

**OTIF**



**ORGANISATION INTERGOUVERNEMENTALE POUR  
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
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**Subject: Derailment Detectors**

**Proposal transmitted by the European Commission on behalf of the European Community**

## **Introduction**

1. The issue of derailment detectors is one of great importance within the European Union and it is important that the work done on this issue by the RID Committee and the European Railway Agency (ERA) is considered with a view to ensuring compatibility between the RID regulations and the European Union legislation, in particular the Technical Specifications on Interoperability (TSIs).
2. The European Union has discussed the issue of derailment detectors and has adopted a Community position. The Community position has two elements. The first element is that no text should be adopted for RID 2011 and that the text proposed below should be adopted in square brackets for inclusion in RID 2013. The second element is that the European Commission and the European Railway Agency will conduct a range of studies on derailment detectors (see annex for the full list of studies and work to be undertaken – English only).
3. It is anticipated that the results of these studies and the work on amending the TSIs will lead to a revised impact assessment and that this may result in some revisions to the text proposed below for adoption. The European Commission will therefore keep the RID Committee of Experts updated with the progress of this work. The European Community will confirm its position and if amendments to the text are needed by March 2012 in time for the text to be adopted for inclusion in RID 2013.

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## Proposal

4. No text on derailment detectors is to be adopted for RID 2011.
5. To adopt the following text, in square brackets, for RID 2013:

**[1.6.3** Add a new transitional provision to 1.6.3 as follows:

**"1.6.3.x** Tank-wagons and battery-wagons

- for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for substances of classes 3 to 8 carried in the liquid state and to which tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH is assigned in column (12) of Table A of Chapter 3.2,

constructed before 1 January 2011 which do not, however, conform to the requirements of 6.8.4 (b) concerning special provision TE xx applicable from 1 January 2011 may continue to be used."]

[Ref. doc.: OTIF/RID/CE/2007/17]

### [Chapter 3.2

**Table A** Insert "TE xx" in column 13 in the following cases:

- for tanks for gases of Class 2 with classification codes containing the letter(s) F, T, TF, TC, TO, TFC or TOC, and
- for tanks for substances of classes 3 to 8 with tank code L10BH, L10CH, L10DH, L15CH, L15DH or L21DH.]

[Ref. doc.: OTIF/RID/CE/2007/17]

**[6.8.4 (b)** Insert the following new special provision TE xx in 6.8.4 (b) (left-hand column only):

**"TE xx** Tank-wagons for substances carried in the liquid state and gases, and battery-wagons shall be equipped with a detection device that provides an immediate and clear signal to the locomotive driver that a derailment has occurred.

The device must meet the requirements of the relevant TSIs (Wagons, Operation, Tunnel safety)."]

## Justification

6. It is important to ensure that there are no legal inconsistencies or contradictions between the requirements in the RID and the TSIs. The postponement of the text on derailment detectors to RID 2013 will allow time to ensure that the texts are compatible from a legal and technical perspective and the studies and analysis listed in the annex can be completed.

The RISC and TDG Regulatory Committees agreed that the following studies and work are to be carried out:

- A study on derailment preventive measures (which would lead to better impact assessment results).
- A study on the impact of false alarms and the level of reliability that should be imposed for such DDD.
- A market research on products that meet the DDD provision in its current version (and/or in the version modified).
- A study on the comparison of the decision making process in the context of the safety/interoperability directives on one side, and in the context of the RID committee on the other side. This study should also look at the scope of both instruments, as well as at the competences of the RISC/TDG Committees and of the RID Committee.
- A study on the impact of automatic braking and false alarms in tunnels/bridges.
- A study on the feasibility of harmonising risk acceptability (national level, EU level, RID versus safety directive).
- Voluntary experiments at national level.

In addition to these studies, the TSIs need to be revised in order to include the technical requirements of such devices and the corresponding conformity assessment/verification procedures.

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