

2021

Annual Safety Performance Report



Department for
Infrastructure

An Roinn
Bonneagair

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Infrastructure

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Summary

This annual safety report, published by the Department for Infrastructure's (the Department) Rail Safety Authority (RSA), provides an overview of rail safety activity within Northern Ireland (NI) during 2021. This was a challenging year for railway operators as they continued to provide services in the context of the Covid-19 pandemic and its impact on passenger numbers and service levels.

The numbers of incidents and accidents remained low in 2021 and again reflects the position of the NI rail network as among the safest in Europe. There were no serious injuries to passengers for the sixth straight year and a solitary serious injury to an employee/contractor was recorded during this year. In addition, the number of precursors to accidents/incidents fell by more than 50% when compared to the figures for 2020. As service levels and passenger numbers return to levels comparable to longer term trends, we will monitor its impact on the Common Safety Indicators (CSIs).

Our focus for railway safety in 2021 was on structures asset maintenance and user-worked level crossings. These two issues represent areas of significant potential risk on the rail network. The structures asset inspection report did not identify any safety issues in relation to the structures themselves and made several recommendations to improve the efficiency and effectiveness of the Northern Ireland Railways (NIR) infrastructure manager's approach to structures asset maintenance.

User-worked level crossings perhaps represent the most significant risk for members of the public and their interaction with the rail network. The inspection of NIR's approach to this issue found several areas of good practice, particularly in managing the reduction in overall numbers of these types of crossing.

Throughout 2021, the RSA took forward regular engagement with railway operators on their progress in meeting safety targets and implementing the recommendations of inspection reports. During these meetings, NIR presented a three-year plan to address the recommendations in the structures asset management inspection report. The RSA recognises that this is a challenging timeframe but has the potential to bring forward benefits for NIR. In addition, NIR has managed to address almost all the recommendations of the user-worked crossings inspection report by year end.

Going forward, the RSA will continue to work with railway operators to monitor and support their safety activity and will continue to undertake targeted monitoring activity as part of its monitoring and supervision programme.

1. Introduction

- 1.1. The annual safety performance report for the NI rail network is based on the activities of the RSA as National Safety Authority (NSA) for NI, as well as the information supplied by the two mainline railway operators in NI, NIR and Iarnród Éireann (IÉ). Both NIR and IÉ submitted an Annual Safety Report to the RSA for 2021 as required under regulation 18(a) of the Railways (Safety Management) Regulations (NI) 2006 (as amended) (the 2006 Regulations).
- 1.2. It is important to note that while both mainline operators run cross-border services between Belfast and Dublin, the information presented in this report, specifically the CSI data at section 4, relates solely to their activities on the NI network.
- 1.3. This report covers the period from 1 January 2021 to 31 December 2021 and is concerned with the mainline railway system of NI.

NI Rail Network

- 1.4. Translink is the brand name of the integrated public transport operation of NIR as well as Metro and Ulsterbus. NIR acts as both infrastructure manager (IM) and railway undertaking (RU) or train operating company. NIR operates all mainline domestic services on the NI network and jointly operate the Belfast to Dublin Enterprise service with IÉ. The Department provides funding to maintain and develop the rail infrastructure and rolling stock. This activity is structurally separate from the delivery of its statutory duties as NSA.
- 1.5. IÉ operates as an RU in NI. A subsidiary of Córas Iompair Éireann, IÉ provides passenger and freight rail services in Ireland as well as operating Rosslare Europort. IÉ jointly operates the Dublin to Belfast Enterprise service with NIR and does not operate any domestic services on the NI rail network.
- 1.6. There are a number of heritage and tourist railways in NI which are privately owned and run, mainly using dedicated track. They do not provide passenger services for the travelling public and do not receive funding from the Department.
- 1.7. All railway operators in NI, including heritage railways, are required to comply with railway safety regulations. In some circumstances, heritage railways operating on their dedicated tracks and at a line speed that does not exceed 25mph (40kph) may be exempted from some regulations

where the Department is satisfied that the safety of passengers and the general public is not compromised.

