

# Bulletin of General Information

## Face to face between two freight trains

### Witte Molen (Antwerpen-Noord) - 13/10/2025



## DOCUMENT VERSION TABLE

Version number	Subject of revision	Date
1.0	First version	04/12/2025

*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.*



# 1. GENERAL INFORMATION

## 1.1. NATURE OF THE EVENT

Face to face between two freight trains.

## 1.2. TYPE OF EVENT AND SAFETY INVESTIGATION

Incident with safety investigation.  
The safety investigation is ongoing.

## 1.3. DATE AND TIME OF THE EVENT

13/10/2025 around 12:27 p.m.

## 1.4. PLACE OF THE EVENT

Antwerpen-Noord - Junction "Witte Molen"  
Line 223 - Track section 763

## 1.5. TRAIN

2 trains of the railway undertaking Lineas:

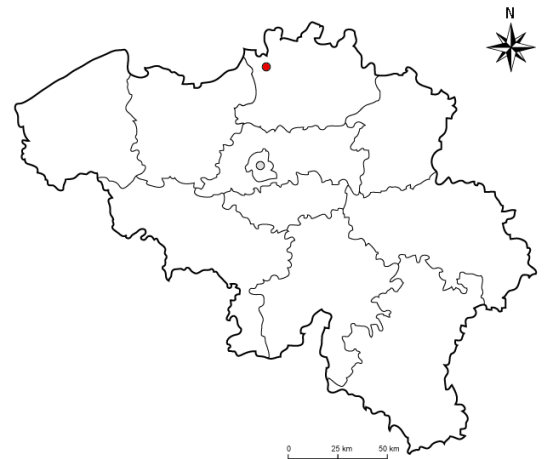
- Z70584
- Z32235

## 1.6. VICTIMS

There were no victims

## 1.7. DAMAGES AND CONSEQUENCES

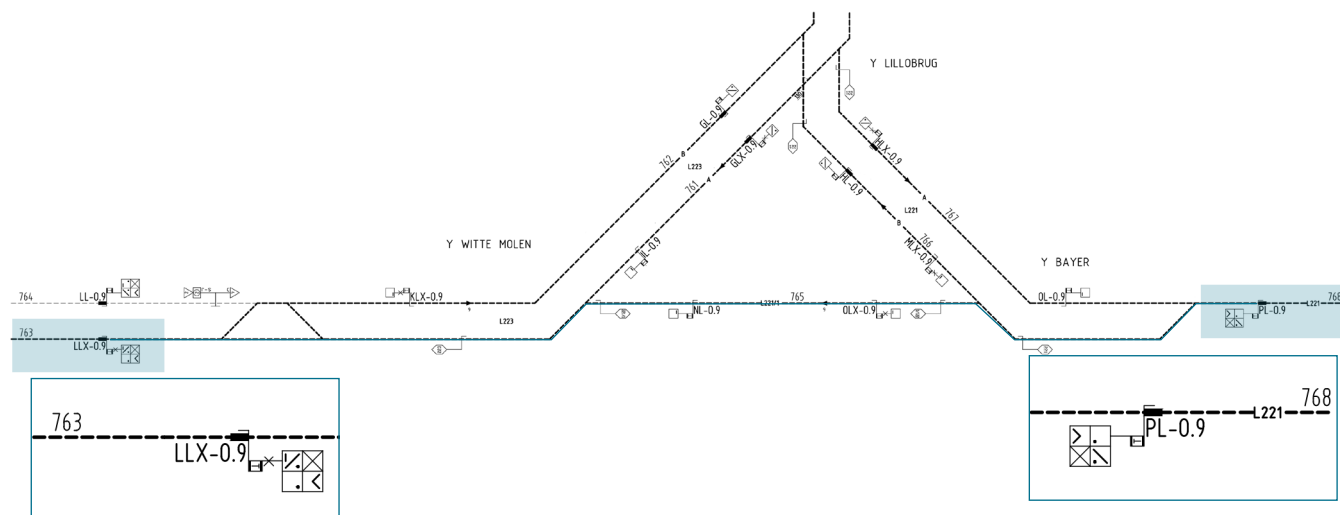
No damage to rolling stock or infrastructure.



## 2. FACTS

On Monday, 13 October, 2025, around 11.35 a.m., track 763 was scheduled to be blocked to allow train Z70584 to proceed.

Around 12.15 p.m., the driver of train Z32235 reported by telephone that his train was at signal PL-O.9 on track 768. The signal was open and the itinerary for train Z32235 was traced towards track 763.



At 12.27 p.m., the drivers of the two trains realised that they were traveling towards each other on the same track 763 and they responded. After braking, their trains were 200 meters apart.

The driver of train Z70584, which was stopped at signal LLX-O.9, telephoned to report the unusual situation.

## 3. INVESTIGATION

The days following the incident, the IU gathered information and decided to open an investigation, in accordance with Article 111 §1 paragraph 2 of the Law of 30 August 2013.

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





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