

Progress on Safety towards the Single European Rail Area (SERA)

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- The Railway Safety Directive establishes that

*‘...Railway safety should be generally **maintained** and, when practicable, continuously **improved**, taking into account technical and scientific progress, and the development of Union and international law.*

- The Agency Regulation provides for that the Agency shall ‘...shall monitor the **overall safety performance** of the Union rail system’
- In particular ‘...the Agency shall monitor progress on the **safety** and **interoperability** of the Union rail system. Every 2 years it shall present to the Commission, and publish, a report on progress on safety and interoperability in the single European railway area’
- Latest Biennial report published in July 2020 with next edition due in 2022
- Annual Safety Overview published March 2021



Significant accident and resulting casualties have decreased steadily since 2010.



Even 1 single accident or 1 single fatality is always too much




Overall cost of railway accidents is high



Large differences in safety levels between countries in SERA



Decrease in significant accidents mainly driven by “external” accidents

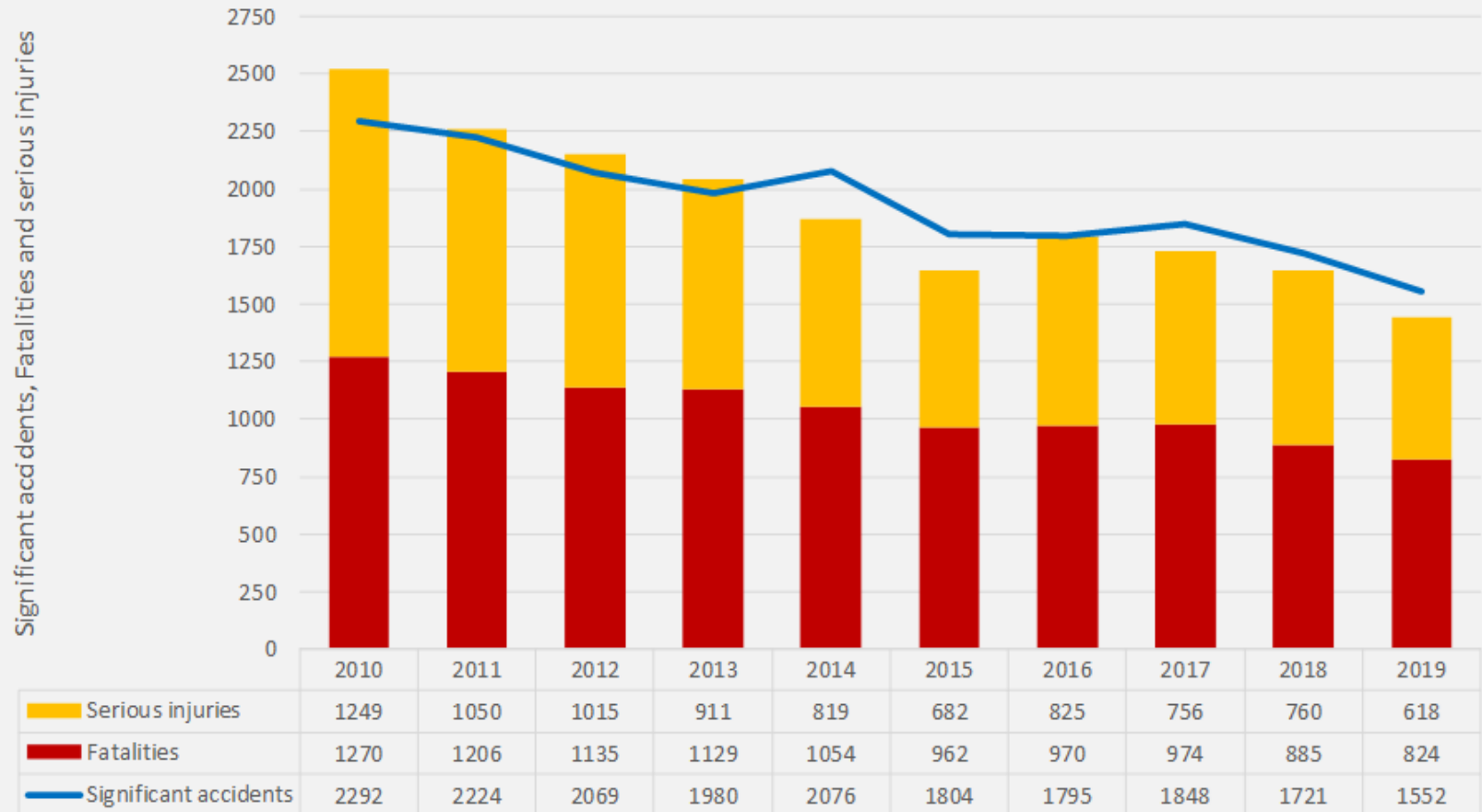


Safety at LCs improved over the period 2010-2016. Less in the last years (2017-2019)

Accidents and their outcomes - I

Main safety outcomes

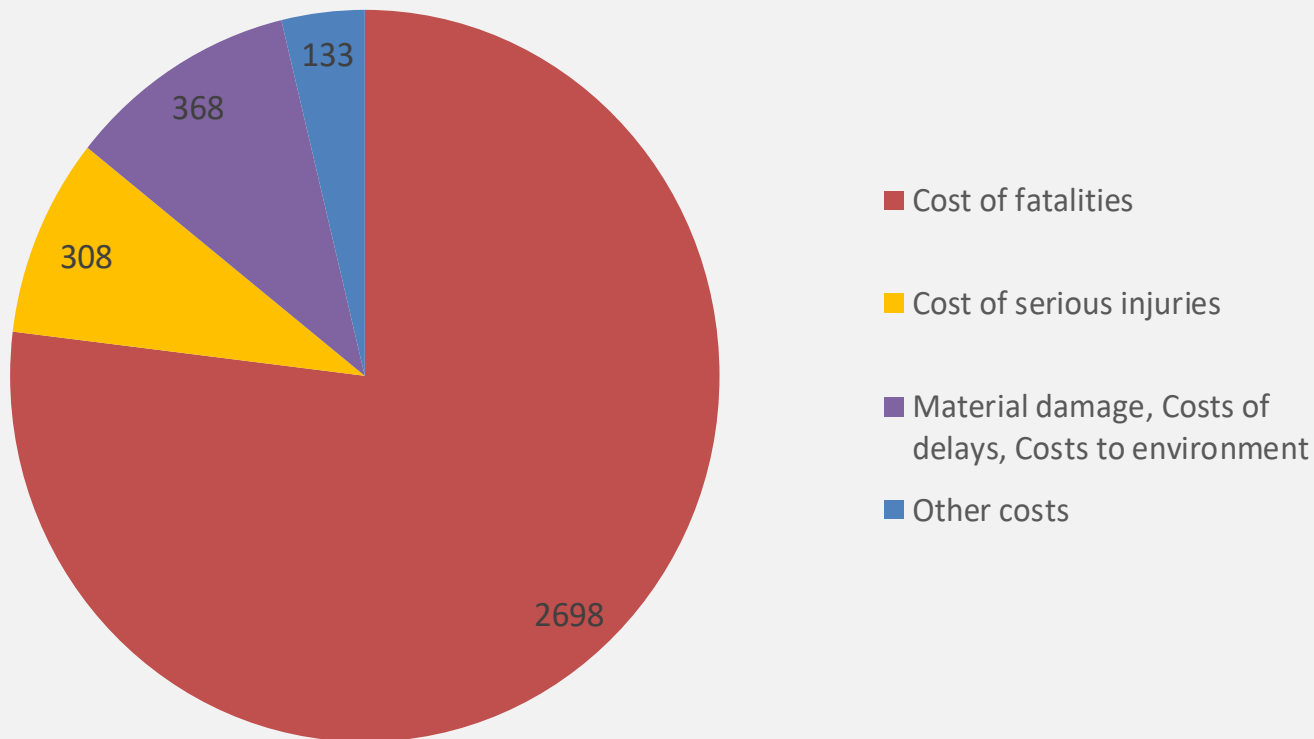
EU-28 countries, 2010-19



Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency, published in ERAIL.