National Safety Authority

- 1.8. Rail safety is a devolved matter in NI. The Department carries out the role of the NSA for NI (RSA) and is responsible for ensuring railway operators' regulatory compliance with the rail safety regulatory framework. The Department does this in accordance with the Railway Safety Act (Northern Ireland) 2002 and associated Regulations. The main legislative framework for rail safety in NI is set out at Annex A.
- 1.9. The Department's key responsibilities as Safety Authority are:
 - To ensure that railway operators manage the rail network efficiently and in a way that meets the needs of users;
 - To encourage continuous improvement in health and safety performance;
 - To secure compliance with relevant health and safety law, including taking enforcement action as necessary;
 - To develop policy and enhance relevant railway health and safety legislation; and
 - To issue or refuse safety certificates to railway operators in accordance with the relevant Regulations.
- 1.10. The statutory functions of the RSA in the Department are exercised by Rail Safety Branch. The Branch is responsible for the monitoring and supervision of railway operators' safety management systems and for conducting audits and inspections of the application and practical deployment of safety management systems.
- 1.11. The Branch also acts as the Competent Authority for interoperability on the rail system. Interoperability is a mainly reserved matter, with the Department for Transport (DfT) legislating on behalf of NI in this area. The RSA works closely with DfT on issues relating to interoperability and engages with them more broadly on rail safety matters.
- 1.12. The RSA also works with the Office of Rail and Road (ORR), the National Safety Authority for Great Britain (GB), to secure technical support to assist with the discharge of its statutory functions.
- 1.13. This is the first time the RSA has published the annual safety report for NI as a standalone document, and the format has been developed to ensure it reflects regulatory requirements and is comparable with other NSAs. ORR previously represented NI in its relations with the European Union Agency for Railways (ERA) and included NI information within a wider UK

report. However, as a result of EU Exit and the continuing requirement under the Ireland/Northern Ireland Protocol for NI to adhere to the EU's rail technical standards regime, the Department will now publish the required information for NI only.

- 1.14. Previous UK annual safety reports submitted to ERA, which include NI information and statistics, are available on [ERA's website](#).

2. Legislative framework

The Railways (Safety Management) Regulations (NI) 2006

- 2.1. The purpose of the 2006 Regulations when introduced was to harmonise safety standards. The 2006 Regulations impose prohibitions and requirements in relation to the safety of NI's railways and cover the following key areas:
- Requirements for safety management systems, safety certificates and safety authorisations;
 - Risk assessment, co-operation and reporting requirements; and
 - Requirements relating to safety critical work.

Reporting requirements

- 2.2. Under regulation 18 of the 2006 Regulations, railway operators in NI are required to send to the Department an annual safety report relating to the previous calendar year which contains the following information:
- information on how any railway operator's safety targets are met;
 - the results achieved through putting any railway operator's safety plans into effect;
 - statistics for relevant CSIs;
 - the findings of internal safety auditing carried out; and
 - comments on any deficiencies or malfunctions relating to the running of vehicles or the management of infrastructure relating to the operation in question that may be relevant to the safety of any railway.
- 2.3. The Department is then required to publish a report which includes the following:
- the development of railway safety including an aggregation of all the statistics reported to the Department for the relevant calendar year relating to CSIs which relate to an operation or part of an operation which is carried out on the railway;
 - any important changes in relation to the regulation of railway safety;
 - the development of the system for safety certification and authorisation; and
 - the results of and experience relating to the supervision of railway operators.
- 2.4. Whilst the Department is not required under the current NI legislation to provide information on the experience of the RUs and IMs on the application of the relevant Common Safety Methods (CSMs), we have decided to include this information in the 2021 report.

- 2.5. The 2006 Regulations currently state that the Department must send this annual report to ORR. ORR previously represented NI in its relations with ERA and included NI specific information within a wider UK report. However, as a result of legislative amendments following EU Exit, there are now different reporting requirements for GB and NI. The relevant GB legislation does not provide a mandate for ORR to receive NI safety performance information. Consequently, the RSA will now publish this information for NI only.

EU legislation and standards

- 2.6. Under the NI Protocol, the Technical Specifications for Interoperability continue to have direct effect in NI. The recast Rail Interoperability Directive 2016/797 applies in NI “insofar as conditions and technical specifications for placing on the market, putting into service and free movement of railway products are concerned.”¹ To meet the requirements of the NI Protocol, during 2021, DfT announced the development secondary legislation to implement for NI the relevant provisions of 2016/797.
- 2.7. The provisions of the Railways (Interoperability) Regulations 2011 (as amended) continue to apply in NI in the context of the continued applicability of Directive 2016/797 detailed above.

