



Economic and Social Council

Distr.: General
15 April 2016

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Group of Experts on Improving Safety at Level Crossing

Seventh session

Geneva, 21-22 March 2016

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

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1-2	2
II. Adoption of the Agenda (agenda item 1)	3	2
III. Programme of Work (agenda item 2).....	4-21	2
A. A review and analysis of the economic costs of level crossing accidents based on data provided by countries	4	2
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	5-8	2
C. A summary of good practices including education and technology	9-12	3
D. A survey of prevailing national legislation and/or legal arrangements at level crossings.....	13-14	3
E. Identification of the key causes and possible solutions related to human factors contributing to unsafe conditions at level crossings.....	15-16	3
F. Enforcement.....	17	4
G. Risk management of level crossings.....	18	4
H. Development of a road/rail interface strategy with recommendations.....	19-21	4
IV. Other Business (agenda item 3).....	22-23	4
V. Date and Place of Next Meeting (agenda item 4).....	24	5
VI. Adoption of the Report (agenda item 5).....	25	5

I. Attendance

1. The Group of Experts on Safety at Level Crossing (GE.1) held its seventh session in Geneva from 21-22 March 2016, chaired by Mr. Martin Gallagher (United Kingdom). Representatives of the following UNECE member States participated: Austria, Belgium, Finland, France, Ireland, Italy, Norway, Portugal, Russian Federation, Sweden, Turkey and United Kingdom of Great Britain and Northern Ireland.

2. The following non-governmental organization was represented: International Union of Railways (UIC).

II. Adoption of the Agenda (agenda item 1)

3. The Group of Experts adopted the session's agenda as contained in ECE/TRANS/WP.1/GE.1/16.

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. There were no further inputs to ECE/TRANS/WP.1/GE.1/12 on the methods for analysing the economic costs of level crossing accidents. GE.1 decided to conclude this programme element and to use the information and conclusions contained in ECE/TRANS/WP.1/GE.1/12 for its final report.

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. The secretariat of the Working Party on Transport Statistics (WP.6) informed GE.1 that UNECE in accordance with the mandate of WP.6 may collect and host level crossing data (as proposed in Informal document No. 7 (November 2015)). GE.1 welcomed this information.

6. The subgroup consisting of France, Ireland, United Kingdom of Great Britain and Northern Ireland, European Railway Agency, UIC and Community Safety Partnerships, Ltd. presented its updated proposal (Informal document No.1 (March 2016)) to collect statistics to assist in measuring safety at level crossings. The subgroup also made a presentation on the level crossing data collected by the European Union member States and Turkey.

7. GE.1 requested Informal document No.1 (March 2016) be revised to differentiate between data that are already collected by the European Union member States in accordance with their legislative requirements (minimum data set) and the additional data that the subgroup believes should be collected to provide a better basis for analysis of safety performance at level crossings (optimal data set). It further requested that the refined document be submitted before 18 April 2016 to WP.6 through its secretariat to seek that Working Party's feedback whether: (a) Collection of minimum data set on safety at level crossing by UNECE member States outside of the European Union can be done in line with

the indicators and their definitions proposed by GE.1; and (b) Collection of the optimal data set would be feasible by all UNECE member States.

8. GE.1 agreed that its final report on this programme element should:

(a) describe the performance of safety at level crossings to the extent the data availability allows it; (b) discuss the data gaps, and (c) suggest variables, with clear definitions and methodologies, which should be commonly produced. GE.1 will agree on the final set of variables to be included in its final report taking into account the feedback received from WP.6.

C. A summary of good practices including education and technology

9. In additional written inputs, were not provided GE.1 agreed that Informal document No. 3 (January 2015) and No. 5 (November 2015) should serve as the basis for the final report on the sections on education and technology.

10. The sections should include information on experience and good practice.

11. GE.1 agreed that the final report should clearly articulate the shortcomings identified in the areas of education and technology as well as provide a list of agreed recommendations.

12. GE.1 also reflected on the subject of automated driving and the risks associated with it in the context of safety at level crossings. The Chair volunteered to prepare an informal document for the next session, which considers automated driving in the context of level crossing safety. GE.1 will discuss how to incorporate the subject of automated driving in the final report.

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

13. There were no documents submitted for consideration under this item. Consequently, no formal amendment proposal to the 1968 Convention on Road Signs and Signals on provisions related to level crossings was tabled.

14. GE.1 agreed that ECE/TRANS/WP.1/GE.1/15 should be used for the final report, however, the document needs to be revised. Due to the absence of the authors of the document at the current session, GE.1 requested the secretariat to contact them about the necessary clarifications.

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

15. GE.1 agreed that the Informal documents No. 3 (March 2016) and No. 1 (November 2015) should serve as the basis for the final report on the user behaviour section. It should include the revised recommendations of Informal document No.1 (November 2015).

16. GE.1 also agreed that the Analytic System for Accident Prevention (ASAP) which provides guidelines to assess maladaptive behaviour at level crossings should be included in the final report.

F. Enforcement

17. GE.1 agreed that the Informal documents No. 4 (November 2015) and No. 7 (January 2015) should be used in the final report.

G. Risk management of level crossings

18. GE.1 considered it useful to have a more detailed paper on the application of risk management techniques for level crossings. It requested the subgroup on risk management to submit a paper by the end of April 2016.

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

19. The Chair and the secretariat informed GE.1 of difficulties encountered in writing the zero draft of Part I of the final report. They stressed that the report outline, as initially agreed in the period between the sixth and seventh sessions was challenging to work with. They suggested that the outline be simplified and reflect items 3 (a), (b) and (c) from the Group's Terms of Reference as well as the item on economic costs of level crossing accidents that was added by the Group on (January 2014).

20. GE.1 agreed with the proposal of the Chair and the secretariat. It requested that the zero draft, as written for the current session, is revised in line with the simplified structure and be shared in advance of the next session.

21. GE.1 discussed the elements of a safe system approach. It agreed that the strategic part of the final report (Part II) should be structured along the elements of the safe system approach such as engineering, education, enforcement and economics. The effective application of risk management at level crossings including a systematic application of management policies, procedures and practices to the tasks of assessing, prioritizing, evaluating and controlling risks should also be incorporated.

IV. Other Business (agenda item 3)

22. The representative of UIC updated GE.1 about UIC activities worldwide. Target safety at level crossings, and includes activities such as preparing flyers for professional commercial drivers to explain safe behaviour at level crossings, including what to do in emergency situations. Information on the European Level Crossing Forum (Antwerp, Belgium, 3 December 2015) was provided.

23. The representative of UIC also invited GE.1 participants to attend International Level Crossing Awareness Day (ILCAD) Conference that will be jointly hosted by Latvian railways on 10 June 2016 in Riga and by Operation Lifesaver (Estonia) on 11 June 2016 in Tallinn. A call for papers has been issued. The Global Level Crossing and Trespass Prevention Symposium will be held in Helsinki on 12-16 June 2016, hosted by Finnish Transport Safety Agency (TRAFI).

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

24. The eighth session of the Group of Experts will be held on 1-2 June 2016 in Geneva.

VI. Adoption of the Report (agenda item 5)

25. The Group of Experts adopted the report of its seventh session.
-