



INTERNATIONAL UNION
OF RAILWAYS

unity, solidarity, universality

Road and Rail – it's all about interfaces

A joined-up approach to risk management

Simon Fletcher, Regional Coordinator, Europe





So just why is someone from the rail community addressing your road safety meeting?



- **We have learned the value of collaborative working within the rail sector**
- **We have some problem areas that we can't solve on our own**
- **We need your help**



Outline

- The UIC – who, what, how?
- System Performance, safety and the interfaces
- Is it all engineering?
- The cooperative approach



What is UIC?

- A trade association for the global rail operating community
- Formed in 1922
- 200 members on all continents



- Integrated Railway Companies
- Railway Undertakings
- Infrastructure Managers
- Railway service providers
- Public transport companies

Our Mission

**Promote the development of rail transport
at global level,
in order to meet challenges
of mobility and sustainable development**

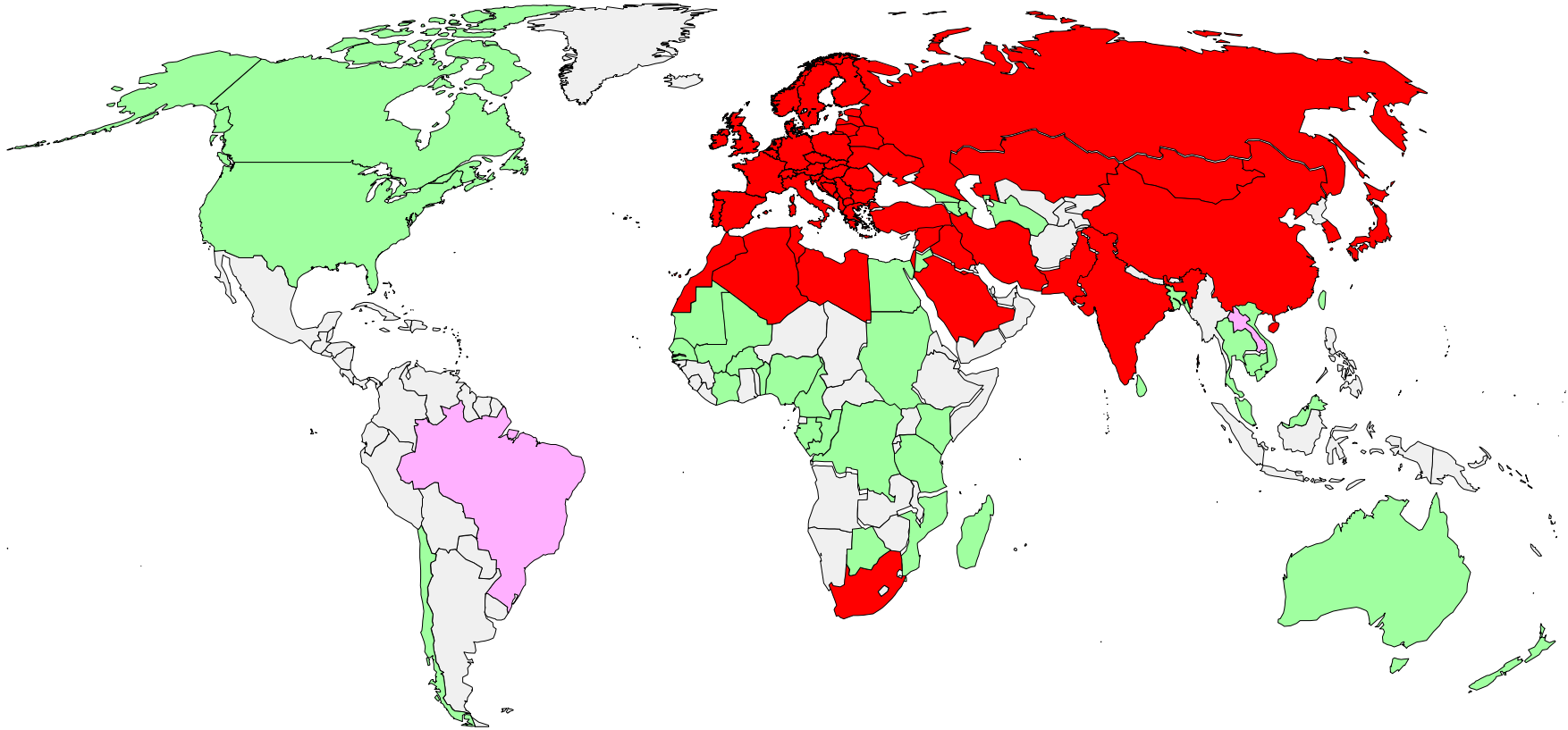
Who are we?

