



**OTIF/RID/CE/GTP/2017/13**

6 October 2017

Original: French

**RID:** 8<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Utrecht, 20 – 24 November 2017)

**Subject:** Shunting accident in Antwerp on 4 January 2017

### Information from Belgium

#### *Summary*

**Analytical summary:** Report in accordance with 1.8.5.

**Measure to be taken:** /

**Reference documents:** /

### Introduction

1. On 4 January 2017 a collision caused by a marshalling error occurred at Antwerp marshalling yard, followed by a derailment.
2. Four 50 tonne tank-wagons carrying isobutylene (23 UN 1055) were involved.
3. One of these wagons was severely damaged. The crash buffers worked and the tank was deformed. There were no leaks.
4. Although there were no leaks, this accident met the “material damage” criteria of “> 50,000 euros” of RID 1.8.5. The competent authority was sent a report in accordance with 1.8.5.3. As this was prepared in Dutch, we have reproduced heading 5 (description of the accident) in paragraph 6 of this document and heading 7 (cause of the accident) in paragraph 7 of the document.
5. The investigating body did not open a file following this accident.

### Description of the accident

6. On Wednesday, 4 January 2017 (20.28), while train 070011 was being hump shunted towards marshalling siding C2 of Antwerp North, the first group of wagons (four loaded tank-wagons – 300 t – 70 m) heading towards track 262, siding C2 came to a sudden stop in the braking zone. Owing to the insufficient space on the track, the following group of wagons (six empty wagons – 150 t – 75 m) was also sent to track 262 (instead of track 246) and the two groups collided. The buffers of the first wagon in the second group (318847745978) overrode the last wagon (338078189978) in the first group and the second wagon (318847722879) of the second group. A bogie on the first two wagons of the second group derailed. The four wagons of the first group were loaded with around 50 tonnes of isobutylene, UN 1055, hazard code 23.

### Cause of the accident

7. The brake distributor on the first wagon of the first group had not been sufficiently purged and it stopped prematurely. The investigation is ongoing.

### Description and photos of the damaged tank-wagon

Tank code: P25BH

Thickness of tank end: 14 mm

Fitted with crash buffers (TE 22)







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