ANNEX

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Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 1078/2012. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

## **ANNEX**

## THE MONITORING PROCESS

- 2. Definition of a strategy, priorities and plan(s) for monitoring
- 2.1. Based on their management system, each railway undertaking, infrastructure manager and entity in charge of maintenance shall be responsible for defining its strategy, priorities and plan(s) for monitoring.
- The decision on what to prioritise shall take into account information from areas that 2.2. give rise to the greatest risks and, if not monitored effectively, could lead to adverse consequences for safety. An order of priority for monitoring activities shall be set, and the time, effort and resources required shall be indicated. Prioritisation shall also take into account results from previous applications of the monitoring process.
- 2.3. The monitoring process shall identify as early as possible instances of non-compliance in the application of the management system that might result in accidents, incidents, near-misses or other dangerous occurrences. It shall lead to the implementation of measures to remedy such instances of non-compliance.
- The monitoring strategy and plan(s) shall define either quantitative or qualitative 2.4. indicators or a mixture of both that can:
- give early warnings of any deviation from the expected outcome, or assurance that the (a) expected outcome is achieved as planned;
- (b) give information about unwanted outcomes;
- support decision making. (c)

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## Changes and effects yet to be applied to the whole legislation item and associated provisions

- Signature words omitted by S.I. 2019/837 reg. 15(5)
- Signature words omitted by S.I. 2019/837 reg. 20(5)
- Art. 1(2)(a) words substituted by S.I. 2019/837 reg. 15(2)
- Art. 1(2)(a) words substituted by S.I. 2019/837 reg. 20(2)