10 May 2007

ETSC and the European Railway Agency

Joint Transport Safety Lunch

"Raising the bar: level crossing safety in the EU"

Chairman: **Karel Van Miert**

Panelists: **Anders Lundström** (European Railway Agency), **Andrew Evans** (Imperial College London), **Sandro Francesconi** (European Commission), **Michael Robson** (EIM, European Rail Infrastructure Managers), **Eckehard Schnieder** (University of Braunschweig), **Alan Davies** (Rail Safety and Standards Board)

Welcome by: **Prof. Herman de Croo** (Speaker, Belgian Chamber of Representatives)

According to Eurostat data, accidents at level crossings led to 28% of railway accidents' deaths in 2004 and 2005. This percentage is much lower in the road sector. Almost all railway systems have large numbers of level crossings, especially those in flat terrain. The vast majority of casualties at level crossings are to road users: motor vehicle occupants, cyclists and pedestrians. Many such accidents are due to unwise actions by road users; it is not clear whether road users take more risks at level crossings than at other road intersections, or whether level crossings stand out as hazardous simply in comparison to other railway risks.

Several countries have rolling long-term programmes for replacing level crossings with bridges and underpasses. The priorities for these programmes are railway lines with relatively high speeds, lines where increases in speeds are planned, lines in urban areas, lines on which dangerous goods are carried, and locations with poor visibility. New high-speed lines are always built without level crossings. However, level crossings are so numerous, with many on lightly-used roads and railways, that there is little prospect of eliminating them entirely.

Most countries have statutory or non-statutory rules for the operation of level crossings. Such rules cover the type of crossing that is to be used for specified road and rail traffic levels, the maximum permitted train speeds for the different types of crossing, the protective equipment required, video surveillance, road layouts and gradients, and the warning sequences for road users. However, each country's rules have developed separately, and are different from each other. Lessons can be learnt by a better exchange of information on improvement measures, their implementation and accidents reports.

Who are the actors who will play a role in improving the safety of level crossings? What is the role of the European Union? What will be the responsibility of Member States? How can we ensure a high degree of cooperation among the different infrastructure managers in order to achieve a consistent high level of level crossing safety? What is the respective role of rail and road infrastructure managers in addressing this cross-modal safety issue?

The European Transport Safety Council (ETSC) together with the European Railway Agency (ERA) invites you to a joint Transport Safety Lunch on level crossing safety in Brussels on the 10th of May 2007 between 12:30 and 15:00

European Transport Safety Council

ETSC's Transport Safety Lunches are the site for openly debating promising and successful European approaches to prevent both accidents and injuries in transportation. They bring together decision makers from the transport sector in Brussels, thus establishing a platform to exchange information and views for all those interested in transport safety.

Following a buffet lunch the experts provide the audience with an insight into innovative transport safety work in the particular country. By addressing the most pressing problems they are paving the way for sharing knowledge and experience of how to best reduce transport-related accidents and injuries. The debates will explore possibilities of how key actors can develop the political and organisational leadership that it takes to implement effective safety schemes.

The Lunches provide good opportunities for both public authorities from all EU countries and private companies from all transport sectors to present their technical and organisational measures for the improvement of safety and security within the different modes of transport.

The present lunch on rail safety is coorganised with ERA which has kindly provided financial support for it and has helped to make this event come true.



Professor Herman De Croo MP, Speaker, Belgian Chamber of Representatives

Joint Transport Safety Lunch organised by ETSC and ERA

On 10 May 2007 from 12:30 to 15:00

"Raising the bar: level crossing safety in the EU"

At "Renaissance Brussels Hotel", Rue du Parnasse 19,
1050 Brussels -http://marriott.com/property/propertypage/BRUBR

More information: Mr. Antonio Avenoso, antonio.avenoso@etsc.be

Free of charge
Limited seats

Please register online (www.etsc.be) before 4 May 2007

22 rue du Cornet
B-1040 Brussels

Tel +32 (0)2 230 41 06/40 04
Fax +32 (0)2 230 42 15

antonio.avenoso@etsc.be
www.etsc.be