

Final detailed programme
TreSPAD Launch Conference
Wednesday, 10 June 2026
UIC, Paris



08:00 – 08:45 Registration

09:00 – 09:15 Opening of the Conference

- UIC
- Dr. Ann Mills, Deputy Director System Safety & Health at RSSB, G.B.;
Chair of the UIC TreSP-Network and Vice Chair of the UIC Safety
Platform and
- TRESPAD Video

09:15 – 10:20

SESSION 1 – TRESPASS PREVENTION - SNCF Panel discussion - 65 min

- **Damien Pallant – Deputy Managing Director for Safety at SNCF Réseau, France : Introduction and moderation**

“Across the national rail network, an average of 13,000 trespass cases per year are reported by all employees of the SNCF group. This is a valuable source of data, obtained through specific organisational structures, tools and coordination within the Security Department. How can we analyse this vast amount of data and manage the risk as effectively as possible? How can we better understand these behaviours in order to respond more effectively? These are the challenges we are tackling to reduce the risk posed by trespassing and contribute to the efficient operation of the network.”

A panel discussion moderated by Damien Pallant, Deputy Managing Director for Safety at SNCF Réseau 55 min

Opening remarks, a reminder of SNCF Réseau’s safety strategy, and the distinction to be made between suicide and track-side accidents. Innovations that limit trespassing and thus **reduce the risk of suicide attempts.**

1. **REPORTING TRESPASSING:** Reporting by all BDD / CEZAR: organising the flow of information

➤ **Thierry Borel, Head of the Security Data Operations Department - SNCF Groupe**

2. **PROCESSING AND ANALYSING TRESPASSING DATA**

- Risk Analysis Methodology
- The contribution of geomatics in identifying zones, hotspots, etc.
- Example of securing facilities during the 2024 Olympic Games to enhance customer satisfaction (anticipation, real-time management and legacy) with a focus on relaxing radio alert rules to reduce the snowball effect / success and positive impact on service regularity.

➤ **Stéphane Lartisant, National Coordinator for Online Railway Risk, Support, and Methods, SNCF Réseau**

3. **PROPOSING APPROPRIATE MEASURES:**

- Understanding behaviour and innovating solutions – Presentation of the ongoing study aimed at identifying new solutions and better understanding the contributions of cognitive science (feedback from phase 1 and launch of phase 2).

➤ **Dr. Elise Grison, Human Cognition Project Manager, SNCF – Technologies, Innovation and Projects Division – SNCF Groupe**

- Prevention: an almost daily effort in the fight against trespassing, a review of several years of preventative measures: lessons learnt from campaigns since “2h38”, the collective role of initiatives in schools and peer-to-peer awareness-raising, with a testimony from a relative of a victim who died after playing on the railway tracks.

➤ **Julie Pla, Head of the Corporate Communications and Brand Image Division, Communications Directorate, SNCF Réseau**

Q.A. Session moderated by Ann Mills: 10 min

10:20 – 10:50 Morning Tea/Coffee break

Exhibition

10:50 – 12:00

SESSION 2 - TRESPASS PREVENTION (moderated by Ann Mills) – 70 min

- **Tom Hyatt, Lead Human Factors Specialist, RSSB, GB: “Defining the requirements for trespass signage” 20 min**

Trespassing on the GB mainline railway continues to present a significant safety risk and operational impact, with 19 fatalities recorded in the period 2024-25 compared with 10 in the period 2023-24. Coroner investigations following two conductor (DC) rail electrocution incidents in 2020 highlighted serious concerns about the adequacy and consistency of existing trespass warning signage. Previous surveys and industry discussions also identified that signage design, placement, and messaging lack standardisation across the network. As a result, the Trespass and Suicide Prevention Steering Group (TreSP SG), supported by the Passenger Operator Safety Forum (POSF), commissioned this project to develop user-centred, evidence based recommendations for standardised physical trespass signage that addresses identified gaps in current railway warning signs. Using a human-centred design approach to develop, iterate and test concepts, the project provides a set of recommended standardised designs for trespass signage. This is supported by guidance on effective placement at stations and level crossings. Since publication of the final report (February 2026), RSSB has been approached by member organisations (train operating companies) for support in implementation of signage at managed stations and level crossings.