Legislative changes and developments in 2021

- 2.8. In 2021, we undertook a consultation on a proposed amendment to the 2006 Regulations which would streamline the safety certification process replacing the Part A and Part B certificates with a single safety certificate. The consultation commenced in November 2021 and was scheduled to complete in February 2022. No other legislative changes were considered in 2021.

¹ Ireland/Northern Ireland Protocol, Annex 2, paragraph 28.

3. Development of railway safety

- 3.1. Railway safety in 2021 remained broadly consistent with previous years, with accidents remaining in low numbers. A general decrease was seen in the number of precursors to accidents. Further details on CSIs are provided in section 4.

Covid-19 pandemic

- 3.2. In 2021, railway operators continued to provide services in the context of the Covid-19 pandemic, managing the impacts of reduced passenger numbers and the implementation of required mitigations to protect staff and customers. Service-wide Covid-19 safety initiatives developed by operators continued to apply in 2021.
- 3.3. Both mainline railway operating companies instituted their own working groups to ensure government health guidance was fully implemented with monitoring in place to maintain standards. Best practice can be found across both operators with risk assessments undertaken for all aspects of their operations and mitigations put in place to minimise the risk to public health. This was particularly challenging as restrictions were put in place, then eased, and subsequently re-introduced. Operators revised their working practices at pace to comply with the guidance and undertook inspections to ensure working practices followed public health advice.

Railway operator activities

- 3.4. Railway operators continued to develop safety targets and monitor them, with regular reporting and reviews to ensure mitigations can be developed as appropriate. Safety performance trends were closely monitored and reported periodically.
- 3.5. Overarching safety plans were also developed, with the aim of driving continuous improvement in the safety of the railways. In order to achieve this, both operators undertook recognised industry approaches such as:
 - Independent External Audits
 - Compliance Verification
 - Internal Audits
 - Safety Tours, Planned General inspections and Management Reviews
 - Action plans responding to regulatory inspections
 - Responding to issues raised through regulator safety performance meetings

- Progress with actions from accident investigations and audits reviewed at safety meetings
 - Performance indicators and progress on safety actions are periodically reported and reviewed at the safety meetings
- 3.6. The main areas of focus for safety activity across the NI network by NIR and IÉ has been passenger and staff safety, the platform train interface, operational safety, and safety at level crossings.
- 3.7. During 2021, there were a number of instances of anti-social behaviour on trains and at stations affecting both passengers and staff. NIR has been working with the Police Service of Northern Ireland, local councils and safety representatives to respond to these issues. This included the launch of a joint venture to establish the 'Safe Transport Team', delivering a visible, reassuring presence for staff, passengers, and members of the public, whilst providing support in tackling crime and anti-social behaviour across the network at stations and on board vehicles.
- 3.8. In addition, both operators have been undertaking initiatives targeted at improving safety for their staff through dedicated improvement programmes. These programmes have included staff training, improving communication between managers and their teams, and deploying new equipment to monitor the impact of activities on staff and ensure their welfare.
- 3.9. In focussing on the platform train interface, initiatives have been developed to reduce the risk of slips, trips and falls for staff and passengers. This has included the introduction of signage and automated passenger announcements, along with the roll-out of social media campaigns. These initiatives have been designed to improve safety and regulate passenger flow to and from the platform.
- 3.10. In terms of operational safety, during 2021 there have been modifications to rail vehicles to make them safer for train crew and passengers, as well as more reliable. There has also been targeted training and development for train drivers to reduce the risk of overspeeding or passing a signal at danger.
- 3.11. NIR as IM has made further progress in their long-term plan to reduce the number of user-worked level crossings. These types of level crossings typically represent a significant risk area for the rail network as a result of the interaction between a member of the public and the rail network. In 2021, NIR closed 11 user-worked level crossings, representing more than 10% of the total number of user-worked crossings in use at the start of the year.

