

GRASP Meeting Notes

15, 29 November 2022

On November 15 and November 29, 2022, the Volpe Center (USA) hosted the 11th meeting of the Global Railway Alliance for Suicide Prevention (GRASP). On November 15, 2022, the Volpe Center hosted a meeting for members in Australia and New Zealand and on November 29, 2022, the Volpe Center hosted a meeting for members in North America, Europe and the UK. The GRASP working group began in January 2014 and meets yearly to share experiences in preventing railroad trespass and suicide incidents and ways to mitigate the consequences of these events.

ATTENDEES:

Alexa D'Adamo, US

Ann Mills, UK

Anne Silla, FIN

Anjum Naweed, AUS*

Bart Hoogcarspel, NED

Ben Jackson, UK

Crystal Gitchell, US

Gus Draper, UK

Heather Neil, AUS*

Helena Rådbo, SWE

Hope Steele, AUS*

Isabelle Fonverne, FRA

Janice Riegen, NZ*

Jason Rochon, CAN

Johan Fredin-Knutzen, SWE

Louis McNally, UK

Matteo Paciletti, UK

Megan Drayton, NZ*

Michail Grizkewitsch, US

Monica Shaw, US

Scott Gabree, US*

Stephanie Chase, US

Stephen Shimek, CAN

Tore Dyrhaug Mo, NOR

*Participated in call on 11/15

MEETING NOTES

Key Challenges and Themes

During the 2022 GRASP meeting, a variety of topics were discussed. Below are some key themes or challenges:

- **Messaging Challenges:** Evidence indicates that some individuals select the railway as a method for suicide because of a belief that it will be quick and painless. There is very little evidence that this is true, and it is possible that talking about that publicly could deter suicide attempts. However, it is unclear how such messaging could be promoted.
 - Concerns that if done poorly, it could promote rail as a method for suicide.
 - May consider campaigns which highlight the train crews and others involved in these incidents.
 - Messages that include injury and not just death may be incorporated into non-suicide rail safety campaigns to reinforce the potential for injury.
- **Psychosocial Risk for Train Crew Members and First Responders:** After a collision between a person and a train, the driver of the train as well as other crew members and first responders may suffer trauma and managing that trauma is critical to ensuring that they can safely return to duty.

Coordination with Other International Working Groups

GRASP is not the only working group that is seeking to establish coordination between countries to help address rail trespass and suicide. Currently, the [TreSP Network](#) is one such group that is organized by the UIC.

These two groups have the potential to complement one another given that they have related, but different missions. As an annual meeting, GRASP is designed for information sharing at a high level, focusing on lessons learned across a broad range of topics. GRASP also aims to engage in discussion and identify problems that remain unsolved or where more research could be focused. The TreSP Network, however, meets quarterly and could provide a forum to explore topics more deeply or more regularly. As these two groups move forward, additional coordination can ensure that the lessons learned from one group can help enhance the goals of the other.

For more information about the TreSP Network, please contact Ann Mills (chair) or Isabelle Fonverne (UIC Coordinating Member).

MEMBER UPDATES

Australia, TrackSAFE

Update provided by Heather Neil and Hope Steele.

