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#### Working Party on Road Traffic Safety

##### Group of Experts on Improving Safety at Level Crossing

###### Sixth session

Geneva, 5-6 November 2015

## Report of the Group of Experts on Improving Safety at Level Crossing on its sixth session

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## **I. Attendance**

1. The Group of Experts on Safety at Level Crossing (GE.1) held its sixth session in Geneva from 5-6 November 2015, chaired by Mrs. Kirsi Pajunen (Finland) Representatives of the following UNECE member States participated: Austria, Belgium, Finland, France, Ireland, Italy, Norway, Poland, Portugal, Republic of Moldova, Sweden and Turkey.
2. The following non-governmental organizations were represented: European Railway Agency (ERA), German Aerospace Center e. V (DLR), International Union of Railways (UIC), Operation Lifesaver Estonia and CogniTo Ltd.

## **II. Adoption of the Agenda (agenda item 1)**

3. The Group of Experts (GE.1) adopted the agenda as contained in ECE/TRANS/WP.1/GE.1/11.

## **III. Programme of Work (agenda item 2)**

### **A. A review and analysis of the economic costs of level crossing accidents based on data provided by countries**

4. GE.1 considered document ECE/TRANS/WP.1/GE.1/12 prepared by the subgroup comprised of Poland and the European Railway Agency (ERA). The document reviews the methods for analysing the economic costs of level crossing accidents based on data provided by countries. GE.1 requested the subgroup to update and re-submit the document, if necessary.

### **B. An evaluation and analysis of the safety performance of types of level crossings in UNECE member States and in selected non-UNECE member States such as Australia, India, New Zealand and South Africa**

5. Turkey informed the Group of Experts about the availability of data related to number of accidents, fatalities and injuries at level crossings (Informal document No.2) in the context of a proposal to select suitable indicators for measuring safety at level crossings.
6. GE.1 also considered Informal document No.7<sup>1</sup> which proposes level crossing safety indicators, their sources and definitions to be used to measure safety performance at level crossings. The Group of Experts provided comments and invited the subgroup to re-submit the revised document for the next session and include a preliminary analysis of data.

### **C. A summary of good practices including education and technology**

7. The Chair (Finland) of this subgroup informed the Group of Experts that a table containing good practices is being finalized. The chair presented recommendations formulated on the basis of the good practice table which relate to level crossing safety models, education, engineering and enforcement.

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<sup>1</sup> (Note by Secretariat: formerly No. 8).

8. The Group of Experts also discussed recommendations regarding good practice on technology (Informal document No.5). The document discusses technology and technological solutions in the context of safety improvements at level crossings. The Group of Experts made a number of comments which will be forwarded to the author and invited him to re-submit the document.

#### **D. A survey of prevailing national legislation and/or legal arrangements at level crossings**

9. GE.1 discussed Informal document No.3 submitted by Sweden. The document contains comments on proposed amendments to Articles 33 to 36 of the 1968 Convention on Road Signs and Signals (Informal document No.5, June 2015).

10. GE.1 also discussed further modifications to amendment proposals to Article 33 and 35 as well as Article 23 and Annex I on Road Signs, points 25 and 26. With respect to the latter, GE.1 agreed to propose to limit the number of level crossing warning signs.

11. It also discussed a possible new inscription or sign to instruct drivers to break through barriers in emergency situations (e.g. while trapped between level crossing barriers). GE.1 agreed to request the Group of Experts on Road Sign and Signals to provide advice on a possible design for such an inscription/sign to be placed at the second gate in the direction of travel. GE.1. requested ERA to finalize the amendment proposal and to table it as a formal document for possible adoption at the next session. The proposal should use as a starting point the current text of the Convention and to indicate in strikethrough text proposed for removal and in bold for text proposed for insertion.

#### **E. Identification of the key causes and possible solutions related to human factors contributing to unsafe conditions at level crossings**

12. The Group of Experts considered Informal document No.1 prepared by the subgroup comprised of Austria, German Aerospace Center and Cognito Ltd. In particular, the subgroup described a toolbox which could be used to identify safety issues and the corresponding improvement measures. The sub-group invited the experts to take advantage of the availability of this tool by providing, on a trial basis, data to Cognito Ltd. The subgroup's recommendations as contained in Informal document No. 1 were also discussed. GE.1 invited the sub-group members to take comments into considerations and to re-submit the revised document.

#### **F. Enforcement**

13. The Group of Experts considered informal document No.4 prepared by the subgroup comprised of the United Kingdom of Great Britain and Northern Ireland and France which contains an analysis of a survey on enforcement of regulations at level crossings. In particular, the Expert Group discussed two recommendations formulated in the document and agreed to forward their comments to the authors.

#### **G. Risk management of level crossings**

14. The Group of Experts considered Informal document No. 6 prepared by the subgroup comprised of the United Kingdom of Great Britain and Northern Ireland and Portugal. The document outlines a risk management process and the benefits of adopting

risk-based approaches. GE.1 discussed factors that should be included in risk calculation models and agreed to forward their comments to the authors.

## **H. Development of a road/rail interface strategy with recommendations**

15. The secretariat informed the Group of Experts that a high level structure of the draft report, to be prepared by the Chair, would be shared - for comments – prior to the next session. The Group of Experts welcomed this proposal and requested that a first draft of the final report be tabled at the next session in March 2016.

## **IV. Other Business (agenda item 3)**

16. The secretariat informed GE.1 that the film “Saving lives at level crossings” created jointly with by the Swiss Federal Office of Transport and UIC for ILCAD 2014 has had over 23,000 views and is the most viewed video on the UNECE website.

17. UIC informed GE.1 that “Just in time” (another ILCAD video) was awarded second prize in the category “Communication” at the European Road Safety Film Festival in September 2015. It also informed that the seventeenth plenary meeting of the European Level Crossing Forum (ELCF) will be hosted by INFRABEL on 3 December 2015 in Antwerp, Belgium. ELCF is an informal group of exchange on best practices as far as Engineering, Education and Enforcement measures on level crossing safety are concerned. The ILCAD Task Force meeting will meet on 4 December 2015 in Antwerp to prepare ILCAD 2016. Finally, a conference to launch the eighth ILCAD will be jointly hosted by Latvian railways on 10 June 2016 in Riga and by Operation Lifesaver (Estonia) on 11 June 2016 in Tallinn. UIC invited all GE.1 participants to attend.

18. The Chair invited GE.1 participants to attend Global Level Crossing Symposium (GLXS) 2016 (12 -16 June 2016, Helsinki), which will be hosted by the Finnish Transport Safety Agency (TRAFI).

## **V. Date and Place of Next Meeting (agenda item 4)**

19. The secretariat informed GE.1 that the seventh session of the Group of Experts will be held on 21-22 March 2016 in Geneva. The deadline for document submission is 11 January 2016.

## **VI. Adoption of Report (agenda item 5)**

20. The Group of Experts adopted the report of its sixth session.

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