



INF. 11

15 November 2016

Original: English

RID: 7th Session of the RID Committee of Experts' standing working group
(Prague, 22 to 24 November 2016)

Subject: Guidelines concerning the use of derailment detectors

Proposal transmitted by the European Union Agency for Railways

Introduction

1. In accordance with the analysis of the RID Committee of Experts' working group on derailment detection and Annex II of [OTIF/RID/CE/GTDD/2016-A](#), adopted as the final report by the RID Committee of Experts' standing working group (see paragraph 35 of [OTIF/RID/CE/GTP/2016-A](#)), the Agency has prepared these guidelines corresponding to the action referred to in paragraph 19, bullet 8 of the final report.

2. These guidelines are addressed to parties interested in the use of derailment detection devices until Technical Specifications for Interoperability relating to the safe and interoperable use of derailment detectors are developed by the Agency.

3. Important note:

The guidelines below are consistent with the final report adopted by the RID Committee of Experts' standing working group and the legal framework applicable to users, notably with regard to the following points:

- there is no legal requirement to use, or not to use, derailment detectors on any type of freight wagons; this situation is qualified as "voluntary use";
- the safe and interoperable – voluntary – use of derailment detectors is under the full and entire responsibility of the users;
- the following Note in RID section 7.1.1 is applicable and will remain unchanged in RID 2017:

"NOTE: Wagons are allowed to be equipped with detection devices which indicate or react to 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 prohibit 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."

- under certain circumstances, users of derailment detectors must be aware that there may be risks in connection with high longitudinal compressive forces when using certain types of detectors.

Therefore, potential users of derailment detection devices and interested parties should consider the following guidelines.

Guidelines for users of derailment detectors and interested parties

1. These guidelines shall be implemented without prejudice to the applicable legislation.
2. Any user of wagons equipped with derailment detectors should be informed of the conditions of use of such wagons, as normally reported in the technical file of the wagons, including the information concerning the description, limits of use, and maintenance requirements of (fitted) derailment detectors. If this information is not available, the technical file of the wagon should be updated in accordance with the applicable requirements for placing wagons on the market.
3. In accordance with the CSM on risk evaluation and assessment ([Commission implementing Regulation \(EU\) 2015/1136 of 13 July 2015 amending implementing Regulation \(EU\) No 402/2013 on the common safety method for risk evaluation and assessment](#)), and considering the risks which may arise, railway undertakings and infrastructure managers should decide whether the use of such devices in train compositions introduces significant risks in the context of their operations.

If they decide that significant risks might be introduced, they should define mitigating actions in order to comply with the CSM on risk evaluation and assessment in order to contain the identified risks within an acceptable level and ensure that an independent safety assessment by a CSM Assessment Body is performed.

4. In any case (whether significant or non-significant risks are identified) railway undertakings using derailment detectors in their train compositions should:
 - (a) include in their safety management system all the necessary specific procedures/rules that apply when wagons fitted with derailment detectors are used, including information to drivers, and the necessary training;
 - (b) inform the infrastructure managers of the network(s) on which they operate that derailment detectors are used in their train compositions and, if required by the infrastructure managers, under its coordination, adapt their emergency response, where necessary;
 - (c) inform their National Safety Authority of the change made to their safety management system in relation to the use of derailment detectors;
 - (d) record and share information concerning any false alarms with derailment detectors.

5. When informed by railway undertakings about the use of derailment detectors in trains, infrastructure managers should:
 - (a) implement point 3 above;
 - (b) include in their safety management system all the necessary specific procedures/rules that apply, in order to contain identified risks within an acceptable level, and amend their network statement, if necessary;
 - (c) inform their National Safety Authority of the changes made in relation to the use of derailment detectors by railway undertakings on their network.
6. Through supervision activities, the National Safety Authorities should ensure that railway undertakings using derailment detectors in their trains and infrastructure managers, when trains equipped with derailment detectors circulate on their network, have effectively adapted their respective safety management systems to maintain at least the safety level of their operations.
7. The Agency invites OTIF to consider whether these guidelines should be transposed in order to cover non-EU MS in the context of international transport.

Other information to be considered by potential users of derailment detectors or interested parties

In addition to annex II to document [OTIF/RID/CE/GTDD/2016-A](#), the Agency believes that the following documents should be taken into consideration by potential users of derailment detectors and interested parties when implementing the above guidelines:

- [OTIF/RID/CE/GTDD/2015/9](#) Initial review of ERA's 2012 conclusions on derailment detection in the light of Dr Bing's dissertation;
 - Dr Daniel Bing, Derailment detection in rail freight transport – Analysis of influences on longitudinal train dynamics, ISBN: 978-3-87154-520-7, October 2014;
 - [Agency Final Report on Freight Train Derailments](#) – 24/04/2012.
-