Rail Accident and Incident Investigation Unit

Bulletin of General Information Incidents and accidents during shunting operations in the fan of sidings of Antwerpen-Noord during the first months of 2022

June 2022

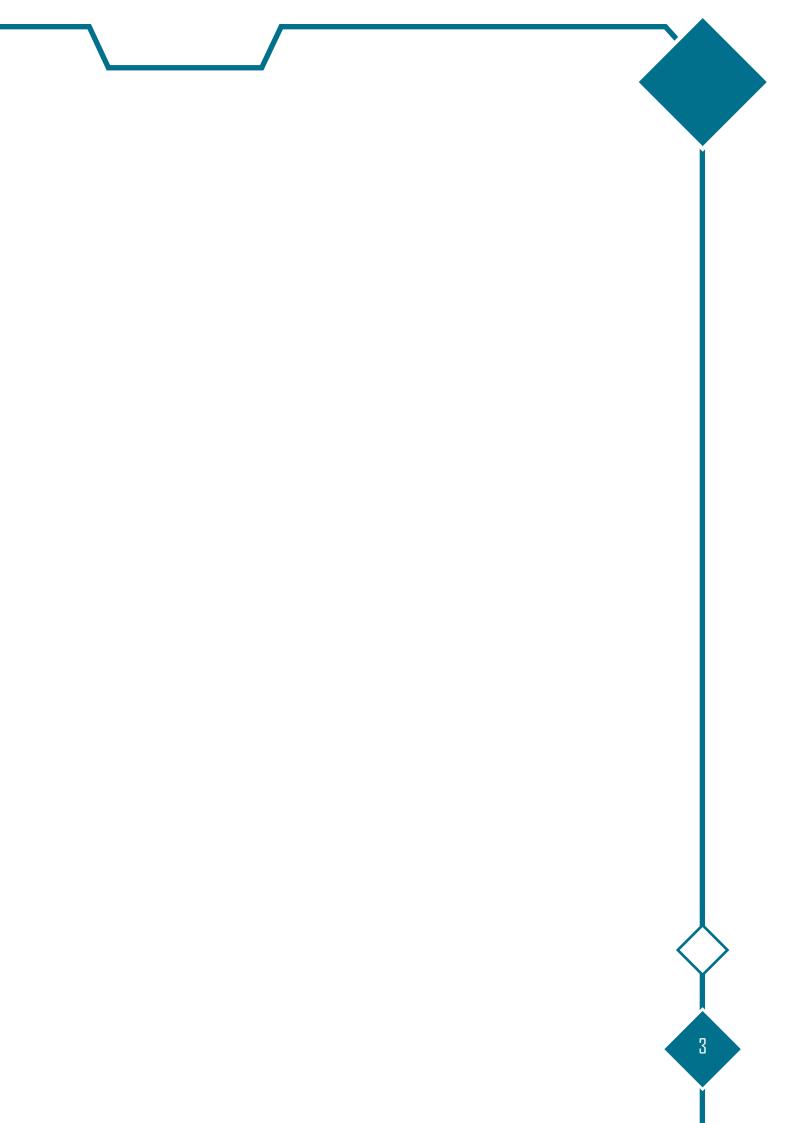


REPORT VERSION TABLE

Version number	Subject of revision	<u>Date</u>
1.0	First version	10/06/2022

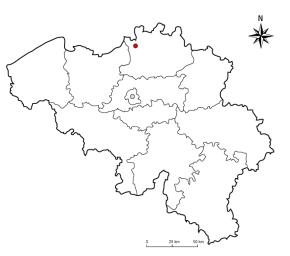
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Any use of this report with a different aim than of accident prevention - for example in order to attribute liability - individual or collective blame in particular - would be a complete distortion of the aims of this report, the methods used to assemble it, the selection of facts collected, the nature of questions posed and the ideas organising it, to which the notion of liability is unknown. The conclusions which could be deduced from this would therefore be abusive in the literal sense of the term. In case of contradiction between certain words and terms, it is necessary to refer to the French version.



GENERAL INFORMATION

From the reports sent to the IU by the Infrastructure Manager and Railway Undertakings, the IU detected a significant number of incidents and accidents during wagon shunting operations in fans of sidings B and C in Antwerpen-Noord during the first four months of 2022.



Some 20 events were counted for this period in 2022, which not only represents a significant increase in the number of cases compared to the same period in 2021, but also a high figure in absolute terms.

The IU listed these shunting events according to their type:

- Collisions
- Derailments
- Runaway vehicles
- SPADs

None of these events resulted in casualties, but they did result in leaks of dangerous goods, damage to rolling stock and infrastructure, or delays, as the case may be.





INVESTIGATION

This clear upward trend is of concern to the IU, that decided to launch an investigation into the safety of shunting operations in fans of sidings B and C in Antwerpen-Noord.

The IU visited the Antwerpen-Noord site to gather information about train shunting operations in fans of sidings B and C.

The investigation, which is still ongoing, is looking into the contributing, organisational, and systemic factors influencing safety during shunting operations.



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