

Legislations and legal arrangements at LCs

Vojtech EKSLER (ERA)

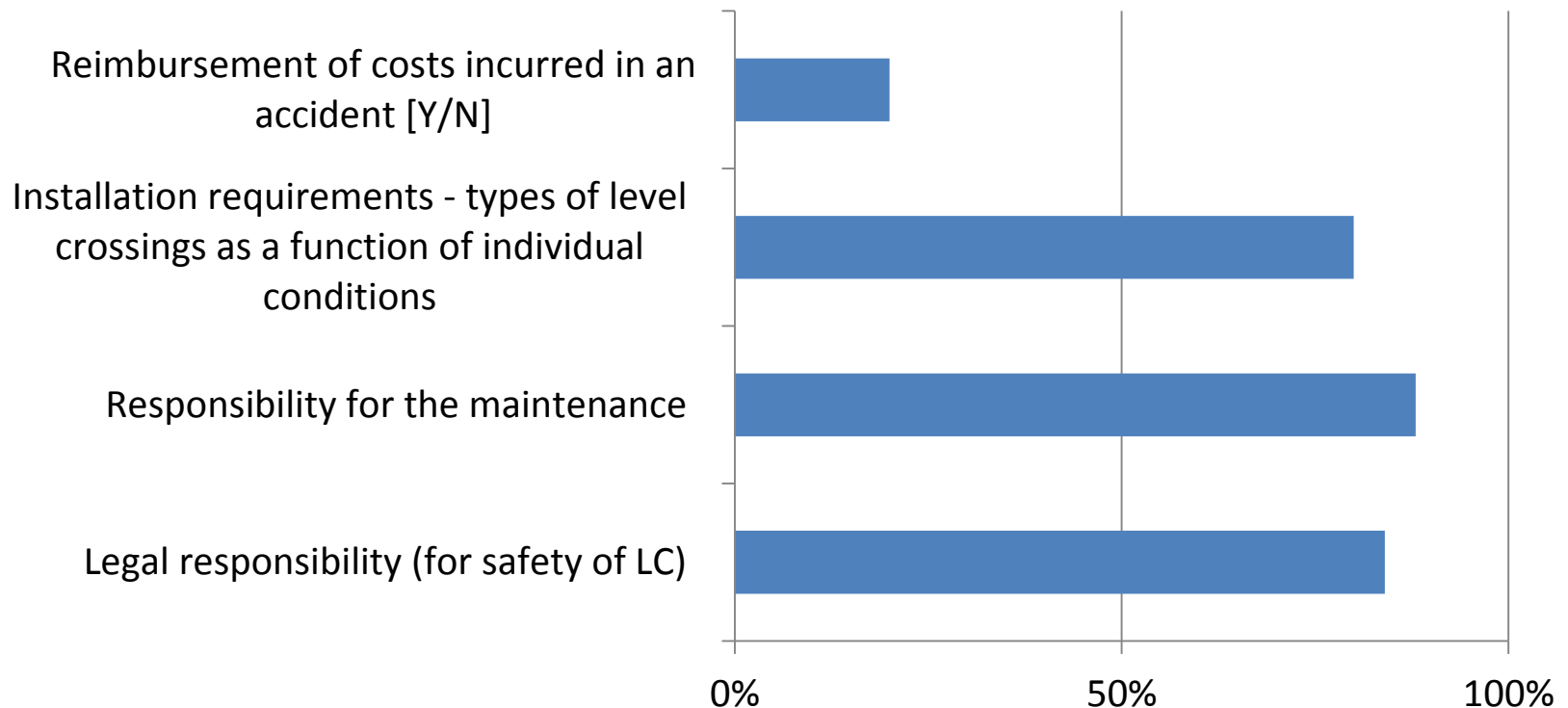
For: Poland, Russia, ERA

Main issues

- Legal responsibility for various aspects of safety at LC (maintenance, accident investigation, ...)
- Legal requirements on installation of different types of LC
- Rail technical regulations
- Road traffic signs and signals
- Road traffic regulations
- ...

