



Network Rail CP5

UIC/EFRTC WORKSHOP

PARIS, UIC Headquarters, 18-19 February 2016



UIC/EFRTC WORKSHOP

on

“Safety protection on the track during work”

upcoming CEN standard EN 16704



PARIS, UIC Headquarters, 18-19 February 2016

CEN/TC 256 SC1 WG39

Safety protection on track during work

May 2005 – July 2015 (CEN 47/2004 of 28-09-2004)

90 members – 18 countries – 4 working groups – 39 meetings



Part 1 **Railway risks and common principles for protection of fixed and mobile work sites**

Part 2.1 **Common solutions and technology - Requirements for Track Warning Systems**

Part 2.1 **Common solutions and technology - Requirements for Barriers**

Part 3 **Competences of personnel working on or near the railway track**



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Program:

- Opening Mr. Jo URLINGS EFRTC Honorary President, chairman of workshop
- Key address Dr. Marc ANTONI UIC, Director Rail System Department
- Presentation – **“Railway risks and common principles for protection of fixed and mobile work sites”**
Mr. Jeroen VAN DEN TWEEL ProRail, Former Convenor of WG 39
- Coffee break 16.30 – 17.00
- Presentation – **“Common solutions and technology - Requirements for Track Warning Systems“**
Mr. Mark PRESCOTT Network Rail, Programme Mngr, Member WG 39
- **“Views on Track Warning Systems in future”** Manufacturers WG 39
- Closure of workshop – Day 1

Program:

- Opening of workshop – Day 2
- Presentation – **“Common solutions and technology - Requirements for Barriers”**
Mr. Stefan REITH DB Netz, Fachstelle Arbeitsschutz, Member WG 39
- Presentation – **“Competences of personnel working on or near the railway track”**
Mr. Heinz PFARRER Swiss. Railway Safety Expert, Member WG 39
- Coffee break 10.30 – 11.00
- Round Table: **“More safety in practice”**
- Summary
- Closure of workshop



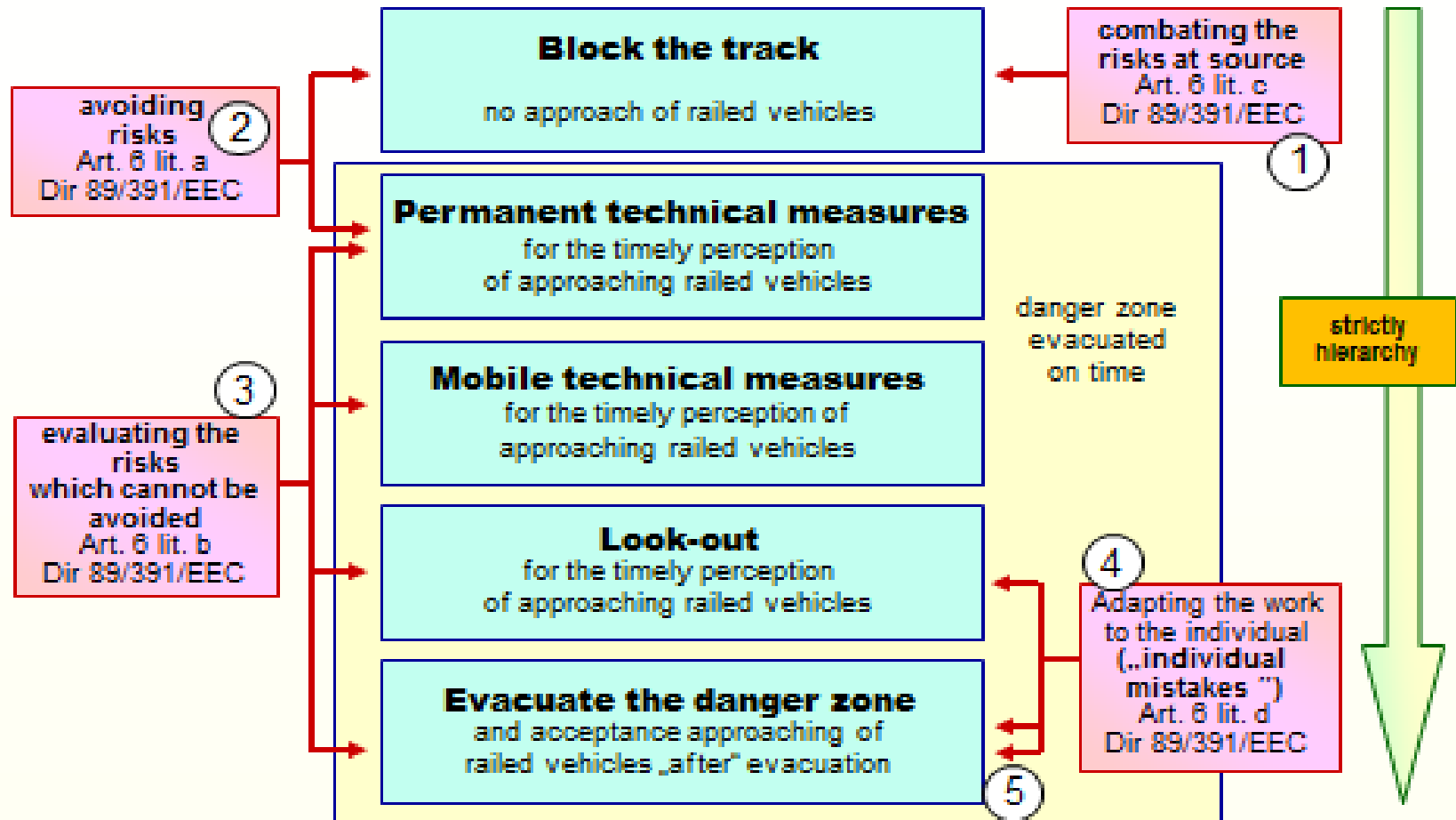
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Presentations

