RP)
- Modificación ERATV (4RP) y RINF (4RP)



INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

CERTIFICADO
DE SEGURIDAD
ÚNICO

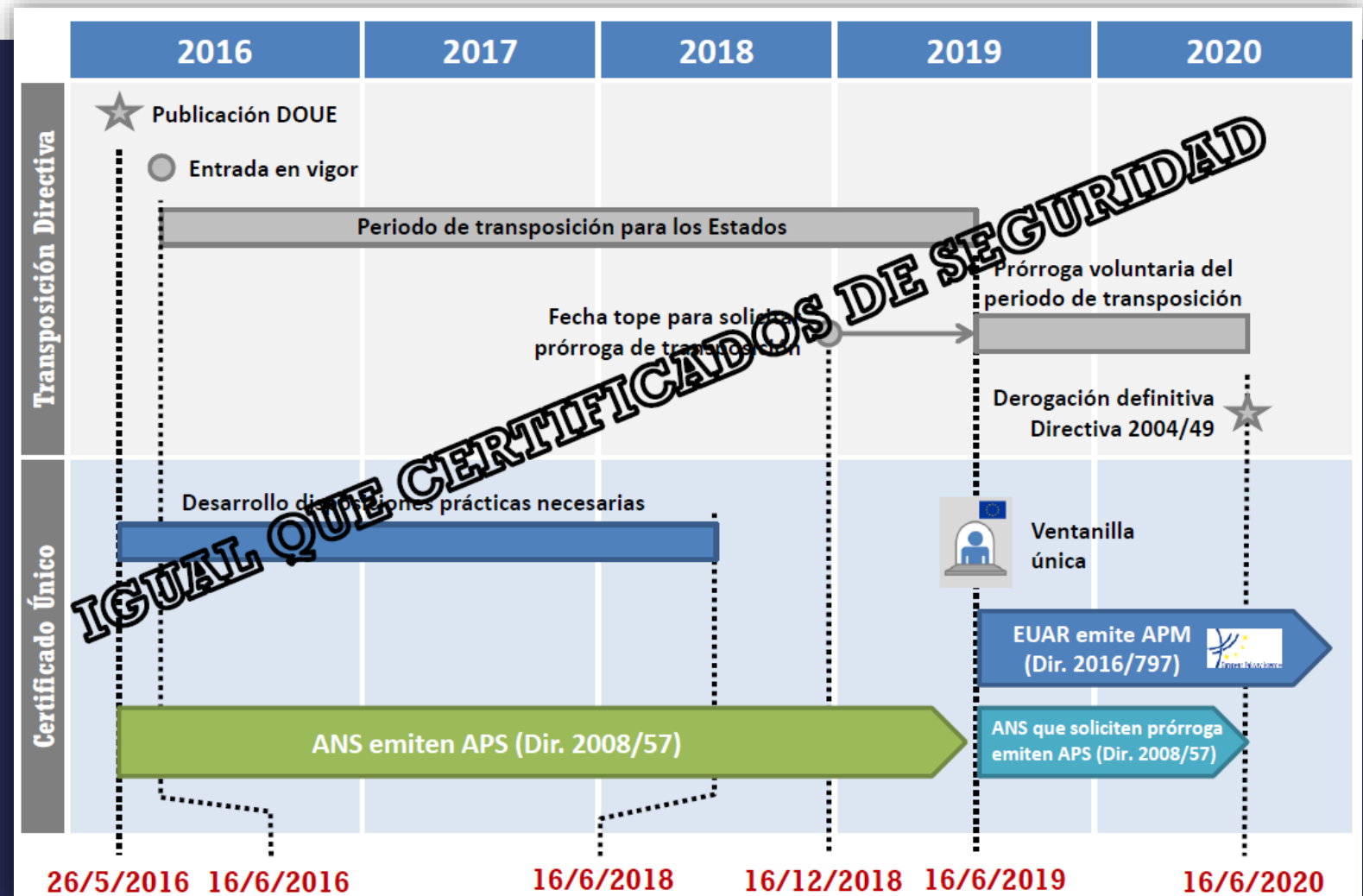
(OSS)



INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

AUTORIZACIÓN
DE PUESTA EN
EL MERCADO
DE VEHÍCULOS

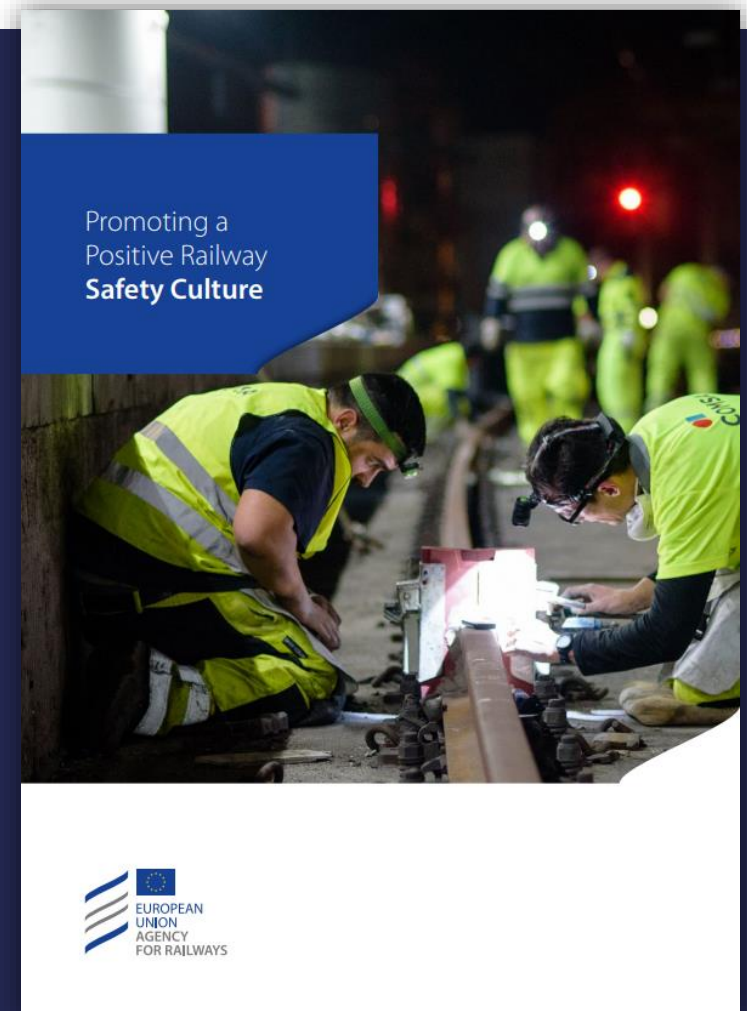
