



## POSITION PAPER

19 November 2009

### **EUROPEAN ROAD SAFETY ACTION PROGRAMME (ERSAP) 2011-2020: INCLUDING EFFECTIVELY THE ROAD/RAIL INTERFACE A VIEW PROPOSED BY ELCF (EUROPEAN LEVEL CROSSING FORUM)**

Each year around 600 people die in accidents involving road vehicles and pedestrians colliding with trains at level crossings<sup>1</sup>. Whilst this currently represents around 2% of road deaths in Europe with big differences between European countries, at the same time they account for around 30% of all rail accidents. It is a known fact that some **95% of these fatalities are caused by user behaviour and particularly the road drivers' behaviour and pedestrians**. However, society still regards these fatal accidents as a rail problem.

ELCF is a confederation of European road and rail safety experts developing a joint understanding of the risks associated with level crossings and means of managing those risks. ELCF gathers more than 20 countries from Europe and beyond.

In the context of the consultation process of the European Road Safety Action Programme (ERSAP) 2011-2020, ELCF has serious concerns that many key interested parties in road safety do not consider level crossings issues in their contributions or proposals. Therefore, ELCF would like to underline that a proper road safety action programme cannot avoid the level crossing issue. Indeed,

- It is imperative that "Level crossing accidents" are to be considered a **shared responsibility** between several players such as road authorities, railways, local authorities and land use planning entities. Therefore **the European Union has a crucial role** to play in pushing Member States to acknowledge the specific issue of the interface between road and rail as a formal part of road safety.
- It is extremely important that the EU properly benchmark, exchange and provide recommendations at National level to improve level crossing safety and developing the key aspects of enforcement, education and engagement of key stakeholders across Europe.
- Therefore, it is important that the **EU creates a high level group incorporating ELCF members or gives the mandate to ELCF which is already an interface strategy body** so as to design a necessary guideline on safety at level crossing including the main and principal aspects (maintenance, education, research...) directed at Member States.

---

<sup>1</sup> According to UIC calculations

It is essential that these aspects are taken into account and ELCF is keen to constructively support all efforts in this direction. A strategic action plan has already been drafted in this regard and ELCF would be ready to provide more detailed views.

<i>Jürgen Menge,</i>	<i>Jean-Pierre Loubinoux,</i>	<i>Johannes Ludewig,</i>	<i>Michael Robson,</i>	<i>Antonio Avenoso,</i>
<i>ELCF Chair</i>	<i>UIC Director General</i>	<i>CER Executive Director</i>	<i>EIM Secretary General</i>	<i>ETSC Executive Director</i>

List of countries represented in the European Level Crossing Forum:

- Austria
- Belgium
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Hungary
- Ireland
- Israel
- Italy
- Netherlands
- Norway
- Poland
- Portugal
- Spain
- Sweden
- Switzerland
- UK

*Annex: ELCF contribution to the questionnaire on European Road Safety Action Programme 2011-2020*

# Internet consultation relating to the preparation of a EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

Please fill in this electronic form by 20 November 2009 at the latest.

**Please note:** The session time is limited to 1 hour 30 minutes which means that you should submit your reply within this time. If you exceed this timeframe, your replies will unfortunately be lost.

## 1. GENERAL INFORMATION

**Title (optional)**

☐ Mr

☐ Mrs

☐ Miss

**First name (optional)**

**Family name (optional)**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

## Email address (optional)

Daoud@uic.org

## I speak on behalf of: (compulsory)

- ☐ myself (as citizen)      ☒ an organisation or a public authority

## Organisation (optional)

European Level Crossing Forum including European and International bodies such as the Community of European Railway and Infrastructure Companies (CER), the European Rail Infrastructure Managers (EIM), the European Transport Safety Council (ETSC), the International Union of Railways (UIC) and national road and rail organisations from over 20 countries.

## Organisation type - select one (compulsory)

- ☐ Private individual      ☐ National government      ☐ Regional government  
☐ Local government      ☐ Private company      ☐ Associations/non-governmental organisations  
☐ Academic institution      ☒ Other

Confederation of European road and rail safety experts developing a joint understanding of the risks associated with level crossings and means of managing those risks.

