Safety Overview 2019
Main figures based on CSI data (up to 2017)
Background information

This overview is one of the visible results of the Agency’s activities in monitoring the progress of safety and interoperability. It is also part of the Agency’s effort to provide to its stakeholders a regular overview of the development of railway interoperability and safety in the Single European Railway Area (SERA). Since interoperability data were not collected in 2018 from countries, this overview is limited to the progress in safety.

The basis for this overview is information provided by the National Safety Authorities. They have a legal obligation to report to the Agency a set of defined data that can be used to assess the development of railway safety in the SERA. Notably, the National Safety Authorities gather Common Safety Indicators, defined in the Railway Safety Directive, from the railway undertakings and infrastructure managers which provide a footprint for safety performance. This report is based on these data, available in the ERAIL IT system maintained by the Agency. The data extraction date for this report was 30 October 2019. The EU-28 countries, Norway and Switzerland are considered as members of SERA for the purpose of this report.

The interpretation of the figures is the sole responsibility of the reader, who may wish to refer to the 2018 statutory report for guidance.
Figure 1: Overview of safety outcomes (SERA countries)

Figure 2: Trends in risks (SERA countries)
Figure 3: Long-term trend in collision and derailment risk (SERA countries)

![Graph showing long-term trend in collision and derailment risk](image)

Figure 4: Trends in “internal” and “external” accidents (SERA countries)

![Graph showing trends in internal and external accidents](image)
Figure 5: Significant accidents overview (SERA countries)

![Significant accidents overview (SERA countries)](image)

Figure 6: Fatalities overview (SERA countries)

![Fatalities overview (SERA countries)](image)
Figure 7: Worker (employees and contractors) fatalities and serious injuries (SERA countries)

Figure 8: Third party fatalities on railways (Trespassers and suicides) (SERA countries)
Figure 9: Accidents involving dangerous goods (SERA countries)

Figure 10: Accident precursors (SERA countries)
Figure 11: Accidents at level crossings and their outcomes (SERA countries)

Figure 12: Total number of level crossings: active and passive (SERA countries)