



OTIF/RID/CE/GTDD/2015/1

19 February 2015

Original: English

RID: 2nd Session of the RID Committee of Experts' working group on derailment detection
(Berne, 24-26 February 2015)

Subject: Next steps of the DDD working group

Transmitted by the European Commission

1. When it established its position on the amendments to Appendix C to the Convention concerning International Carriage by Rail (COTIF) on 6 May 2014, the Council decided that "*two proposed amendments need to be further assessed in the light of technical and scientific progress. In particular, the European Railway Agency, in cooperation with the relevant bodies, should continue to work on the identification of a sustainable solution to detect derailments and mitigate their effects, including the future implementation of this solution*".
2. During the 3rd session of the RID Committee of Experts standing working group (20-21 May 2014), the standing working group decided to set up an RID Committee of Experts working group to discuss all the issues in connection with the introduction of derailment detectors or other related measures.
3. By letter dated 23.07.2014, the Commission expressed its support to the organisation of such a meeting and suggested that it would be organised in a format that involves RID and COTIF Committee of Technical Experts (CTE).
4. In order to continue the good cooperation between OTIF and the Commission in the field of both dangerous goods and technical regulation, and to comply with the request of the Council, it is important to discuss the next steps of the "DDD working group".
5. In terms of composition, as proposed by our previous letter, we would suggest that the working group is composed by experts from the CTE and from the RID Committee.

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6. In terms of tasks, the working group should be asked:
 - to analyse the cost and benefits of the installation, use and maintenance of mandatory derailment detectors;
 - to identify and analyse the progress made by DDD in terms of operation and safety since September 2009 (date of the previous agreement between EU RISC and TDG committees) including the impact on automatic brake of the train, the probability of false alarm, its use in winter conditions;
 - to list the alternative measures to the mandatory use of the DDD and their effectiveness (including preventive measures) and evaluate their advantages/disadvantages in terms of cost and safety in comparison with the DDD;
 - to analyse the impact of imposing mandatory DDD within the authorisation process of railway rolling stock within EU/OTIF countries;
 - to develop a comprehensive understanding of risk acceptance criteria in the field of dangerous goods.
7. Finally the group should report both to RID and CTE Committees.
8. After the discussion during the next "WG DDD", draft terms of reference should be prepared and presented for adoption to both Committees.
