



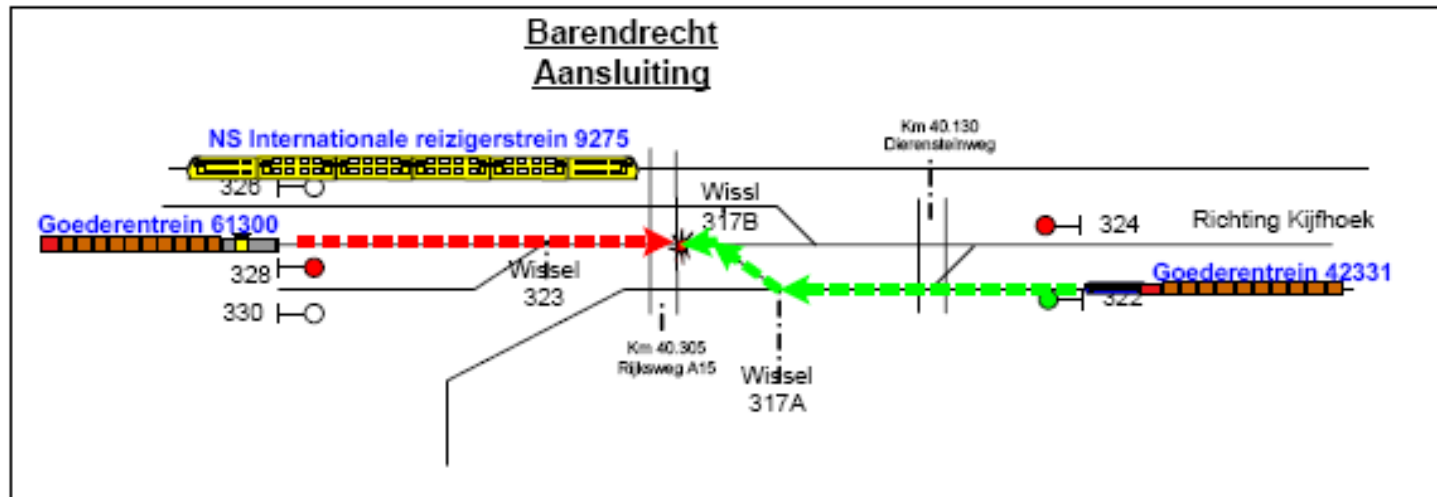
Inspectie Verkeer en Waterstaat
Ministerie van Verkeer en Waterstaat

Rail accident at Barendrecht

18 mei 2010



Description of the accident



Afb.3: Situatieschets van de botsing

- Barendrecht aansluiting = Barendrecht junction
- Goederentrein = Freight train
- Wissel = (Switch) point
- Rijksweg A15 = A15 Motorway
- Internationale reizigerstrein = International passenger train
- Richting Kijfhoek = To Kijfhoek
- Dierensnelweg = Wildlife crossing



Dangerous substances

TRAIN:61300

- 7 tank wagons containing UN 1268, natural gas condensate, 3, packing group II (HIN 33)
- 2 tank wagons containing UN 2014, hydrogen peroxide, aqueous solution, 5.1 (8), packing group II (HIN 58)
- 1 part-load wagon containing UN 1751, chloroacetic acid, solid, 6.1 (8), packing group II, load of 87.5 tonnes.

TRAIN:42331

- Only one wagon of this train contained a dangerous substance, namely 23.5 tonnes of UN 1719 (HIN 80), but it was the last wagon but one and was not involved in the accident.



Facts

- Stop signal passages
- Trainspeed < 40 KPH
- No intervention by safety measures (on the track "ATB")
- The 7 tank wagons containing UN 1268 (HIN 33), natural gas condensate were all fitted with crash buffers, although these are not legally required (RID TE 22)
- Some of the crash buffers were activated























Follow-up/investigation

- The Dutch Safety Board (OVV) is currently investigating the accident
- The Dutch Safety Board (OVV) will present its conclusions later this year
- As all the data have been submitted to the OVV, further information cannot be provided until its findings are published.



Questions?