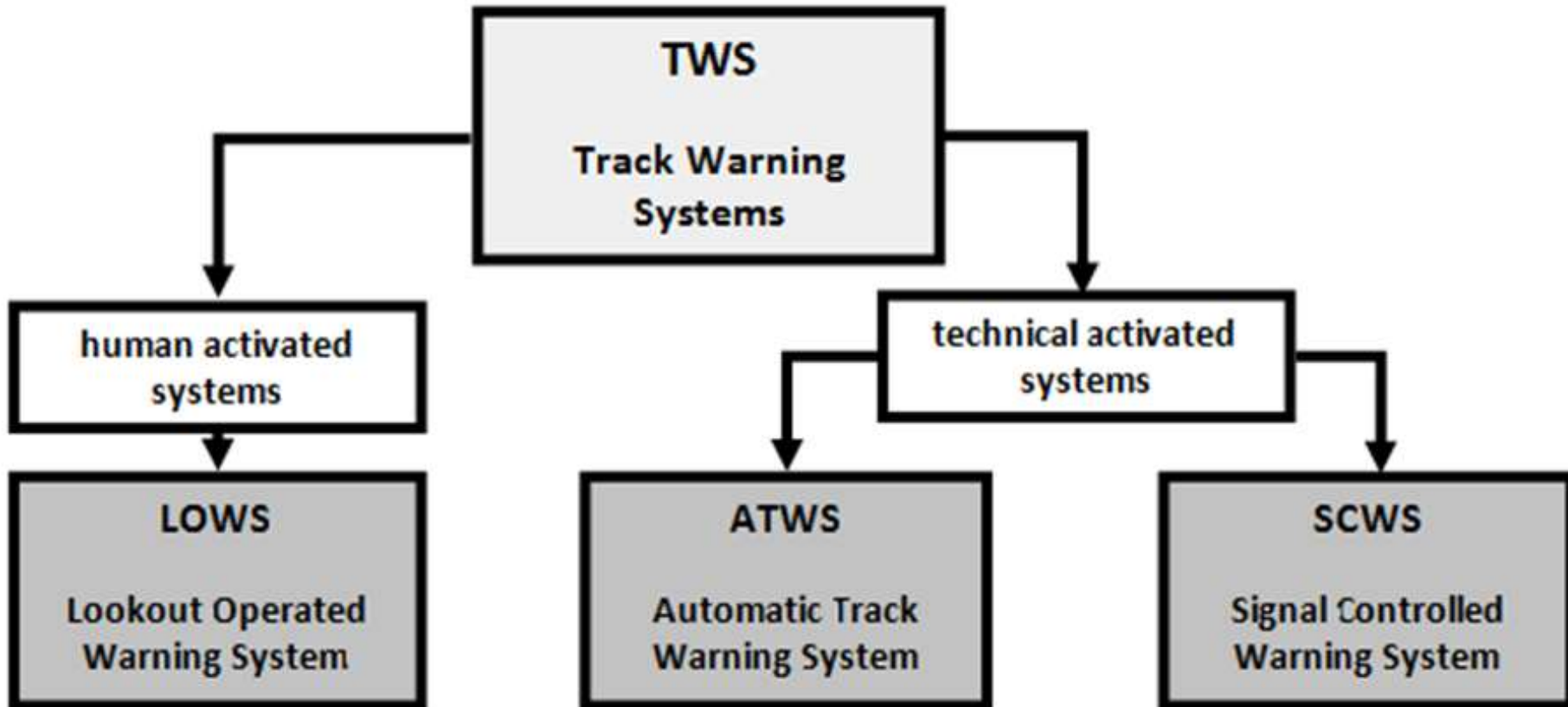
Summary in one sheet

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Hierarchy of measures Directive 89/391



Track Warning Systems (TWS)



Requirements for barriers, rail mounted and not rail mounted to separate working zone and danger zone, to prevent workers from entering the danger zone **unintentionally.**

- Design
- Static and dynamic
- Electrical
- Marking

to be combined with TWS for most safe workplace

Matrix activities

medical, psychological, communications requirements and professional skills

	General vision	Colour vision	Hearing	Basic fitness	Attention/concentration	Memory	Perceptive capability	Reasoning	Speed of reaction	Gestured co-ordination	Emotional self control	Behavioural reliability	Autonomy	Conscientiousness	Reading/writing	Verbal communication	Professional skill	Specific requirements
to assess	5.1.1	5.1.2	5.1.3	5.1.4	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.2	5.3.1	5.3.2	5.4	
Working on track under supervision	+		+	+										+	1	1	1	A.3.1
Working on track individually	+	+	+	+	+		+	+				+	+	+	2	1	2	A.3.2
Observing trains signalling trains warning co workers	+	+	+	+	+				+	+	+	+	+	+	1	1	1	A.3.3
Communicating warnings via radio or directly,			+	+	+	+					+	+		+	1	1	1	A.3.4