UIC in 2010: 200 Members on all Continents

- **82 active members:** integrated railways, railway infrastructure managers, railway operators, from Europe, Russia, the Maghreb, the Middle East, Kazakhstan, India, Pakistan, Japan, China, Korea, South Africa
- **82 associate members:** including railways in Asia, Africa, America, Australia
- **36 affiliate members:** companies conducting activities connected with rail transport public transport, sleeping cars, caterers, other railway bodies, ...

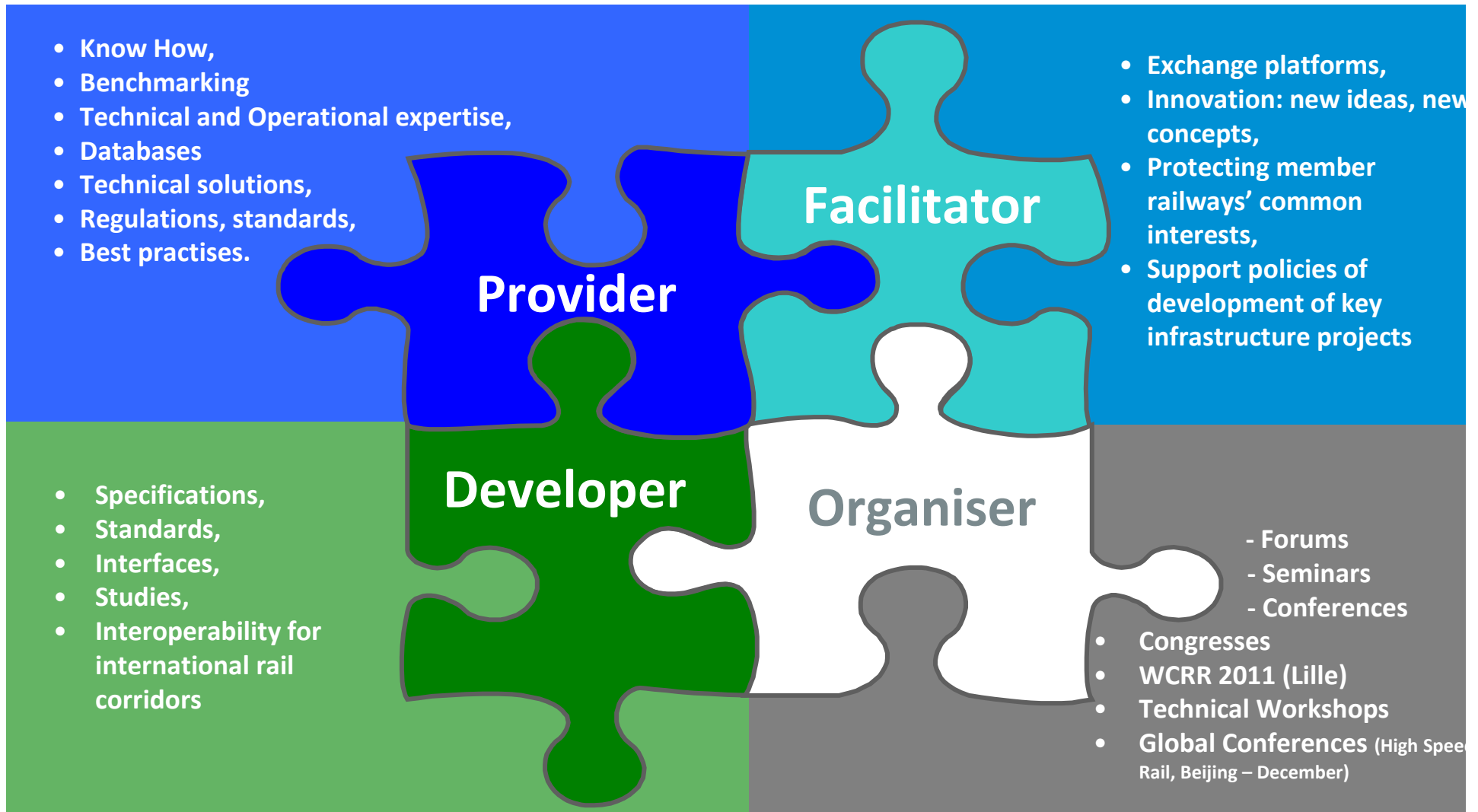


Where are our members?



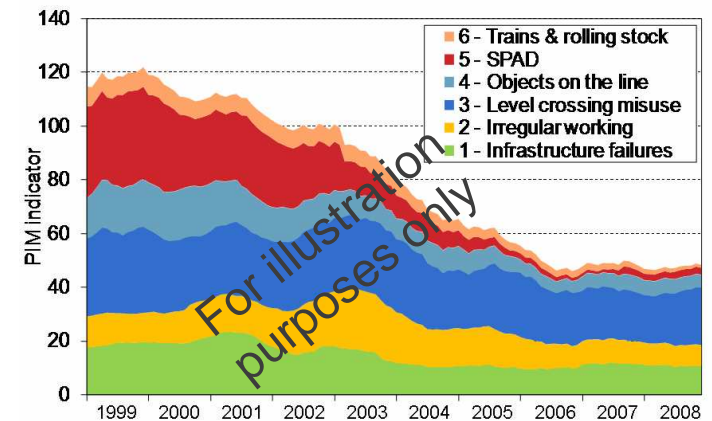
Members ■ Active ■ Associate ■ Affiliate

What do we do?



Safety and interfaces

Benchmarking system safety performance



- Once any system is up and running it is sensible management practice to monitor how well it is doing
- Safety is the most important aspect of the rail product
- UIC has provided a safety database for our members since 2001
- Is now generating some very reliable data
- Is used to support the decision-making process
- Facilitates the direction to take for strategic investment