- **Mgr. Pavlína Skladana, Researcher, Czech Transport Research Centre (CDV) : “Person hit by a train and near-misses: train drivers' perspective” 20 min**

The paper presents preliminary results of the project SOS, that is aimed to describe the problem of trespassing and train-person crashes in terms of the impact of these incidents on mental well-being and physical health of train drivers. Main goal is to define the strategies the train drivers use to cope with the;person under train; phenomenon, and to identify the factors that influence the impact level of such events on individual mental and physical well-being. The sample of train drivers that have experienced PUT, and comparative group of train-drivers with only near-miss experience will undergo in-depth interviews ; screening of post-traumatic stress disorder symptoms will be carried out, and also personality questionnaire (NEO) will be used.

- **Dr. Danijela Baric, Professor at the University of Zagreb, Faculty of Transport and Traffic Sciences, Croatia: *“Multiple Perspectives of Railway Trespassing” 20 min***

Train Drivers, Infrastructure Managers and Trespassers”

This study investigates how train drivers, infrastructure managers, and trespassers perceive railway trespassing. A mixed-method approach is applied to capture these viewpoints. Interviews and surveys with train drivers reveal their experiences with trespassing incidents and the risks they associate with them. Expert interviews and an analysis of safety policies provide insight into how infrastructure managers address trespassing through planning, prevention, and operational strategies. Surveys and field observations at well-known trespassing locations offer a deeper understanding of pedestrians' behaviour and motivations for entering railway property. By integrating these perspectives, the study delivers a more comprehensive understanding of railway trespassing and supports the development of more effective safety measures.

Q.A. Session: 10 min

12:00 – 13:10

SESSION 3 - TRESPASS PREVENTION (moderated by Ann Mills) – 70 min

- **Louise Mc Nally, Principal Suicide and Trespass Prevention Specialist, Network Rail, G.B.: *“Cross Industry Strategic Approach to the use of Visual Surveillance in Great Britain” 20 min***

The new Visual Surveillance Industry Strategy in Great Britain aims to define a better-connected and smart VSS that delivers tangible benefits for passengers, the public, staff, and stakeholders. While legacy systems, fragmented governance, and inconsistent deployment have presented challenges to current VSS capabilities, the new Strategy introduces a unified path designed to build on progress made to date, aligning the British Rail industry for greater impact. Serving as a common reference point, the Strategy guides VSS business and asset owners on how to plan future investments, select the right technology, break down barriers between organisations, and coordinate upgrades, renewals, and deployments of VSS solutions both immediately and in the future.

- **Ruben Peña Bolivar, Executive Director and Dr. Katrina Smart; Scientist, ENSCO, USA: *“Using Cellular GPS Data for Trespasser Hot Spot Detection” 20 min***

Railroad trespassing is the leading cause of rail-related deaths in the United States. This presentation describes a scalable approach to detect trespassing hotspots using anonymised cellular GPS data. ENSCO analysed over 1.1 million

location pings from more than 41,000 mobile devices to identify areas where unusual pedestrian activity occurs near rail infrastructure. The method combines geofencing with machine learning techniques to detect patterns that differ from typical movement behavior. A grid-based spatial framework and time-based analysis allow the system to flag locations and time periods associated with potential trespassing events. The framework incorporates land cover data to provide environmental context and reduce false alarms. Results demonstrate that this approach can successfully highlight recurring and highly irregular activity, support targeted safety interventions, and aid long-term monitoring efforts to improve rail safety and reduce trespassing.

- **Jodi Godfrey, Senior Research Associate, Center for Urban Transportation Research at the University of South Florida, USA: “Beyond the Track: A Systems Approach to Preventing Rail Trespass and Suicide in the AI and Connected Era” 20 min**

Building on a report titled, Mitigations for Trespasser and Suicide Fatalities and Injuries, published through the U.S. Federal Transit Administration Standards Development Program, my co-author Lisa Staes and I will summarize industry practices as gleaned from 11 U.S. rail transit agency case studies, examine the underlying risk factors and motivations associated with trespass and suicide events, and highlight practical strategies proven to reduce injuries and fatalities. The presentation will explore how cross-sector collaboration can strengthen prevention efforts, while also examining the growing role of advanced technologies such as AI-enabled video analytics, connected cameras and sensors, obstacle detection systems, and V2X-enabled warning and communication tools, in enhancing early detection and response. Participants will gain actionable insights, which offer a scalable, systems-based approach to prevention that integrates human-centered design with next-generation technology to improve rail safety outcomes.

