



Practice in Governance of Safety Environment along the Railway

National Railway Administration . Han xiaogen

2021.10.12

Main content

1

Background for Governance of Safety Environment along the Railway

2

Main Practices of Governance of Safety Environment along the Railway

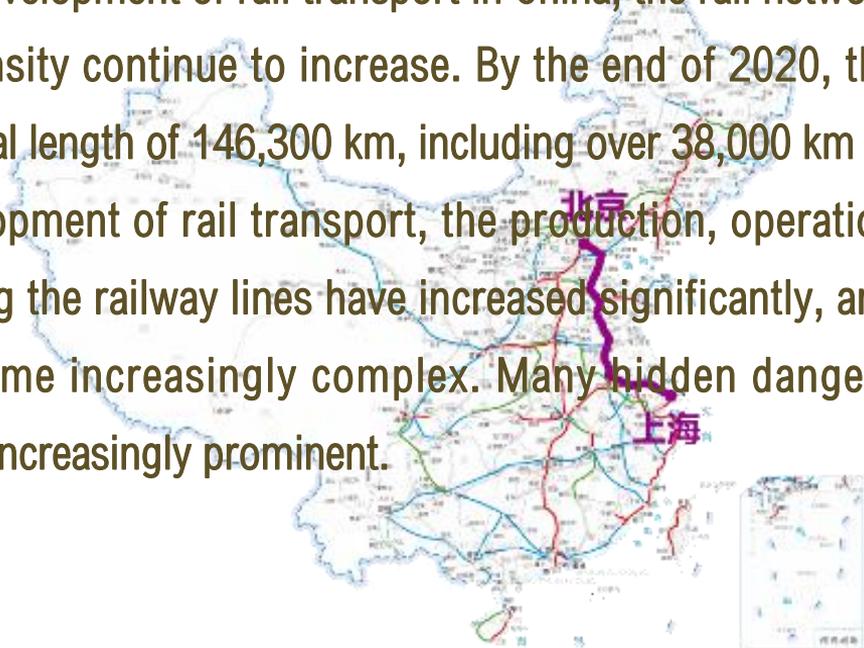
3

Summary and Suggestions



【 I 】 Background for Governance of Safety Environment along the Railway

In recent years, with the rapid development of rail transport in China, the rail network scale, operation speed and train density continue to increase. By the end of 2020, the operating railways in China have a total length of 146,300 km, including over 38,000 km of high speed railways. With the development of rail transport, the production, operation activities and people movement along the railway lines have increased significantly, and the external environment has become increasingly complex. Many hidden dangers affecting railway safety have become increasingly prominent.



【 I 】 Background for Governance of Safety Environment along the Railway

According to statistics, the main hidden dangers and illegal problems that affect the railway safety and operation order every year due to external environmental factors include:



1. Light (hard) drifts intruding the clearance



2. Motor vehicles crashing into railway facilities



【 I 】 Background for Governance of Safety Environment along the Railway



3. Dangerous goods production and storage places along the lines



4. Sand mining in the upper and lower river reaches

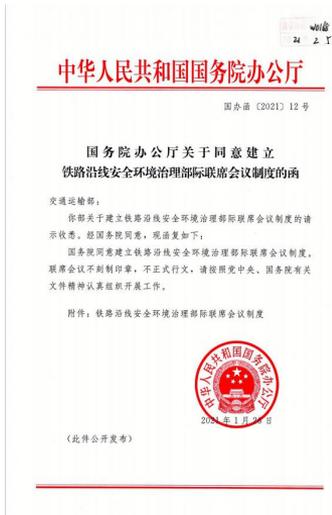


5. Mining blast near the railway lines

【 I 】 Background for Governance of Safety Environment along the Railway

It is urgent to solve the potential environmental hazards along the railway lines. However, as this task is complex and involves a wide range, it is difficult to be effectively solved by the railway sector alone, which requires the concerted efforts of relevant authorities and local governments. In recent years, the National Railway Administration, as the regulatory authority of the railway industry, has taken the lead in organizing and coordinating relevant departments and local governments to coordinate on the development and safety, carefully analyze, study and judge the outstanding problems existing in the safety environment along railway lines, and study and develop rectification measures. With the principles of "ascertaining the actual conditions, rectifying while inspecting and rectifying urgent problems first", a large number of problems affecting the railway safety have been rectified.

【 II 】 Main Practices of Governance of Safety Environment along the Railway



Inter-ministerial joint conference system for governance of railway safety environment document

1. Promoting implementation at a high level

With the approval of the State Council, an inter-ministerial joint conference system for governance of railway safety environment taken the lead by the Ministry of Transport has been established; the Opinions on Strengthening the Safety Environment Governance along Railways and annual key points of work have been issued, which defined the targets, tasks, and specific requirements, and made comprehensive deployment and sophisticated arrangement.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

1. Promoting implementation at a high level

Local governments and railway enterprises have successively established coordination mechanisms and special work teams, and defined the leading departments. They have established the rectification organization and implementation systems that are horizontally coordinated and vertically connected, and implemented governance responsibilities and rectification measures.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

2. Tackling key point

According to the actual situation along the railway lines, facing the key points such as the environment along the line, the parallel and intersection sections among highways, railways and waterways, the injury of non-railway persons, the railway bridges across waterways, etc., multiple departments have jointly formulated the rectification plans item by item, formulated the schedules and road maps, and clarified the rectification responsibilities, work priorities, rectification measures and rectification requirements of all parties concerned.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

