

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

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

INF. 15

22 May 2012

Original: German/English/French

RID: 51st Session of the Committee of Experts on the Transport of Dangerous Goods
(Berne, 30 and 31 May 2012)

Subject: Detection of derailments

Information from the Secretariat

1. At the 47th session of the RID Committee of Experts (Sofia, 16 - 20 November 2009), it was decided on the basis of a proposal from the European Commission to defer implementation of the provisions on equipping certain tank-wagons with derailment detectors to 1 January 2013. In the report of the 47th session of the RID Committee of Experts (document OTIF/RID/CE/2009-A), these provisions were therefore placed in square brackets.
2. As the 47th session of the RID Committee of Experts endorsed the aim of including provisions on the detection of derailments in RID, but decided to put these provisions in square brackets for the time being, the 51st session of the RID Committee of Experts has to take a final decision on these texts.
3. The relevant extracts from the report of the RID Committee of Experts are reproduced below.

For reasons of cost, only a limited number of copies of this document have been made. Delegates are asked to bring their own copies of documents to meetings. OTIF only has a small number of copies available.

Extract from report OTIF/RID/CE/2009-A

Informal document: INF.9 (European Commission)

112. In informal document INF.9, the European Commission requested on behalf of the European Community that the amendments in document OTIF/RID/CE/2009/11 to 1.6.3.x, Chapter 3.2, Table A, column (13) and to 6.8.4 (b), special provision TE xx, adopted in square brackets, be deleted and only be included in the 2013 edition of RID. In so doing, the statement in the text of new special provision TE xx that venting of the main brake pipe is considered as a clear signal for a derailment should be deleted. In addition, the reference in TE xx to UIC leaflet 541-08 should be replaced by a reference to the technical specifications for interoperability (TSI), although the representative of the European Commission agreed that in RID, in contrast to the TSI, an additional reference to the UIC leaflet could be maintained.
113. The representative of the European Commission explained that informal document INF.9 set out the conclusions of a joint meeting of the Transport of Dangerous Goods Regulatory Committee and the Rail Interoperability and Safety Committee (RISC) and that it was necessary in order to maintain compatibility between RID and the TSIs. The two years that would be made available by this postponement would be used to carry out the studies listed in the Annex to informal document INF.9 by the end of 2011, the results of which the European Commission would bring to the attention of the RID Committee of Experts nearer the time.
114. The Secretariat pointed out that the TSIs were only binding on the EU Member States and that in addition to the TSIs, there should also be a reference to the technical Appendices of COTIF and the uniform technical provisions they contained. The RID Committee of Experts mandated the Secretariat to complete the reference accordingly (see Annex I).
115. The representative of Switzerland pointed out that introducing derailment detectors had been the subject of discussions for more than ten years and extensive trials had already been carried out in Switzerland, Germany and Sweden. The list of studies in the Annex to informal document INF.9 should not be considered as a prerequisite for being able finally to introduce provisions for derailment detectors in RID in 2013.
116. The chairman reminded the meeting that the European Community's legislative competence in the rail sector meant that there were repercussions for RID. This meant that the range of tasks of the various bodies would have to be defined more clearly in order to establish the areas in which decisions could be taken independently and those where there would have to be cooperation. At the same time however, he regretted that the European Commission was attempting to maintain the status quo in terms of the level of safety, while on the basis of careful accident analyses, the RID Committee of Experts had established the need to improve the level of safety.
117. The RID Committee of Experts reinforced its aim of including provisions for the detection of derailments in RID, but agreed to defer the entry into force of the provisions for two years. The working group on tank and vehicle technology was asked to check and update the texts adopted in square brackets in the light of past and future ERA studies. In so doing, the working group should in particular examine whether, against the background of ERA's investigations so far, the detection of derailments should also be prescribed for other dangerous substances in order to increase the benefit for the railway infrastructure (less damage to assets, shorter line closures, etc.).

Extract from Annex I of report OTIF/RID/CE/2009-A

C. Amendments for entry into force on 1 January 2013

Add the following new transitional measure:

["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 2013 which do not, however, conform to the requirements of 6.8.4 (b) concerning special provision TE xx applicable from 1 January 2013 may continue to be used."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]

[Chapter 3.2 Table A

In **column (13)**, insert "TE xx" 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.]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]

[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.

This device shall meet the requirements of the relevant technical specifications for interoperability (TSI) and OTIF's uniform technical prescriptions (UTP) (wagons, operation, tunnel safety)."]

[Reference documents: OTIF/RID/CE/2007/17 + INF.9 RID CE 11/09]