

Level crossing perspective from ERA

ERA – Level crossings | 05.04.23 | online



EUROPEAN
UNION
AGENCY
FOR RAILWAYS

AGENDA

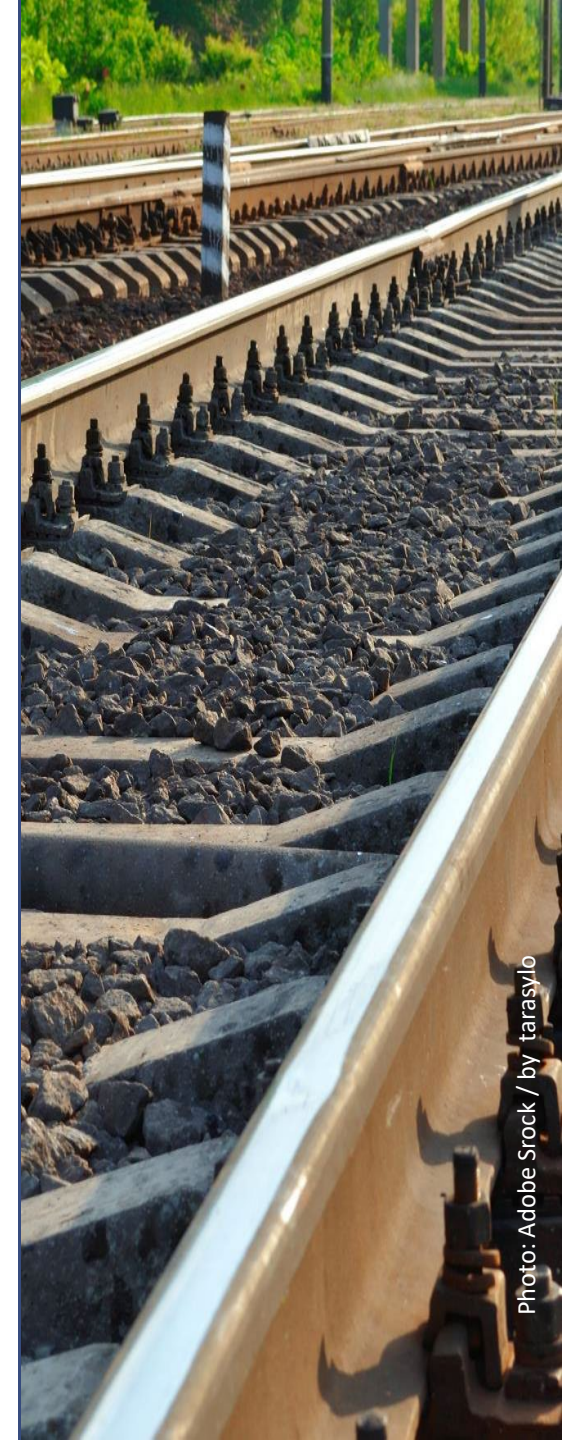
- Who is ERA?
- What is an NSA?
- Report on Railway Safety and Interoperability 2022 –
Safety @ Level crossings
- Safety overview 2023



The European Union Agency for Railways (ERA)

