ORR's new safety statistics

Common Safety Indicators: Assessment of achievement of safety targets

23 June 2022

What is this report?

- Annual statistics used to assess safety performance of **GB mainline railways** and its achievement of safety targets
- This assesses safety performance associated with six risk categories:
  - Passengers
  - Employees
  - Level-crossing users
  - Others
  - Trespassers
  - Whole society (collective risk to all categories of persons above)

ORR
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RAIL AND ROAD

Common Safety Indicators

Assessment of achievement of safety targets for 2020

19 May 2022

Contact information
Responsible Statistician: J. Willows
Public enquiries: rail.stats@orr.gov.uk
Media enquiries: 020 7282 2094

Why are we publishing?

- Following EU-Exit, this assessment must be carried annually by ORR in accordance with The Rail Safety (Amendment etc.) (EU Exit) Regulations 2019.
- This must take into account the five most recent reporting years (in this case 2016 to 2020).
- Prior to the UK leaving the EU, this assessment was conducted by ERA who are responsible for assessing safety performance of 25 EU Member States that have a railway plus Norway.
- This is the first time ORR has conducted this assessment and published this report.

How does this report compare with other ORR safety publications?

Publication	Summary	Coverage	Time period (latest reporting year)	Publication date
CSI report	Assessment of achievement of common safety targets under The Rail Safety (Amendment etc.) (EU Exit) Regulations 2019	GB mainline only	Calendar year (2020)	May 2022 (17 months after year end)
Annual health and safety report	Whole-industry review of health and safety performance. Includes additional commentary and less data focus.	GB mainline, London Underground, other non-Network Rail networks	Financial year (2021-22)	July 2022 (4 months after year end)
Rail safety statistical release	Annual safety statistics including accidents to passengers, workforce and members of the public and dangerous incidents.	GB mainline, London Underground, other non-Network Rail networks[5]	Financial year (2021-22)	September 2022 (6 months after year end)

# What stakeholder engagement has there been?

Internal	External
▪ Legal team ▪ Safety team ▪ Communications team	▪ RSSB ▪ Network Rail ▪ Department for Transport ▪ Department for Infrastructure (Northern Ireland) ▪ European Railway Agency (ERA)

Methodology

- This decision flowchart sets out the process for assessing the achievement of safety targets.
- **These targets (NRVs and CSTs) are s** **out in the legislation and are based the average for 2004-2009.**
- The outcome of this assessment sees each risk categories classified as havin
  - (a) acceptable safety performance;
  - (b) possible deterioration of safety performance; or
  - (c) probable deterioration of safety performance.
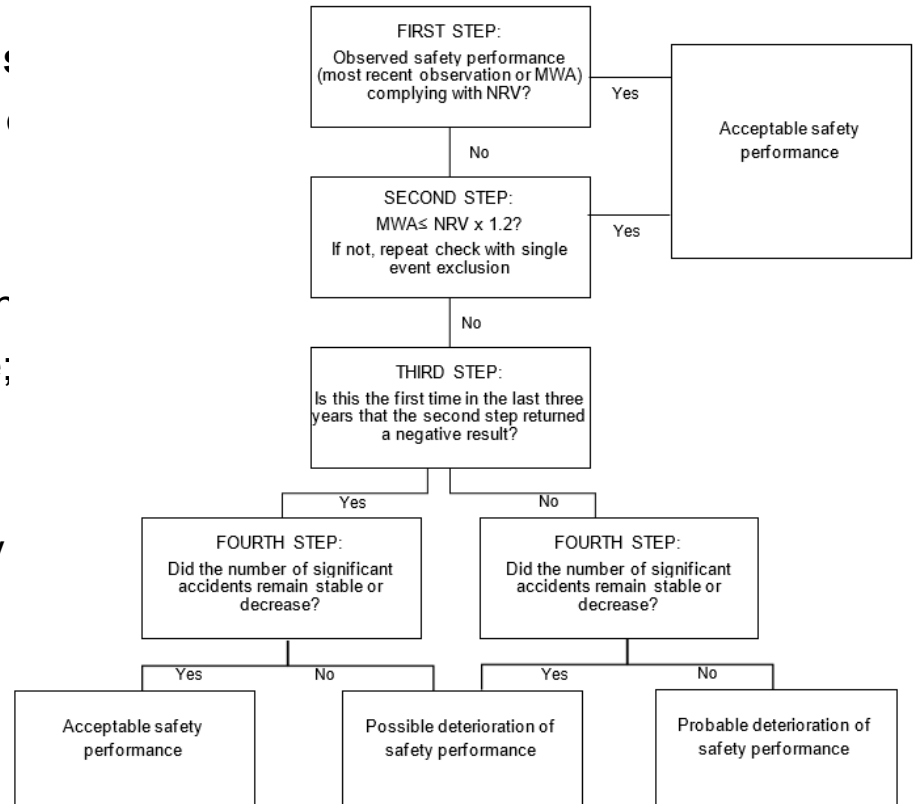
What were the key results of this report?

- The report for 2020 indicate **acceptable safety performance for GB's mainline railways in each of the six risk categories**
- Analysing data published for other European countries, GB performs well in terms of average number of fatalities and weighted serious injuries
- GB has the **lowest average number of FWSI for whole society** (all risk categories combined)

Press releases

Britain's railway remains one of the safest in Europe new ORR data reveals

19 May 2022

The Office of Rail and Road (ORR) – the primary producer of official statistics for Britain's railway – has today (19 May 2022) published new data showing that Britain continues to have one of the safest railways in Europe.

Figure 4.7 Whole society safety risk (FWSI for whole society per train-km) by European country, 2016 to 2020 average

GB NO IE NL LU SE CH ES DE FI AT DK FR BE IT SI CZ EE SK PT HR BG PL LT HU LV RO EL
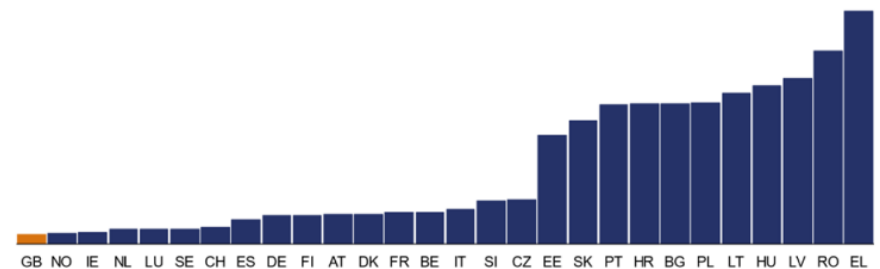
What's next?

- Work started for 2021 report (RSSB data collection)
- User engagement and requesting feedback on these statistics
- Reviewing analytics