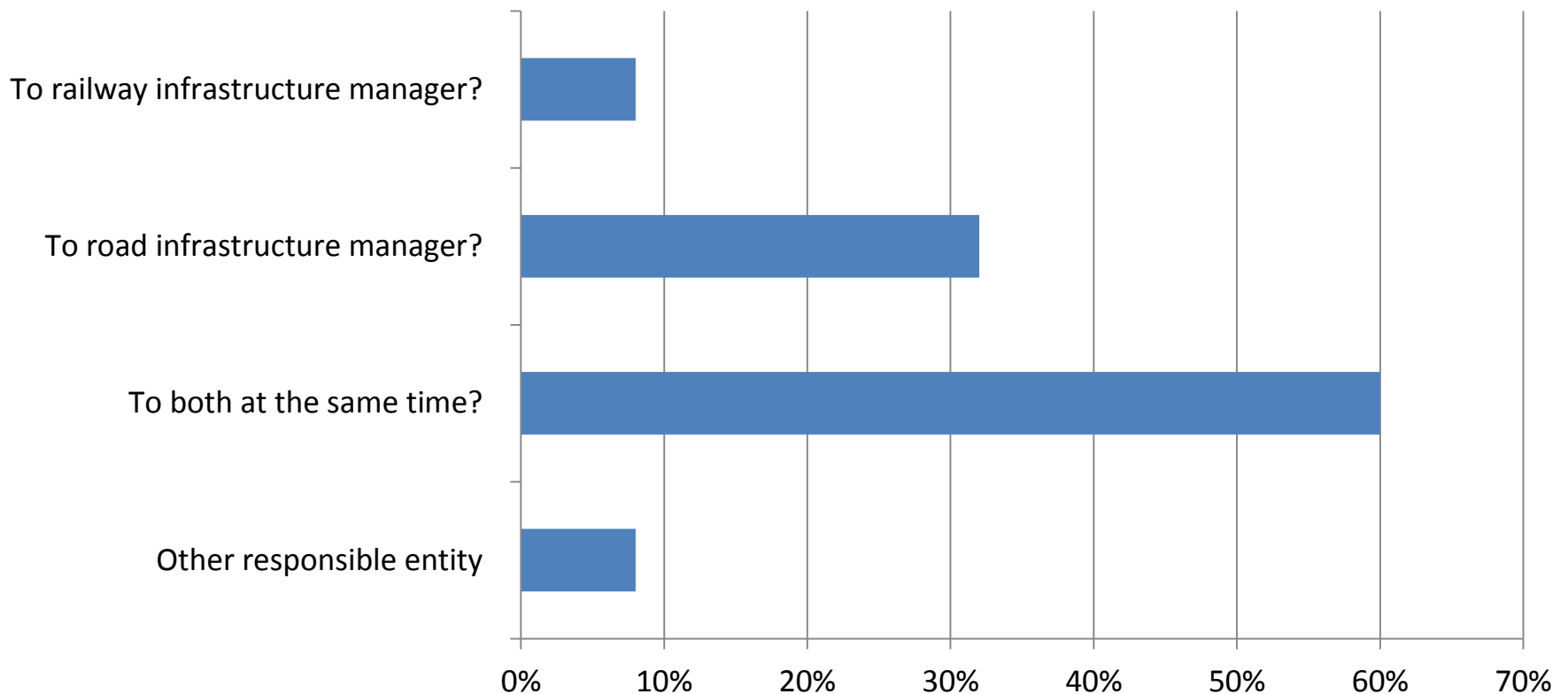
Q1: Does the national legislation regulate the following aspects of LCs?

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Q2: Does the national legislation explicitly attribute the responsibility for the state of level crossings?

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Q3+Q4: In your country, is one of the warning signs below placed in the immediate vicinity of a LC?



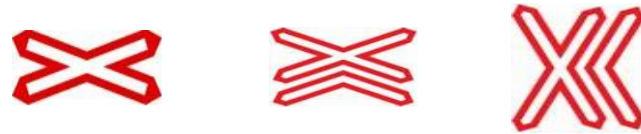
YES

In all countries but one (India)

