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**Your
commitment
counts**

Directorate-General
for Energy
and Transport



We, the undersigned **Community of European Railway and Infrastructure Companies (CER)**

represented by **Libor Lochman, Deputy Executive Director**

having authority, decision-making, economic or social powers or a mandate to represent, and, in this capacity having a share of the responsibility for road safety in the European Union:

Whereas the number of road accident victims in Europe at present is unacceptable, and the most effective possible measures need to be taken to reduce this number in the shortest possible time;

Whereas coordinated action between the many parties having responsibility, in one capacity or another, is more likely to achieve the intended results;

Believing that there are effective measures available to encourage road users to apply safety rules and even to take further measures, for example in order to reduce the exposure of users to the risks of accidents; and believing that the scope of such measures will be all the greater if a critical number of stakeholders commit themselves to them;

Subscribing to the objective of reducing the number of deaths on the road by at least 50% by 2010;

Aware that actions to promote road safety entail extremely low costs compared to the human, social and economic cost of unsafe roads;

UNDERTAKE TO IMPLEMENT, PROACTIVELY, THE MEASURES WITHIN THE SPHERE OF OUR RESPONSIBILITY AND ACTIVITIES SO AS TO SPEED UP PROGRESS ON ROAD SAFETY;

AND FURTHERMORE UNDERTAKE IN PARTICULAR WITHIN THE BOUNDS OF OUR RESPONSIBILITY AND SPECIFICITIES AND IN CONFORMITY WITH AT LEAST ONE OF THE FOLLOWING PRINCIPLES:

- 1.** To take measures within our sphere of responsibility to contribute to the abovementioned objective of reducing the number of road deaths.
- 2.** To include road safety actions and safety performance measurement among our major objectives and principal decision-making criteria, in particular in the context of research activities, organisation and investment and in the more general road safety plan.
- 3.** To share with the competent bodies responsible for road safety technical and statistical information making for a better understanding of the causes of accidents, the injuries caused by accidents and the effectiveness of preventive and palliative measures.
- 4.** To contribute to preventing traffic accidents by pursuing high-quality actions in one or more of the following areas:
 - initial and continuous driver training and information,
 - motor-vehicle equipment and ergonomics,
 - infrastructure designed to minimise the risks of accidents and their gravity and to encourage safe driving.
- 5.** To develop and implement technologies for reducing the impact of road traffic accidents.
- 6.** To contribute to the development of means of uniform, continuous and appropriate monitoring of compliance with traffic rules by persons acting in our name or under our authority and penalising any offenders in a uniform, rapid and proportionate way.
- 7.** To create a framework encouraging the introduction of continuous education actions and the rehabilitation of high-risk drivers.
- 8.** To endeavour to contribute, wherever possible, to a better understanding of the causes, circumstances and consequences of accidents in order to draw lessons from them in order to avoid their repetition.
- 9.** To contribute to ensuring that effective and high-quality, medical, psychological and legal assistance is available for road accident victims.
- 10.** To accept a post-evaluation by peers, in accordance with appropriate confidentiality rules, of the measures taken to improve road safety and, where necessary, to draw lessons from them to review the measures.

OUR COMMITMENT

Community of European Railway and Infrastructure Companies (CER)

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deliberately undertake the initiative of implementing measures that go beyond the regulatory requirements in force, namely:

Each year too many people die in accidents at level crossings. This currently stands at 2% of road deaths but at the same time accounts for around 30% of all rail accidents. 95% of these accidents which involve at least one fatality are caused by the road vehicle driver. However, society still regards these fatal accidents as a rail problem only. This is a significant risk area for the rail sector, while it is seen as a small part of road safety; consequently, the balance must be redressed through recognition of the multimodal nature of the issue to effectively address misbehaviour of users at and around level crossings.

The following actions are proposed:

1. Implementation of a European awareness campaign at level crossings to be held in June.
2. Establishment of an innovative web-based level crossing resource, www.levelcrossing.net, to create a network of accurate information promoting safety, best practices on the management of level crossings, the sharing of experiences and educational material, etc.

This first European campaign will be a collaborative effort built on existing national initiatives and involving major railway undertakings, the road sector, infrastructure managers, government agencies from numerous European Member States, the European Commission, law enforcement authorities, a number of European Instances such as the European Transport Safety Council or the European Railway Agency in a European task force coordinating this project.

The focus of the action will be on linking together a series of existing national events, all on the same date, based on a common theme and branded in a unique manner, to be held conjointly at various locations in every participating Member State. The key message will be: Stop accidents! Europe for safer level crossings.

This action is designed to help raise awareness of the critical risks at the road/rail interface faced by the rail community, focusing on education and user behaviour at level crossings. A joint press release will be written and translated into the various languages of the Member States. Each participating entity is free to design its own message based on to its experience and national context.

It is likely that some Member States will prefer a simple media campaign, whilst others may prefer something more physical, such as the use of speed cameras located at the approaches to a number of well-chosen hot spots. In the various countries, national projects are currently being discussed. At this stage, around 16 countries are already involved at different levels: Austria, Belgium, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, the Netherlands, Poland, Spain, Sweden, Switzerland, and the UK. and it is hoped that more will join in the next few months.

The success of the campaign will be judged on its initial goal of raising public awareness about railway level crossing safety and general safety around the rail interface, and it is hoped that this kind of campaign at European level will lend itself to future global expansion.

Commitment shared with:

UIC (International Union of Railways)

ELCF (European Level Crossing Forum)

EIM (European Rail Infrastructure Managers)

Done at

Buassek

20/03/2009

signature:



The Voice
of European
Railways