What has it shown us

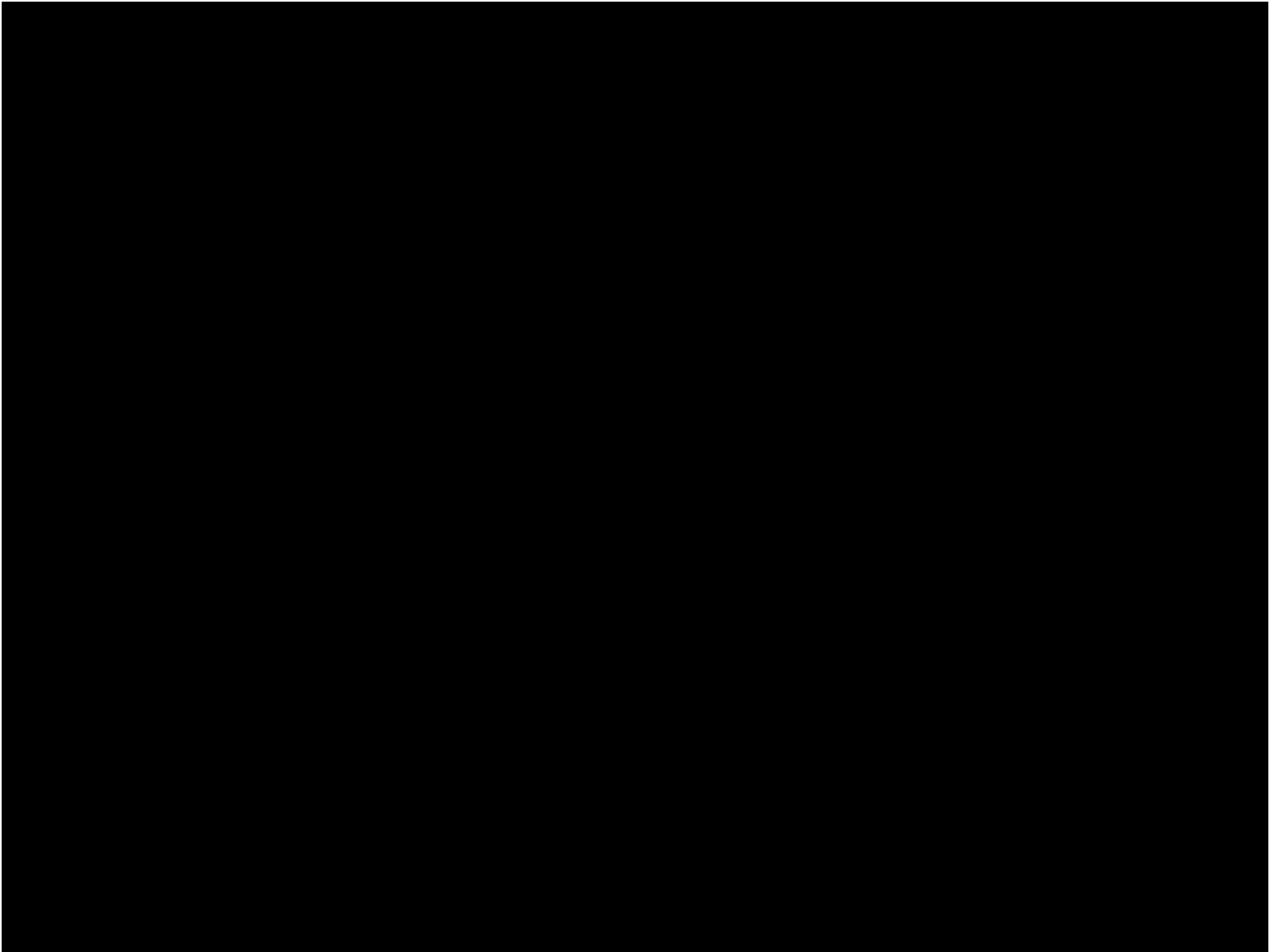


- A whole range of things about system reliability
- Identifies areas of weakness
- Allows sensible studies on operational risk
- LX accidents account for 1/3 of all rail accidents
- almost all accidents at LX are caused by road users/pedestrians
- Important risk area for rail sector but a small element for road

Level Crossings some facts....

- They have been with us for years!!
