UNECE level crossing expert group

Safety data sub-group

Fourth meeting of the expert group

Geneva, January 29\textsuperscript{th}-30\textsuperscript{th}, 2015
Additional data

- Publicly available data reviewed for:
  - Australia
  - Canada
  - India
  - New Zealand
  - United States of America (USA)

- Hierarchy of utility:
  - Canada / New Zealand / USA
  - Australia
  - India

- High level, non type specific publicly available data for additional jurisdictions
  - Is available
  - Time series is incomplete
Data hosting & management

- Eurostat, European Rail Agency very unlikely to agree to hosting data for further jurisdictions
- A large-scale retrospective collection of source data is definitively not justified
- Sub-group can undertake a very limited analysis for demonstration purposes for fifth meeting
- A crude risk ranking is possible:
  - The subject of papers to the Global Level Crossing Symposium 2012
  - Limited time series
  - By type of crossing
Comparing like with like

- Standard UN groupings are available
  - These do not take account of, for example, per capita incomes and levels of car ownership
  - If other than standard groupings is preferred, these will need to be developed

- Some analysis for EU countries is possible using CARE road accident database
  - Data sets do not exist for all jurisdictions
  - Where these exist, data concerning level crossings is incomplete
  - Therefore, at most it is for demonstration purposes
Data lodged with CARE (1)

Fatal accidents at LC per type of user

- car + taxi
- heavy goods vehicle
- lorry, under 3.5 tonnes
- pedestrian
- motor cycle
- moped
- other
- bus or coach
- agricultural tractor
- unknown

A bridge between business and the local community
Data lodged with CARE (2)

Fatal LC accidents per type of LC
all users

- Controlled: 50%
- Authorized person: 24%
- Automatic traffic signal: 13%
- Give way sign or marking: 5%
- Stop sign: 1%
- Uncontrolled: 7%
- Unknown: 0%
Recommendations (2)

- **Note** the sub-groups intention to build upon work presented at the Global Level Crossing Symposium 2012 with regard to risk-ranking level crossing safety performance.

- **Accept** that further collection & analysis of data undertaken by the sub-group will be for demonstration purposes, to illustrate the specification for and capability of a database to enable benchmarking of level crossing safety & support risk reduction on a broader multi-national basis.
Recommendations (1)

- **Note** that it is unlikely to be possible for the existing EU databases to be extended to accommodate and undertake analysis of data from additional jurisdictions.

- **Note** the standard UN grouping of UNECE member states which the sub-group considers should be adopted for analysis of data pertaining to level crossings.
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