2. Tackling key point

Adhering to developing targeted policies, such rectification measures have been taken as closed protection and management for railway lines, handover of overpassing bridges, changing of railway level crossings into interchanges, and protection of railway bridges across waterways. After rectification, adhering to the closed-loop management, such measures have been taken to prevent the problems from happening again as strictly implementing the acceptance and cancellation system, strictly implementing the responsibility traceability and assessment, and strengthening the post control.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

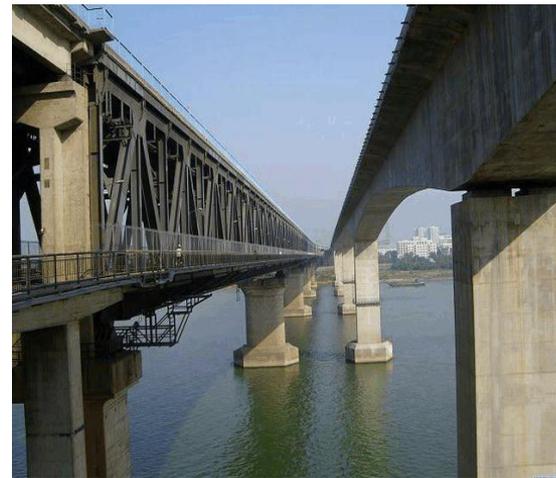
2. Tackling key point



1. Closed protection and management for railway lines



2. Changing of railway level crossings into interchanges



3. Protection of railway bridges across waterways

【 II 】 Main Practices of Governance of Safety Environment along the Railway

3.Improving the responsibility system level by level

All departments and regions have basically formed a working pattern of government leading, department guidance, enterprise engagement, railway–local authority coordination and multi–party governance. Local governments at all levels have set up relevant leading groups and offices; railway enterprises have defined three–level responsibilities, forming a responsibility system of "departments in charge, CR regional groups for control and stations/depots for implementation". The inter–ministerial joint conference office has dispatched a joint supervision team to carry out joint inspections in various places and ensure that all tasks are implemented.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

3.Improving the responsibility system level by level



Joint inspections and law enforcement

【 II 】 Main Practices of Governance of Safety Environment along the Railway

4.Strengthening assessment to promote implementation

Implement the combination of rewards and punishments, and strengthen supervision, law enforcement and accountability. Local governments have incorporated the governance into the traffic management system, the construction system of Peaceful China and the assessment scope of work safety, and rewarded advanced collectives and individuals for governance. Strict administrative law enforcement has been fulfilled. Since the beginning of this year, 26 related administrative penalties have been implemented, with a fine amount of RMB 1.1842 million, which has effectively promoted the investigation and rectification of environmental safety hazards along the railway lines.

【 II 】 Main Practices of Governance of Safety Environment along the Railway

5.Improving quality and efficiency of innovative management

Adhere to the guidance with demonstration, regional exchanges have been carried out, scientific and technological support has been strengthened, and standard demonstration sections have been built along the railway lines.



1.Regional exchanges



2.Scientific and technological support (information management system) (IMS)



3.Standard demonstration sections built along the railway lines

【 II 】 Main Practices of Governance of Safety Environment along the Railway

Through the above work, the governance of railway safety environment has achieved remarkable results. At present, **23** provincial governments in China have issued local laws and regulations on railway safety. By the end of August, **45,071** hidden dangers along the railway lines have been rectified; the railway traffic accidents caused by environmental factors decreased by **8%** year on year, the number of casualty accidents and deaths of non-railway persons decreased by **11.9%** and **18.7%** year on year respectively. The governance of railway safety environment has achieved remarkable results in ensuring the safety of people's lives and properties.

【 III 】 Summary and Suggestions

- **Legal governance must be adhered to.** To promote the governance of railway safety environment, it is necessary to improve the laws, regulations and standards, ensure that there are laws to abide by and the governance is carried out according to the law, and give full play to the guarantee role of rule of law.
- **Responsibilities of various parties must be clarified.** It is necessary to clarify the local government's governance responsibility in its territory, the enterprise's governance responsibility within the scope of property rights, the railway supervision department's specialized supervision responsibility, and the guidance and supervision responsibility of relevant authorities of the State Council in their relevant fields, so as to effectively improve the work efficiency and strength.

【 III 】 Summary and Suggestions

- **Multilateral cooperation must be strengthened.** The environmental governance along the railway lines involves enterprises, individuals along the line and different supervision departments. It is necessary to build consensus among all parties, coordinate the strength of all parties, and give full play to their respective advantages, thus forming a joint force and building a working pattern of government leading, department guidance, enterprise engagement, railway-local authority coordination and multi-party governance.
- **Strong measures must be taken.** Adhere to the problem orientation, take the safeguarding of people's lives and properties and the safety of railway operation as the basis, formulate targeted measures for each hidden danger, promote the resolution of key and difficult problems, and fully eliminate safety risks.

【 III 】 Summary and Suggestions

- **Long-term management must be implemented.** Give full play to the overall coordination role of the joint conference system, implement the “two section heads” system in which one local government official and one railway worker are responsible for each railway section, strengthen daily patrol inspections, implement regular and continuous management, and realize long-term governance and safety.



A high-speed train, possibly a Shinkansen, is shown on a curved track. The train is silver with a red and blue stripe. The tracks are surrounded by gravel and overhead power lines. In the background, there is a large, modern building with a curved roof. The word "Thanks" is overlaid in a large, blue, italicized font across the center of the image.

Thanks