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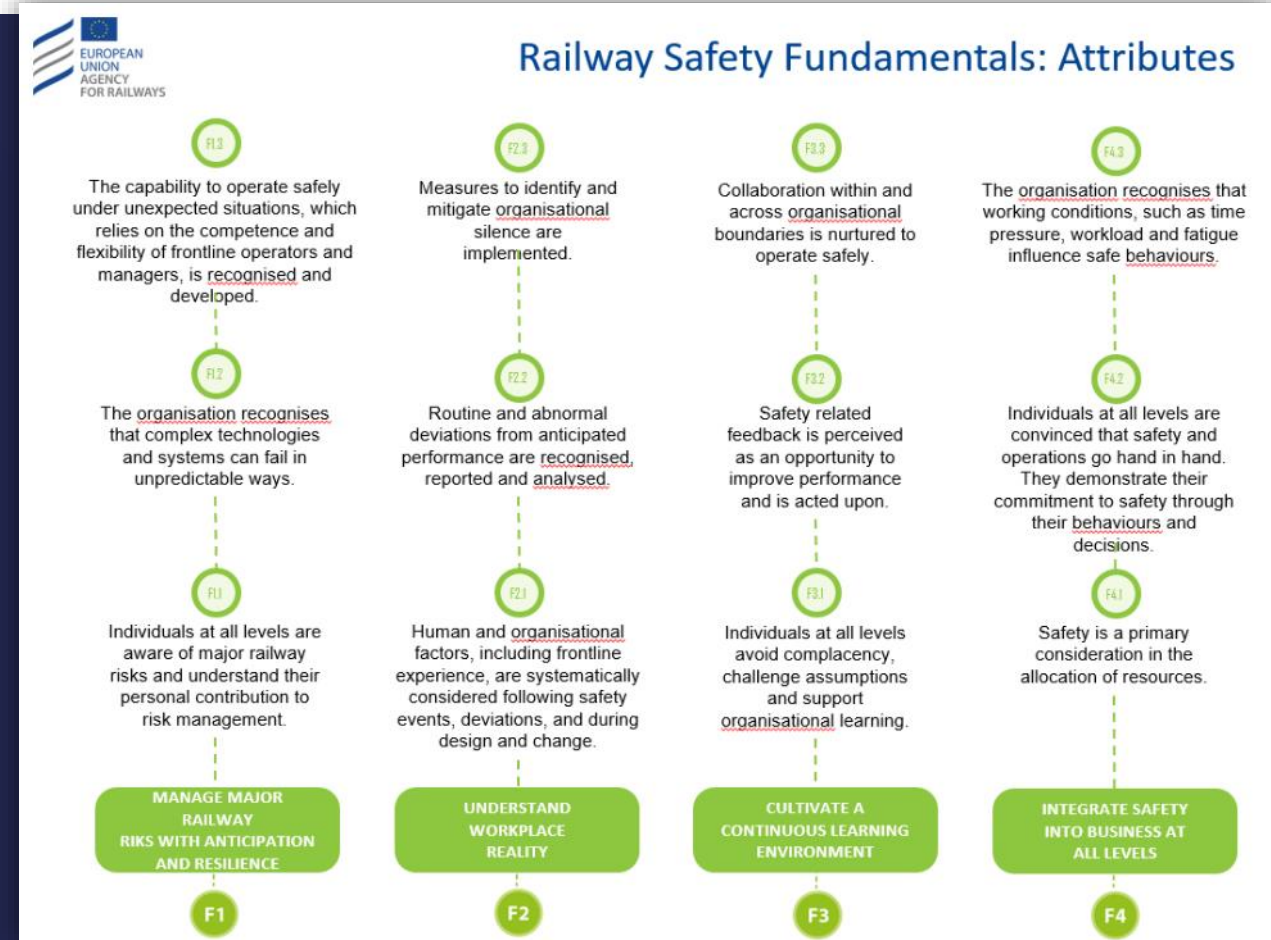
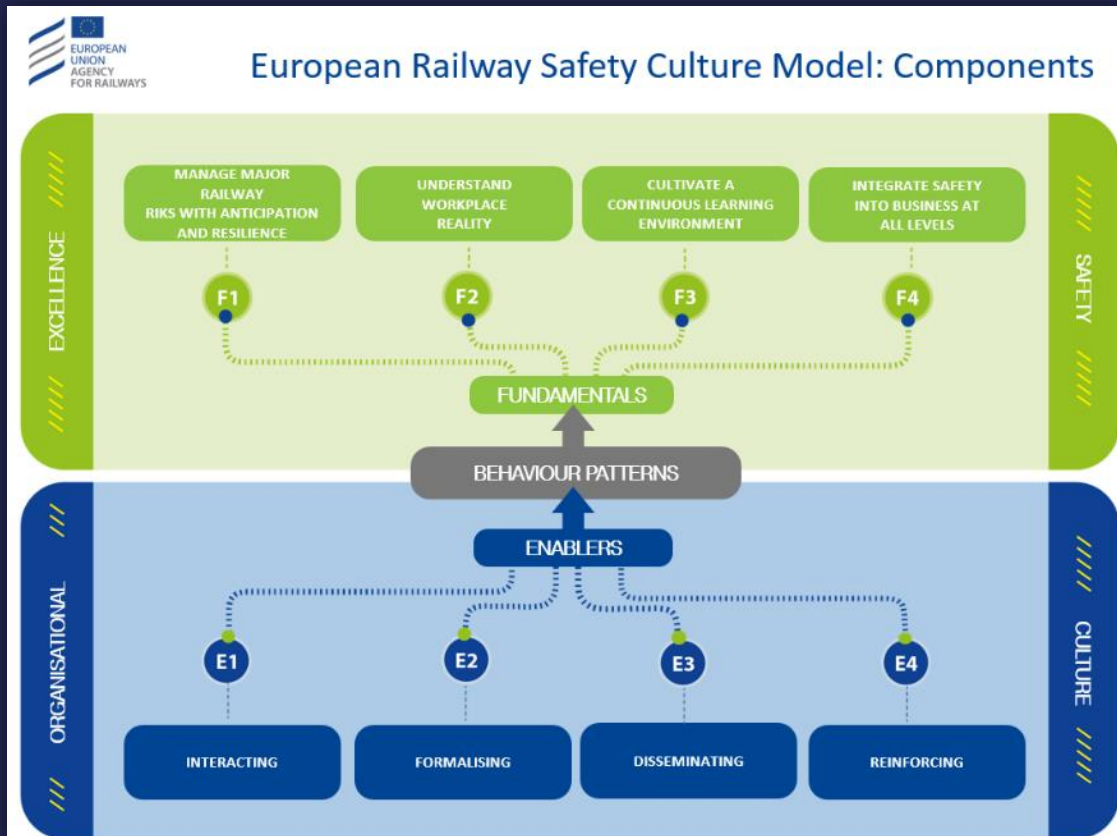
INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