## Main field of activity - select one (compulsory)

- ☐ National road safety organisation      ☐ European/international road safety organisation      ☐ Private company  
☐ National/European/international association      ☐ Motoring/car user organisation      ☐ Powered two wheeler user organisation  
☐ Cyclist organisation      ☐ Pedestrian organisation      ☐ Research or educational organisation

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

☒ Other

A forum that brings together rail and highway safety professionals from across European and international organizations to exchange information and provide experiences and lessons for improving management of the “at-grade rail/road interface” (level crossings). As such this submission relates only to improving safety at the road-rail interface. . Sharing good practice and research in level crossing safety

**Sector of activity - select one (compulsory)**

- |   |   |                                      |
|---|---|--------------------------------------|
| <input type="checkbox"/> Infrastructure     | <input type="checkbox"/> Transport planning | <input type="checkbox"/> Road safety |
| <input type="checkbox"/> Public transport   | <input type="checkbox"/> Police             | <input type="checkbox"/> Justice     |
| <input type="checkbox"/> Research           | <input type="checkbox"/> Health             | <input type="checkbox"/> Freight     |
| <input type="checkbox"/> Vehicles           | <input type="checkbox"/> Environment        | <input type="checkbox"/> Education   |
| <input type="checkbox"/> Finance            | <input type="checkbox"/> Insurance          | <input type="checkbox"/> Fuels       |
| <input type="checkbox"/> External Relations | <input checked="" type="checkbox"/> Other   |                                      |

Safety at the Road/Rail interface through education, engineering, enforcement and research

**Region - select one (compulsory)**

- ☐ European Union countries      ☐ Europe outside EU      ☒ Other

European (Members States plus European countries) and non-European countries

**Most frequently used mode of transportation - select one (compulsory)**

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Car              | <input type="checkbox"/> Motorcycle               | <input type="checkbox"/> Moped                    |
| <input type="checkbox"/> Public transport | <input type="checkbox"/> Walking                  | <input type="checkbox"/> Cycling                  |
| <input type="checkbox"/> Taxi             | <input type="checkbox"/> Light commercial vehicle | <input type="checkbox"/> Heavy commercial vehicle |
| <input checked="" type="checkbox"/> Other |   |   |

All transport modes related to the use of level crossings

**Holder of a motor vehicle driving licence - more than one option possible (compulsory)**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

- ☐ Car
 ☐ Bus
 ☐ Truck  
☐ Motorcycle or moped
 ☒ Other
 ☐ I do not hold a vehicle driving licence

Not applicable

## Personal perception of the situation on the roads in your country

	Safer	Less safe <sup>1</sup>	Don't know
<b>Do you think that, in general, traffic in your country has become safer or less safe than 10 years ago for/on ? (compulsory)</b>		X	
<b>Car drivers (optional)</b>		X	
<b>Car occupants (optional)</b>		X	
<b>Motorcyclists (optional)</b>			
<b>Moped riders (optional)</b>		X	
<b>Cyclists (optional)</b>			
<b>Pedestrians (optional)</b>		X	
<b>Motorways (optional)</b>			
<b>Rural roads (optional)</b>		X	
<b>Urban roads (optional)</b>			

### Why? (optional)

Each year too many people die in accidents involving road vehicles and pedestrians colliding with trains at level crossings. Whilst this represents around 2% of the approximately 40 000 road deaths in Europe, at the same time it represents a staggering 30% of ALL rail accidents. 95% of these accidents are attributed to faults by the road vehicle driver and/or imprudent pedestrians. However, society still regards these fatal accidents as a rail problem and not in every circumstance linked to road safety.

Clearly there is a need to educate all users and address the following message: level crossing accidents are avoidable if properly used, respecting basic safety rules.

---

<sup>1</sup> ELCF recognises that road safety in general is better than 10 years ago, nevertheless, when it comes to level crossing safety, there has been an increase of the risks in Europe (less level crossings but more cars in use).

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

Unfortunately, in many European and non-European countries, level crossing safety is only managed by the rail sector which is unable to deal with all the issues on its own. Therefore and in order to reduce these dramatic accidents, it is imperative that policy makers make sure this issue is properly managed by the main actors as a bimodal issue involving road and rail sectors and ensuring that level crossing users understand that familiarity, calculated risks, distraction and speed are the main causes of these accidents.

