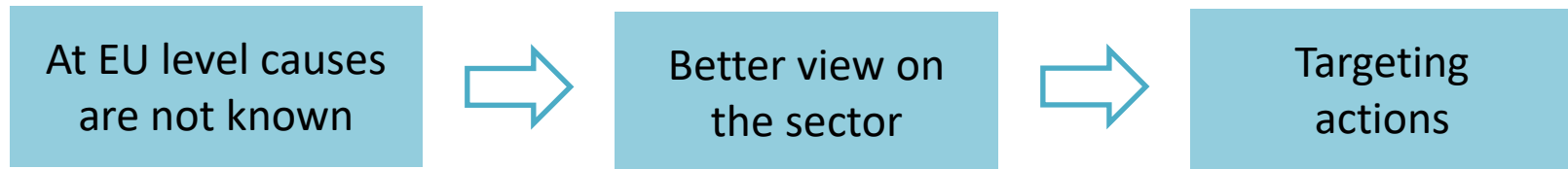
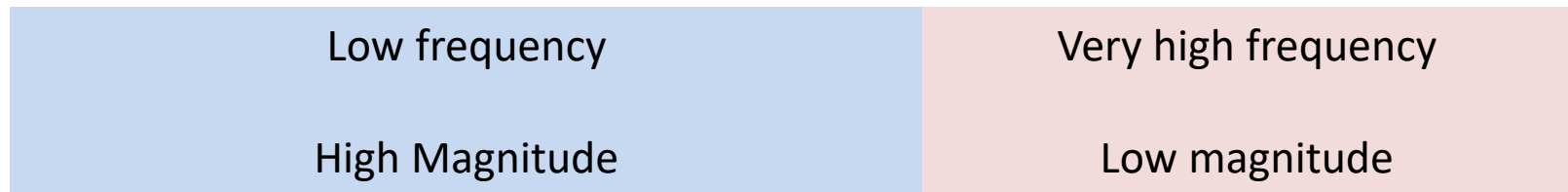
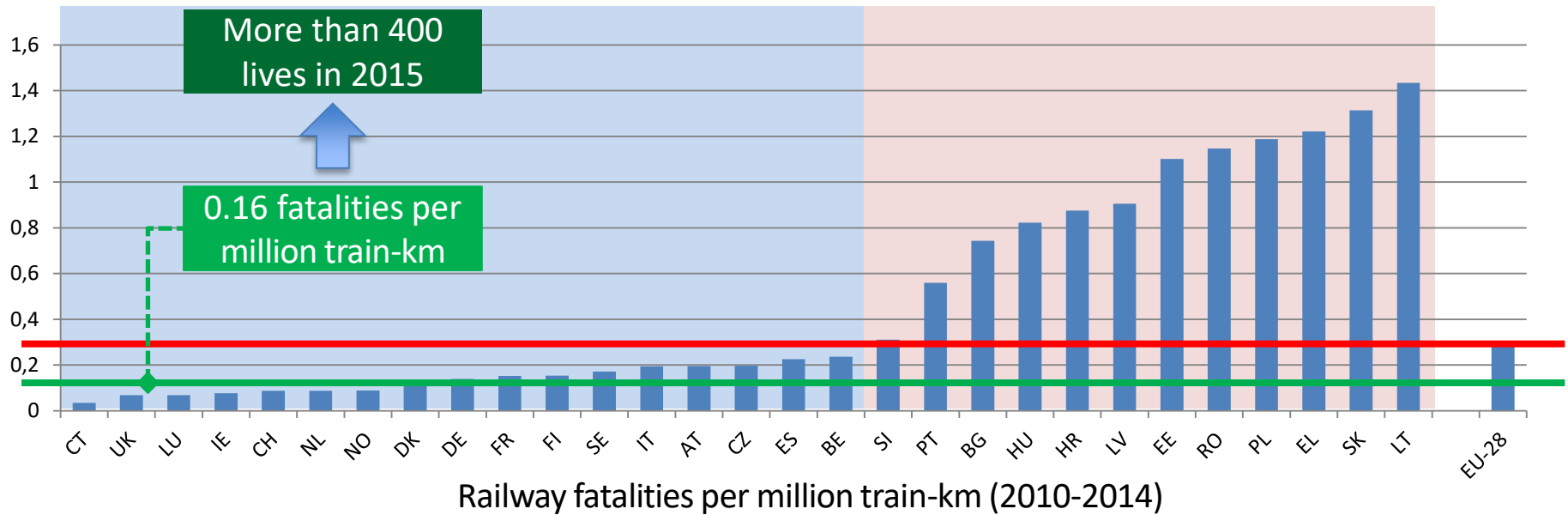