Costs of railway accidents

Estimated costs in million EUR, EU-28, 2019

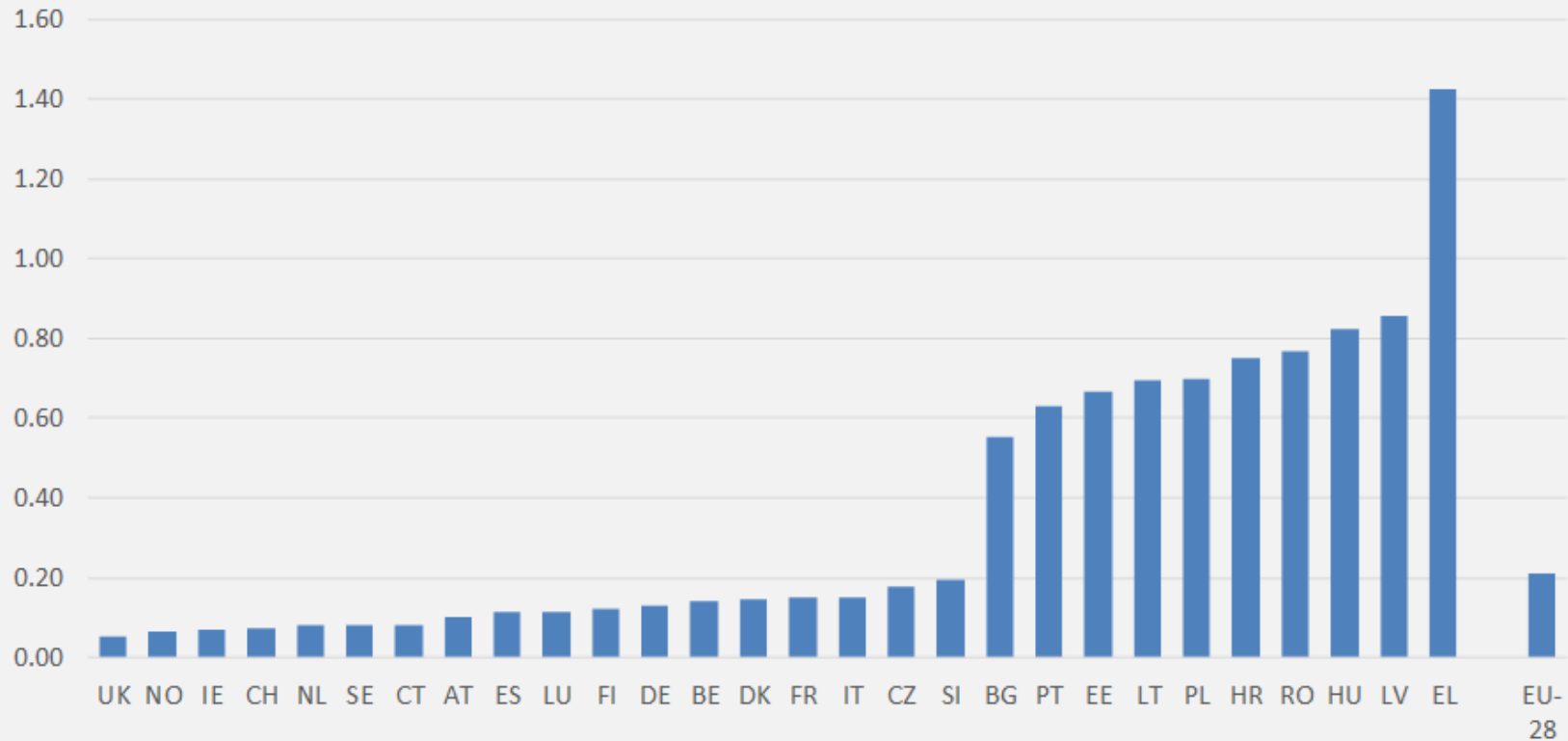


Notes: Other costs: Modal shift, Air pollution, Administrative, Rerouting, Reputational damage, Productivity losses, estimated from unit costs developed by consultant for ERA