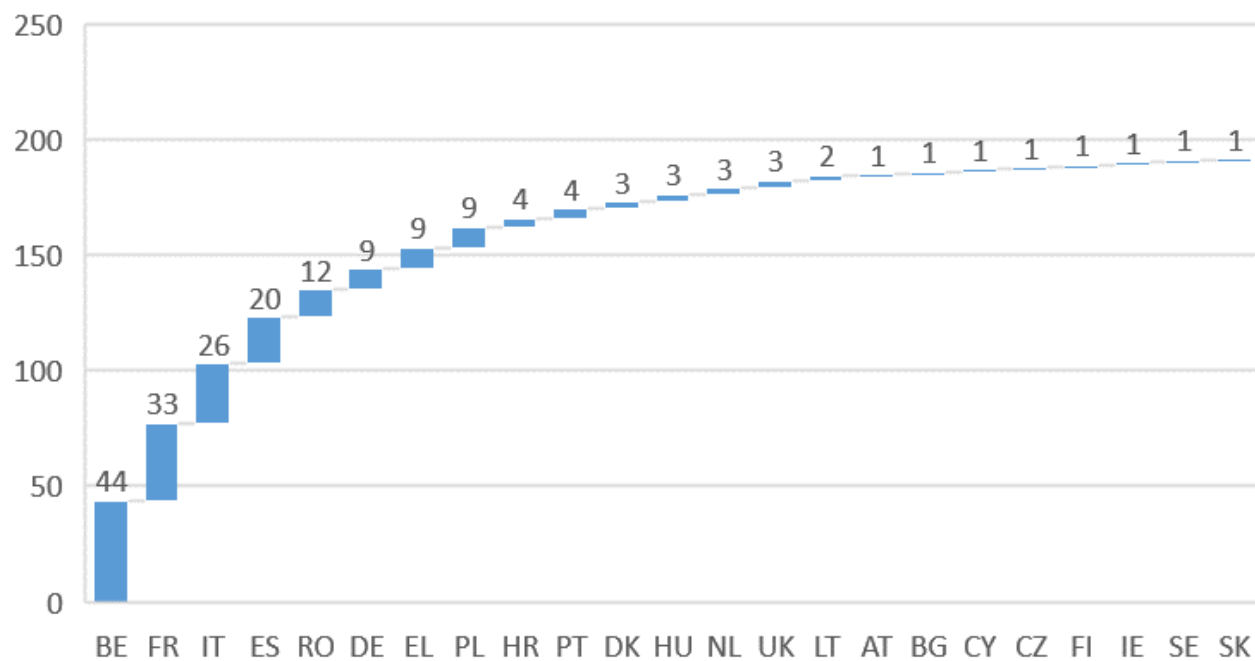
Moving Europe towards a sustainable and safe
railway system without frontiers.

- Founded in 2004 by the Regulation (EC) 881/2004
- 192 staff members
- Headquarters in Valenciennes (FR)
- Tasks defined in the Regulation (EU) 2016/796 (4th Railway Package)



192 staff members – 23 countries

Geographical balance



The Mandate of ERA

Recommendations to the Commission

- Technical Specifications for Interoperability (TSIs)
- Common Safety Methods (CSMs)
- Registers (Infrastructure, Vehicles, National Rules, ...)

Technical development in Railway Safety

- Risk management and safety management systems
- Monitoring
- Safety culture and safety leadership
- Human and organisational factors
- Accident investigation methodologies

Assistance to Member States and the European Commission

- Dissemination on railway safety and interoperability
- Training courses
- Interface between NSA Supervision and Agency Authorisations and Certifications
- Other support activities on request of the stakeholders

New ERA Tasks Under the 4th Railway Package

Transposition completed 31.10.2020

Authorisation and Certification

- Safety Certificate for Cross-border operation (mandatory)
- Safety Certificate for national operation (voluntary)
- Vehicle Authorisation

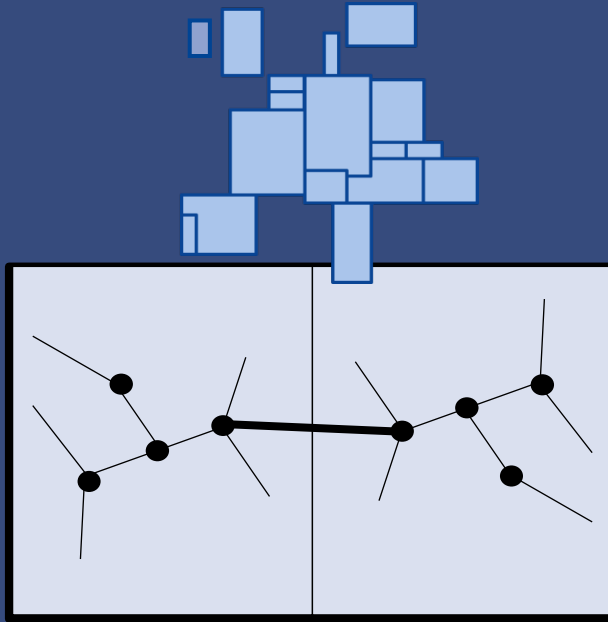
Approval

- ERTMS trackside approval

Monitoring

- National Safety Authorities, against a compliance scheme or a maturity model
- Notified Bodies (audits and inspections)