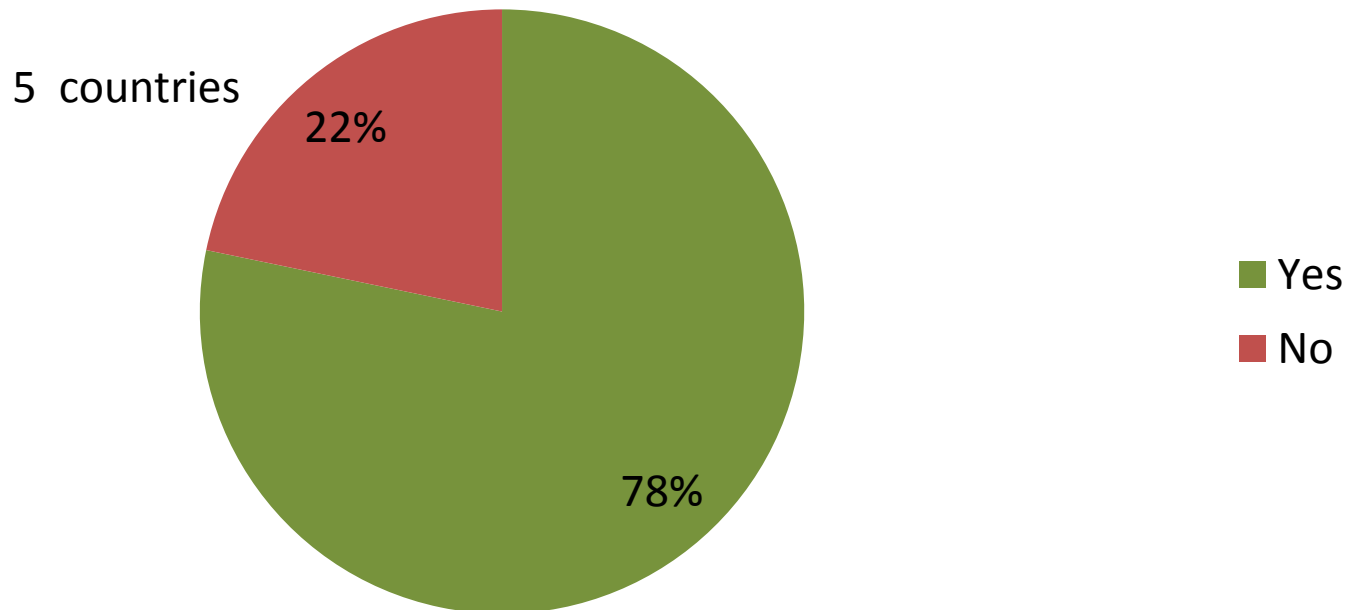
HOWEVER...



Q5: In your country, is one of the warning signs below placed in the immediate vicinity of a LC?