Overseeing people leaving dangerous zone	+		+	+	+				+	+	+	+	+	+	1	1	1	A.3.5
Preventing unintended entering of the dangerous zone	+		+	+	+				+	+	+	+	+	+	1	1	1	A.3.6
Directing and supervising trackwork machines	+		+	+	+	+	+	+	+	+	+	+	+	+	2	2	2	A.3.7
Operating track work machines on worksite	+	+	+	+										+	1	1	1	A.3.8
Operation of warning systems	+		+	+	+	+	+	+	+	+	+	+	+	+	1	1	1	A.3.9
Communication with traffic control	+		+	+	+	+	+	+	+	+	+	+	+	+	1	2	2	A.3.10
Implement safety plans	+		+	+	+	+	+	+	+	+	+	+	+	+	2	1	2	A.3.11
Instruct personnel	+		+		+	+	+	+	+	+	+	+	+	+	2	2	2	A.3.12

“Track Warning Systems in future”

- SCHWEIZER Electronic

Mr. Gerhard BELINA



SCHWEIZER
ELECTRONIC

- ACTIA Telecom

Mr. Christophe CARSAC



ACTIA®

- ZÖLLNER Signal

Dr. Britta LISSINA



ZÖLLNER
SIGNAL SYSTEM TECHNOLOGIES

- DUAL Inventive

Mr. Lex VAN DER POEL



ti DualInventive
Ubiquitous Rail

“More safety in practice:

Dr. Marc ANTONI

his vision on SCWS and what to do

Mr. Jean-Pierre BERTRAND

his vision on culture and behaviour and how we can improve safety

Mr. Colin CLIFTON

his frustrations from the past and his view from train operator perspective



Closure

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