



OTIF/RID/CE/GTDD/2014/3

2 October 2014

(English only)

RID: 1st Session of the RID Committee of Experts' working group on derailment detection
(Rome, 13-15 October 2014)

Subject: Preliminary list of questions

Transmitted by the Netherlands

For the mandate of the working group: see the final report of the 3rd session of the RID Committee of Experts' standing working group (Berne, 20 and 21 May 2014, paragraphs 2-27).

First session of the working group: questions to be listed and answered according to paragraph 24 of above the mentioned report.

An example of questions:

Derailment detection

1. What is the advantage/disadvantage of derailment detection?

Mechanical derailment detection device (automatic breaking) (DDD)

1. What is the advantage/disadvantage of automatic breaking (e.g. rapid reaction; (no) overriding emergency stop; (no) decision made by the driver)?
2. How reliable is DDD in terms of detection (false alarm, no alarm, weather conditions)?
3. Is a standard available for the functionalities and performances of DDD?
4. How many manufacturers are involved in delivering DDDs?

5. What are the costs of DDD (apparatus, installing, maintenance)?
6. What is the benefit of having DDD on some or all wagons in a train?
7. How automatic braking influences the behavior of the train (e.g. uncoupling)?
8. What are the experiences with DDD already in use for transport?

Alternative derailment detection arrangement (wagon related or not)

1. Which arrangements of detections alternative to DDD are identifiable? (e.g. electronic detectors without/with cable along the train)
2. What is the advantage/disadvantage of these alternatives?
3. Etc.