NSA activities

- 3.12. 2021 represented the first calendar year of operating for the RSA post EU Exit. Consequently, a significant work stream for the RSA was around trying to understand the impacts of EU Exit and build resilience within the RSA to respond to these challenges.
- 3.13. In particular, the RSA developed a proposal to undertake a review of rail safety in NI. Specifically, the proposed review is intended to examine the RSA's role, remit, functions, structure, processes and systems to ensure it is fit for purpose in a post EU Exit operating environment. The review was approved in September 2021 and consists of three phases with a reporting timeline of 2023.
- 3.14. In the meantime, it is viewed as necessary to review existing relationships with partner organisations who support the RSA in delivering its statutory duties. Given the range of relationships with partner organisations, these were prioritised and engagement with the Health and Safety Executive for Northern Ireland (HSENI) commenced to develop this relationship and a new Memorandum of Understanding (MoU). This was prioritised immediately as a consequence of the legislative framework for rail safety and the enforcement role HSENI deliver in this area. The revision of the existing MoU between the two organisations commenced in late 2021 with a view to concluding an agreement in the first half of 2022.
- 3.15. During the final quarter of 2021, the RSA also reached agreement with our other main partner organisations, ORR, and the Commission for Railway Regulation (CRR) – the Irish rail regulator, to timetable a review of our respective agreements in 2022.
- 3.16. Under our existing agreement with ORR, we completed two full audits of NIR IM in relation to structures asset management and user-worked level crossings, as well as commencing a rolling stock maintenance audit with NIR RU. The structures asset management audit pinpointed the potential for improvements in relation to the use of integrated data through an Enterprise Asset Management System to better direct maintenance activities on NIR's structures assets (e.g. bridges, embankments, culverts). The audit of user-worked level crossings found several areas of best practice, in particular NIR's engagement with those who use the user-worked crossings in order to find alternative solutions and ultimately close these types of crossings.
- 3.17. The RSA continued to engage with railway operators to undertake monitoring and supervision activities in 2021. All monitoring and supervision meetings were undertaken virtually during the year to comply

with public health guidelines. Follow-up activity was also undertaken between meetings to monitor the implementation of the audit recommendations.

- 3.18. The RSA also scrutinised accident and incident statistics as part of the monitoring and supervision process, as well as participating as appropriate in accident and incident investigations. The RSA undertook a review of one RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (Northern Ireland) 1997) reportable incident during 2021. The RSA agreed with the conclusions of the independent investigator regarding the cause of the incident and the results of this investigation have been actioned by NIR suppliers.

