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CSA R114:22
National Standard of Canada

Canadian method for risk evaluation and assessment for railway systems

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Preface

This is the first edition of CSA R114, *Canadian method for risk evaluation and assessment for railway systems*. It replaces CSA EXP-11.

This Standard is adapted from the following:

a) the European Union's Commission Implementing Regulation No. 402/2013 of April 30, 2013, on the common safety method for risk evaluation and assessment;
b) Directive 2016/797 of the European Parliament and of the Council of May 11, 2016, on the interoperability of the rail system within the European Union; and
c) Directive 2004/49/EC of the European Parliament and of the Council of April 29, 2004, on safety on the community's railways.

This Standard was prepared by the Technical Committee on Canadian Method for Risk Evaluation and Assessment for Railway Systems. It has been formally approved under the jurisdiction of the CSA Strategic Steering Committee on Organizational Management and Sustainability.

This Standard has been developed in compliance with Standards Council of Canada requirements for National Standards of Canada. It has been published as a National Standard of Canada by CSA Group.

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1) *Use of the singular does not exclude the plural (and vice versa) when the sense allows.*
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   a) *Standard designation (number);*
   b) *relevant clause, table, and/or figure number;*
   c) *wording of the proposed change; and*
   d) *rationale for the change.*

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1 Scope

1.1 General

This Standard applies to proponents making any change to a railway system that is technical, operational, or organizational in nature.

The basic elements of the safety management system covered by this Standard include

a) procedures for carrying out risk evaluation and analysis; and
b) implementing risk control measures whenever a change in operating conditions or new material imposes new risks, or changes to existing risks, on the infrastructure or on operations.

1.2 Terminology

In this Standard, "shall" is used to express a requirement, i.e., a provision that the user is obliged to satisfy in order to comply with this Standard; "should" is used to express a recommendation or that which is advised but not required; and "may" is used to express an option or that which is permissible within the limits of the Standard.

Notes accompanying clauses do not include requirements or alternative requirements; the purpose of a note accompanying a clause is to separate from the text explanatory or informative material.

Notes to tables and figures are considered part of the table or figure and may be written as requirements.

Annexes are designated normative (mandatory) or informative (non-mandatory) to define their application.

2 Reference publications

This Standard refers to the following publications, and where such reference is made, it shall be to the edition listed below.

EC (European Union Commission)

Commission Implementing Regulation (EU) No 402/2013, on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009, (2013) OJ, L 121/8, and as amended by the Commission Implementing Regulation (EU) 2015/1136 of July 13, 2015 [2015] OJ, L 185/6, (2013) OJ

Directive (EU) 2016/797 of the European Parliament and of the Council of May 11, 2016, on the interoperability of the rail system within the European Union (recast) (2016) OJ, L 138/87

