UNECE level crossing expert group
Safety data sub-group

Fifth meeting of the expert group

Geneva, June 15th – 16th, 2015

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Using existing data

- Use an existing suite of indicators, for example those specified by the European Rail Agency (ERA) / Eurostat.
- However, the starting point for wider collection and analysis of safety indicators needs to be built around the data sets most likely to be available in all countries prepared to provide national data.
- Therefore, the proposed indicators have to allow easy aggregation and extraction of data in respect of those jurisdictions collecting more or less comprehensive statistics
- Cannot place an unacceptable burden on those presently collecting less complete data.

Baseline definitions

- Again, use an existing suite of terms and definitions where possible
  - UNECE Glossary for Transport Statistics should be used, complemented, where appropriate, with the definitions used by Eurostat/ERA/UIC.
- A glossary of terms and definitions will be presented in a formal document for consideration at the sixth meeting of the working group.
  - Where different definitions have been used for submitted data this should be explicitly stated by the party submitting data and covered by way of notes linked to any comparative analysis.
- Where a party does not collect the data needed to populate the benchmarking database, these fields should be left blank.

Data provision (1)

- Should a country choose to provide retrospective time series data it should be submitted for the years 2005-2014 with the first voluntary annual submission being for 2015 by April 1st, 2016.
  - This will allow the data used in support of the International Level Crossing Awareness Day (ILCAD) annually in June.
- So far as is possible accidents, fatalities and number of known unauthorised level crossings on national railway systems [which can be significant in developing nations] should be included within the data submitted.

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Data provision (2)

- Accidents at level crossings on functionally independent transit systems should be excluded.
- In so far as classes of user are concerned, initially at least, this should be limited to differentiating pedestrian and cyclist from each other and an aggregation of all other users (i.e. overwhelmingly motorised transport)
  - This is the case with data collected annually by the International Union of Railways (UIC) in connection with ILCAD.
  - CARE/CADAS provides a comprehensive taxonomy of road users based on UNECE Glossary for Transport Statistics definitions.

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Indicators

- **Accidents, fatal accidents, fatalities**
  - Crossing status: public, private, unauthorised
  - Type of protection: Passive, Active split to:
  - Automatic with user-side warning
  - Automatic with user side protection
  - Manual or rail side protected
    - 'Manual' refers to manually supervised LCs that are not rail-side protected.
  - Class of user: pedestrian, Cyclist, all other road users, railway passengers, railway employees
  - Number of crossings by class of crossing at December 31st each year by crossing status and type of protection

Normalising

- Accidents, fatal accidents, fatalities
  - Per 1,000 crossings
  - Per 1,000 route kilometres
    - Crossing status
    - Type of protection
    - Class of user
  - As percentage of road accident fatalities
  - Per million population
    - The rarer an event, the greater media interest
    - Pressure to do even better is greatest when level crossing accidents are rare events

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