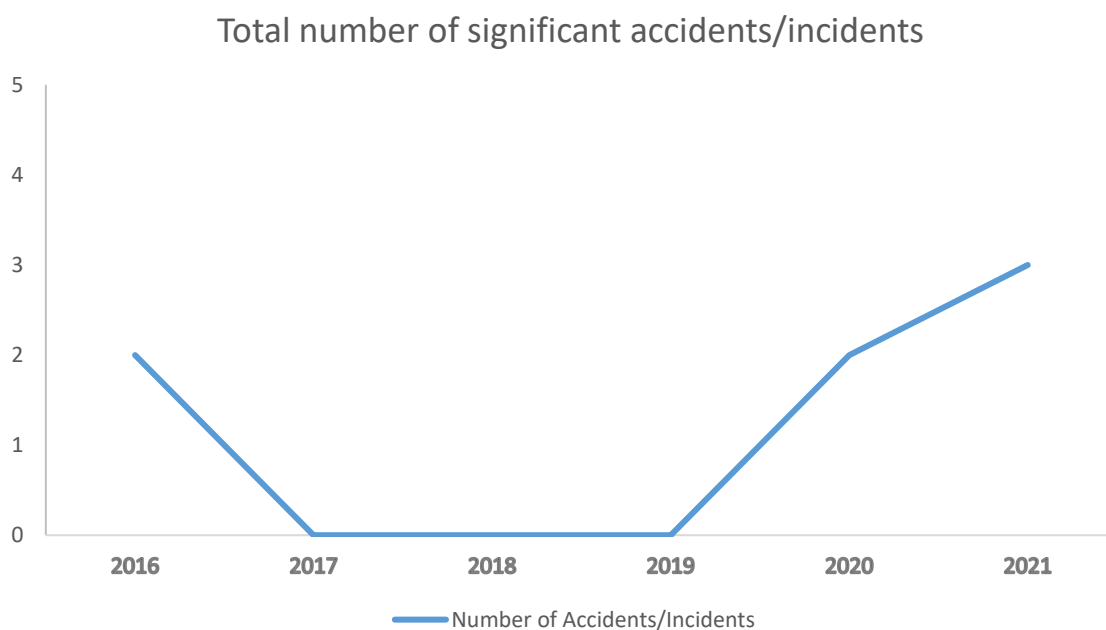
4. Key statistics

- 4.1. The CSIs and key performance indicators in relation to accident and incident precursors have been consistently quite low in numbers and indicate a safe rail network. This is reflected in the CSI report published on the Department's [website](#) which highlighted that the NI rail network is among the safest in Europe.

Common Safety Indicators

- 4.2. An aggregation of the statistics reported to the RSA for 2021 relating to CSIs is provided below. These statistics cover the last six calendar years and have been provided by NIR. Overall, numbers of incidents and accidents are low throughout the six-year period and continue to be low during 2021.

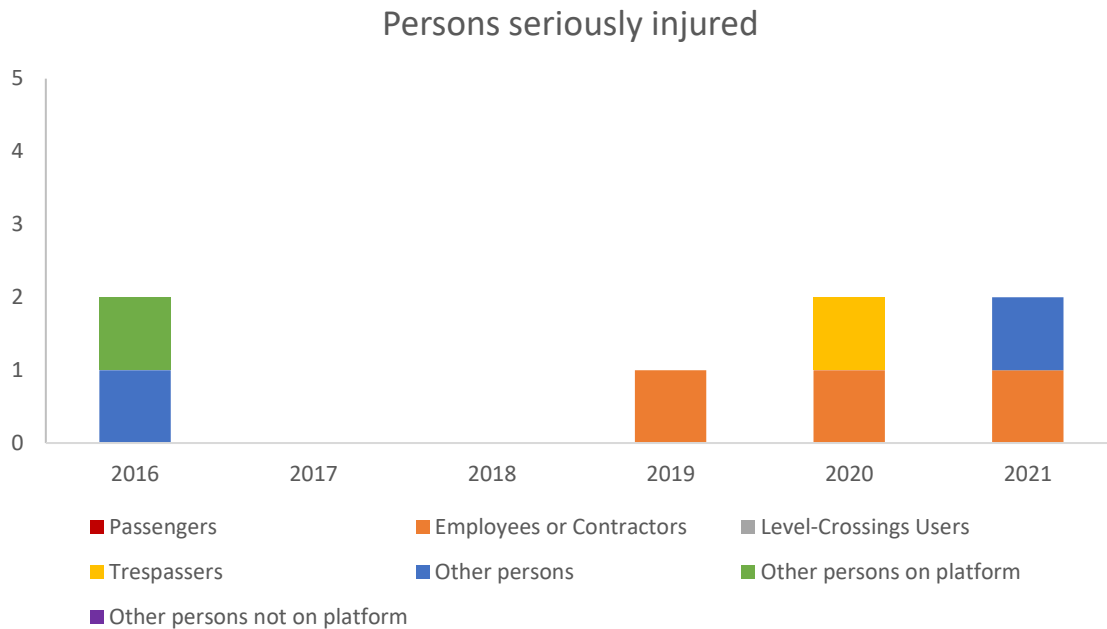
Total number of significant accidents/incidents



- 4.3. Three significant accidents were recorded on the NI rail network in 2021 – two relating to collisions of a train with obstacle within the clearance gauge, and one classified as other. It should be noted that the two incidents relating to a collision of a train with an obstacle did not result in

any serious injury to a person and that this is the first time since 2016 that such an incident has occurred.