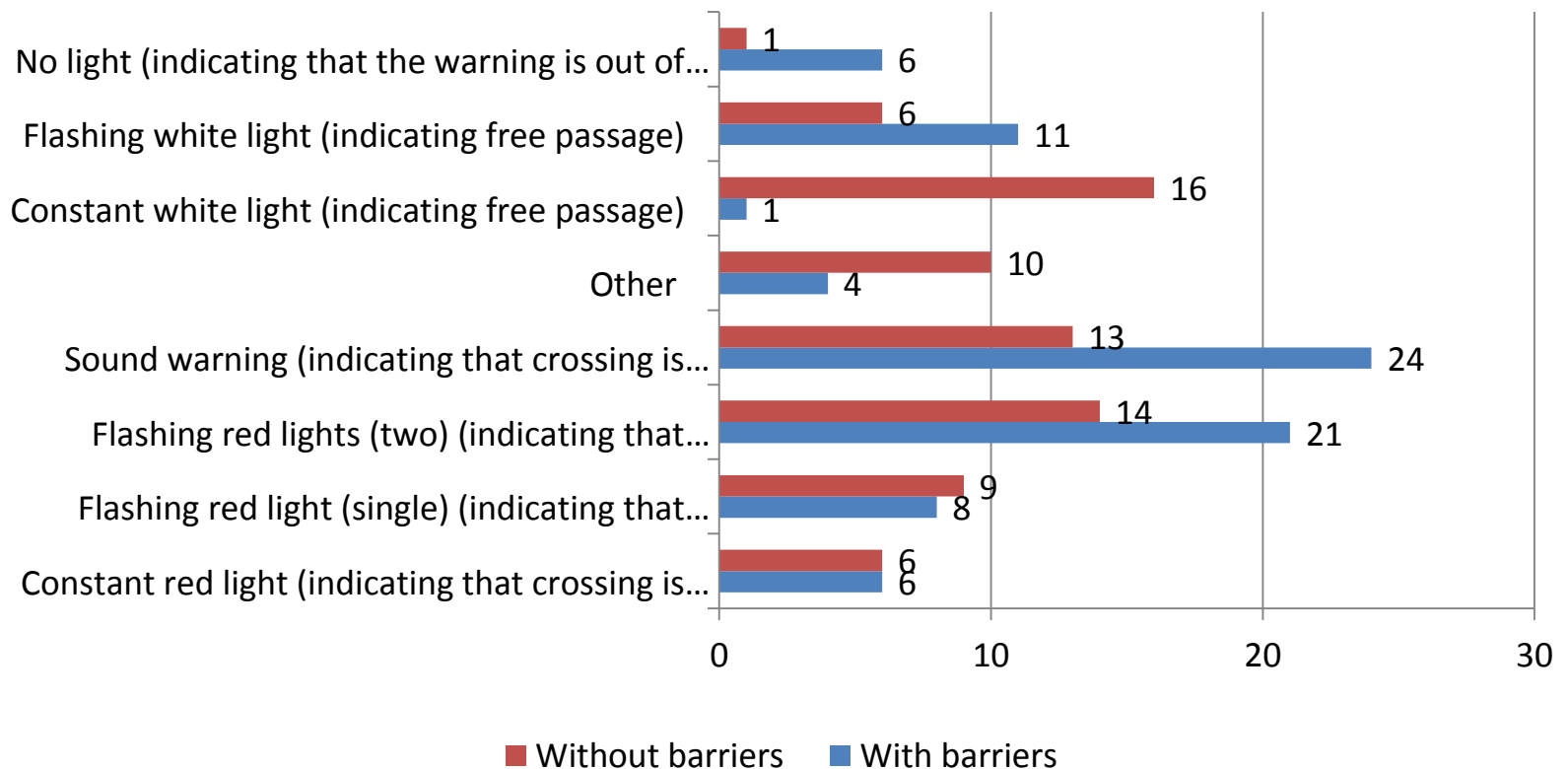


Q4: In your country, is St Andrew cross placed in the immediate vicinity of a LC?



Q6+Q7: Are the active level crossings WITH and WITHOUT barriers in your country equipped with the following warning lights?

Q5+Q6: Are the active level crossings WITH and WITHOUT barriers in your country equipped with the following warning lights?



Follow up issues

- A. Review of national requirements on protecting different types of level crossings revealed that those are usually covered by internal operational standards, rules, procedures.**

- B. No new information received/identified on the “national provisions enabling to claim costs incurred by level crossing accidents”.**

Follow up issues

- C. Information still needed from five countries that indicated that they do not use “St Andrew cross”.**

- D. Identification/summary of issues for possible international regulation (Vienna convention on road traffic of 1968)**

Vienna Convention (D)

1. Traffic signs defined in Vienna convention are not consistently used in practice and there is not a good understanding of the underlying reasons. Moreover, some traffic signs, in particular the Danger Signal (triangle traffic sign) displaying a steam locomotive may need to be updated.
2. The use of tricolor lights at level crossings is felt as possibly confusing. Similarly, the use of non-flashing versus flashing one or two lights remains an issue (prevailing inconsistency).
3. No requirements/recommendations on sound levels and light intensity of warning available in the Convention
4. No requirements on warning and guidance messages (and symbols) placed on the barriers (to avoid being trapped between closed gates) and those helping to assure timely identification of the LC.
5. No requirements/recommendations on traffic calming (road infrastructure) measures at the approach to (un-) protected level crossings is present in the Convention. (see also Article 19).
6. No (sufficient) requirements on horizontal marking (painting) at the approach to level crossing, in particular in urban areas.

Proposed next steps

- The subgroup seeks further inputs from the group to help identify gaps and opportunities in managing risk at level crossings through legislation/standards/recommendations.
- Furthermore, the subgroup would like to solicit other experts to notify about any good legal practice that has positive impact on level crossing safety.

Any legal aspects relevant to the work in other sub-groups?

- Road speed limits (enforcement)
- ITS communication requirements?
- ...