

**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: 51<sup>th</sup> Session of the Committee of Experts on the Transport of Dangerous Goods**  
(Berne, 30 and 31 May 2012)

**Subject: Derailment detectors**

#### **Information and proposal from the European Union**

1. Following a complex debate on obligatory derailment detectors on certain dangerous goods wagons the decision in the RID committee in 2009 was to postpone the decision until 2012, allowing the European Commission and the European Railway Agency (ERA) to study the impacts of the proposal. That decision was taken on the basis of an EU proposal (see OTIF/RID/CE/2009/INF.9 dated 21 October 2009).
2. The EU does not support the introduction of mandatory derailment detectors at this stage. However, the possibility of using derailment detectors in a voluntary manner should be acknowledged. The EU supports introducing in appendix C to COTIF an explicit permission to use derailment detectors provided that the relevant rules on the approval of rolling stock are respected and wagons are treated in a non-discriminatory way.
3. An initial draft proposal by the EU to address the issue is provided below. The exact position of the text, including its presentation as a note or as a regulatory provision can be examined given that the fundamental conditions mentioned above are respected.
4. "Wagons are allowed to be equipped with detection devices which indicate the occurrence of a derailment, provided that the requirements for the authorisation for placing into service of such wagons are met.

The requirements for placing into service of wagons cannot ban or impose the use of such detection devices. The circulation of wagons shall not be restricted on the grounds of the presence or lack of such devices."

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