



Safety risks have to be kept to an acceptable level

Everyone wants safe infrastructure, including rail infrastructure. That is true of passengers, train crews, authorities, track workers, etc. So safety risks have to be kept to an acceptable level. The aim of safety management is to design processes in such a manner as to achieve safety targets. During design and operation, responsibilities can be identified correctly, correct design decisions made, correct analyses undertaken at the right time, and the correct methods of verification selected.

The aim of a safety assessment is to establish the degree of safety. An assessment looks at whether the specifications have been implemented correctly in the system and whether the product conforms to European legislation and TSIs. This can be done at any point: during drafting of the system specifications, when the system is put out to tender, when the system is being designed and when safety cases are being drawn up.

Safety cases

A safety case is more than just a handover document. After a system enters service, the safety case must be kept up to date during the entire life cycle. The safety case forms the basis for keeping a system safe even after modifications and changes in the environment. That will only happen if the system and the safety case are consistent with each other. Fulfilling that condition demands a professional approach. This is particularly important when establishing the degree to which changes affect the proof of safety.

Over the last 20 years, Movares has built up extensive experience in the rail sector. We have over 30 specialists, who offer tailor-made solutions. Our approach is pragmatic, practical and as critical as necessary. After all, measures cannot be allowed to fail. Identifying the best course of action demands thorough knowledge of national and international railway standards. A thorough knowledge of railway processes is essential, as is experience of quality audit methods. At Movares, we base our approach on EN50126, EN50128, EN50129 and CSM REA.