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

Railway fatality rates

All fatalities per million train kilometers over 2017-2019

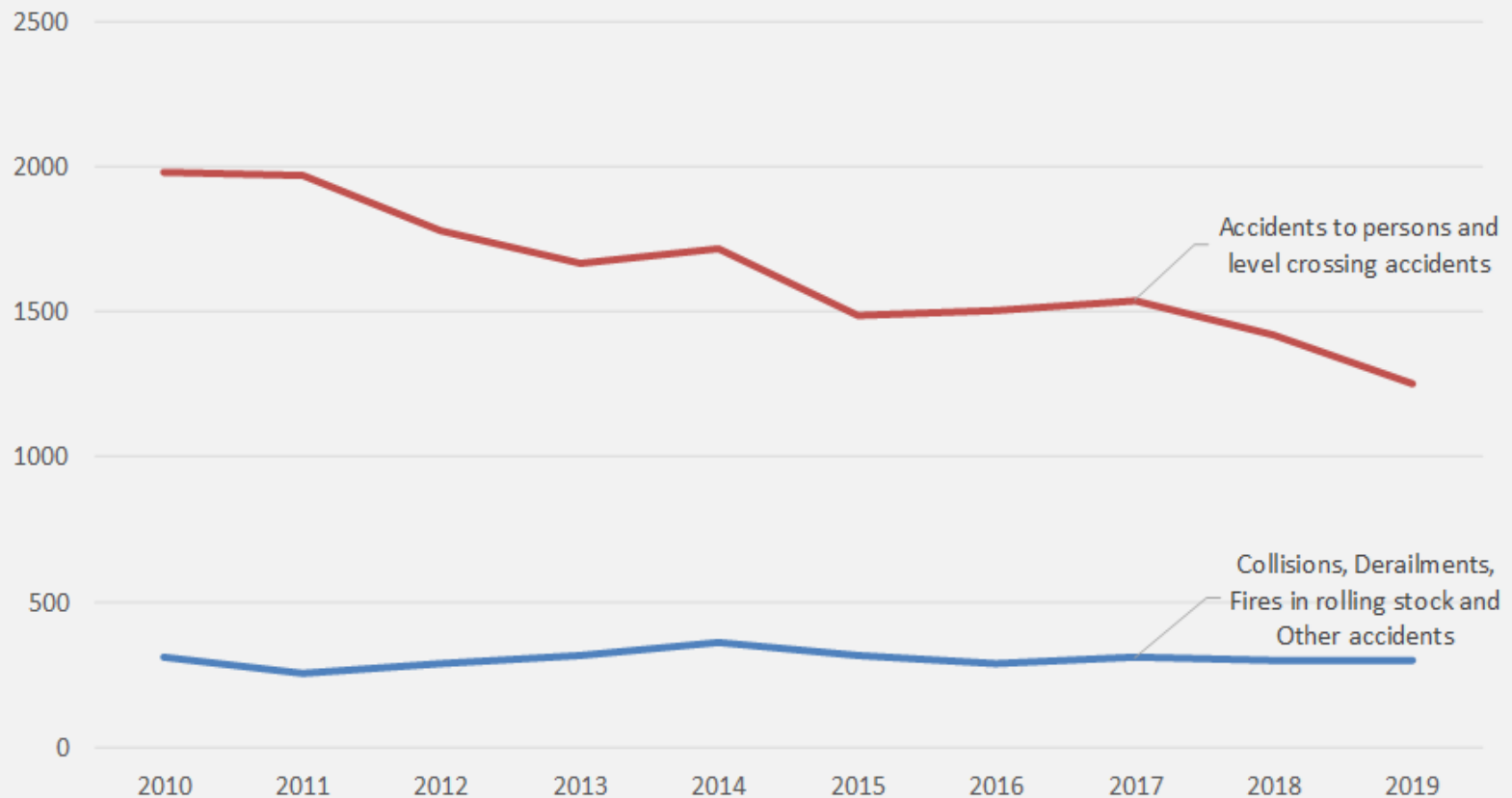


Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency, published in ERAIL

Internal and external accidents - I

Railway "internal" and "external" accidents

Collisions, derailments and fires in rolling stock against accidents to persons and level-crossing accidents