SAFETY CULTURE:

- El artículo 29 de la Directiva de seguridad ferroviaria establece que la Agencia evaluará el desarrollo de una cultura de seguridad a más tardar el 16 de junio de 2024.
- El artículo 9, apartado 2, exige que los administradores de infraestructuras y las empresas ferroviarias desarrollen una cultura de confianza mutua y aprendizaje mediante el SGS.
- Estas ideas se ponen en práctica en el MCS (2018/762) en lo que se refiere a los requisitos del sistema de gestión de la seguridad y las guías asociadas para la evaluación de certificados de seguridad únicos o las autorizaciones de seguridad.



INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD



INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD



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FOR RAILWAYS

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ERA > Activities > Safety Culture

Safety Culture

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ACTIVITIES

- Safety Culture
- Safety Management System
- Common Safety Methods
- Rail Accident Investigation
- Common Occurrence Reporting
- Transport of Dangerous Goods
- Technical Specifications for Interoperability
- Conformity Assessment
- National Rules

Safety is the essential precondition for successful rail business in Europe.

In many high-risk domains tackling organisational and cultural aspects has become paramount to enhancing safety. The success of **safety culture** in those industries has convinced leaders of the European rail sector, as well as European law-makers, to embrace this philosophy across the continent.

*Safety culture refers to the interaction between the requirements of the **Safety Management System (SMS)**, how people make sense of them, based on their attitudes, values and beliefs, and what they actually do, as seen in decisions and behaviours.*



ERA Railway Safety Culture Video

Related documents

Related links



The European Railway Safety Culture Declaration
United for Railway Safety

The European Railway Safety Culture Declaration

United for Railway Safety

This declaration demonstrates the commitment of European railway leaders to raise awareness and promote a positive safety culture throughout the entire industry. A positive safety culture reinforces the effects of a Safety Management System, improving the capability and efficiency of safety management.

As railway leaders signing this declaration, we agree the following:

- Safety is a main driver of the efficiency and reliability of railway services. Safety should not be compromised when different business goals conflict. Our vision statements, targets and indicators, resource allocation, and all aspects of daily operations will support this. Good safety management is always risk based.
- Our organisations will promote safety, reporting and just culture principles amongst management and employees and with other parties, including our contractors, suppliers, and service providers. Together, we will actively foster mutual respect, support and cooperation to build trust across our organisations and create a shared understanding of workplace reality.
- Safety is an individual responsibility commensurate with the training, experience, and professional standards that fit the role or function. Our organisations are responsible for encouraging positive safety behaviour and providing the appropriate environment to allow work to succeed safely, including job design, tools, training and procedures.
- In an operational railway environment, individuals, despite their training, expertise, experience, abilities, and good will, may be faced with situations where the limits of human performance combined with unwanted and unpredictable systemic influences may lead to an undesirable outcome.
- Investigation and analysis of occurrences should focus first on system performance, the conditions and factors that influence the work practice rather than on apportioning blame or individual responsibility. This approach is to be followed all times except in cases of gross negligence, wilful violations and destructive acts which seriously compromise the level of railway safety.

