



## HSE Rail

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**Director of Rail Safety**

‘Are the railways safe enough?’



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### Safety and Standards Principles/Values



## HSE Rail Improvements since 1990

### Fatalities

Year	Passengers	Railway Staff	Other MOPs	Trespassers and Suicides	Total
1990	37	22	19	308	386
2002/03	23	7	21	257	308

### Train Accidents

Year	Collisions	Derailments	Obstructions	Fires	Total
1990	290	192	510	283	1275
2002/03	69	67	495	292	923



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### Safety Comparisons

- All public transport safety is strictly regulated
- Risks from railways, aircraft and buses are equally controlled
- Risks from private cars is six times higher - comparisons cannot be made.
- No transport system is absolutely safe.



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### Safety Regulation

- A range of regulatory mechanisms are used to control public transport safety including -
- controlling access to the market
  - providing public assurance that standards are achieved
  - applying significant resources to regulatory inspections
  - robustly enforcing failings



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### Railway safety performance 2003

- No fatalities or major injuries due to train accidents in 2003
- Passenger injuries due to train movements increased slightly over 2002
- Signals Passed at Danger
  - ◆ Baseline decrease of 44% in 2003
  - ◆ Recent monthly increases.
- 60 other accident fatalities, many at level crossings - same as 2002



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### Railway Safety

- **Headline performance improving.**
- **But there are still areas of concern**
  - ◆ Network “ageing, stretched and fragile”
  - ◆ Some major incident precursors worsening
- **HMRI is helping industry to reduce major incident precursors**
- **Management systems also help to prevent other risks – e.g. trackside work**



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### Public assurance

- **Major accidents have understandably damaged the railway’s reputation.**
- **The cause of major accidents create the climate of “risk aversion”, not their frequency or circumstances.**
- **Public expect rail industry to effectively manage their risks**



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### Effective Risk Management

- **Sensible health and safety is about managing risks not eliminating them.**
- **Reasonable practicability approach ensures that costs are an integral part of the decision making process**
- **Safety regulator must be independent to be able to provide public assurance**



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### Summary

- **No one expects risk free public transport.**
- **Public must be assured that:**
  - ◆ All risks properly assessed
  - ◆ Risk based precautions in place
  - ◆ Management systems will maintain precautions even if under pressure
- **Good cooperation is the key to a modern risk controlled railway**