- Trauma Management
 - Trauma management framework. This is available [here](#). We are currently in a consultation phase to see if the Framework needs any critical updates.
 - We have operators coming together to discuss current trauma management resources and training – by TrackSAFE and operators – and to decide what needs updating and any gaps, and then process for filling the gaps. (TrackSAFE will also be looking closely at RSSB trauma management resources as part of this exercise).
 - We have had some useful Knowledgeshare sessions between rail organisations where they have all shared what they are doing in areas such as recruitment to select for resilience. We also know operators are increasingly talking about the risks of fatalities, injuries and near hits very early in the recruitment and training processes – to prepare people but also have people opt out if they don't think they can cope
 - Attached is a copy of the Melbourne Metro Train Drivers Recovery guide. (MTM are probably the most sophisticated in their wellness and trauma management (pre and post) programs in Australia).
- [Rail RUOK? Day](#) – this is a successful event that is morphing into a year-round set of activities – the aim being early intervention. Information about this event and resources including the evaluation we did in 2021 is [here](#). In 2022 we had 110 rail organisations and 100,000 plus employees involved in various activities. In 2023 we are looking to deepen the engagement in our existing organisations and see much more happening throughout the year – so a movement and culture change rather than a day.
- Wellness webinars – these are well received and cover a variety of topics – see here for more info and [recordings](#)
- Vulnerable people
 - “Frequent presenters” are an increasing issue for passenger operators, these are people that come regularly to rail and can be a risk to themselves, staff and passengers due to their actions. A briefing with British Transport Police on some of their initiatives that seem to be having good effect is planned in November. We will be recording this session and can share it.
- Suicide prevention
 - TrackSAFE have an impactful campaign that is coordinated with the leading crisis service, Lifeline. More information about the impact of Pause Call Be Heard campaign is [here](#). These ads appear on and around the rail network (mainly in the metro areas) – outdoor advertising plus digital advertising (geotargeted to this environment)
 - Encouraging third parties to intervene. We have done some background work in anticipation of developing a public bystander campaign. Following a recent trip to the UK to talk about their bystander campaign, Small Talk Saves Lives, we will be delaying the development of an

Australian campaign. Our immediate focus is moving to suicide awareness training for front line workers. All of the passenger operators currently do training so the initial process is a bit of benchmarking and gap analysis. From this TrackSAFE may develop some industry wide training resources that can be slotted into induction, job training, refresher training and safety toolbox talks. We are also doing a benchmarking task with passenger announcements to check that all meet best practice guidelines.

- TrackSAFE have a couple of major research projects that we have contributed funding towards with 2 universities coming to an end shortly. We will make the results available soon we hope (both on effectiveness of different types of interventions).
- TrackSAFE is looking to commission a research report that will help us better understand the behaviour and motivations of people that take their life on rail.
- Reports detailing the fatalities, injuries and near hits on the Australian heavy rail network are available [here](#).

Australia, Central Queensland University

Update provided by Anjum Naweed.

- CQUniversity has previously done an industry scan which attempted to better understand how the rail industry approaches suicide prevention, including a detailed look at language and nomenclature.
 - Taboo and stigma were identified as a challenge that was still facing the industry
 - Myths continue to be perpetuated and those myths may impact what work gets undertaken
 - For example, a general theme of “you can’t talk about suicide” was considered to create situations where the industry and media were silenced, events were sensationalized, problematic campaigns were developed, or the public were misinformed about the true nature of the problem.
 - Euphemisms and incorrect terminology based in stigma were identified to still perpetuate throughout the industry and hamper mitigative efforts.
 - Organizationally, taboo and stigma may result in a suboptimal approach to suicide prevention within the organization. This is improving, but there is still room to grow.
 - With a better understanding of how these myths and how some of these barriers may hinder suicide prevention activities, leverage points can be identified within the industry and progress made. The next phase of this work will conduct a systems analysis to identify these leverage points.
- Impact of incidents on frontline workers is a big issue for the industry.
 - Rail drivers are among the four highest risk occupations.
 - Vicarious trauma for other first responders is also possible; people without training are being asked to go to a scene.
 - It is important to minimize the potential for trauma as well as to respond to trauma after an event occurs.
 - The industry currently does try to minimize the potential for trauma with some level of proactively, but it may not be enough and lead to other unpredictable issues. A rail driver may be asked to go back to work and if they were not ready, they may be at increased risk for a SPAD or other violation.
 - Work is being done now to look at how organizations are responding to drivers and other frontline workers involved in such situations and how support is being delivered/managed:
 - Using a theoretical social constructivism approach
 - Work as imaged vs. work as done.
- Moving forward research is expected to focus on three main areas:
 - Exploring systems dynamics in rail organizations
 - Frontline worker perspectives/lived experience
 - Taboo and stigma modeling of behavioral drivers

Questions/Discussion

- There is legislation in Australia to mandate that employers have a psychosocial risk approach for managing employee health, which seems to be an important part of the trauma work. It was noted that this is being considered in that effort.
 - [ISO 45003](#) is the standard that speaks to psychosocial risk.
- Australia noted that they are seeing an uptick in “frequent presenters”; individuals who may not be coming to the rail with the goal of taking their life at that time, but rather to be found. While these incidents do not result in a fatality, they do significantly affect the schedule of the trains. These individuals tend to be in their 20s and 30s and more often women than men.
 - COMMENT: There are some individuals who may require a longer period of time before they are able to start their recovery process. Brian Mishara from Montreal has some information about frequent callers to hotlines that could prove helpful in learning more about what to do.

