

Final detailed Programme
ILCAD Launch Conference
Tuesday, 9 June 2026



Act safely at level crossings

08:00 – 09:25 Registration

09:30 – 09:45 Opening of the Conference

- Welcome and opening speech by François Davenne, Director General, UIC
- Moderator: Allan Spence, Chair of the UIC Global Level Crossing Network
- ILCAD Video

09:45 – 11:15

SESSION 1 – SNCF panel discussion focusing on users' behaviour - 80 min

- **Damien Pallant – Deputy Managing Director for Safety at SNCF Réseau (opening and moderation):** Overview of SNCF Réseau's safety strategy, with a focus on level crossings and, in particular, pedestrian safety. A systemic and group-oriented perspective, as outlined by Damien right from the start of the round-table discussion.

Projects aimed at understanding risky behaviour to improve on-site management.

Presentation and progress report on the new generation of pedestrian level crossings in stations (TVP in French) tested at Railenium in Valenciennes (North of France) and its potential application to level crossings, incorporating research on nudges.

Return of experiences from Châtelailon (Nouvelle Aquitaine) and the trial of the high-risk parking area:

- **Frédéric D'Etterre – Director Safety and Security, SNCF Gares & Connexions**
- **Dr. Elise Grison, Project Manager in Human Cognition, SNCF Groupe:**
“*Enhancing Safety at Pedestrian Track Crossings in Stations*” **20 min**

“SNCF Group's Collaborative Approach: Enhancing Safety at Pedestrian Track Crossings in Stations”: In France, approximately 800 train stations are not equipped with footbridges or underpasses for crossing the tracks but instead have level crossings directly on the tracks. Despite warning systems for approaching trains,

accidents still occur annually. Recently, SNCF, SNCF Réseau, and SNCF Gares & Connections have intensified efforts from research to implementation to address this issue. SNCF Gares & Connections has prioritised the elimination of these crossings through a robust programme, replacing 104 pedestrian track crossings with footbridges or underpasses by 2035. But, as full removal remains unfeasible in the short term, complementary measures are being pursued. These include revising risk-assessment indicators to incorporate behavioural insights, ensuring more accurate evaluations of crossing hazards. Additionally, SNCF Gares & Connections organised a hackathon with Group experts to explore innovative ways to enhance user awareness of risks; beyond existing and future signage. Meanwhile, as previously presented at ILCAD, SNCF and SNCF Réseau have continued their research on user behaviour, using virtual reality to develop new safety systems. The behavioural studies are now finalized, and recommendations have been formulated to develop prototypes. Collectively, these initiatives demonstrate how SNCF, SNCF Réseau and SNCF Gares & Connections are collaborating to improve safety at pedestrian track crossings, with a strong emphasis on user behaviour.

- **Richard Bye, Head of Ergonomics and Human Factors, Network Rail, G.B.:**
"Improving Level Crossing Safety Through Cognition Driven Design" **20 min**

In Britain, a holistic approach to level crossing safety has delivered improved risk assessments, better technology, more crossing closures, and greater awareness of the dangers of the railway. Yet 13 accidental fatalities in 13 months (January 2025 to February 2026) at crossings on the GB rail network have provided a stark reminder that there's still more work to be done. It's clear from ergonomics and human factors (EHF) analysis undertaken by Network Rail to accompany the traditional controls of engineering, enforcement, and education fresh insights and innovative user-centred ways to understand, assess, and manage level crossings are needed. This presentation will describe a cognition driven design approach, showing how new research methods, analytical techniques, and EHF led evaluation protocols can be used to augment and enhance level crossing safety. The talk will demonstrate that by reframing crossings as decision support environments, the perceptual, cognitive and context dependent factors which shape users' actions can be revealed, and that the identification of these complex human system interactions will ultimately help to unlock effective, efficient and enduring safety improvements.