- Europe: trains have priority at level crossings. Road users must give way
- 2 main types of LC:
Passive LCs / Active LCs
- Some LC accidents are due to malfunctions in rail safety systems
- Most level crossing accidents are linked to the behaviour of the users (98%)





Clearly this is something that we need to tackle

but we can't do it alone!

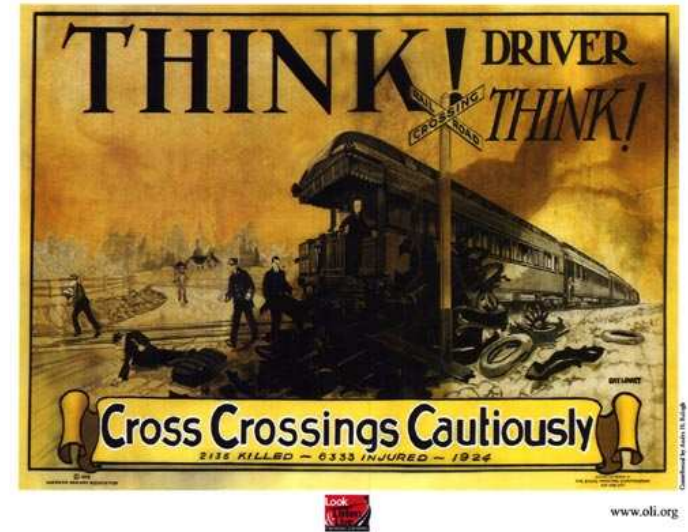
Level crossings: A big operational risk for the Rail Community