New Zealand, TrackSAFE & KiwiRail

Update provided by Megan Drayton and Janice Riegen.

- Rail suicide prevention, while an area that is currently important to TrackSAFE NZ and KiwiRail, is still relatively new. They formerly focused exclusively on grade crossing safety awareness campaigns and general trespass but are starting to branch out into suicide prevention more. Areas of focus include:
 - Train Control/NZ Police collaboration (there are many suicide attempts that are prevented, but they are not always captured in the data)
 - Data on suicide strikes are fairly reliable, but data on attempts are less so.
 - Media monitoring to ensure that coverage meets guidelines and events are not sensationalized
 - Research has been collaborated with Anjum’s suicide prevention research team
 - Legislation was changed a few years ago which modified how suicide could be reported by the media. TrackSAFE successfully submitted in favour of retaining clauses preventing disclosure of the method and location of an incident.
 - In specific instances they will work directly with stakeholders to address a specific risk at a specific location
 - In one case they worked directly with a local school to provide them with the number of KiwiRail Train Control so the school could phone to alert/stop the train.
- A report was published recently which did a deep dive into the characteristics of suicide events that occurred on the NZ railway. The author worked with coroners to obtain detailed data about individuals to paint a clearer picture of who these individuals are and what might have driven their decision to take their life on the NZ railway.
 - Investigated 77 deaths between 2008 and 2020 (NZ has one of the lowest rates of suicide in the world)
 - 1.6 percent of all NZ suicides are by rail
 - Between 2017 and 2021, 61 percent of all rail fatalities were suicides
 - 60 percent on open track, 30 percent at level crossings, and 9 percent at stations
 - 65 percent male and 35 percent female
 - 73 percent diagnosed with a mental illness
 - 57 percent had attempted suicide in the past
 - 48 percent were unemployed
 - 65 percent lived within 5km of the strike site, 49 percent within 2km, and 10 percent lived directly adjacent to the track where the incident occurred.
- Recently, TrackSAFE NZ launched an innovative campaign where they sought to create a superstition which might help improve safety. The idea is to blow to the left and right for safe travels whenever you cross a train track to facilitate safe looking behavior.



Norway

Update provided by Tore Dyrhaug Mo.

- In 2017 and 2018, rail suicide numbers were higher than had been seen before. In the years since, rates have seemingly come back down including a downward trend over the past three years.
- In Norway there is a Zero fatality initiative of which railway suicide is a part of that goal.
- A request has been made to write an article in the journal *Suicidologi* which is the only scientific journal on suicide research and prevention in Norway. Tore will be writing a paper on what the current problem looks like and how to prevent it. The article will focus on the technical side of suicide prevention using physical engineering techniques. There is interest in learning more about any models that are used to describe railroad suicide prevention strategies.
 - COMMENT: A suggestion that Annette Erlangsen may be a good contact. She is a psychologist and works for a group that focuses on suicide prevention. Additionally, Johan Fredin-Knutzen also offered his expertise in this area from their group that has psychologists and psychiatrists.
 - COMMENT: In the UK, they do not follow a particular method though they could offer some insight from a recent study of psychological autopsy.
- There is a prevailing attitude that once an individual decides to take their life, there is nothing that can be done to prevent them. Looking for information that can challenge this belief.
 - COMMENT: In the UK, a lot of their effort focuses on making interventions with individuals who may be considering suicide. There are thousands of interventions each year which indicate that it is indeed possible to deter a suicide even if an individual has decided to take their life.
 - Additionally, a lot of effort in the UK is focused on mapping risk factors across the UK to identify higher risk locations. Then they can focus on those areas to coordination with social care service providers to move the prevention further upstream.
 - COMMENT: In the US, we see some similar activity around interventions as well, especially from passenger railroads. There is less being done on the freight side at this time. It's not a one size fits all situation, but rather more situation dependent.
 - Additionally, there has been a very positive response in the US to quality-of-life teams and other community response groups that bring counselors and other service providers directly to individuals who are near the tracks. This is especially helpful for homeless or others who may be living near the railway tracks.

