



OTIF/RID/CE/GTP/2015/13

19 October 2015

Original: French

RID: 5th Session of the RID Committee of Experts' standing working group
(Zagreb, 23 to 27 November 2015)

Subject: Working Group on the detection of derailments

Information from Switzerland

1. At its 3rd session (Berne, 20 and 21 May 2014), the RID Committee of Experts' standing working group decided to set up a working group to discuss all the issues in connection with the introduction of derailment detectors or other related measures (see report OTIF/RID/CE/GTP/2014-A, paragraphs 20 to 27). In view of the fact that the introduction of derailment detectors has an impact on the approval of railway vehicles, all the invitations to the meetings of the working group were also sent to the participants of OTIF's Committee of Technical Experts. On behalf of the working group, Switzerland, which currently chairs the group, summarises below the progress of the work.
2. The RID Committee of Experts' working group on the detection of derailments (WG DDD) has so far met three times:
 - 1st session in Rome from 13 to 15 October 2014,
 - 2nd session in Berne from 24 to 26 February 2015,
 - 3rd session in Berne on 27 and 28 May 2015.

The 4th session will be held in Paris on 16 and 17 December.

1st Session:

3. The 1st session focussed on the presentation of activities, studies and national experiences in connection with derailment detection. The presentations and working documents submitted so far are available on OTIF's website: <http://www.otif.org/en/dangerous-goods/wg-derailment-detection/reports.html>.
4. Documents OTIF/RID/CE/GTDD/2014/3 and .../2014/4 submitted by the representatives of the Netherlands and France were used as the basis for discussions on setting up a list of questions the WG will have to deal with.

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.

2nd Session:

5. Owing to the difficulty in reaching agreement on the wording of the report of the 1st session and in order to avoid lengthy and controversial discussions, the WG DDD decided not to publish its meeting reports on the internet and to limit them to brief conclusions on the issues discussed.
6. The group adopted concise and precise wording for its terms of reference based on the first four indents of paragraph 6 of document OTIF/RID/CE/GTDD/2015/1 from the European Commission. The 5th indent was not maintained because risk acceptance criteria are dealt with in ERA's ad hoc working groups.
7. Based on the new wording of the working group's mandate, questions relating to mechanical derailment detectors and other possible solutions that are already identifiable have been classified into categories and will serve as a framework for the final document the WG DDD will submit to the RID Committee of Experts.

3rd Session:

8. Documents OTIF/RID/CE/GTDD/2015/3 (United Kingdom) and .../2015/4 (UIP) enabled the WG DDD to go further into the question of the cost of acquiring, fitting and maintaining mechanical derailment detectors currently on the market. The advantages of introducing them were discussed on the basis of document OTIF/RID/CE/GTDD/2015/5 (UIP), which summarises the conclusions of the study carried out by Det Norske Veritas (DNV). This information was carried over as replies to the list of questions referred to above.
9. The WG DDD looked at the technical aspects and railway operations, particularly how trains react when brakes are applied automatically. This is covered in the first part of Switzerland's document OTIF/RID/CE/GTDD/2015/2, which is based on the study by Mr Bing that was presented at the first session of the working group. The work on modelling the dynamic behaviour of a freight train clarifies the question of the risk posed by emergency braking activated from any position in the train. As it was a problem for several delegations that this document was only available in German and on paper, ERA agreed to prepare an English translation of the document with the help of the OTIF Secretariat. It should be made available to the experts in time to enable the discussions to continue at the next session.
10. Owing to the different nature of the regulatory scopes of application, the OTIF Secretariat suggested in a presentation that the competences of the various committees should be clearly distinguished. The RID Committee of Experts would thus be responsible for prescribing which types of vehicles should be used for which types of goods, leaving the RISC Committee and the CTE the responsibility of defining the technical requirements and of taking over the interfaces concerning construction, testing and the authorisation of vehicles. This proposal was favourably received.

4th Session (yet to take place):

11. The WG DDD will continue studying document OTIF/RID/CE/GTDD/2015/2, which Switzerland submitted to the previous session, particularly those issues relating to derailments in tunnels, the reliability of derailment detectors and the operating conditions of detectors in winter.
12. It will deal with documents OTIF/RID/CE/GTDD/2015/6 (Italy) and .../2015/7 (Finland), which were submitted to the 3rd session, but were not dealt with owing to the lack of time.
13. It will define the information and recommendations that can be submitted to the RID Committee of Experts, which will meet in May 2016 in Berne.