



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

**Commission d'experts du RID
RID-Fachausschuss
RID Committee of Experts**

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**TO THE MEMBER STATES OF OTIF AND TO REGIONAL
ORGANISATIONS THAT HAVE ACCEDED TO COTIF**

**Invitation to the 5th session of the working group on the detection of
derailments**

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).
2. At the fourth session of the working group on the detection of derailments held in Paris on 16 and 17 December 2015, it was decided to hold the fifth session on 19 and 20 April 2016.
3. The fifth session will be held in Berne.

Venue:

Universal Postal Union (UPU)
Weltpoststraße 4
CH-3015 Bern

"Abubakar Argungu" conference room (3rd floor)

(A location map can be found under <http://www.upu.int/en/more/access-plan.html>)

4. The meeting will start at 9.30 on Tuesday, 19 April 2016 and will end at 17.30 on Wednesday, 20 April 2016.

At the meeting, there will be consecutive interpretation into German and French. There will also be simultaneous interpretation into English.

In order to take part in the meeting of the working group, participants must register their attendance **by no later than 8 April 2016** using the registration form attached at Annex 2.

5. A provisional agenda is attached as Annex 1.

Yours faithfully



François Davenne
(Secretary General)

Annexes:

- Provisional agenda
- Registration form

PROVISIONAL AGENDA
5th Session of the working group on the detection of derailments
(Berne, 19 and 20 April 2016)

1. Approval of the agenda

Secretariat note:

At the 4th session of the working group, it was thought that in view of the fact that prototypes of electronic derailment detectors already exist, mechanical derailment detectors should not be prescribed at present. On this basis, a schedule was envisaged which would allow provisions to enter into force in RID on 1 January 2019 (see document [OTIF/RID/CE/GTDD/2015-C], paragraphs 25 to 27).

Irrespective of this, the following agenda items 3 to 5 were carried over from the agendas of the previous sessions, without modification, in order to give the working group the opportunity to conclude the discussions on open issues.

2. Approval of the report of the 4th session of the working group (document [OTIF/RID/CE/GTDD/2015-C] dated 18 December 2015)
3. Benefits of mechanical derailment detectors

Under this item of the agenda, document OTIF/RID/CE/GTDD/2015/6 (Italy) in particular should be discussed. It was not possible to deal with this document at the last session owing to the lack of time.
4. Technical and railway operation aspects
 - 4a. Automatic braking versus decision by locomotive driver – document from Switzerland
 - 4b. Reaction to derailment in tunnels – information from France and Switzerland
 - 4c. Use in winter conditions – document from Switzerland
 - 4d. Probability and consequences of false alarms – document from Switzerland
5. Continuation of the list of questions relating to the mechanical derailment detector and to possible alternatives that are already recognised (and provisional answers to these questions)
6. Preparation of a final report for the 54th session of the RID Committee of Experts (Berne, 25 May 2016) and the meeting of the Committee of Technical Experts (Berne, 7 and 8 June 2016).