Republic of Croatia, Safety.Guru Institute

Update provided by Sanja Paić (presented by Scott Gabree).

- Suicides are one of the leading causes of death from injuries in Croatia. Over the years, there have been fluctuations in the number of suicides, as well as in the number of suicides per population (rate/100,000).
 - Gender: the ratio of male to female suicides ranged from 2.2 to 3.85 per 1.
 - Age: There are differences in age-standardized rates among the counties of Croatia. Counties of the coastal part of Croatia record lower rates of completed suicides than individual counties of the continental part. Death rates due to suicide increase with age. For the age up to 14 years, the rate does not exceed 1 case per 100,000 and the highest suicide rate among people over 65 years old.
- Considering these alarming figures, it is necessary to work together to spread awareness about the importance of mental health, promote the importance of seeking help, create a network of support and help, and remove the stigma from this area.
- Globally, 700,000 suicide deaths occur annually; that's one in a hundred deaths. More people die from suicide than from, for example, Malaria, HIV or wars. According to the Sustainable Development Goals of the UN and SDG, the plan is to reduce this number by a third by 2030. Only 38 countries in the world currently have a strategy to prevent suicides and Croatia is not among them. Since October Croatia has been participating in the implementation of the EU Joint Action project ImpleMENTAL, whereby, among other things, it undertook to implement guidelines and tools for suicide prevention in its practice, according to the Ministry of Health.
- Currently, there is no strategy for the prevention of suicide in the Republic of Croatia. In the last 10 years there has been an average of 649 suicides and 733 suicide attempts each year (3.39% of which occur on the railway). This represents a higher rate for suicide than other EU member states. In fact, the number of suicides is twice as high as the number of traffic fatalities in Croatia.
- The [Safety.Guru Institute](#) is starting preventive actions through web networks to raise awareness about the problem of suicides in Croatian society and join other non-profit organizations tackling the same topic.

United Kingdom, Transport for London

Update provided by Gus Draper.

- The London Underground have a safeguarding effort. Safeguarding refers to keeping children and adults at risk safe from harm and abuse.
 - Within safeguarding, they look at suicide prevention, homelessness, child exploitation, unwanted sexual behavior, mental health issues and more.
 - They recognized that it was hard to be too prescriptive with how they define safeguarding to ensure that they can be flexible.
 - Largely, the main idea is to:
 - Be Aware: being able to recognize an individual who is at risk.
 - Be Concerned: being concerned enough to approach that situation to make it better
 - Report: make sure that the relevant authorities are engaged
- London Underground had their worst year in terms of suicide in 2017. They formed a team that year and have since seen a 44% reduction in suicide.
 - Data suggest that they don't have specific peak times of year. It is often thought that rates may be higher during Christmas time, but this is a myth.
 - However, when a high-profile suicide occurs in the media, they do see a spike. For example, when celebrity Caroline Flack took her life (not by rail) they saw a spike in rates.
 - London used to have certain prolific locations where a large number of incidents occur. This trend has seemingly gone away. Incidents are now fairly spread out across the system.