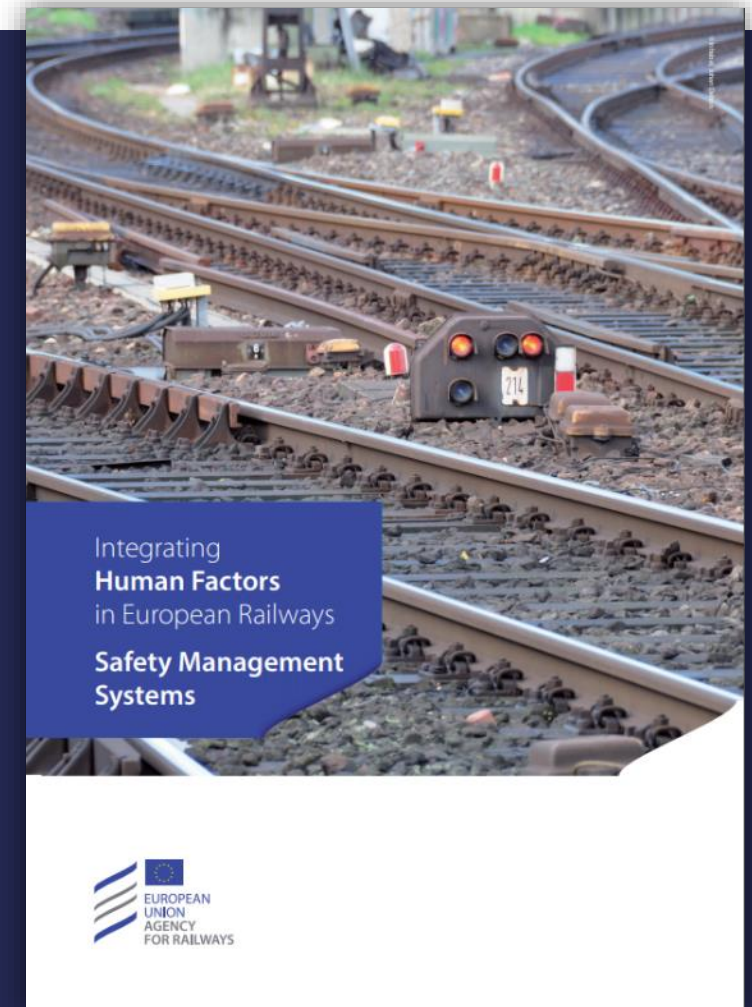
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INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

HUMAN FACTORS:

- «Human Factors» se refiere a la optimización del desempeño humano en el lugar de trabajo para el propósito de la seguridad, bienestar y eficiencia.
- Este concepto considera el entorno laboral desde un punto de vista centrado en la persona y mirando al conjunto.
- Los «factores humanos» desempeñan un papel cada vez más importante en entornos complejos y en sistemas críticos de seguridad.

