



HEALTH
SAFETY

COMPETENCE
FAULT MANAGEMENT
STRESS
SECURITY
TIME
ASSAULT
SECURITY
DOUBLE-SHIFTING
TRAINING

APATHY
SKILLS

RAIL AND ROAD RISK
INFRASTRUCTURE
EQUIPMENT
APATHY

HEALTH AND WELLBEING
PROFESSIONAL MANAGEMENT
SEATING
FREIGHT
BRIEFINGS

WORKLOAD
TRAIN DISPATCH
HEAVY GOODS VEHICLES
RISK
SUB-STANDARD
INFRASTRUCTURE
PPE
ROLLING STOCK MANAGEMENT
INVESTIGATIONS

LEVEL-CROSSING
DECISION
DRIVING
COMMUNICATION
ENVIRONMENTAL
MAINTENANCE
UNDER
REPORTING
SIGNALLING

CONFIDENTIAL REPORTING FOR SAFETY

Key Messages

September 2017

Why Confidential Reporting?



The Safety Driver

In a review of the 1999 Ladbroke Grove rail crash it was found that safety concerns regarding Signals Passed At Danger (SPAD) had not been effectively resolved via internal channels.



“It is hoped that in the longer term the culture of the industry would be such as to make confidential reporting unnecessary. I accept that this situation may be a long time in coming to pass in the industry. In the meantime I fully support and encourage the CIRAS system”

Lord Cullen

Part of Your Safety System

Incident/ accident

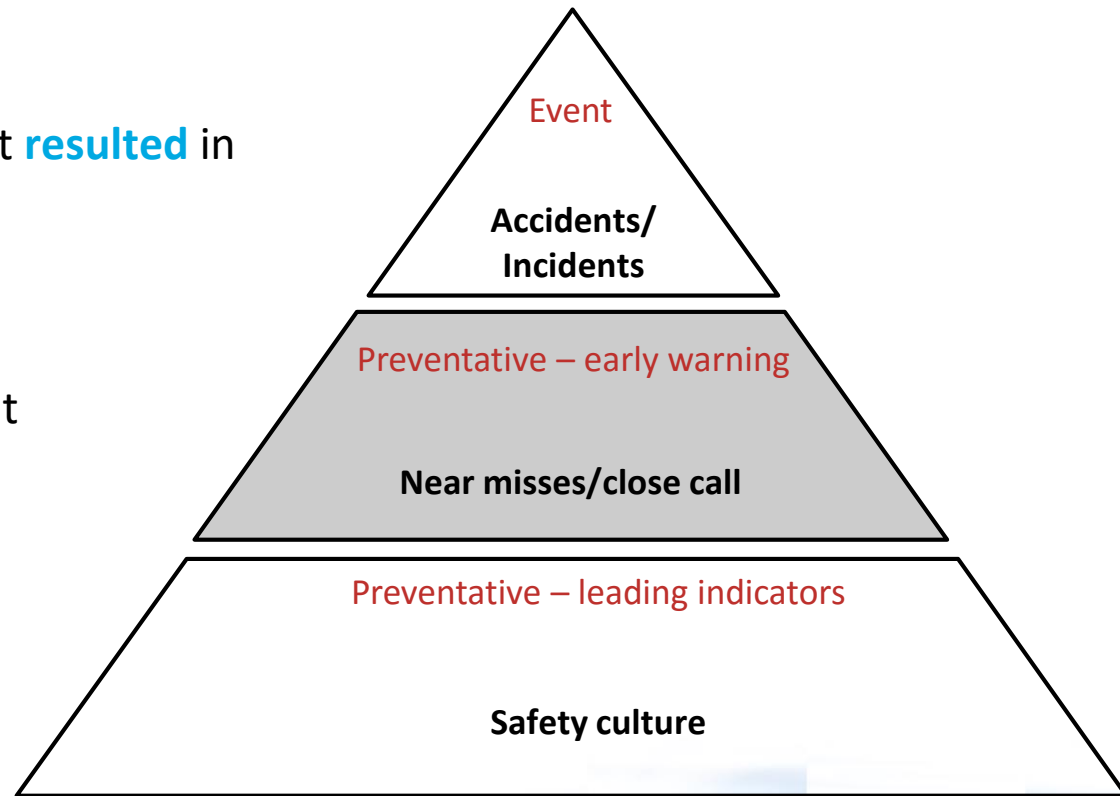
Behaviours, culture and activity that **resulted** in a safety incident.