- There has been a big push to be proactive with interventions. Positive interventions with staff or even customers – they are trying to help encourage interventions. Some stations have had 40 interventions over the past 4 years. There are very few locations without any interventions.
 - Since they started this program, they saved 2,600 lives through interventions. They calculate an intervention rate, which is the percentage of the people who come to the station with intent to end their life and are intervenes before they make an attempt. This rate is currently at 95.4%.
 - The intervention rate over time trended upward during the pandemic and then has settled at a higher rate post-pandemic than before (nearly double). It seems that there are more presentations on the network now.
- A recent psychological autopsy report was conducted. The full report can be found. They found a number of interesting findings, some of which are described below:
 - 65% of individuals arrived by train (they came to the station where they took their life via the train and not entering through the station ticket hall.)
 - 64% have a mental health condition
 - Individuals wait an average of 4.1 minutes from when they enter the station to when they attempt.
 - 64% attempt at the first train without any pause
 - Average age of the individuals involved was 34
 - 75% identified as male
- Worked with local general practitioners to put up signs about help.
- There are four safeguarding objectives that form the basis for TfL’s efforts:
 - Supporting education: ways to educate staff and customers about suicide prevention
 - Suicide prevention training:
 - 2-hour sessions that are now conducted on MS Teams
 - Training is entirely voluntary and focuses on things to look out for, actions to take, how to keep yourself safe and avenues of support
 - 91% of frontline station staff have been trained
 - 7,200 attendees across all of TfL
 - Anyone is welcome to drop in and attend
 - Follows 5 STEPS:
 - Spotting behavior
 - Talking to the individual
 - Encouraging them to be away from sources of risk
 - Pass them on to individuals who can help
 - Safety is a priority
 - GAILE: Get Assistance Immediately/Inform Line Controller/Emergency Services. This is a process by which a staff member can discretely alert others that they have identified an individual who may be at risk for harming themselves.
 - Say “Can you please let GAILE know that I’ll be up soon” over your radio and this will initiate a process
 - This will stop the trains coming through that station.
 - Prepare British Transport Police and others to be ready to intervene and help
 - This has helped station staff feel more supported
 - Spreading awareness: spread the word about positive intervention work and how everyone can make a difference
 - Lifesaver award schemes – a pin badge is given to anyone who successfully intervenes, and the Chief Operations Officer sends them a hand-signed letter.
 - This is done once per month.

- Created grab bags for vulnerable customers filled with items that can help staff support vulnerable people: mental health first aid kit, leaflets, blankets, sweets, paper cups and other items.
 - Started as a trial and is not in every station.
 - Building communities: sharing best practices with one another.
 - Embedding suicide prevention into “business as usual.”
 - Smart Stations trial is happening at Willesden Green Station.
 - Intelligent CCTV cameras with visual analytics to identify suicidal behaviors and flag it to station supervisor on an iPad
 - Behaviors include standing over the yellow line, excessive wait time at end, removal of shoes/clothes, or obvious signs of distress.
 - Seeing initial signs of success.

Questions/Discussion

- QUESTION: Do you do any tracking of repeat individuals?
 - We do not at this time, but it would be helpful to know that.
- QUESTION: Were physical conditions considered in addition to mental health conditions in the psychological autopsies?
 - The proportion of incidents which involved individuals with physical disabilities is captured in the report.
- QUESTION: Is there any data on the job roles that are more likely to intervene than others?
 - Anecdotally, it is predominantly by gate line staff, people doing platform activities and ticketing. But the range is quite broad and include customers and others.
- QUESTION: Are you convinced that the interventions are the driving force that is bringing your numbers down?
 - Yes. The data seems to clearly indicate that it is the training of staff that has helped to bring these numbers down.
- QUESTION: Has the transition from live instruction to virtual training had any positive or negative impacts?
 - Were nervous when the change initial happened, but have found that feedback has remained quite positive and it has helped to train more people more quickly.

Finland, Traficom

Update provided by Anne Silla.

- Published an article in Applied Ergonomics about railway suicide prevention in Finland (<https://pubmed.ncbi.nlm.nih.gov/35349938/>).
- Out of this study, a number of promising measures emerged.
- A new measure “Training railway employees to recognize self-destructive individuals” was identified as a promising area and has been selected for a pilot test.
 - This pilot test is held in the Helsinki area
 - Commuter traffic: conductors, ticket inspectors (6 online trainings)
 - Metro (subway): security control room, security personnel (2 face-to-face trainings)
 - Trainings are held by MIELI Mental Health Finland and Traficom is involved as well.
 - Feedback has been very positive – for many this is already a part of their daily work, but this has helped to further support and encourage their activity in this area.
 - Themes from these trainings:
 - Suicide as a phenomenon and its prevalence
 - There is no easy way to explain why suicides occur and simplifying this should be avoided