## **2. THE SCOPE OF THE NEXT EUROPEAN ROAD SAFETY ACTION PROGRAMME**

**Citizens and businesses expect safe, sustainable mobility across the European Union. Improvements in road safety are an essential element in public policy to produce improvement in the health and well-being of citizens and reductions in the high socio-economic costs of road traffic injuries.**

**What are the main problems and issues at stake in road safety?**

**Road safety performance and societal costs involved - max 2 options (compulsory)**

- ☒ Numbers of death and serious injury
- ☐ Level of societal impact of death and long-term injury
- ☒ Level of socio-economic cost of road crash injury for society

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

### **Comment (optional)**

### **Road safety problems linked with category of road users - max 2 options (compulsory)**

- ☐ Young novice drivers
- ☐ Powered two-wheeler users
- ☒ Pedestrians
- ☐ Cyclists
- ☒ Car users
- ☐ Elderly road users
- ☐ Children

### **Comment (optional)**

Level crossing safety is predominately a road safety issue. As a result of that the European Level Crossing Forum which brings together highway and rail safety professionals from European countries and beyond in order to exchange information and provide experiences and lessons for improving the management of level crossing safety and performance. They have identified misbehaviour by pedestrians and car users as the main source of risks at level crossings.

### **The impact of societal changes - max 2 options (compulsory)**

- ☐ Ageing of society
- ☒ Change of transport mode
- ☒ Lifestyle change

### **Comment (optional)**

Furthermore, modern vehicle technology supports people's perception that the car is a place of safety leading people to be less conscious of their immediate environment

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*



## **Which, in your view, are the most important countermeasures amongst infrastructure, road user (training, education, rehabilitation, enforcement) vehicle safety measures?**

### **Infrastructure - more than one option possible (compulsory)**

- ☒ Road classification - appropriate match between function, speed limit, design, layout
- ☒ Safety impact assessment of land use planning and road infrastructure
- ☒ Implementation of safety audit and safety inspection
- ☐ Facilities for pedestrians and cyclists
- ☐ Facilities for powered two wheelers
- ☐ Design of roadsides and roadside furniture
- ☒ Speed management in rural areas
- ☒ Speed management in urban areas

### **Comment (optional)**

ELCF notes that there is no mention of adequate and consistent signage, something that their research has shown could be a contributory factor in level crossing accidents, in people's awareness of the risks at level crossings.

### **Road user measures: licensing, testing, training, information - more than one option possible (compulsory)**

- ☒ Safety quality of driver licensing and testing standards
- ☐ Safety quality of powered two-wheeler licensing and testing standards
- ☒ Safety quality of driver training
- ☐ Safety quality of rider training
- ☒ Rehabilitation courses for repeat offenders
- ☒ Social marketing/ campaigns/ safety education to encourage compliance with rules on safe behaviour

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

### **Comment (optional)**

It is extremely important to educate and assess road vehicle drivers of the risks at level crossings and to raise awareness (educate) of pedestrians and other users of the road infrastructure. This should perhaps be refreshed after an offence has been committed

In the rail sector, train drivers are already required to follow long and comprehensive safety training, which are paid by the rail sector.

### **Road user measures enforcement - more than one option possible (compulsory)**

- ☒ Combined publicity and police enforcement of important safety rules
- ☒ Automated enforcement
- ☒ Deterrence of drinking and driving/riding
- ☐ Enforcement of use of occupant restraints
- ☐ Enforcement of crash helmets by powered two-wheeler users
- ☒ Enforcement of speed limits
- ☒ Administration of penalties e.g. penalty points system
- ☐ Administration of penalties across EU internal borders (in case of traffic offences committed by non residents)
- ☒ Justice sector problems which impede efficient enforcement

### **Comment (optional)**

It has been reported that in countries, enforcement of traffic rules is of paramount importance in the mitigation and to some extent, the education of road users in relation to level crossings safety. This is essential to address users' behaviour and proper implementation and enforcement of traffic rules, which unfortunately is not always the case when an infringement at a level crossing has been committed.