- We could engineer out the problem – close all the level crossings
- Would restrict mobility in many places
- Build bridges or underpasses – not always possible in built up areas
- Better still go to the root of the problem - raise awareness and educate users
- Need to redress the balance of responsibilities and promote the multimodal nature of LX safety
- Engage in a real partnership with key stakeholders
- Promote consistency and coherence of policies at all levels
- Improve infrastructure and engineering – where necessary



So what has been done

- EC High Level study and report in 2003
- Global Level Crossing Symposia 1990 – 2010
- SELCAT project – FP6
- ELCF – 2005 – present (**Engagement, Enforcement, Education**)
- Signature of the ERSC of the principle rail associations
- 1st EC Workshop on LX safety – April 2010
- Operation Lifesaver in USA, Canada and now Estonia and Finland



So what else has been done?

- In Australia a number of very severe accidents
- National Road/Rail Interface Committee (high level)
- SELCAT had a similar idea for Europe
- ELCF have taken over the European Road/Rail Interface Strategy
- ELCAD and ILCAD (EC support for the video)





Developing public awareness is key

ELCAD (European Level Crossing Awareness Day)

25 June 2009

- ELCF Task Force led by UIC
- 27 EU countries took part
- High-Level Press Conference at the European Commission
- Key actors involved (EC, EP, ERA, Road/Rail sectors, ELCF)
- Broad support (UN, Australia, Argentina, South Africa, USA...)



ELCAD became **ILCAD** (International Level Crossing Awareness Day) in 2010



Range of supporting links and projects

- ELCF/DG TREN high-level workshop held on 15-16 April 2010
- Maintenance of LX Signage (Vienna Convention) contact with UN-ECE
- **Common message - “Act safely at level crossings”**
- More than 40 countries across 5 continents
- A video clip totally financed by DG Move (road safety unit)
- High level press conference – EC, UNECE, road and rail sector...



www.ilcad.org

So now what?



- **This impetus can be developed still further**
- **This is a multi-disciplined problem which needs a multi-disciplined approach**
- **Would like to develop the concept of the European Road/Rail Interface Group – use the Australian model**
- **Develop a high level strategy**
- **Collaborative solution to a complex interfaces issue with shared responsibility**



11th Global Level-Crossing Symposium, 26th – 29th October 2010, Tokyo, Japan

- The Global Level Crossing Symposium is a forum bringing together road and rail safety experts from all around the world to exchange information on safety/management of LX
- The first LX Symposium took place in 1990 in the USA, 2008 at UIC HQ in Paris , 2010 in Tokyo, 2012 will be in London.
- Core theme: Cooperation
- For more information: www.level-crossing.org



11th Global Level-Crossing Symposium



26 (Tue) - 29 (Fri) October 2010

Tokyo, Japan





Educational Conference

16th March 2011

TALLINN



Let the train pass!

Let us save lives!

More dates for your diaries

- 15th March 2011 - 2nd EC Workshop on LX Safety – TALLINN
- 16th March 2011 - OL Estonia – Educational Conference – TALLINN
- 17th March 2011 – ELCF Plenary meeting - TALLINN



ILCAD

Act safely at level crossings

Les barrières s'abaissent rapidement :

- A. J'accélère pour passer
- B. Je freine, je m'arrête et je klaxonne
- C. Je cherche à contourner l'obstacle sans ralentir
- D. Je ferme les yeux, je klaxonne et je passe

■ ■ ■ Thank you for your kind attention

Simon Fletcher, Regional Coordinator, Europe fletcher@uic.org

Isabelle Fonverne, Projects Officer, Safety and Interoperability fonverne@uic.org



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