

Risk assessment

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In accordance with Section 31 of the Railway Law, the State Railway Administration shall evaluate the risk posed by the railway infrastructure to human health and the environment and shall take the necessary measures to reduce this risk.

In order to fulfil this function in 2002, as part of the Latvian-Danish cooperation project, the Danish engineering-consulting firm "COWI" developed a methodology adapted to the circumstances of Latvia to assess the risks posed by the railway transport system.

From 2002 to 2011, the risk assessment was carried out for the entire Latvian railway network. . From 2012 until now, the risk assessment for railway stations is being re-conducted to compare the change in risk levels over a 10-year period.

As part of the risk assessment, a description of the railway sub-stations and phases is drawn up, accident statistics analysed, information on train intensity, types of transport, road safety measures implemented, etc. compiled. As a result of the risk analysis, for stations, stop points, crossings and railway sections, risk levels are identified, key risk-raising factors are identified and recommendations are developed to reduce risk levels. . The State Railway Administration shall present the results of the risk assessment to the parties involved - the railway infrastructure manager, local governments, regional environmental authorities, the State police.

A quantitative risk assessment for the transport of dangerous goods by rail is also carried out periodically. This hazard assessment involves two main factors: the causes (traffic accident, external effects on cargo, internal cargo processes, etc.) and the consequences (human hazards and impacts of an accident or hazardous incident for material values, rail systems, etc.).

<https://www.vda.gov.lv/en/risk-assessment>