### **Vehicle safety - more than one option possible (compulsory)**

- ☐ Need for improved safety quality of vehicle standards and equipment for cars (incl. electric cars)
- ☐ Need for improved safety quality of vehicle standards and equipment for light commercial vehicles (incl. electric vehicles)
- ☐ Need for improved safety quality of vehicle standards and equipment for heavy

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

commercial vehicles (incl. electric vehicles)

- ☐ Need for improved safety quality of vehicle standards and equipment for buses (incl. electric buses)
- ☐ Need for improved safety quality of vehicle standards and equipment for powered two wheelers
- ☐ Need for improved safety quality of vehicle standards and equipment for pedal cyclists
- ☐ Need for improved safety quality of vehicle standards and equipment for crash helmets
- ☐ Preventing injuries through better occupant protection e.g. seat belts, airbags and vehicle design and better protection of vulnerable road users
- ☐ Preventing crashes through better brakes, lighting, intelligent systems
- ☐ Poor compliance regimes - vehicle inspection
- ☐ Problems associated with new technological equipment
- ☐ Other

**Comment (optional)**

**Road safety is a shared responsibility at EU, national, regional and local levels with national authorities usually taking the lead. National action typically involves the development and implementation of multi-sectoral strategies and action programmes which address key problems and are focussed on achieving results. Programmes are coordinated across national government and with regional and local authorities, business and civil society.**

**What do you see as the key problems or issues for institutional management of road safety? Give a number from 1 to 5 (1 is most important) for the 3 categories below**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

## Institutional leadership and coordination

	1	2	3	4	5
<b>Lack of high-level review of safety management performance (optional)</b>		X			<input type="checkbox"/>
<b>Lack of political willingness to prioritise road safety (optional)</b>				X	<input type="checkbox"/>
<b>Lack of definition of road safety objectives (optional)</b>					X <input type="checkbox"/>
<b>No lead office/department/agency for road safety (optional)</b>			X		<input type="checkbox"/>
<b>Insufficient integration and coordination of activity (optional)</b>	X				<input type="checkbox"/>

### Comment (optional)

ELCF thinks that a proper coordination at Member State level is needed to effectively tackle the level crossing issues particularly the question of sharing of responsibility between road and rail sector. It is proven that countries where level crossings are managed jointly by road and rail authorities (such as Sweden), as well as police forces addressing the same message and working closely together, have better results in terms of overall system safety

Clearly there is a need to educate all users and address the following message: level crossing accidents are avoidable if properly used, respecting basic safety rules.

Unfortunately, in many European and non-European countries, level crossing safety is only managed by the rail sector which is unable to deal with all the issues on its own. Therefore and in order to reduce these dramatic accidents, it is imperative that policy makers make sure this issue is properly managed by the main actors as a bimodal issue involving road and rail sectors and ensuring that level crossing users understand that familiarity, calculated risks, distraction and speed are the main causes of these accidents.

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

## Legislation, funding and resource allocation, promotion

	1	2	3	4	5
Insufficient harmonisation of road safety rules and standards (optional)		X			
Inefficient funding mechanisms (optional)			X		
Limited resources dedicated to road safety (optional)					
Limited resources dedicated to road safety functions in the main governmental sectors with responsibilities (optional)					
Insufficient promotion and communication on road safety (optional)	X				

Comment (optional)

## Monitoring and evaluation, knowledge transfer, research

	1	2	3	4	5
Lack of harmonised definition of serious injury (optional)					
Problems with crash injury classification (serious, light injuries) (optional)					
Lack of health sector monitoring to establish under-reporting on injuries (optional)					
Lack of data on distance travelled (vehicle kms) (optional)					

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

**Lack of periodic, independent  
review of road safety  
performance (optional)**

**Comment (optional)**

The ELCF is an informal group that brings together rail and highway safety professionals from European countries in order to exchange information and provide experiences and lessons for improving the management of level crossings and safety.

The diverse mix of safety experts who attend, results in many thought provoking and challenging ideas, as well as an in-depth understanding of how the range of issues associated with the interface are dealt with in the various representative countries.

Many of the issues discussed become useful reference tools for the participants. Indeed, ELCF is already working on monitoring and evaluation, knowledge transfer, research and therefore it would be helpful and necessary to be recognised at EU level in order to properly address recommendations at National level.

