

**Restrictions in accordance with RID 1.9.2 for consignments using certain tunnels in Belgium**

**1. SPECIAL OPERATING CONDITIONS FOR LINE 0 BRUSSELS-MIDI – BRUSSELS-NORD**

**Legislative reference:**

**SAFETY RULES CONCERNING OPERATION OF THE RAILWAY INFRASTRUCTURE ("RSEIF")  
VOLUME 5: TRAFFIC OPERATIONS AND MANAGEMENT – "OPERATIONS" SECTION  
SUPPLEMENT 5.2 – LINE OPERATION REQUIREMENTS  
5. SPECIAL OPERATING CONDITIONS FOR LINE 0  
BRUSSELS-MIDI – BRUSSELS-NORD, Article 5.3**

**Content of the legislation:**

Wagons carrying dangerous goods are not permitted on line 0.

**Justification:**

The tunnel infrastructure and equipment are not suitable for an accident scenario involving dangerous goods. In addition, this section of line includes heavily used passenger stations. As a result, the infrastructure manager does not permit trains carrying dangerous goods, even as an exception.

This restriction does not constitute an obstacle to traffic as this railway line is used mainly for passenger traffic. This line is only used for the carriage of goods in exceptional circumstances (e.g. when there is a diversion because of works or incidents/accidents).

**2. SPECIAL OPERATING CONDITIONS FOR THE NORTH-SOUTH ANTWERP JUNCTION ON LINE 25 BETWEEN ANTWERP-BERCHEM AND ANTWERP-LUCHTBAL**

**Legislative reference:**

**SAFETY RULES CONCERNING OPERATION OF THE RAILWAY INFRASTRUCTURE ("RSEIF")  
VOLUME 5: TRAFFIC OPERATIONS AND MANAGEMENT – "OPERATIONS" SECTION  
SUPPLEMENT 5.2 – LINE OPERATION REQUIREMENTS  
6. SPECIAL OPERATING CONDITIONS FOR THE NORTH-SOUTH ANTWERP JUNCTION ON LINE 25 BETWEEN ANTWERP-BERCHEM AND ANTWERP-LUCHTBAL, Article 6.1 (traffic restriction)**

**Content of the legislation:**

Wagons carrying dangerous goods are not permitted in the junction tunnel (Antwerp-Berchem\_Antwerp-Luchtbal).

**Justification:**

The tunnel infrastructure and equipment are not suitable for an accident scenario involving dangerous goods. In addition, this line section of line includes heavily used passenger stations.

As a result, the infrastructure manager does not permit trains carrying dangerous goods, even as an exception.

This restriction does not constitute an obstacle to traffic as this railway line is used mainly for passenger traffic. This line is only used for the carriage of goods in exceptional circumstances (e.g. when there is a diversion because of works or incidents/accidents).

**3. SPECIAL OPERATING CONDITIONS FOR THE TUNNEL UNDER BRUSSELS NATIONAL AIRPORT STATION**

**Legislative reference:**

**SAFETY RULES CONCERNING OPERATION OF THE RAILWAY INFRASTRUCTURE ("RSEIF")  
VOLUME 5: TRAFFIC OPERATIONS AND MANAGEMENT – "OPERATIONS" SECTION  
SUPPLEMENT 5.2 – LINE OPERATION REQUIREMENTS  
7. SPECIAL OPERATING CONDITIONS FOR THE TUNNEL UNDER THE STATION AT  
BRUSSELS NATIONAL AIRPORT, Article 7.2 (traffic restriction)**

**Content of the legislation:**

Wagons carrying dangerous goods are not permitted in the tunnel (under Brussels National Airport station).

**Justification:**

The tunnel infrastructure and equipment are not suitable for an accident scenario involving dangerous goods. In addition, this section of line includes heavily used passenger stations. As a result, the infrastructure manager does not permit trains carrying dangerous goods, even as an exception.

This restriction does not constitute an obstacle to traffic as this railway line is used mainly for passenger traffic. This line is only used for the carriage of goods in exceptional circumstances (e.g. when there is a diversion because of works or incidents/accidents).

**4. SPECIAL OPERATING CONDITIONS FOR THE SCHUMAN-JOSAFAT TUNNEL ON ROUTE 161A**

**Legislative reference:**

**SAFETY RULES CONCERNING OPERATION OF THE RAILWAY INFRASTRUCTURE ("RSEIF")  
VOLUME 5: TRAFFIC OPERATIONS AND MANAGEMENT – "OPERATIONS" SECTION  
SUPPLEMENT 5.2 – LINE OPERATION REQUIREMENTS  
11. SPECIAL OPERATING CONDITIONS FOR THE SCHUMAN-JOSAFAT TUNNEL ON ROUTE 161A, Article 11.2 (traffic restriction)**

**Content of the legislation:**

Wagons carrying dangerous goods are not permitted in the tunnel.

**Justification:**

The tunnel infrastructure and equipment are not suitable for an accident scenario involving dangerous goods. In addition, this section of line includes heavily used passenger stations. As a result, the infrastructure manager does not permit trains carrying dangerous goods, even as an exception.

This restriction does not constitute an obstacle to traffic as this railway line is used for passenger traffic.

**5. SPECIAL OPERATING CONDITIONS FOR ROUTE 59 – KENEDY TUNNEL**

**Legislative reference:**

**SAFETY RULES CONCERNING OPERATION OF THE RAILWAY INFRASTRUCTURE ("RSEIF")  
VOLUME 5: TRAFFIC OPERATIONS AND MANAGEMENT – "OPERATIONS" SECTION  
SUPPLEMENT 5.2 – LINE OPERATION REQUIREMENTS  
12. SPECIAL OPERATING CONDITIONS FOR THE KENEDY TUNNEL ON ROUTE 59, Article 12.2 (traffic restriction)**

**Content of the legislation:**

Wagons carrying dangerous goods are not permitted in the tunnel.

**Justification :**

The tunnel infrastructure and equipment are not suitable for a fire accident scenario involving dangerous goods. In addition, the tunnel is used by mixed traffic of passenger and freight trains.

As a result, the infrastructure manager does not permit trains carrying dangerous goods in this tunnel.

This restriction does not constitute an obstacle to traffic, as trains carrying dangerous goods use route 10 – Antigoon tunnel.

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