SRM in an SMS Environment

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Cost vs. Safety

Cost

Total Cost

Cost of Safety Program

Seeking this point

Cost of Accidents

Safety Effort
### From a Compliance Approach

| Document current procedures and practices |
| Safety regulators are primary users of safety data |
| Focus on compliance with prescriptive regulations |
| Reactive – address safety concerns after accidents occur |

### to a Safety Management Systems Approach

| Document strategies to address priority safety risks |
| Safety regulators, and agency leadership, employees and stakeholders are *all* primary users of safety data |
| Focus on measuring the effectiveness of risk control strategies and achieving safety outcomes |
| Proactive – learn from close calls and address accident precursors to prevent events |
What is a safety management system?

Transit agencies already perform many activities to stay safe.

A safety management system (SMS) makes sure the right safety activities are performed correctly and routinely, and that they are having the impact transit agencies expect.
Formalize effective safety management throughout the transit agency.

Establish and document:
- Accountabilities & responsibilities
- Partnerships with relevant external entities
- Safety processes and procedures

Build awareness and understanding of safety management policies.

Train individuals to successfully fulfill their roles & responsibilities.

Encourage a strong safety culture.
An SMS helps a transit agency answer key questions by linking different safety activities through formal processes.

Key Questions
1. What are our most serious safety concerns?
2. How do we know this?
3. What are we doing about it?
   - Specifically, what should we do about it?

Why focus on managing risk?
- Understand how bad consequences of a safety concern could be.
- Understand how likely these consequences are.
- Apply limited resources wisely.
Key Points on SMS Implementation

• Can take months to years, depending on agency

• Certain activities are more appropriate for some agencies than others

• Not a “check the box” exercise; the SMS must be realistic and practical for the agency.

• Not just a safety department effort; those responsible for managing and operating the SMS should be involved in developing it.

• Critical success factor – CEO/executive leadership commitment.
SMS Challenges

• Compliance may be on paper only
• Small transit agencies do not have large safety staffs to perform SMS safety processes without greatly simplifying the processes
• If safety data is not readily available, hazard likelihood may be inaccurately assigned
How can SMS fail?

- Risk Assessments are not performed when appropriate
- Hazards are not properly identified
- Risk is underestimated
- Risk mitigations are not implemented
- Inadequate tracking of safety deficiencies
- Inadequate supervision
- Insufficient training for the tasks to be performed
Evidence of a weak SMS

- Mitigation measures are absent or inadequate
- Hazards are not being identified and properly analyzed
- Organization has failed to detect non-compliance with safety processes
- The organization is not improving its SMS based on its experiences
- The safety culture has created conditions that are allowing for accidents to occur
Resources to Help You Prepare Now

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<thead>
<tr>
<th>Read, watch, and participate</th>
<th>Get trained</th>
<th>Sign up to receive updates</th>
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<tbody>
<tr>
<td>• Review FTA’s SMS Framework</td>
<td>• Register for Transit Safety Courses:</td>
<td>• Sign up for GovDelivery</td>
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<tr>
<td>• Participate in webinars explaining new regulations and guidance</td>
<td>• Contact the Transportation Safety Institute (TSI), at <a href="mailto:transit@dot.gov">transit@dot.gov</a> or (405) 954-3682</td>
<td>• FTA announcements and new documents</td>
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<td>• Read our newsletter <em>TSO Spotlight</em></td>
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