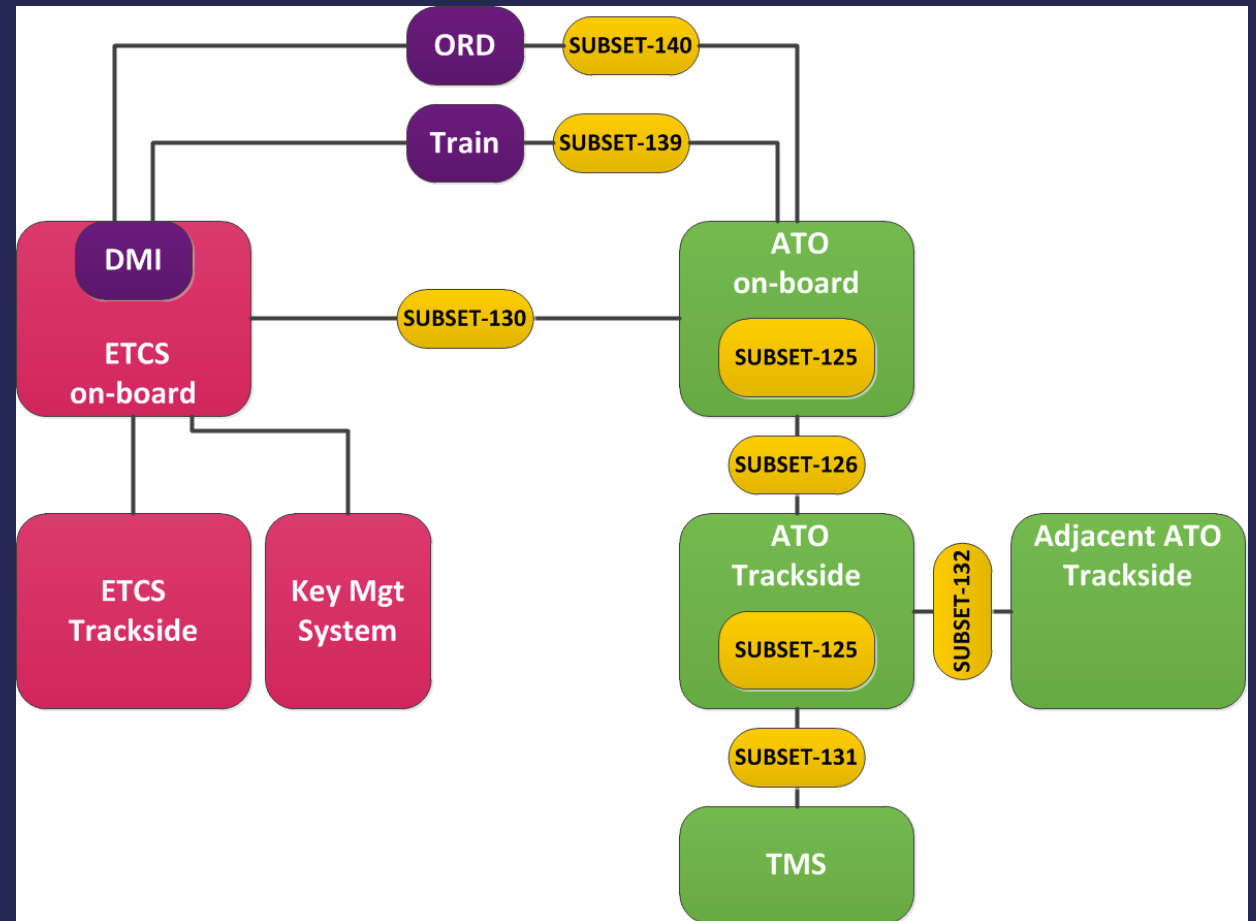


INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

ATO SOBRE ETCS:

- Incremento capacidad infraestructuras.
- Mejorar la calidad del servicio.
- Reducción costes energéticos y de operación.

www.shift2rail.org



INNOVACIONES PARA LA MEJORA DE LA INTEROPERABILIDAD Y LA SEGURIDAD

GoA1+
C-DAS over
ETCS

Grade of Automation	Train Operation	Setting train in motion	Driving and stopping train	Door closure	Operation in event of disruption
GoA 1	ATP with Driver	Driver	Driver	Driver	Driver
GoA 2	ATP and ATO with Driver	Driver / Automatic	Automatic	Driver	Driver
GoA 3	Driverless (DTO)	Automatic	Automatic	Attendant / Automatic	Attendant
GoA 4	Unattended (UTO)	Automatic	Automatic	Automatic	Automatic

ATP: Automatic Train Protection
ATO: Automatic Train Operation
DTO: Driverless Train Operation
UTO: Unattended Train Operation

MUCHAS GRACIAS POR SU ATENCIÓN

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