Q.A. Session (moderated by Allan Spence): 10'

11:15– 11:45 Morning Tea / Coffee

Exhibition

11:45 – 13:10

SESSION 2 – TECHNICAL SOLUTIONS / INNOVATIONS / REGULATION
(moderated by Allan Spence) - 85 min

- **Eric Ferraton – Head of the Network Risk and Protection Division, Région Nouvelle Aquitaine, SNCF RESEAU and Virginie Taillandier – Telli Project Manager, SNCF Groupe: “TELLi: a modular and cost-effective system for regional lines” 15 min**

For several decades, regional rail lines – despite being vital to local communities – have faced investment constraints. To address this, in 2022 the SNCF launched the innovative TELLi project, aimed at revitalising these lines through an integrated systems approach based on the design of a new train and a more cost-effective signalling system. This issue extends beyond the national level and is reflected at European level, with similar initiatives, notably the ERJU project.

*These innovation projects must, however, comply with a strict regulatory framework. The **European Directive No. 402/2013** on the common safety method for risk evaluation and assessment applies to all development projects and changes to the annual transport plan.*

What impact does increased traffic have on level crossings? To answer this, specific risk analysis methods for level crossings exist; these aim to identify the impacts of changes and guide the selection of safety measures best suited to local challenges. The application of these methods will be illustrated by a concrete case study.

- **Maryam Hedayati, Senior Rail Engineer, Transport Canada: “Development of Grade Separation Guidance in Canada” 20 min**

In response to a recommendation from the Transportation Safety Board of Canada following the 2013 fatal collision between a city bus and a passenger train, Transport Canada funded a 2018 literature review conducted by the University of Manitoba, examining research and international practices related to grade separation. This work informed the development of national guidance on when grade separation should be considered. The resulting guidance outlines a risk-based framework to support decision-making and prioritization of grade separation at railway crossings.

- **Dr. Starr Kidda, Human Factors Division Chief, Federal Railroad Administration: “Level Crossing Safety in the United States: Research, Data and Government Oversight” 20 min**

“In this presentation, we will discuss the United States Government's strategies to improve level crossing safety. We will discuss current research projects, innovative data use strategies, and collaborative working groups with technology companies all efforts to help people make good decisions at level crossings. We will also discuss the Federal Railroad Administration's (FRA) regulatory safety oversight activities. There are approximately 209,000 at-grade railroad crossings in the United States and level crossings remain the second leading cause of railroad fatalities. The

United States seeks new technologies and methods to augment our time-tested strategies to achieve a reduction in the number of these preventable accidents.”

Q.A. Session: 10'

- **Per Mörlin et Pål E Bratlie, WAVETRAN, GOLD sponsor: [Presentation of 10 min](#)**
- **Jacques Berling, Telli Project Manager, SNCF Groupe, GOLD Sponsor: [Presentation by the Consortium TELLi – SNCF Groupe - 10 min](#)**

13:10– 14:30 Lunch break

Exhibition

14:30 – 15:40

SESSION 3 – TECHNICAL SOLUTIONS / INNOVATIONS (moderated by Allan Spence) - 70 min

- **Dr. Ikram Abourahim, Head of Coordination Department and Supervision Projects at ONCF: [“AI and radio technologies: a response to the risks of level crossings” 20 min](#)**

Faced with the numerous risks that can cost lives and cause material damage at level crossings, our research focused on combining artificial intelligence with radio technologies deployed in railway networks to prevent one of the major risks of collision accidents at level crossings: vehicles becoming trapped as a train approaches. Our article proposes an intelligent system relying on Data Collecting and analyzing. Starting with analyzing images from cameras monitoring level crossings, a hypervisor that detects a coincidence of data relating to the train's approach to the level crossing and the triggering of the barrier closure, with the detection of a vehicle or large object obstructing the track gauge, an emergency radio alert is automatically sent to trains heading to the level crossing. This alert allows the activation of emergency braking on trains and a cautions resumption of movement up to the level crossing.

- **Manuel Pastor Rufete, Engineering Manager, IMOTION ANALYTICS and Isabelle Fonverne, Senior advisor safety, UIC:** *“Final results of the UIC AI4SAFEHAVE project” 20 min*
- **Takuya YAMAWAKI, Manager and Masahiro SAWAYANAGI, Technical Director, EAST JAPAN RAILWAY COMPANY, Paris Office:** *“Introduction of JR East’s level crossing safety, and safety culture” 20 min*

This presentation will introduce JR East long-standing safety culture, which places the protection of our passengers and employees lives above everything else. We will explain several practical safety tools we use to support this culture, developed through many years of experience across our large railway network. By sharing these approaches and the lessons learned, we hope to contribute useful insights for reducing level crossing accidents and improving safety awareness worldwide. Our aim is to offer knowledge that can support international efforts to make railways safer for everyone.

