

What are the benefits of the Matrix?

- Helps Member States identify strengths and weaknesses of their Safety framework
- Allows National Bodies to share best practice
- Allows the Agency to focus on areas where support is most needed
- Makes it possible to measure progress in national / EU railway risk regulation

What does the Matrix measure?

The Matrix measures the performance and interfaces of the Ministry, National Investigation Body (NIB) and National Safety Authority (NSA) within an individual Member State. Although the responsibility for delivering safe transport rests on the Infrastructure Managers (IMs) and Railway Undertakings (RUs), the governmental institutions provide the fundamentals of the framework within which the RUs and IMs provide their services. If there is poor performance in creating a clear legal framework, assessing and supervising the capability of the RUs and IMs, learning from accidents etc., then there are poor conditions for safe performance overall. The key to understanding the progress of harmonising railway safety within the EU is therefore to understand how the Ministry, NIB and NSA of individual Member States operate.

How did the pilot Member States feel about the experience?

"We see this as a valuable exercise, disclosing strengths and weaknesses of our organisation and cooperation with other stakeholders. This will give us input to how to prioritise activities in our Work Programme."

"The Matrix provides a useful baseline against which to look not only at the requirements of the Railway Safety Directive but also the wider regulatory and administrative landscape in which they are framed."

"It will facilitate sharing of best practice and enable partnerships, particularly between National Safety Authorities and National Investigation Bodies, to create a culture of positive reinforcement."

"The exercise has provided us a clear evaluation of where we are and will allow us to fine-tune our action plan."

"This exercise should allow us in the future to measure the progress we have made."

For more information, please visit the Matrix section of the website :

www.era.europa.eu/Core-Activities/Safety

Making the railway system work better for society.

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Monitoring
Activities
Tool
Railways
Information
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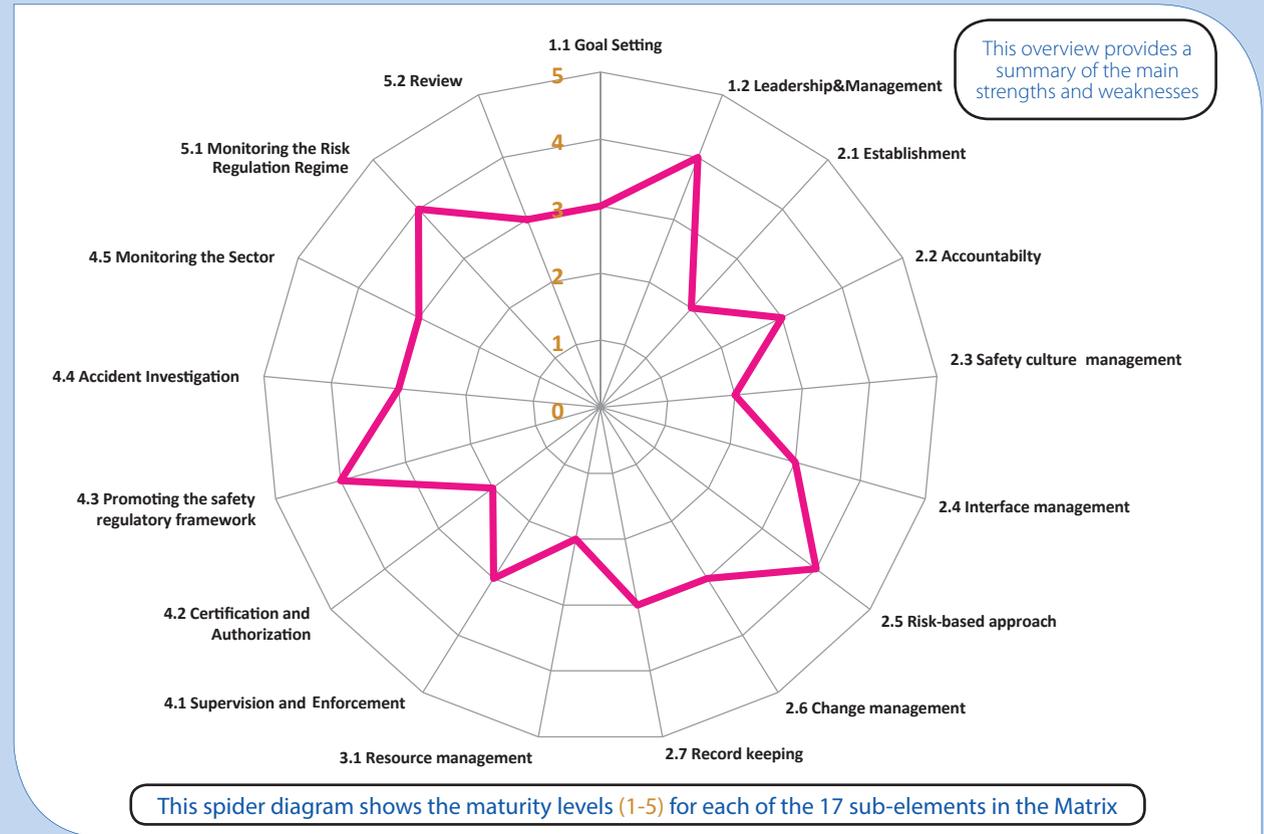
The Matrix is a new tool created by the Agency to get a better understanding of how the harmonisation of railway safety is progressing within the EU, so that the Agency can target its activities and support Member States in reviewing their own strengths and weaknesses.



The construction of a safe, single European Railway Area is one of the EU's major priorities. Railways must become more competitive and offer high-quality, end-to-end services without being restricted by national borders.

The European Railway Agency, situated in Valenciennes in France, was set up to help create this integrated single European Railway Area by reinforcing safety and interoperability.

Example of a Matrix evaluation of one Member State



Why was the Matrix developed ?

We know that some Member States face challenges in implementing the Safety Regulatory Framework but the reasons are not always clear. We needed to be able to see the links in the system and the interfaces. The Matrix provides this picture.

How was the Matrix built ?

We carried out a review of different theories by:

- Making a summary of research in the field of risk regulation regimes
- Studying maturity models in different transport modes
- Working with the London School of Economics
- Looking at principles in ISO standards

What does the Matrix do?

- It builds an overall picture of the way Safety regulation is organised in each Member State
- It provides a mechanism to support continuous improvement

How is a maturity level established ?

Basic element	Sub-element	Findings	Maturity Levels
STEERING	Goal setting	The National Safety Authority does not manage the staff competence in a systematic way = level 2 The National Investigation Body has an established competence management system in place = level 3 The Sector representatives are generally satisfied with the competence of the National Safety Authority and National Investigation Body = level 3	5. Improving 4. Managing 3. Implementing 2. Initialising 1. Ad hoc
	Leadership & Management		
ORGANISING	Safety culture management		
	Interface management		
	Risk-based approach		
RESOURCING	Resource management		
PERFORMING	Supervision and Enforcement		
	Certification & Authorization		
	Accident investigation		
EVALUATING	Monitoring the Risk Regulation Regime		
	Review		