### **3. THE ROLE OF THE EU**

**Besides considering road safety as an integral element of European transport policy, the EU also contributes to improving road safety by integrating road safety concerns into other EU policies, and by removing obstacles to effective road safety policies that might exist at the EU level.**

**Is the integration of road safety into other areas of EU policy effective? (compulsory)**

☐ Yes

☐ Partial

☒ No

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

**If not, in which sectors of policy should this integration be improved? - more than one option possible (optional)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Environment policy | <input type="checkbox"/> Energy policy               | <input type="checkbox"/> Health policy                                    |
| <input type="checkbox"/> Research policy    | <input type="checkbox"/> State aid, financing, loans | <input type="checkbox"/> Social policy                                    |
| <input type="checkbox"/> Taxation policy    | <input type="checkbox"/> Internal market policy      | <input type="checkbox"/> Information and communications technology policy |
| <input type="checkbox"/> Education policy   | <input checked="" type="checkbox"/> Other            |   |

**Comment (optional)**

The EU has a decisive role to play in pushing Member States to acknowledge the issue of the interface between road and rail as a formal part of road safety. As it gathers experts from road and rail sectors, the ELCF has the ability and knowledge to support the EU in this; the ELCF should therefore be recognised as a road/rail interface strategy body.

**Do existing European policies/legislation create obstacles to prevent effective road safety policies at national, regional and local levels? (compulsory)**

- ☐ Yes ☒ No

**The EU carries out a range of activity to improve road safety in support of activity carried out nationally, regionally and locally.**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

**What should be the priority areas for action in the next programme 2011-2020, Give a number (from 1 to 5) for the 5 most important actions (1 is most important)**

	1	2	3	4	5
<b>Proposing a European road safety objective to 2020 (optional)</b>	X				
<b>Funding effective road safety activities (optional)</b>		X			
<b>Supporting road safety research (optional)</b>					
<b>Legislation and recommendations where the EU has competence (optional)</b>				X	
<b>Launching public awareness campaigns (optional)</b>			X		
<b>Providing information and benchmarking tools for decision makers (optional)</b>					
<b>Developing harmonised specifications for road and vehicle safety (optional)</b>					
<b>Cross-border enforcement of traffic offences (optional)</b>					X
<b>Applying road safety standards to all roads (optional)</b>					
<b>Facilitating networking, exchange visits and 'twinning' between countries to strengthen institutional management capacity (optional)</b>					
<b>Other (optional)</b>					

**Comment (optional)**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*



It is important that a challenging objective is set regarding the number of accidents and fatalities and particularly for level crossing accidents. It is also, extremely important that the EU properly helps bodies such as ELCF to benchmark, exchange and provide recommendations at National level to improve level crossing safety and developing the key aspects of enforcement, education and engagement of key stakeholders across Europe. Therefore, it is important that the EU creates a high level group incorporating ELCF members or gives the mandate to ELCF and suitable funding so as to design a guideline on safety at level crossing including the main and principal aspects (maintenance, education, research...) directed at Member States.

**New technologies, innovative and intelligent transport solutions can improve safety, increase efficiency, protect the environment and offer new customer-oriented services to citizens.**

**Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions? (compulsory)**

☒ Yes

☐ No

1                      2                      3                      4                      5

**Establishing the safety effects of new technologies prior to widespread**

**application (optional)**

**Actively promoting or requiring where appropriate proven safety-related**

**technologies like: (optional)**

**- alcolocks, initially in**

**commercial and public**

**transport vehicles (optional)**

**- intelligent speed adaptation /**

**speed adjust / speed alert /**

**speed limiters (optional)**

**- intersection signal**

**control (optional)**

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*

- dynamic traffic management (optional)
- local danger warning (optional)
- advanced braking and handling systems in all motor vehicles (like ESC/ESP) (optional)
- lane-keeping device systems (optional)
- collision avoidance systems (optional)
- other driver assistance (please specify in no more than 6 words in the next 'Comment' field) (optional)
- eCall (112 the European emergency number) (optional)
- event data recorder (black box) (optional)
- seat belt reminders (optional)
- ISOFIX child restraint system in all cars (optional)
- pedestrian protected car fronts (optional)
- energy-absorbing front underrun protection in heavy commercial vehicles (optional)
- Supporting the mapping of speed limits across the EU (optional)
- Other (optional)

**Comment (optional)**

We recommend close development with manufacturers of GPS systems who can warn drivers that they are approaching a level crossing.

*This ERSAP questionnaire has been completed by the European Level Crossing Forum and its members. It summarises the views and needs for a proper road safety action programme including the level crossing issue. Therefore, all the responses included in this questionnaire are only dealing with the road/rail interface at European level and not focusing on road safety in general. However responses may be applied to a wide range of other road safety issues as long as users behaviour, training, infrastructure are concerned.*