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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Principal Working Party on Rail Transport

APPROACHES OF GOVERNMENTS TO RAILWAY SAFETY

Addendum 8

Transmitted by the Government of Portugal

The following text is reproduced in the form in which it was received.

(a) To what extent are your Government, the railways, or any other body currently involved in defining safety provisions ((i) goal, essential safety requirements, (ii) standards and regulations, etc.) in rail transport in respect to such areas as:

(i) technical and operating requirements for:

infrastructure management (e.g. regarding track and  
signalling system, speed limits, maintenance of track);

train operation;

(ii) staff requirements (e.g. qualification, conditions of work,  
etc.)?

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A revision of existing safety regulations is in progress to take account of the new operating conditions resulting from the investments now being made to modernize Portuguese Railways and of the new technologies, particularly in signalling and control systems.

Since safety regulations are one of the company's basic concerns it is preparing and publishing standards on the subject. The rate of technological innovation resulting from the current investment programme requires a greater effort by the company in regulating situations created by the new technologies.

As regards the development and revision of safety regulations for trains, persons and property, measures taken in recent years or nearing completion include:

Publication of the regulations governing track restrictions (RGSXII);

Updating of the recent regulations on signalling;

Preparation of documentation for the operation of automatic speed control (CONVEL);

Updating of the recent regulations on rail traffic;

New regulations on the operation of overhead contact lines (RGSIX), in the process of distribution;

New regulations on train braking (nearing completion);

New regulations on wrong-direction running (nearing completion).

As regards the coordination and maintenance of operations, the various technical departments of CP are preparing individual technical requirements, according to their respective responsibilities, such as standards for track maintenance and technical requirements for signalling.

The technical departments are preparing the definitions of the duties which will be imposed on them by the demands of new technology. Examples of this are the new positions of track expert and transport expert. The basic qualifications required for each position in terms of education are increasingly high, in keeping with the higher demands of new technologies.

(b) Which authority ensures the compliance with safety rules in rail transport as regards the construction and maintenance of track, rolling stock, staff qualification and conditions of work?

The authority is the General Directorate of Land Transport. It should be stressed, however, that responsibility for the planning and construction of railway infrastructures in the metropolitan areas of Lisbon and Porto devolves on two other bodies in the same ministry, the Lisbon Railway Bureau and the Porto Railway Bureau.

(c) What medium and long-term developments are envisaged or may be expected for the future in the above areas (e.g. for member countries of the European Economic Area)? What particular development do you foresee subsequent to the adoption of the European Community Council Directive 91/440?

The application of Directive 91/440 demands interoperability between the various networks, and this will require parameters for harmonization, particularly as regards safety of traffic, rolling stock and infrastructures. The separate accounting of operational and infrastructure management will call for a more careful management of the rail transport companies so as to increase their competitiveness.

It is still too soon to be able to assess all of these implications. It will depend on a clarification of the purposes of the Directive in the light of the capacities of the Portuguese railways for this process. CP is of course developing its relations with its Spanish partner RENFE. All developments, in view of the political nature of the decisions involved, must be based on a very strict definition of the technical and economic parameters to be observed in each network.

(d) In which way have costs and benefits been assessed regarding different safety concepts in rail transport?

It is considered that any approach to railway safety should maximize traffic safety, while at the same time it should:

Maximize the flow of traffic and the productivity of sedentary station staff;

Minimize investment;

Make information available in real time, to be used for management and for informing users.

(f) In which way are trains coming from abroad treated from the point of view of railway safety?

In view of the fact that there are various regulations and different operating technical systems, some of the trains crossing the border between Portugal and Spain currently change engines and engine drivers. The trend for the future is towards eliminating this stop and saving time.

(g) What measures are specifically taken to ensure the safety of passengers, employees, third parties, etc. in connection with rail transport?

Action to ensure the safety of passengers, CP employees or other persons varies depending on the service provided.

Where main-line trains are concerned, it is considered that, because of the limited number of stops and the type of passenger, difficult situations involving safety problems do not arise, with two particular exceptions which in themselves would not justify special measures:

Transport of military personnel during weekend leave and their return;

Transport in couchette coaches, which, however, comply with UIC safety standards.

The technical means available consist basically of the telephone and the use of the radio-ground link, where it exists. The stations then contact the police authorities, if necessary.

As regards suburban trains, the problem takes on a different complexion and more effective safety measures covering all stations and trains are considered necessary. Effective safety is ensured by teams of two or three uniformed policemen (PSP) intended to exercise a deterrent effect and prevent serious situations from developing. Overall train safety covers passengers and the property which they carry with them, as well as ticket inspectors at critical times of the day, so that they can perform their duties to the full. Mention should also be made of the protection of the rolling stock, particularly the interior.

During the day, for financial reasons, the police presence is intermittent; it later becomes continuous between 10 p.m. and 5 a.m.

Transport operations following special events such as sporting fixtures or concerts (rock/heavy metal) are regarded as special situations. The presence of the police is ensured for such situations so as to prevent the overcrowding of trains and avoid any trouble.

Steps are also taken to provide an appropriate police presence during seasonal movements, particularly during the summer when the townspeople take the Cascais line to the beaches in the environs of the Portuguese capital.

The police equipment includes a separate radiophone system. The CP equipment comprises ground-train radio links and fixed telephones.

Since 15 March 1995, coordination of police resources has been made more effective by the assignment of two police stations to railway duties. The police stations and their personnel are located near the two main suburban lines, at Sintra and Cascais. This arrangement is the result of an agreement between the police authorities (PSP), the CP and the Lisbon Metropolitan Railway.

Third parties crossing the line (level crossings), and CP employees assigned to maintenance work, are not permitted to walk along the track, and the following actions are envisaged:

- Main line: installation of physical barriers along the entire line from Lisbon to Porto (to be set up in the near future);
- Suburban line: physical barriers in densely populated areas (some exist already, others are to be installed).

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