Persons seriously injured, by category of person

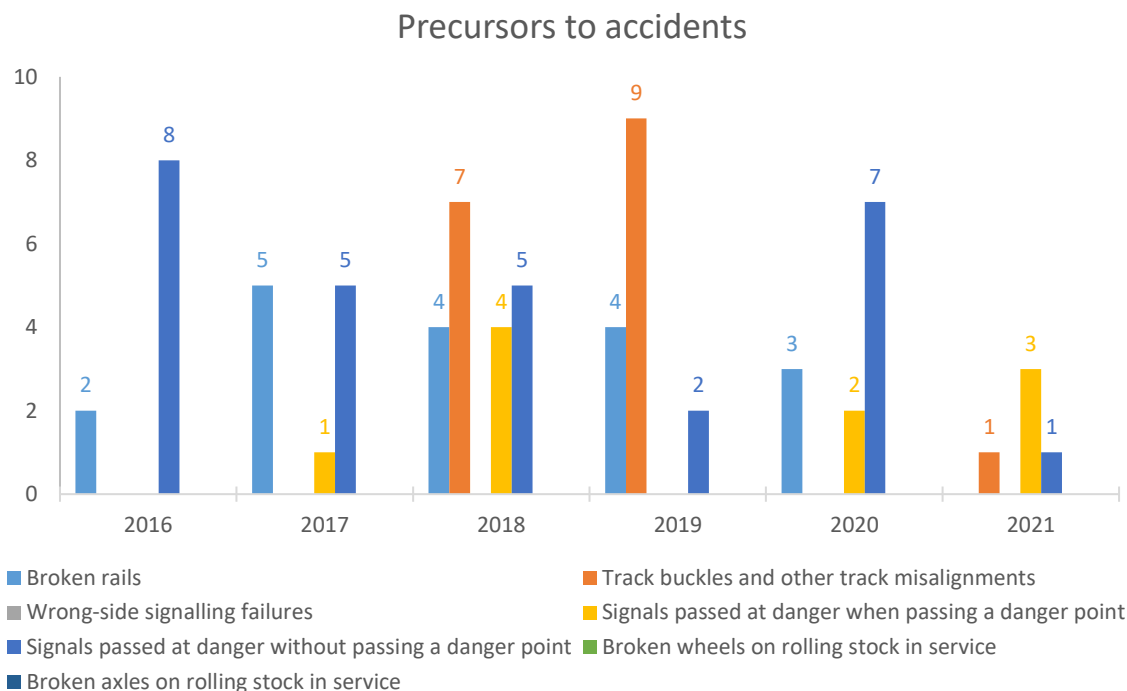


4.4. In 2021, it was recorded that two serious injuries to persons occurred on the NI rail network, one employee and one other person. A serious injury is categorised as an injury resulting in hospitalisation for 24hrs. Both injuries were classified as taking place in 'other' circumstances.

Persons killed, by category of person

4.5. No fatalities as a result of accidents were recorded over the six-year period. There were, however, a total of 9 recorded suspected suicides between 2016 and 2021.

Precursors to accidents



- 4.6. Five precursors to accidents were recorded on the NI rail network in 2021. This represents a reduction of 50% or more in the total number of precursors to accidents on each of the previous years to 2016, where the total precursors were ten or more.

Train Protection Systems

- 4.7. The NI rail network has a total of 301km of operational line. At the end of 2021, 98% of tracks had Train Protection Systems (TPSs) in operation providing warning. 40% of tracks had TPSs providing warning and automatic stop, and 16% of tracks had TPSs with warning, automatic stop and discrete supervision of speed.

Level crossings

- 4.8. In 2021, the NI rail network had 142 level crossings in operation in 2021 of which 71 were active level crossings and 71 were passive. Of the active level crossings, 10 had automatic user-side warning, 42 had automatic user-side protection, and three had automatic user-side protection and

warning, and rail-side protection. 16 of the active level crossings were manual crossings.

- 4.9. The number of level crossings in operation has been reduced over the six-year period. These reductions have specifically been made to passive level crossings, with a reduction of 30 crossings since 2016.

Major malfunctions/deficiencies

- 4.10. One incident concerning the detachment of track geometry equipment from a train was reported to the RSA by NIR in 2021. The incident was also reported to the Rail Accident Investigation Branch (RAIB) and the HSENI. The RAIB decided the incident did not meet their criteria for investigation, however HSENI did undertake an investigation of this incident. The RSA undertook a post incident review which examined the evidence collected at the time of the incident as well as the results of NIR's internal investigation and an independent investigation commissioned by NIR.
- 4.11. The independent investigation commissioned by NIR employed external expertise, both academic and industry experts, to consider the potential factors leading to the incident. These investigations into the root cause of the incident determined that a design fault was the most likely source of the equipment failure, causing it to detach from the train. These findings were immediately shared with the manufacturer to be addressed. Having reviewed the outcome of the independent investigation commissioned by NIR, as well as the evidence collected at the time of the incident, the RSA was content that NIR are deploying appropriate preventative maintenance and that this incident could not have been foreseen.
- 4.12. It should be noted that the track geometry equipment is not currently installed on any other vehicles, and as such there is no opportunity for this incident to reoccur on the NI rail network. NIR deployed static track geometry monitoring for the remainder of 2021, while exploring alternatives to reinstate dynamic track geometry monitoring.