Q.A. Session: 10 min

15:40 – 16:10 Afternoon tea/coffee

Exhibition

16:10 – 17:10

SESSION 4 –SNCF Panel discussion on EDUCATION / AWARENESS 60 min

- **Damien Pallant – Deputy Managing Director for Safety at SNCF Réseau (opening and moderation) 5 min:**

A complementary tool to on-site, multi-channel and multi-target initiatives – lessons learnt from the ‘Crash Scene’ campaign and its success in changing the media’s approach to reporting level crossing accidents, as well as interventions in schools, etc. These initiatives are carried out at both national and regional levels. Collaboration between rail and road sectors.

- **Francesca Aceto, Deputy Director General for Communications at SNCF Réseau 10 min**
- **Vincent Pascal, Deputy Director for Social Cohesion and Regional Development (including initiatives in schools) – CSR Department, SNCF Groupe 10 min**

- **Rachel Maleh, Executive Director and Wende Corcoran, Vice President of Operation Lifesaver inc., USA:** *“National Rail Safety Observances : Engaging Partners, Amplifying Awareness 12 min*

Operation Lifesaver, Inc. (OLI), the U.S. national rail safety education nonprofit, leads two national observances annually See Tracks? Think Train® Week and Emergency Notification System (ENS) Sign Awareness Day to focus public attention on safe behaviors around tracks and trains. These observances serve as coordinated national touchpoints, aligning railroads, transit agencies, first responders, government partners, community organizations, state and local governments and media around unified safety messaging. By concentrating communications during defined periods, OLI reinforces critical risk-reduction behaviors and increases public recognition of the necessity of making safe choices around tracks and trains. This session will explore how structured partnerships, message discipline, and turnkey communications toolkits enable consistent, high-volume safety amplification across diverse stakeholders. OLI develops informed messaging and adaptable digital and physical assets that partners use as-is or tailor for their communities, extending the reach of unified safety messaging nationwide. Attendees will gain insight into how coordinated observances can strengthen awareness, reinforce message recall in high-risk environments through repeated exposure, and create scalable communications impact through collaborative outreach models. Attendees will also gain insight into how OLI's year-round education and awareness efforts reinforce these messages and support rail safety education across the United States.

- **Sanita Sīmansone, Communication Project Manager, Latvian railways (LdZ):** *“Ghostly Safety: Latvia’s Cinematic Approach to Rail Safety Education. Deadly serious and darkly funny - using iconic characters, catchy beats and youth co-creation to keep Gen Z off the tracks” 12 min*

Q.A. Session (moderated by Allan Spence): 10 min

17:10 – 17:30

- **Wrap up: Allan Spence, Moderator**

17:30 – 17:40

- **Announcement of the events 2027: Isabelle Fonverne, UIC**

17:40 – 17:45

- **Practical Information (dinner, Trespad): Isabelle Fonverne, UIC**
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18:00 - End of ILCAD day

18:30 - Nice walk along the River Seine

19:30 - Dinner (seated) close to UIC (see separate indications)

Dress code: casual, casual chic, comfortable shoes, bring an umbrella just in case

Along the conference, we will have an exhibition with industry leaders from the sector, such as SNCF Groupe (France), Wavetrain (Norway), Imotion Analytics (Spain), Hitachi (France), IDS (Italy), Schweizer Electronic (France), Zöllner GmbH (Germany), Gmundener Fertigteile-Bodan (Austria), East Japan Railway Company (Japan, Paris Office), IHI Corporation (Japan), Sankosha Co. Ltd (Japan) and Universal Signalling (UK). These companies are generously supporting the events and will showcase their innovative solutions on-site during the conferences.

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France



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Spain

Silver



Germany

HITACHI

France



INGEGNERIA DEI SISTEMI

Italy

SCHWEIZER ELECTRONIC

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Japan



Japan