

Bulletin of General Information

Derailment of 2 tank wagons during a hump shunting operation Antwerpen-Noord fan of sidings - 31/10/2024



DOCUMENT VERSION TABLE

Version number	Subject of revision	Date
1.0	First version	10/12/2024

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 Dutch version.



1. GENERAL INFORMATION

1.1. NATURE OF THE EVENT

Derailment of 2 tank wagons during a hump shunting operation, with leakage of a dangerous substance.

1.2. TYPE OF EVENT AND SAFETY INVESTIGATION

Accident with safety investigation.
The safety investigation is ongoing.

1.3. DATE AND TIME OF THE EVENT

31/10/2024 around 05:10 p.m.

1.4. PLACE OF THE EVENT

Antwerpen-Noord C2 fan of sidings
Line 27M/4, track 222

1.5. TRAIN

2 wagons with European Vehicle Register number:

- 37 84 7933 044-1 (UN1294 (toluene) – Danger code 33)
- 37 84 7933 014-4 (UN1294 (toluene) – Danger code 33)

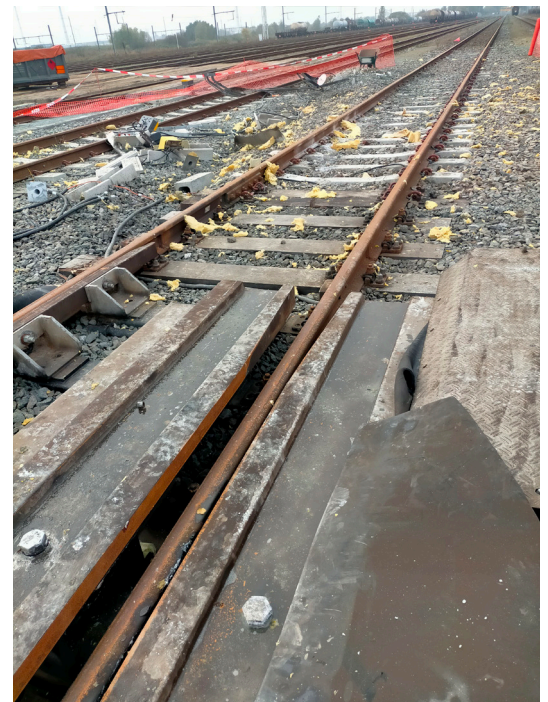
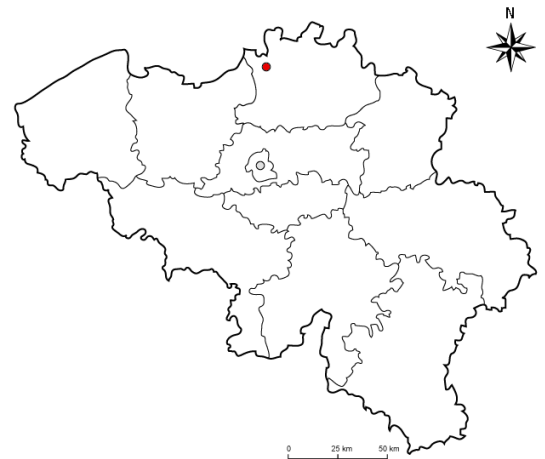
1.6. VICTIMS

There were no victims

1.7. DAMAGES AND CONSEQUENCES

- Damage to wagons,
- Damage to infrastructure (tracks and brake system components in the tracks),
- Environmental damage (soil pollution).

Work to clean up the pollution and restore the tracks was required, making the tracks concerned unavailable for marshalling.



2. FACTS

On 31 October 2024, at 5.10 p.m., during a hump shunting operation in the Antwerpen-Noord C2 fan of sidings, two wagons derail on track 222 at the level of the rail brake.

The wagons overturn, partly on the adjacent track 221. The tank of the first wagon is pierced during the derailment: a large quantity of toluene (a highly flammable dangerous good) leaks out, causing pollution and requiring the intervention of the specialist fire brigade of BASF.



Photo of the wagons that were rerailed after the accident

3. INVESTIGATION

In the days following the accident, RAIU investigators went to the scene of the accident to gather information. The estimated damage exceeds €2 million: the accident meets the definition of a serious accident.

The investigation is ongoing to determine the contributing, organisational and systemic factors that led to the accident.



Rail Accident and Incident Investigation Unit
<http://www.raiiu.be>