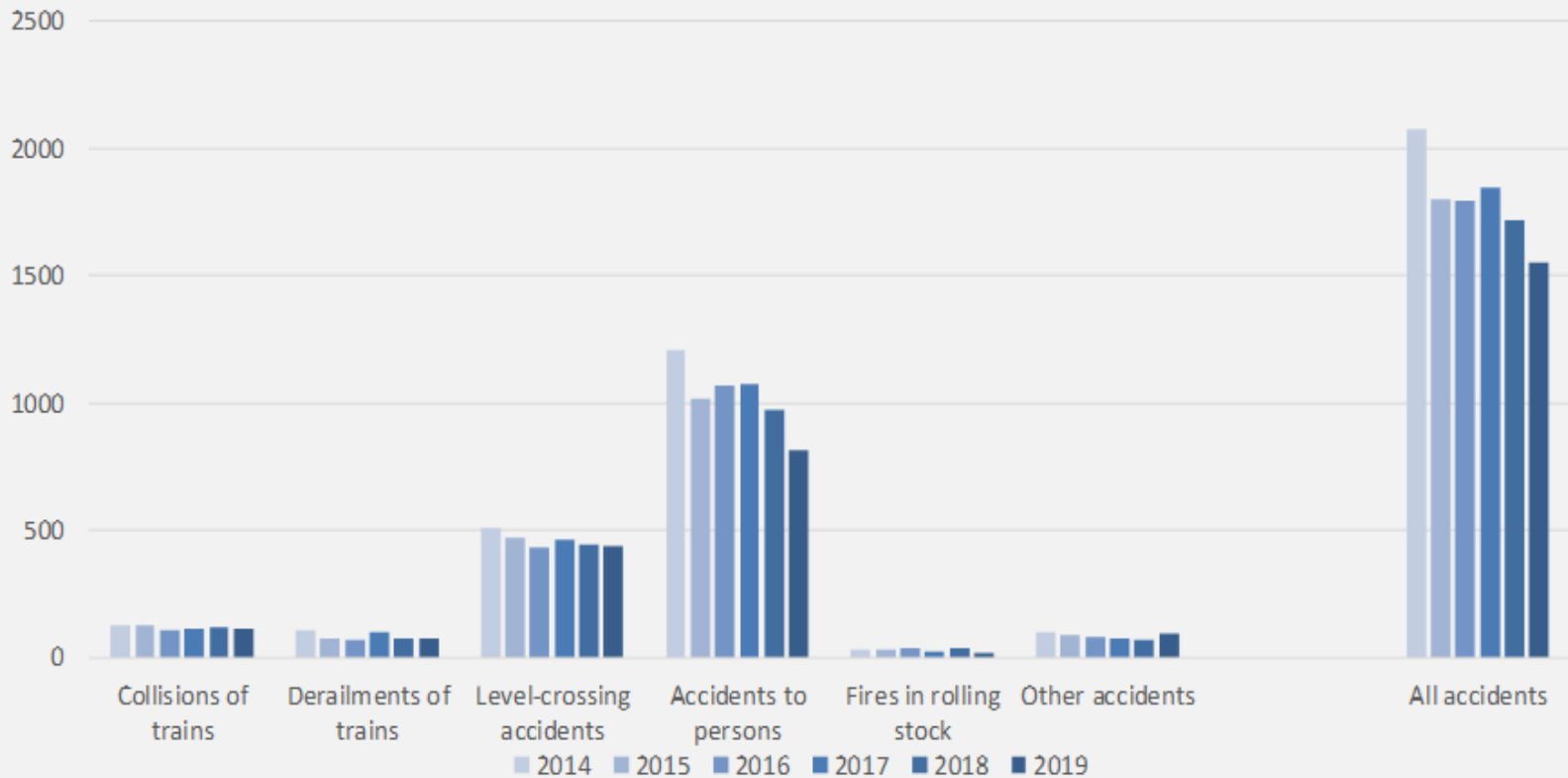


Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency, published in ERAIL

Internal and external accidents - II

Significant accidents

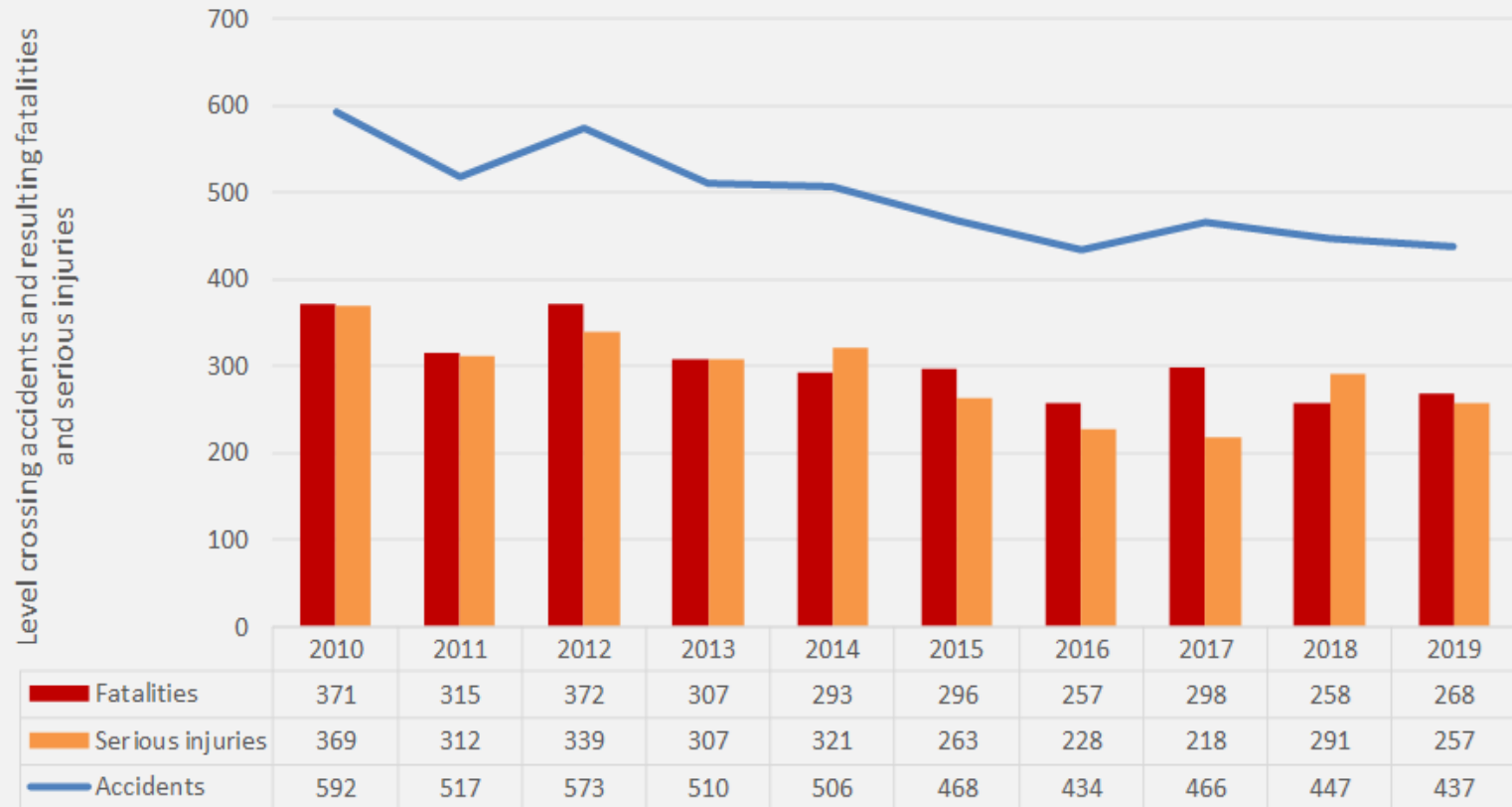
EU-28, 2014-2019



Source: Common Safety Indicators (CSIs) as reported by National Safety Authorities (NSAs) to the Agency, published in ERAIL.

Level crossing accidents and resulting casualties

Significant accidents, fatalities and serious injuries, EU-28



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



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