Accidents/incidents reportable to the Rail Accident Investigation Branch

- 4.13. RAIB was established by the Railways and Transport Safety Act 2003 on a UK-wide basis and the criteria for investigation by RAIB is set out in the Railways (Accident Investigation and Reporting) Regulations 2005. There are generally few incidents on the NI network which meet the criteria for RAIB investigation. In 2021, there were no incidents in NI which met the criteria for RAIB investigation. Nevertheless, the RSA engages with NIR

on their considerations of the recommendations of RAIB reports and safety digests to understand how learning from incidents on the GB network are practically deployed on the NI Network.

- 4.14. The RSA also continues to engage with railway operators on incidents which do not meet the criteria for RAIB investigation, and monitor any mitigations or improvements implemented to reduce the risk of future incidents.

5. Development of the system for safety certification and authorisation

Safety certificates and authorisations

- 5.1. The 2006 Regulations set out the arrangements for safety certification and authorisation in NI.
- 5.2. NIR's RU holds Part A and Part B safety certificates issued under the 2006 Regulations. These certificates were last issued in 2018. NIR's RU also holds a railway undertaking licence, issued by the RSA, and Part A and Part B safety certificates for cross-border services issued by CRR.
- 5.3. IÉ holds a Part A safety certificate issued by CRR which the RSA has deemed a Part A certificate valid in NI, and a Part B certificate issued by the RSA.
- 5.4. No safety certificates were issued, amended or revoked in 2021. No updated, amended or part safety authorisations were issued in 2021.
- 5.5. No requests were received from other NSAs to verify or access information relating to a Part A certificate of an RU that has been certified in the UK but applies for a Part B certificate in another EU member state.
- 5.6. The RSA will continue to support railway operators in developing applications for certificates and authorisations as required.

Developments/changes

- 5.7. No changes to the regime for safety certification and authorisation, or changes to the strategy and procedures governing this area, were made in 2021.
- 5.8. The RSA continues to engage regularly with the rail sector, sharing information and feedback as required.

6. Experience of applying relevant Common Safety Methods

- 6.1. 2021 was the first year for which railway operators in NI were asked to provide information on their experience of applying the CSMs for risk evaluation and assessment and monitoring. It is anticipated that, for future calendar years, this feedback and analysis will develop as further experience is gained in examining the application of relevant CSMs.

Common Safety Method for risk evaluation and assessment

- 6.2. NIR noted the following:

Railway undertaking

- 21 technical changes relevant to fleets were assessed in line with the Engineering safety management system change control process and authorised for implementation. None of these proposed changes were deemed to be significant for the purposes of applying this CSM.
- One project – the acceptance of three lengthened Class 4000 units for passenger operations – involved the application of the requirements of this CSM. This project was not deemed to be major. NIR appointed an independent Assessment Body and Designated Body to assess compliance with applicable standards.

Infrastructure manager

- One major technical product approval (introduction of tubular stretcher bars) was completed in 2021.
 - All changes to assets, processes or organisational structure are subject to change management processes to assess the level of change, its significance and to manage its safe introduction on the NI network.
- 6.3. IÉ RU noted that, during 2021, 31 applications for safety approvals were submitted to the RU Safety Approvals Panel relating to 24 individual change projects. Three projects were noted to be significant for the purpose of applying this CSM, however none of these related to rolling stock used on the cross-border service and none had entered service during 2021.