European Thinking in the Rail Network



Go everywhere operators and rail vehicles -
Single Safety Certification and EU wide
Authorisation (4 RP)



True **harmonisation of operations** at
EU level - OPE TSI 2019 revision and
elimination of national rules

Increased interoperability and
ERTMS game changers - TSI 2022
revision

The TEN-T Revision will complement the above regulatory steps with concrete targets and financing priorities

National Safety Authority

“The national body entrusted with the tasks regarding railway safety in accordance with Railway Safety Directive 2016/798 in order to ensure a unified safety regime”

- Issue Single safety certificate for national RU
- Issue Safety authorisation for infrastructure manager (based on Safety Management System IM)
- Issue Vehicle Authorisation national + support to ERA for VA if more than 1 Member state is concerned
- Issue train driving license
- Authorise placing into service of trackside CCS
- Monitoring, promoting, safety regulatory framework
- Supervising Railway Undertakings, Infrastructure Manager(s)
- Annual activity report

Note: Issue also means “renew, amend or revoke”

A-15 Level crossing safety

Purpose

Level crossing accidents represent more than one quarter of all significant accidents on EU railways. Level crossings represent not only the physical intersection of a railway track and a road, but also an intersection of responsibilities and interests. The high-level monitoring of outcomes therefore provides objective evidence for efficient safety improvements.

Findings

After a stagnating trend in recent years (since 2016), in 2020 there was a significant decrease in level crossing accidents and related fatalities compared with 2019. This reduction should be interpreted with caution, as it could be partially linked to the lockdown measures and the subsequent travel restrictions imposed during the COVID-19 pandemic.

Level crossing accident rates vary considerably among EU Member States. The countries with the lowest accident rates have typically developed comprehensive strategies to improve the safety of level crossings, and this has translated into a small number of level crossings with poor or no protection. Common features of the countries with the highest accident rates are a low population density and low railway traffic volumes. These conditions perhaps provide less incentive for the comprehensive management of level crossing safety.



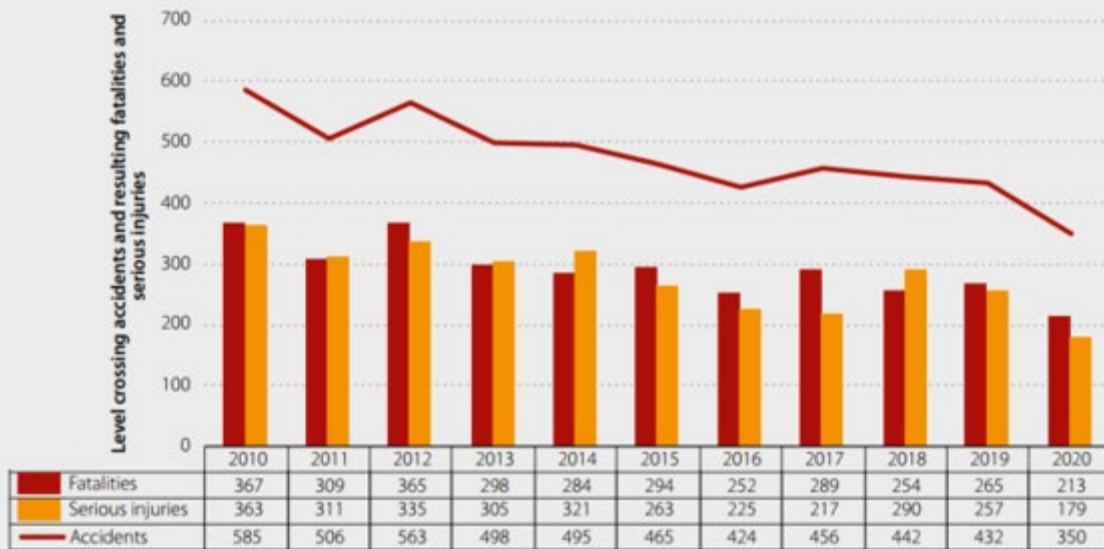
Report on Railway Safety and Interoperability in the EU

