

ORGANISATION INTERGOUVERNEMENTALE POUR LES TRANSPORTS INTERNATIONAUX FERROVIAIRES ZWISCHENSTAATLICHE ORGANISATION FÜR DEN INTERNATIONALEN EISENBAHNVERKEHR INTERGOVERNMENTAL ORGANISATION FOR INTERNATIONAL CARRIAGE BY RAIL

OTIF/RID/CE/GTDD/2014/3

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(English only)

RID: 1st Session of the RID Committee of Experts' working group on derailment de-

tection

(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?

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- 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.

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