Q.A. Session: 10 min

13:10 – 14:20 Lunch break

Exhibition

14:20 – 15:20

SESSION 1 - SUICIDE PREVENTION - PANEL DISCUSSION - 60 min

- **Dr. Ann Mills, Chair of the UIC TreSP-Network** will shortly introduce the afternoon sessions on suicide prevention. Ann introduces Caroline.

Panel discussion moderated by Caroline Chantrel– 45 minutes:

This panel discussion offers a cross-disciplinary approach combining psychiatric expertise and personal experience. Moderated by Caroline Chantrel, Papageno, it aims to promote a better understanding of suicidal crises and the associated challenges. The aim is to help the audience better understand why and how to act in prevention.

- **Caroline Chantrel**, Consultant – Suicide prevention in public spaces; Representative of **PAPAGENO, France** *“From risk to prevention: two perspectives on the suicide crisis”*
- **Dr Liova Yon**, Psychiatrist, Medical Coordinator at 3114 Paris: what is suicide, a suicidal crisis, etc. (medical perspective)
- **Olivier Hugé**, Survivor of a suicide attempt – helicopter pilot – who experienced a suicidal crisis and attempted suicide (human perspective).
- **Igor Thonnellier**, National Head of Accidents, Emergencies and Terrorist Attacks, and COD/Ministry Liaison Officer, SNCF Réseau.

Accidents involving people, figures and impacts on SNCF production. Focus on the prevention of accidents to persons and how SNCF Réseau is doing everything possible to prevent a recurrence of such an act / prevention and collaboration with external partners and public health stakeholders:

- A mental health facility in Isère, with a partnership set to be formalised in September between the Auvergne-Rhône-Alpes Regional Directorate and the healthcare facility to mark World Suicide Prevention Day.
- France Victimes to prevent the recurrence of such acts (presentation of the partnership and psychological support).
- The Medical and Psychological Emergency Units (CUMP) (role in the context of mass casualty incidents – immediate and operational care)
- The Operational Cooperation Unit (CCOOP) / law enforcement agencies.

Q.A. Session (moderated by Ann Mills): 10 min

15:20 – 15:50 Afternoon Tea/Coffee break

Exhibition

15:50 – 17:20

SESSION 2 - SUICIDE PREVENTION (moderated by Ann Mills) - 90 min

- **Johan Fredin-Knutzén**, Psychologist, Karolinska Institutet, National Centre for Suicide Research and Prevention (NASP), Suicide and mental health lab together with **Dr. Helena Radbo**, Senior Advisor Railway Safety, Trafikverket, Sweden: ***“Engineering Safer Railways: How Infrastructure and Technology Reduce Suicides in Sweden”*** 20 min

Railway suicides are often surrounded by persistent myths, such as that nothing can be done if someone is determined, that technical measures are pointless because people will simply find another way, that suicides occur randomly and cannot be anticipated, that responsibility belongs solely to healthcare, or that preventive measures are too costly to justify. These assumptions do not match modern knowledge or our practical experience.

Suicidal crises are often brief, marked by deep ambivalence, fast-moving, and shaped by short decision windows. Effective suicide prevention therefore requires a systems-based safety approach across the whole railway environment, rather than relying on a single actor—for example, healthcare—or hoping for one “silver bullet.” Restricting access to highly lethal means is a proven way to save lives by protecting people at their most vulnerable moments. Infrastructure plays a crucial role in a nationwide strategy. It has a preventive effect on its own, and it strengthens other safety and support measures in society.

International experience shows that railway suicides can be reduced. The Netherlands and Sweden have achieved long-term reductions through coordinated work in infrastructure, technology, and operations—demonstrating that prevention is both possible and effective.