2022

Report on Railway Safety and Interoperability 2022

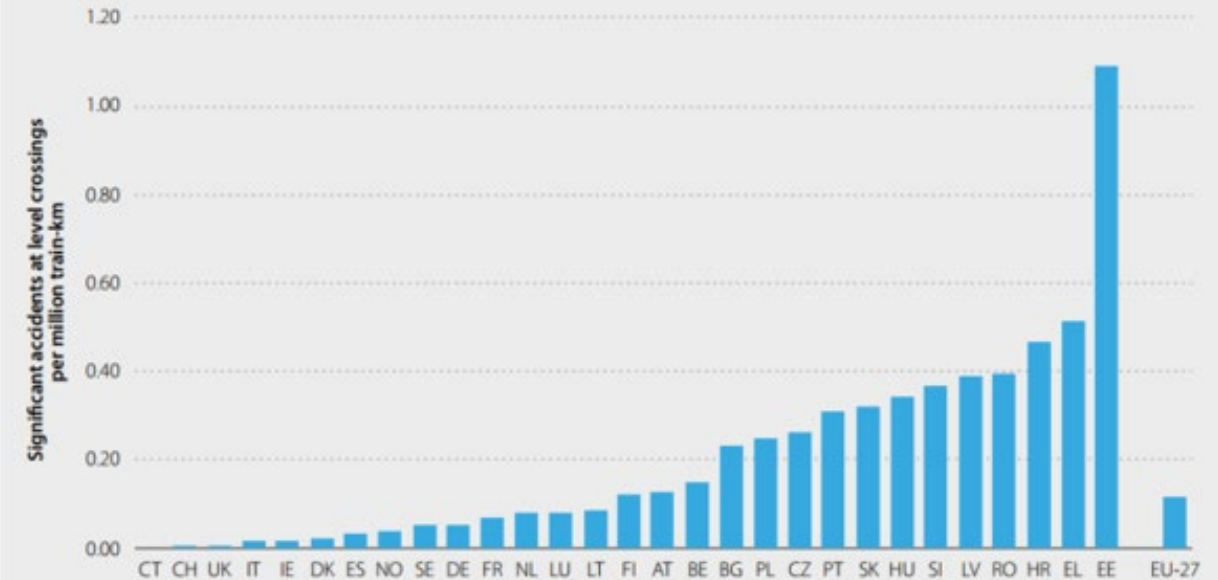
Figure A-27: Level crossing accidents and resulting casualties (EU-27, 2010–2020)

Significant accidents, fatalities and serious injuries



Source: CSIs as reported by NSAs to ERA.

Figure A-28: Level crossing accident rates (EU-27 + CH + NO + UK, 2018–2020)

