

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-  
NATIONAL CARRIAGE BY RAIL**

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**RID: 41<sup>st</sup> Session of the Committee of Experts on the Transport of Dangerous Goods**  
(Meiningen (Germany), 15 - 18 November 2004)

**Subject: Use of derailment detectors when carrying dangerous goods by rail**

**Proposal submitted by Germany**

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## **Introduction**

In the past, the question of using derailment detectors has been discussed at length, both in the RID Committee of Experts and in the Working Group on tank and vehicle technology.

At the last meeting of the Working Group on tank and vehicle technology (Duisburg-Wedau, 24 and 25 June 2004), the representative of Germany pointed out that

- previous accidents had demonstrated the need for measures to prevent derailments, as among other things, a large proportion of accidents in which dangerous goods are spilled are attributable to derailments;
- all systems which can offer more safety in the event of derailment should be considered:
  - independent, mechanical-pneumatic system fixed to the wagon,
  - signal transmission via pressure pulses in the main air brake,
  - signal transmission via train bus (cable or radio).

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In this respect, see also the remarks in the final report of this meeting (document A 81-03/507.2004), particularly those in paragraphs 15 and 17.

Germany would therefore like to propose that the RID Committee of Experts might like to take a decision of principle to prescribe from a specific date (e.g. 1 January 2009) the use of systems for detecting derailments and for reducing the effects of accidents.

On the basis of a decision of principle such as this, the RID Committee of Experts could then adopt at its next but one session a description of the objective of such systems for inclusion in RID.

In the meantime, all those involved should have the opportunity of developing suitable systems which fulfil the requirements established by the RID Committee of Experts.

### **Proposal**

The decision of principle could be adopted in a text as follows:

"The RID Committee of Experts agrees in principle to prescribe as mandatory the use of derailment detectors for the carriage of particular dangerous goods. This will be done by including in RID a general description of the objective, the entry into force of which is planned for 2009, subject to the resolution of technical problems."

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