This presentation shares practical lessons from Sweden, including results from studies on mid-track fencing, lengthwise fencing, and AI-supported CCTV detection.

These measures restrict access, increase delays before an attempt, and improve detection and response. Together, they help create a safer railway system without affecting operational performance or generating disproportionate costs.

Finally, the talk links these measures to the Swedish Transport Administration’s broader commitment: suicide prevention is a central part of Sweden’s Vision Zero. By 2030, Sweden aims to halve the number of fatalities and suicides on the railway. Reaching this goal will require engineering, collaboration, research, and a pragmatic focus on what actually works.

- **Danielle Berglund, PhD Student, National Centre for Suicide Research and Prevention (NASP), Karolinska Institutet, Sweden: *"The Effects of Artificial Blue Lighting and its Role in Suicide Prevention 20 min***

Railway suicides are a global concern with wide-ranging social and economic implications. Although platform screen doors are highly effective in reducing railway suicides, their implementation is often limited by cost and feasibility constraints, highlighting the need for alternative interventions. Blue light-emitting diode (B-LED) armatures have been associated with reductions in railway suicides, but the evidence base is limited, and the underlying mechanisms remain unclear. Nevertheless, interest in their practical application is growing, underscoring the need for further investigation. To address this gap, we are conducting three studies across experimental and real-world settings to examine the psychological, emotional, and behavioural effects of B-LEDs in order to elucidate potential mechanisms through which they may reduce suicide. This approach will ideally offer indirect evidence for their potential effectiveness in railway suicide prevention. The project outline and preliminary results will be presented at the conference.

- **Bart Hoogcarspel, Data specialist, Safety department – Policy and data, PRORAIL, Netherlands: *"Comprehensive model explaining numbers of suicide-events on each level crossing on the Dutch railway network (?)" 20 min***

In this presentation we will show our efforts to capture the main factors that influence the numbers of suicides on a level crossing. The identified local factors increasing the « suicide-pressure » are : local population size, regional general suicide rate, numbers of trains passing and the size and distance of mental health institutions. The factors intended for reducing the number of suicides will be discussed: visibility of persons (lighting, no hiding places, cameras) and restricting access (fences, anti-trespass panels and removing of the level crossing). The local knowledge of a location having been used for suicide or a suicide-event being mentioned on (social) media are not (yet) part of the evaluation. The model is intended to be used to identify (changes in) suicide risk on a location, giving the opportunity to apply (more) preventative measures.

- **Leonie Bosselaar, Advisor suicide prevention, Danielle van der Ziel Communication Advisor both at Nederlandse Spoorwegen (NS) / Dutch railways, together with Marjolein Snel, Programme Manager and Policy Advisor for Suicide Prevention, Safety Cluster (ProRail), Netherlands:**
« Influencing society with communication campaigns” 20 min

This presentation outlines two distinct public campaigns in the Netherlands, each contributing to suicide prevention in a different way. The Stel je Voor campaign is a nationwide awareness initiative focused on loneliness and encouraging people to look out for one another, with visibility in railway stations to promote social connection and support early recognition of distress. The second campaign to be launched in October 2026 addresses the impact of railway suicides on railway staff and is developed in collaboration with the national suicide prevention helpline 113. It incorporates personal testimonies from railway employees and young adults with lived experience and adheres to safe media guidelines. The campaign combines a central film with online content and youth-oriented platforms such as TikTok to enhance reach and engagement. By presenting these complementary approaches, we demonstrate how targeted communication strategies can raise awareness, support vulnerable groups, and contribute to a broader, multi layered approach to suicide prevention.

Q.A. Session: 10 min

17:20 – 17:40

Dr. Ann Mills: Wrap up

17:50 – 18:00

Isabelle Fonverne, UIC: Practical Information (dinner, technical visits)

18:00 - End of TreSPAD day

18:20 - Nice walk along the river Seine

19:00 - Tour on the river Seine

20:00 - Dinner (buffet) near the river Seine

22:00 – end of the reception

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

Along the conference, we 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.

Gold



France



Norway



Spain

Silver



Germany



France



Italy



France

Bronze



LEVEL • CROSSING • SYSTEMS

Austria



United Kingdom



Japan



Japan



Japan