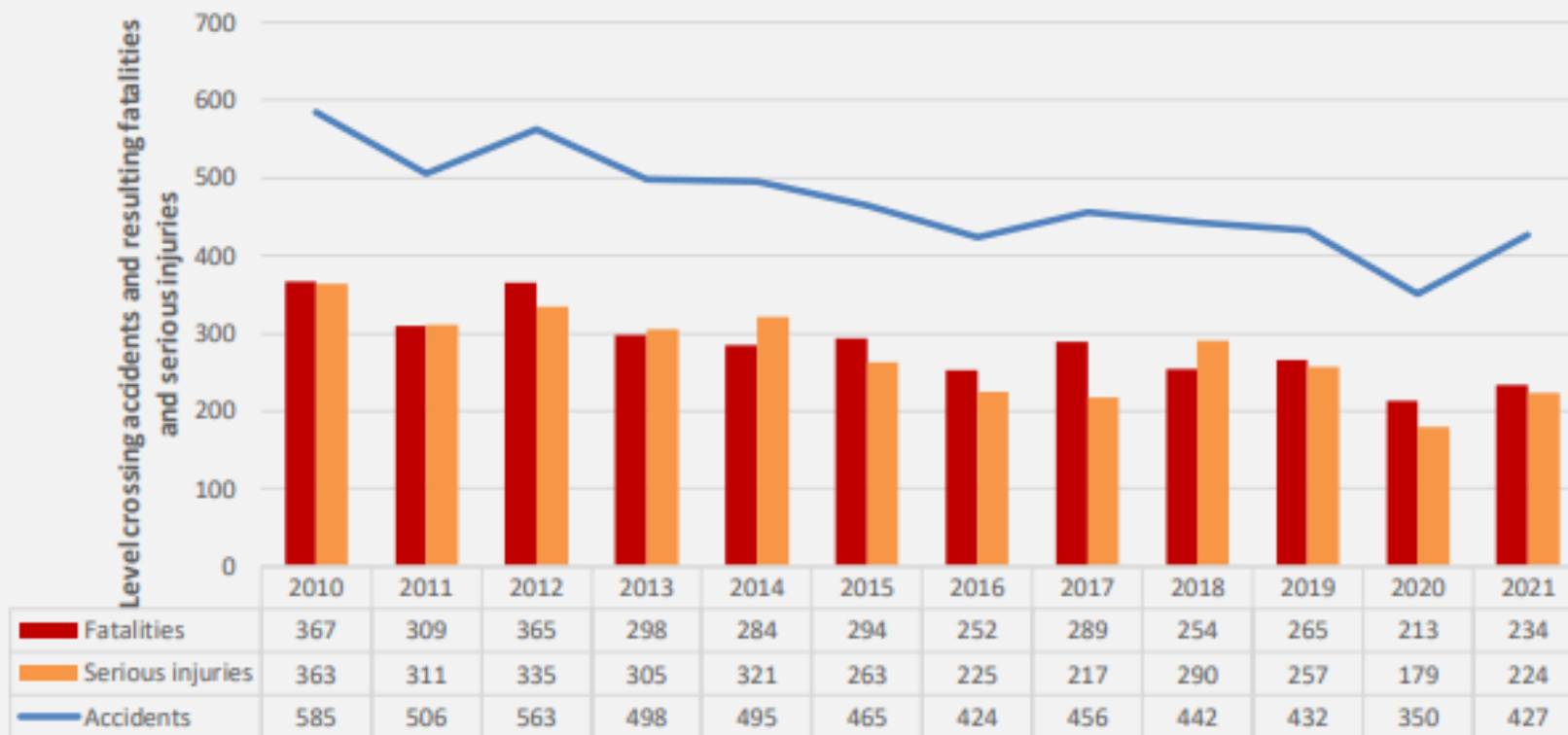


Source: CSIs as reported by NSAs to ERA.

Figures from Safety overview 2023 Report by ERA

Figure 13 - Level crossing accidents and resulting casualties (EU-27, 2010-2021)

Significant accidents, fatalities and serious injuries



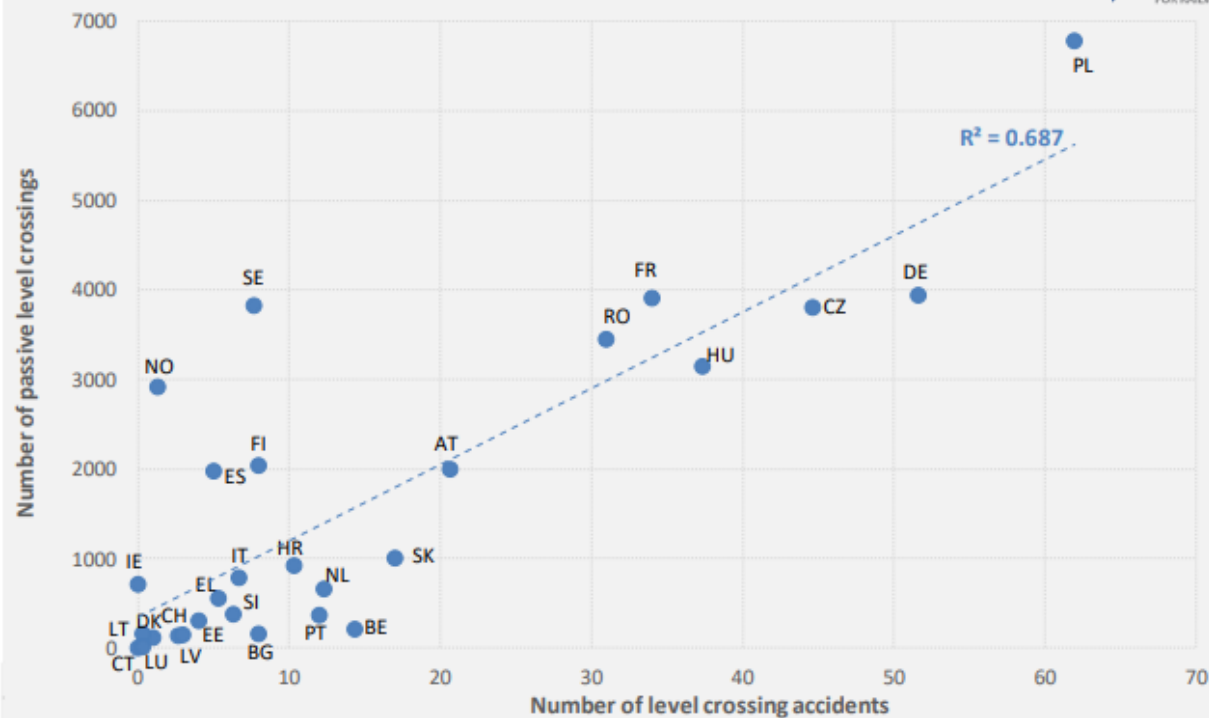
Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency

Figures from Safety overview 2023

Report by ERA

Figure 14 - Number of level crossing accidents and number of passive level crossings per country

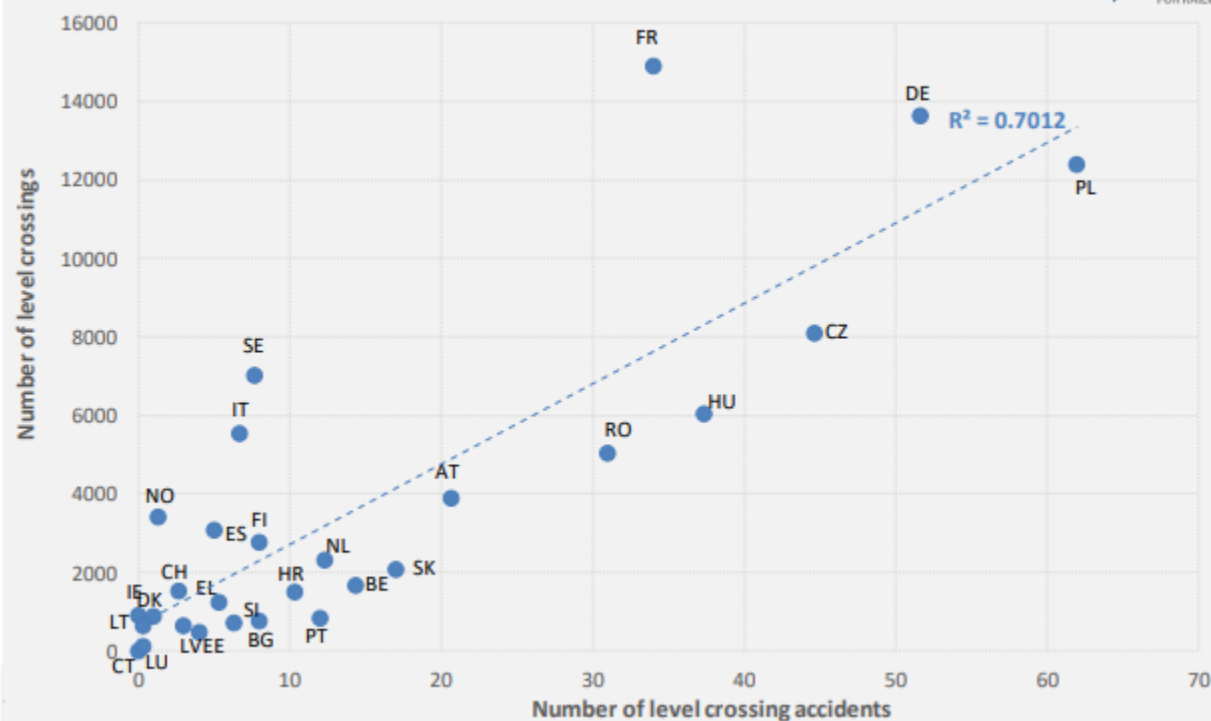
EU-27+CH+NO (average 2019-2021)



Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency

Figure 15 - Number of level crossing accidents and number of level crossings per country

EU-27+CH+NO (average 2019-2021)



Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency



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