Near miss / close call

Behaviours, culture and activity that **nearly resulted** in a safety incident.

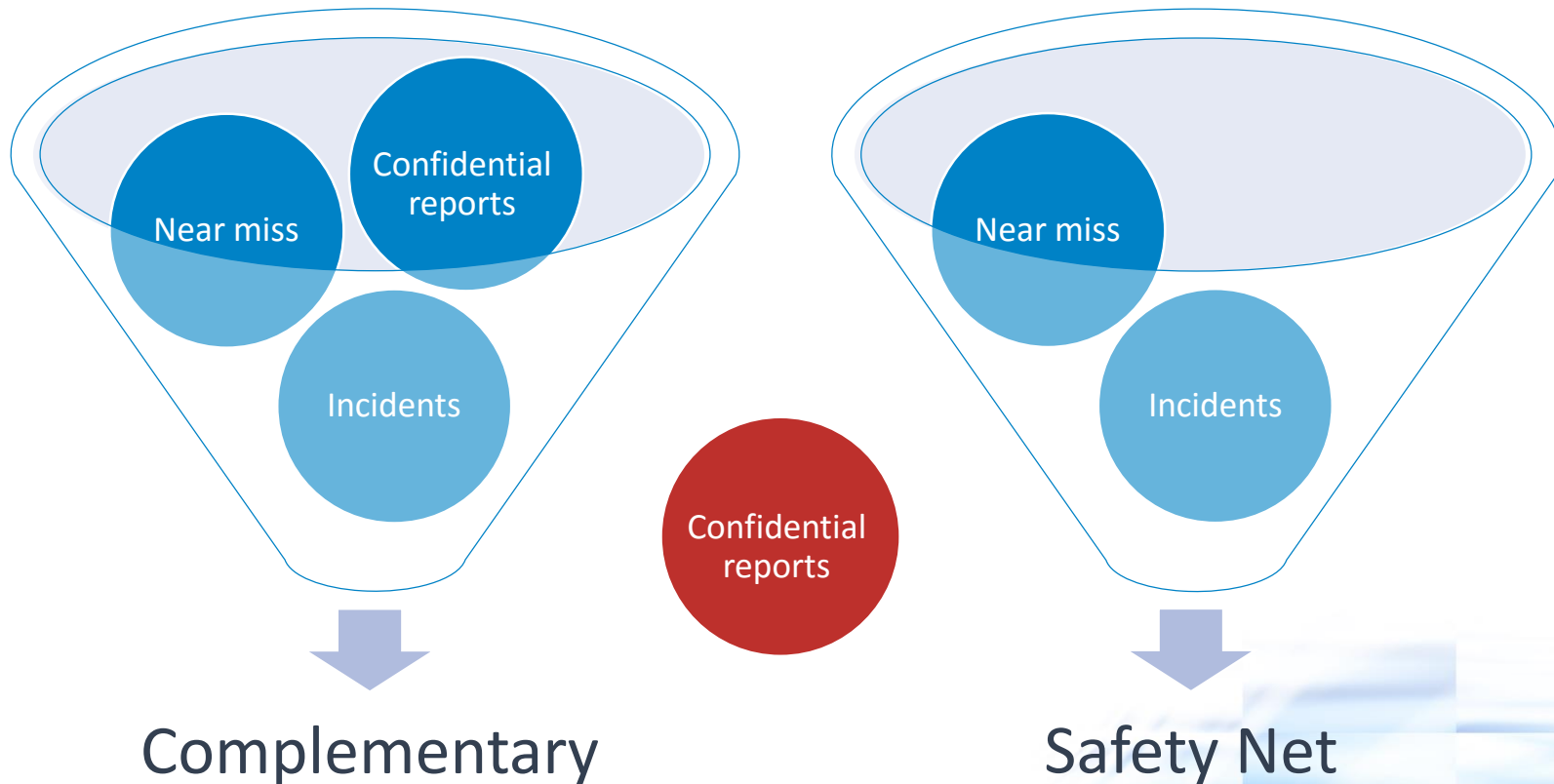
Confidential reporting

Behaviours, culture and activity that if left **unchecked could result** in a safety incident.



Another Line of Defence

A Confidential Reporting scheme independent of any member can break down the barriers and mitigate against safety concerns not being reported.