WTMS and the occurrence reporting

Intelligent rail summit

Naples, 22 November 2016





- **Small datasets** that are less robust: relying on data from single companies or countries
- **Poor sharing** of safety information between the multiplicity of sector actors: within Member States, but also across national boundaries and at a European level
- **Availability** of consistent, harmonized data that provides real and proactive information about risks
- **Use of data** to support decision-making by operational actors, national and European regulators and legislators
- **Poor transparency and lack of a positive culture** that supports reporting, learning and improving, including between competitors

Our solution for better data management and sharing

Common Occurrence Reporting

Safety management data reporting

Includes data generated by railway operators, collected and analysed to improve safety (Monitoring) enhancing risk management under SMS and at regulatory level.

Safety alert

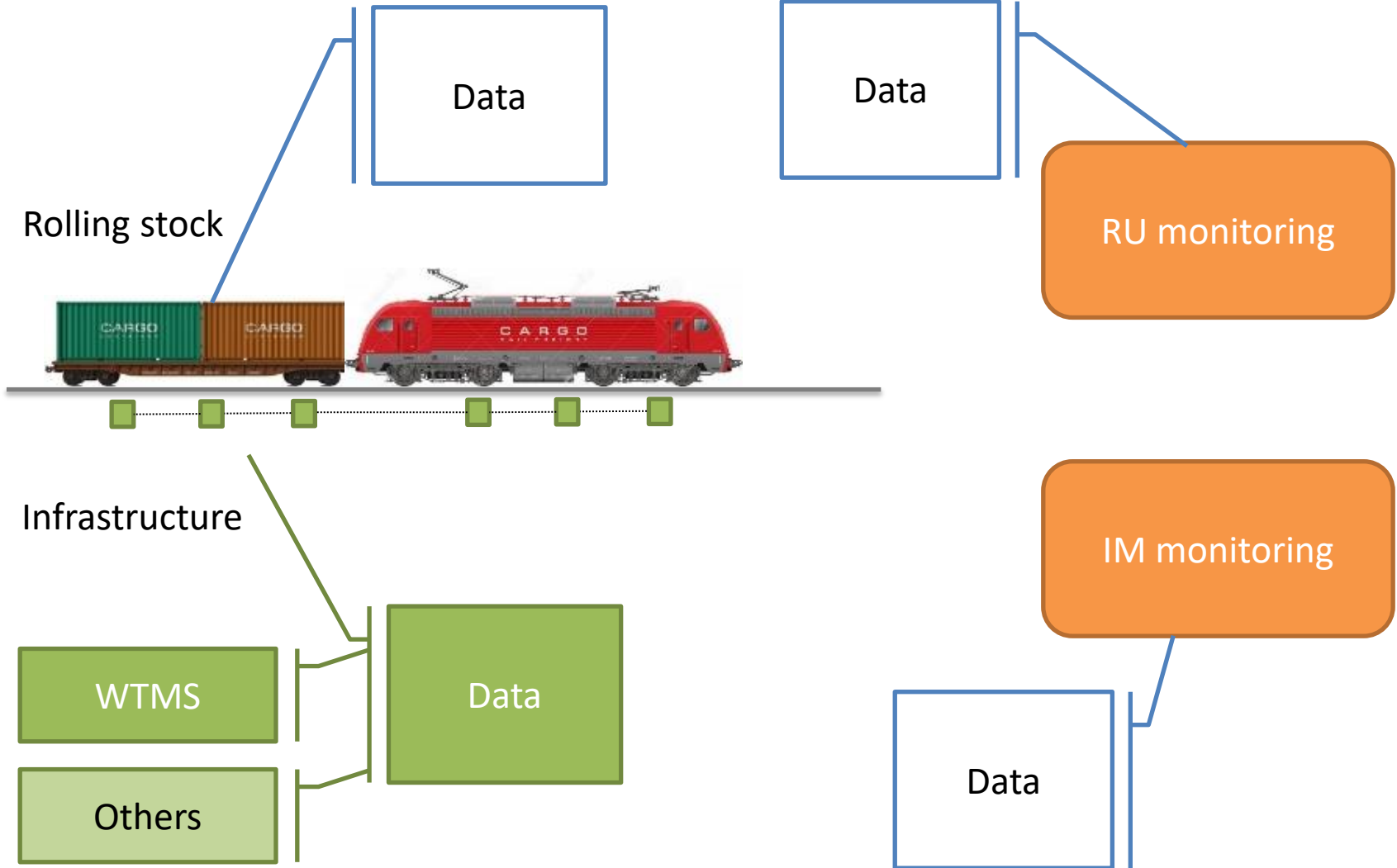
Designed to share unknown or poorly understood time critical information about hazards related to technical systems.