- How do suicidal thoughts become possible, what happens once suicidal behavior begins?
 - How can you identify a suicidal person and how can you face them and prevent a suicide?
 - It is important to know one's own background and family history related to suicide
- An earlier study on fatal train-person collisions has been updated to include data from 2015 through 2020. Some findings include:
 - Most victims (72%) were male and between 20-39 years old (48%)
 - Majority of suicide victims waited on tracks for a while before the train arrived (49%)
 - Intoxication is more common in accidents as compared with suicide (64% vs. 39%)
 - Many suicide victims had previous suicide attempts or had threatened suicide (32% 2005-2020, 41% 2015-2020)
 - 25% occurred at currently or formally used railway stations or in their vicinity (100m)
- Launched a campaign focused on young people, "Leave the Tracks Alone"
 - <https://www.youtube.com/watch?v=o4KVo8JE63Y>
 - Launched on social media (with TikTok influencers) and in platform areas
 - Initiated by Finnish Transport Infrastructure Agency
 - 3.3M views which is a lot of publicity
 - The feedback received was mostly positive and the campaign successfully reached the planned target group. Only few parents of young children reached out with negative feedback that the video was too shocking.
- For more information about any area, please reach out to Anne.

United States, Volpe Center and FRA

Update provided by Scott Gabree and Mike Grizkewitsch.

- Data Quality Improvement
 - It has been noted that data that FRA collects after trespass and suicide incidents is limited in its ability to describe the individuals that are most at risk for injury or death on the rail system.
 - Outside data sources are being explored to identify if other public datasets may be used to help fill in data gaps.
 - The National Violent Death Reporting System ([NVDRS](#)) is a dataset maintained by the Centers for Disease Control (CDC) that contains detailed data about violent deaths in the United States, which include suicides.
 - A review of how this data may be most effectively used is currently underway.
- Growing interest from US railroad carriers in GRASP resulted in FRA forming a working group for US railroads to participate in. This group, Suicide Prevention for US Rail (SPUR) is aimed at providing US commuter rail carriers with a forum to discuss efforts related to trespass and suicide prevention.
 - This group meets quarterly and discusses topics that are identified by the SPUR group members.
 - Topics thus far have included: employee intervention training and establishing and maintaining effective partnerships.
- Volpe is participating on a number of working groups with Operation Lifesaver, a national railroad safety organization. This collaboration is largely aimed to provide a perspective of someone who has studied rail suicide prevention for the messaging campaigns that are being developed. These campaigns are not discussing suicide, but it was recognized that the perspective of how someone who may be considering suicide may hear rail safety messages is valuable. This collaboration seeks to de-emphasize lethality and quick death and, when possible, highlight expected behaviors.
- Earlier in 2022 FRA launched the Trespass and Suicide Prevention Toolkit ([TSP Toolkit](#)). This resource was inspired by the RESTRAIL Toolbox while recognizing that US railroad carriers were looking for something that spoke more directly to their needs. The TSP Toolkit allows users to filter through

various prevention and mitigation measures and expand each measure to learn more. Each measure includes a description, notable practices, advantages, drawbacks, images, references and a list of other related measures.

- The first major update has not been made public as of November 2022 but is expected in the coming months.
- The team is still gathering input from users about how the resource is working for their needs, so please use the Contact Us button to submit any comments.
- There are a number of other ongoing FRA and Volpe projects related to trespass and suicide prevention, but to highlight two ongoing efforts:
 - FRA is interested in learning more about how equity data may be incorporated into efforts to address trespass and suicide in order to more effectively use resources to address these issues.
 - Volpe is currently reviewing data to better understand how to consider risk as viewed through the intersection of age, disability status, ethnicity, income, gender, LGBTQ+, race.
 - FRA has a rule which mandates certain policies be in place for assisting rail employees who are involved in a potentially traumatic event ([CISP Rule](#)). Volpe is working with FRA to explore the potential to improve how this is approached across the industry.
- FRA is working with researchers at Rutgers University to explore the use of Artificial Intelligence (AI) to detect trespassers along the ROW ([article](#)).
 - The technology is able to collect baseline information about how often trespassing occurs and not just when an incident occurs.
 - The technology is also capable of detecting different types of behaviors and automatically categorizing them for later analysis.
- After the launch of the TSP Toolkit, FRA recognized that there would be value in developing a similar tool for grade crossing safety. Earlier this year, Volpe started to compile information for this GX Toolkit that will be modeled after the TSP Toolkit. There is no timeline for when this resource will be launched.
- In the past year, FRA has announced over \$2M in [grant funding](#) for trespass and suicide prevention activities.
 - \$207,000 in funding was allocated to three different rail suicide prevention efforts. These efforts will be used to enhance public outreach around suicide prevention as well as to train rail staff to identify those at risk for suicide and intervene.
 - \$1.96M in funding was allocated to 22 law enforcement agencies to be specifically used to enforce trespassing laws on railroad systems. This funding is largely used to pay for overtime for law enforcement officials to police trespassing.
 - This round of grant funding also requires that recipients provide data to FRA on their interactions with trespassers. These data are being collected and housed in a secure database that is managed by a third party, the University of Maryland CATT Lab.
 - This data collection is seen as a record of living trespassers. Whereas past efforts have focused on data from those struck by trains, this will help paint a clearer picture of the nature of the issue before a strike occurs.
- Since late 2021, FRA has been coordinating with communities around the country to host Trespass Summits. These summits are intended to gather local officials, railroad safety experts, community members and others who can collaborate to address trespass or suicide issues in their area. Five summits have been hosted this far and more are planned for the coming year. Presentations for Florida, Illinois, and Boston as well as videos for Florida and Illinois are available [here](#).
 - Southeast Florida
 - Northern Illinois
 - Boston
 - Los Angeles, California
 - North Carolina