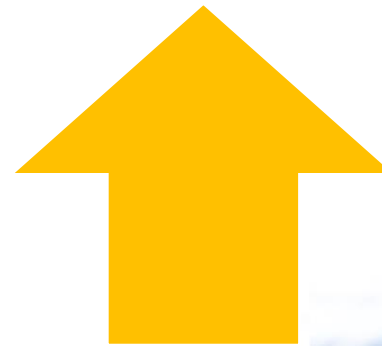


Leading indicators



Prevent

React



Why CIRAS?



Our Goals

Our primary goal is to maintain the integrity of Confidential Reporting



Our Services



Confidential

to protect the confidentiality of all those who raise concerns;



Independent

to be independent of any subscribing organisation;



Reporting

to encourage all safety reporting and take all safety reports. Re-directing to alternative channels where the Confidential Reporting criteria is not met;



Analysis

to review data and collaborate with subscribers and stakeholders to exploit learning opportunities arising from work;



Service

to be a key component within members safety systems;



Our Organisation



CIRAS Board
(Independent Chair)



CIRAS Advisory Committee
(Member representatives)



Head of CIRAS

Finance



Membership



Communications



Intelligence

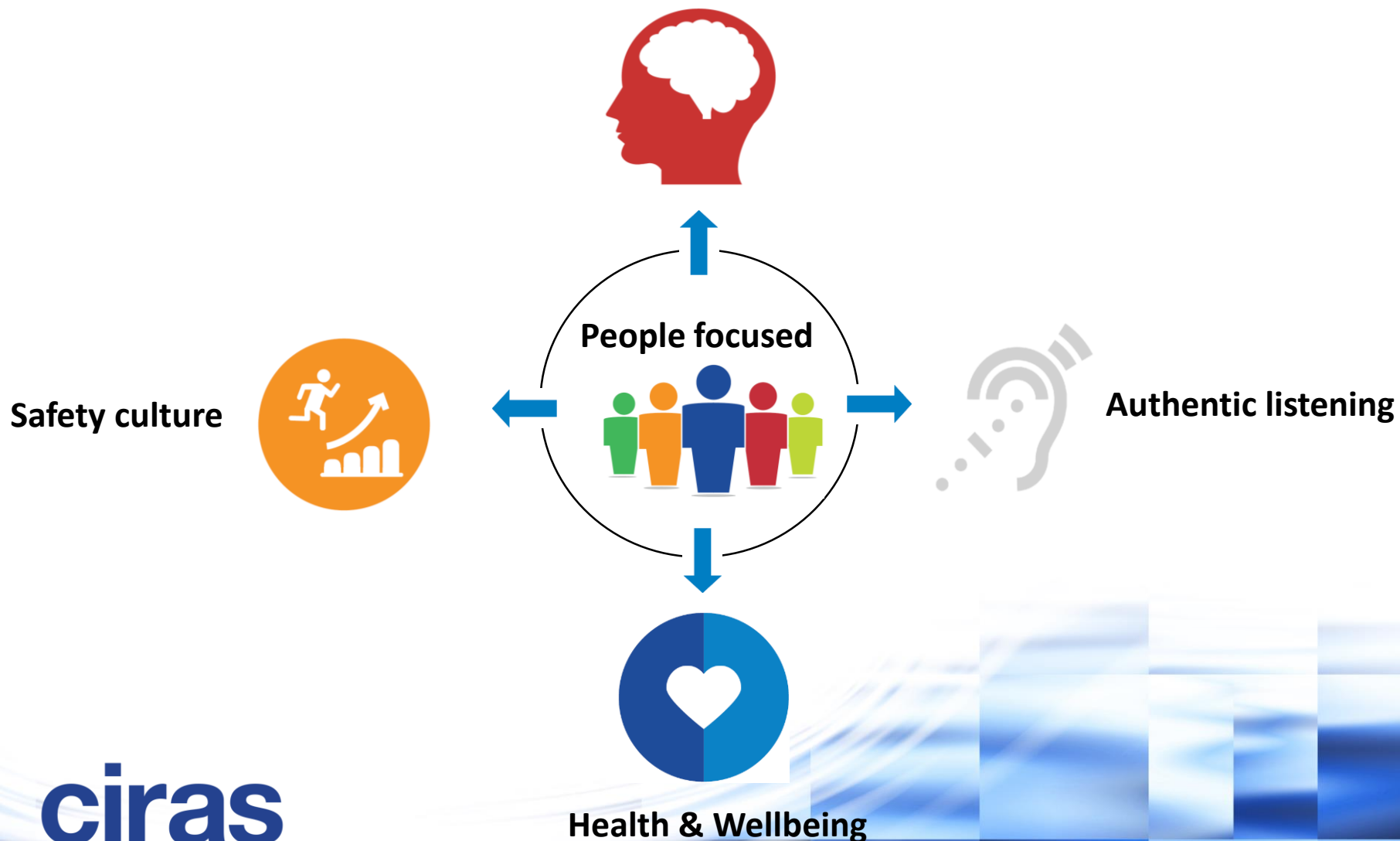


Reporting

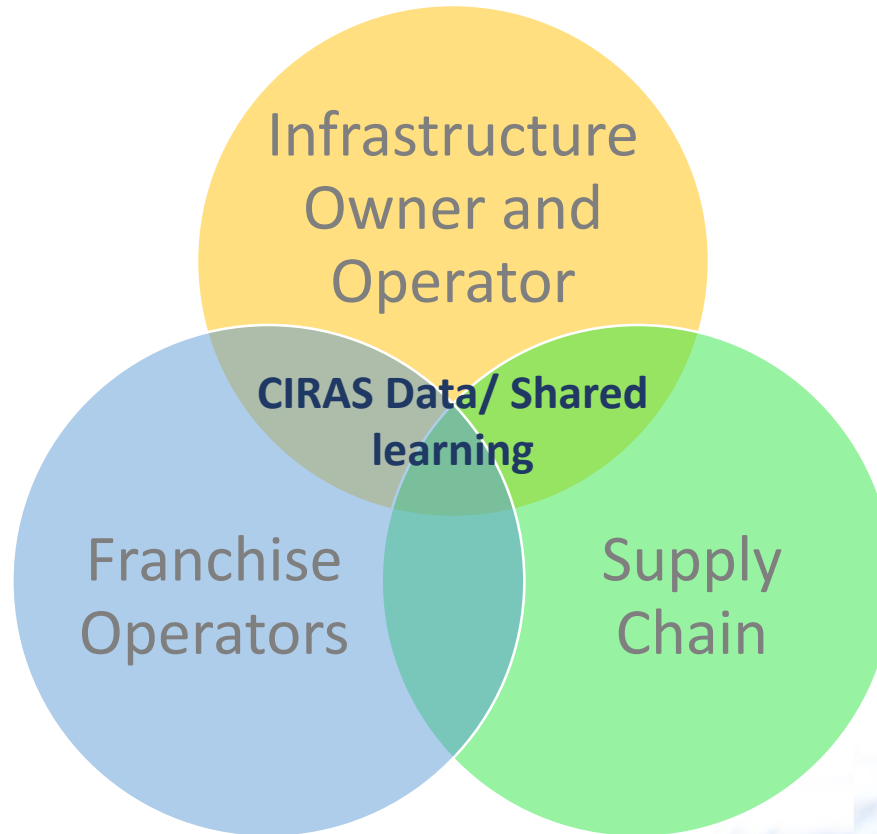
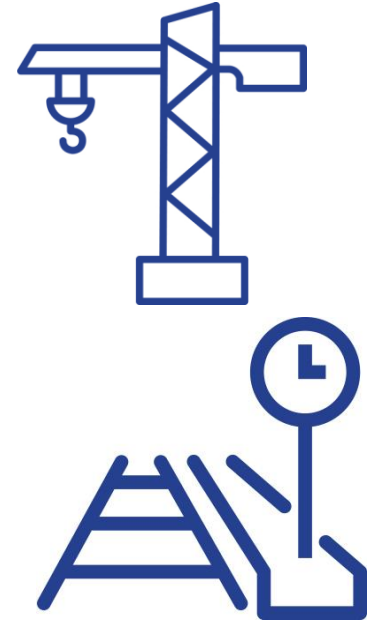
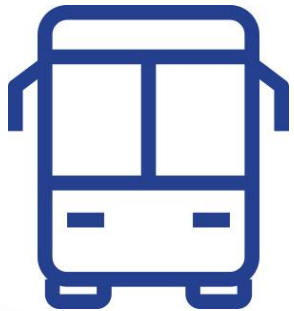


Our Approach

Industry professionals (Psychologists, Human Factors)



Our Membership



Indicator of Mature Safety Culture

Mature Safety Culture indicators