Reporting regime – what & how

Reporting regime – what & how

Reporting system – separate or combined tool for SMS data and alerts

Analysis of data generators

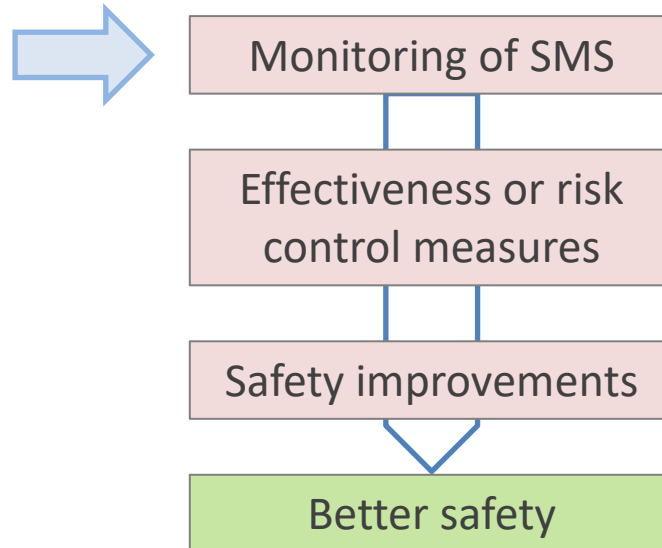


The role of WTMS - Safety

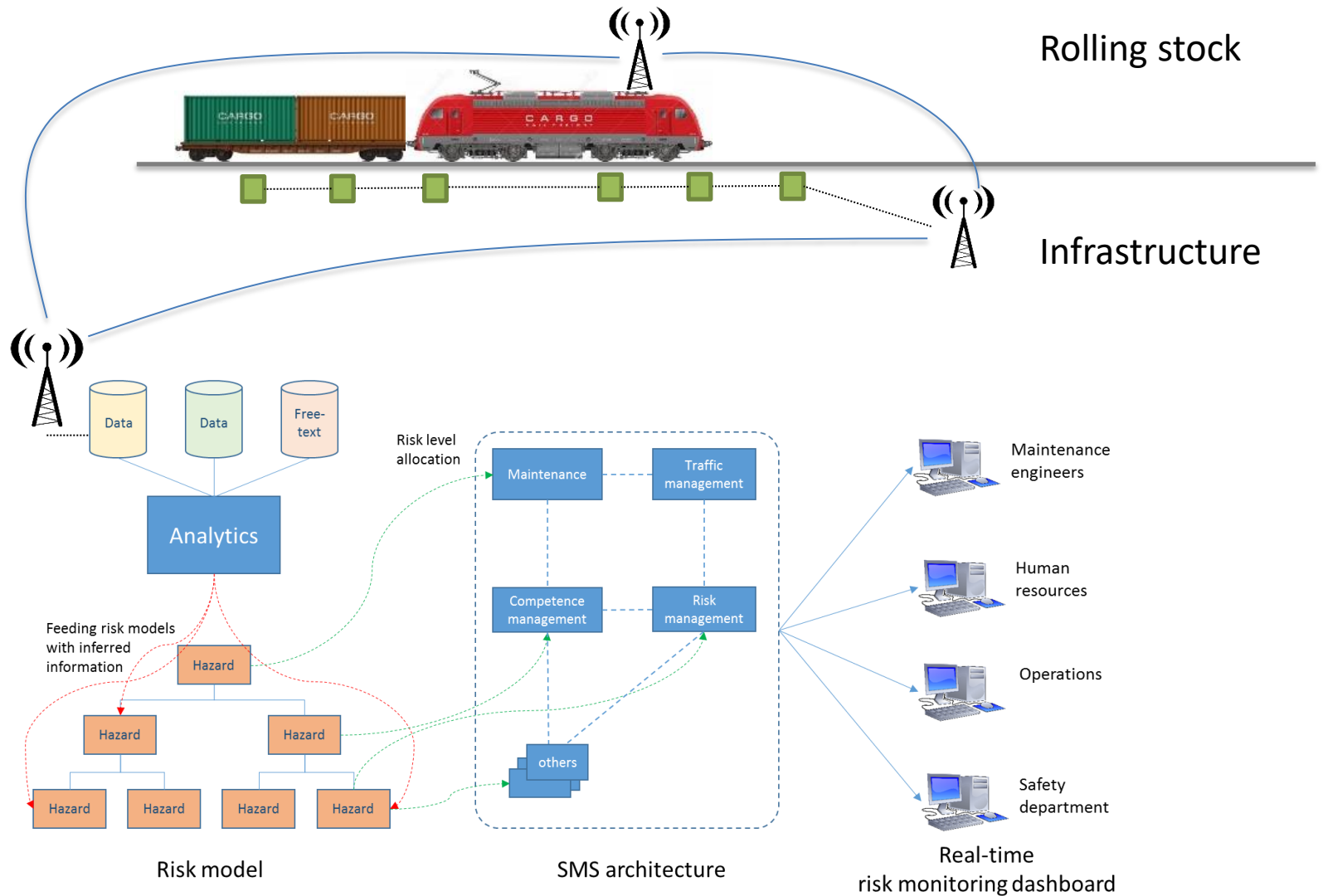
- Several options available as off-the-shelves products
- WTMS is one of the most diffused and reliable monitoring systems
 - High volume of data → potential for more information
 - High potential on inference of information, i.e. detection of rolling stock non conformities can reveal:

- Technical defects

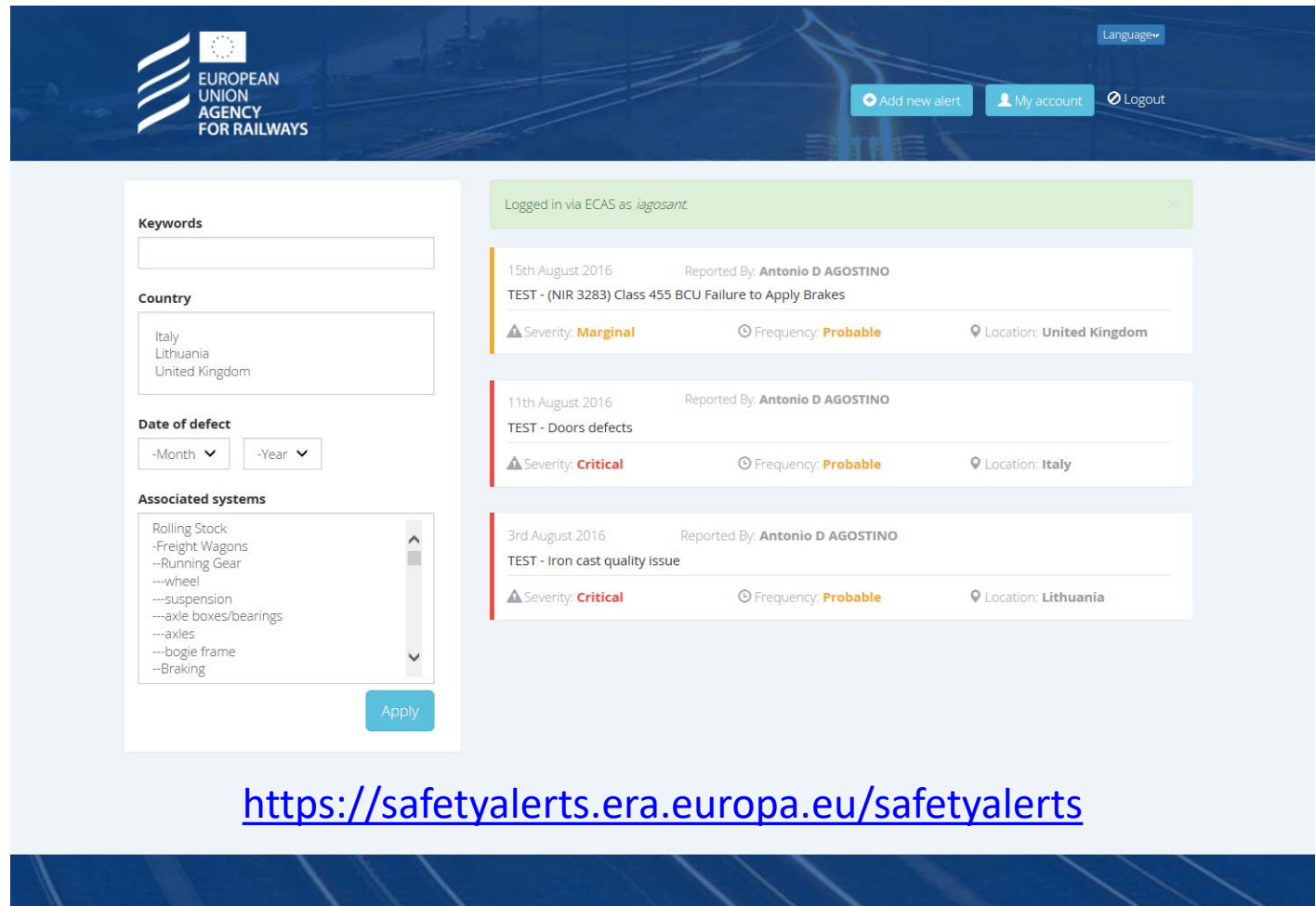
- Operational issues:
 - Train movements
 - Maintenance
 - Shunting
 - others
- Organisational aspects:
 - Internal processes
 - Suppliers and contractors



- Prevention of accidents:
 - Better exploitation of the network (no disruptions)
 - No extra-costs due to network damages
- More data → more information to improve:
 - Maintenance of rolling stock
 - Maintenance of the infrastructure



Launched on September 2016



The screenshot shows the user interface of the safety alerts system. At the top, there is a navigation bar with the Agency's logo, a language selector, and buttons for 'Add new alert', 'My account', and 'Logout'. A green notification bar indicates the user is logged in as 'lagosant'. The main content area is divided into a left sidebar and a right main panel. The sidebar contains search filters for 'Keywords', 'Country' (listing Italy, Lithuania, and United Kingdom), 'Date of defect' (with month and year dropdowns), and 'Associated systems' (a scrollable list including Rolling Stock, Freight Wagons, Running Gear, wheel, suspension, axle boxes/bearings, axles, bogie frame, and Braking). An 'Apply' button is at the bottom of the sidebar. The main panel displays a list of three alerts, each with a date, reporter name, title, severity, frequency, and location. The first alert is from 15th August 2016, titled 'TEST - (NIR 3283) Class 455 BCU Failure to Apply Brakes', with a Marginal severity and Probable frequency, located in the United Kingdom. The second alert is from 11th August 2016, titled 'TEST - Doors defects', with a Critical severity and Probable frequency, located in Italy. The third alert is from 3rd August 2016, titled 'TEST - Iron cast quality issue', with a Critical severity and Probable frequency, located in Lithuania.

<https://safetyalerts.era.europa.eu/safetyalerts>





Making the railway system work better for society.

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