Questions/Discussion

- QUESTION: It was mentioned that individuals may be drawn to rail as means because they believe that it is a quick, sure, and painless way to die. Has there been much thought around if/how it might be possible to message out about the fact that this may not be true?
 - In the US, our main strategy is to consider this in the context of other railroad safety messaging, such as trespassing. If these rail safety messages focus on injury and steer clear of any messages which promote the potential for quick or certain death, then those considering this method for suicide may think twice.
 - In the UK, they have a similar perspective generally. They have put out material that talks about death and they do hear from people who express that the materials can be triggering for them.
 - Another path could be to highlight that a train is not just an inanimate thing, but there are people (e.g., train crews) who are affected by these incidents as a way to deter individuals from trespassing or seeking rail as a means for suicide.
- COMMENT: There is a current discussion in the Netherlands surrounding announcements in stations when a train is coming through at high speed. Some indicate that they need to keep those on the platform safe and inform them that a train is coming through at high speed so they can move away from the edge. Others indicate that doing this is risky for those who may consider using the high-speed train to take their life. Netherlands has more suicide events, so they tend to err towards not announcing.
 - In the UK, the same difficulty and discussions are happening. Network Rail met recently with the family of someone who died by suicide on the railway and it was clear that he had prepared by researching stations and train speeds where such an attempt could be made.
 - It was noted that at a level crossing, the bells and lights also signal the approach of a train, so this is a challenging situation to solve.
- COMMENT: It's quite hard to come up with the right words to say. There are, however, drunk driving advertisements that focus on death and drama. It seems possible to develop a dramatic setting to engage viewers. Similar to the previous comment, these advertisements often focus on how your decision can affect others as well.
 - It can also be hard to find a dramatic way to talk about safe behavior compared to unsafe behavior. This may contribute to why the unsafe behaviors (i.e., what *not* to do) are often focused on rather than safe behaviors (i.e., what *to do*).
 - An idea about that could be to reach out to local firefighting groups – they are often focused on positive behaviors and can be quite dramatic.
- COMMENT: Sweden is focusing on delays and laws in a recent campaign. Not about suicide prevention, but more focused on delay and legality.

Acronyms

AUS	Australia
CAN	Canada
CDC	Centers for Disease Control
CISP	Critical Incident Stress Plan
FIN	Finland
FRA	Federal Railroad Association
GRASP	Global Railway Alliance for Suicide Prevention
NED	Netherlands
NOR	Norway

NVDRS	National Violent Death Reporting System
NZ	New Zealand
OLI	Operation Lifesaver Inc.
RESTRAIL	REduction of Suicides and Trespasses on RAILway property
ROW	Right-of-Way
SPAD	Signal Passed at Danger
SPUR	Suicide Prevention for US Rail
TfL	Transport for London
TreSP	Trespass and Suicide Prevention Network
UIC	International Union of Railways
UK	United Kingdom
US	United States