Common Safety Method for monitoring

- 6.4. NIR noted its use of first, second and third line monitoring activities to provide management, and both internal and external stakeholders, with

confidence in levels of compliance and the effectiveness of its health and safety monitoring arrangements:

- First line monitoring is provided by the functions that own and manage risks, and by relevant managers who are responsible for identifying and managing risk as part of their accountability for achieving objectives.
 - Second line monitoring is provided by the functions that oversee and specialise in compliance or management of risk.
 - Third line defence is provided by functions that provide impartial and/or independent assurance.
- 6.5. NIR highlight the information management arrangements that are in place to ensure effective two-way communication throughout the organisation. Information arising from, for example, internal and external audits, or outcomes of accidents and investigation reports, is disseminated as appropriate.
- 6.6. NIR has established key safety performance indicators and trends are monitored and reviewed at a number of forums throughout the organisation's hierarchy.
- 6.7. NIR has developed action plans, with responsibility for achievement assigned as appropriate. Strategic planning takes place to implement the relevant management system, and progress monitoring, review and tracking takes place as required to ensure the actions within the plan can be delivered.
- 6.8. IÉ RU highlight a wide range of monitoring activity that takes place in priority order, for example, both internal and external independent audits, discussion of the findings of monitoring programmes at formal safety meetings, and reporting on and review of performance indicators and progress on safety actions.

7. Supervision of railway undertakings and infrastructure managers

7.1. The day-to-day supervision of the health and safety performance of the railway industry is delivered under the 2006 Regulations where the NSA is the Department. The Department continues to work closely with CRR as well as NIR and IÉ on all EU issues and mutual railway safety matters as they impact on the shared service between Belfast and Dublin.

Monitoring and supervision

7.2. The RSA hosts regular monitoring and supervision meetings with:

- NIR – infrastructure manager
- NIR – railway undertaking
- IÉ – railway undertaking

7.3. These meetings typically involve safety updates from the railway operators and monitoring of progress in implementing recommendations arising from audits and inspections.

Audit and inspection – NIR

7.4. The RSA developed a programme of audit and inspections to examine NIR risk areas. The programme of inspections had been impacted by the Covid-19 pandemic and was modified as a result. Further changes to the programme may take place as required.

Audit and Inspection Programme	
Risk area for inspection	Programme Year
Management of train movement and signalling	2019
Structures Asset Management	2020
Safety at user-worked crossings	2021
Rolling Stock Maintenance Arrangements	2021
Track and Lineside	2022
Leadership and Culture	2023
Management of contractors	2023

7.5. To undertake the programme of audit and inspection, the RSA draws on the technical support and advice of railway engineers, fleet engineers and health and safety experts from ORR or HSENI. The RSA then works with the designated technical experts to develop a remit for each audit and inspection.

- 7.6. During 2021, two inspection reports were completed and handed over to NIR for action:
- Structures asset management
 - User-worked crossings
- 7.7. The structures asset management report highlighted a range of areas for action, for example, around recording of information regarding assets and the tracking of interventions for each asset.
- 7.8. The user-worked crossings report noted areas of good practice, for example, around risk assessment and the provision of risk control measures. The success of NIR's crossing closure programme was also highlighted. Areas for action included, for example, the potential for further proactive assessment of crossing condition.
- 7.9. Recommendations from completed inspections feed into an action log for the supervisory process to monitor NIR's progress in implementing the agreed response to the recommendations. This monitoring takes place during quarterly meetings.
- 7.10. Throughout 2021, progress was made on addressing the recommendations from both inspection reports. Many of the recommendations from the user-worked crossings report were addressed within the reporting year. The recommendations from the structures asset management inspection report required investment in new systems and processes for NIR and plans were put in place in early 2021 to address these over a three-year timeframe.

Audit and inspection – IÉ

- 7.11. No inspections of IÉ were undertaken by the RSA in 2021.

Annex A: Main legislative framework for rail safety in NI

Transport Act (Northern Ireland) 1967

Railway Safety Act (Northern Ireland) 2002

The Railways (Safety Management) Regulations (Northern Ireland) 2006

The Cross-border Railway Services (Working Time) Regulations (Northern Ireland) 2008

The Train Driving Licences and Certificates Regulations (Northern Ireland) 2010

The Railways (Interoperability) Regulations 2011

The Rail Vehicle Accessibility Regulations (Northern Ireland) 2014

The Private Crossings (Signs and Barriers) Regulations (Northern Ireland) 2014

The Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2016