1. Mode

- Rail
- Wagon number (optional): 80 88 7850 5102
- Road
- Vehicle registration (optional): ..........................................................

2. Date and location of occurrence

Year: 2004  Month: 04  Day: 05  Time: 08:18
- Station
- Shunting/marshalling yard
- Loading/unloading/transhipment site
- Location / Country: Bruges (Belgium)
- or
- Open line
- Description of line: .................................................................
- Kilometres: ...........................................................................
- Road
- Built-up area
- Loading/unloading/transhipment site
- Open road
- Location / Country: .................................................................

3. Topography

- Gradient/incline
- Tunnel
- Bridge/Underpass
- Crossing

4. Particular weather conditions

- Rain
- Snow
- Ice
- Fog
- Thunderstorm
- Storm
- Temperature: ... °C

5. Description of occurrence

- Derailment/Leaving the road
- Collision
- Overturning/Rolling over
- Fire
- Explosion
- Loss
- Technical fault

Additional description of occurrence:

During a shunting operation (backing movement of a group of wagons by a locomotive) the group of wagons was mistakenly shunted onto an occupied track. The shunter gave the order to stop, but was unable to prevent a collision between the group of wagons being shunted and the wagons already on the track. It was not possible to avoid derailment and the overriding of buffers. A tank wagon containing diesel was damaged (penetrated by the buffers of the next wagon) and lost a large part of its load. Despite rapid intervention, the major part of the load soaked into the ground. The contaminated soil (approximately 800 tons) was excavated.

Speed: 15 km/h
### 6. Dangerous goods involved

<table>
<thead>
<tr>
<th>UN Number(1)</th>
<th>Class</th>
<th>Packing Group</th>
<th>Estimated quantity of loss of products (kg or l)(2)</th>
<th>Means of containment(3)</th>
<th>Means of containment material</th>
<th>Type of failure of means of containment(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1202</td>
<td>3</td>
<td>III</td>
<td>50,000 litres</td>
<td>7</td>
<td>Metal</td>
<td>Loss</td>
</tr>
</tbody>
</table>

(1) For dangerous goods assigned to collective entries to which special provision 274 applies, also the technical name shall be indicated.

(2) For Class 7, indicate values according to the criteria in 1.8.5.3.

(3) Indicate the appropriate number

1. Packaging
2. IBC
3. Large packaging
4. Small container
5. Wagon
6. Vehicle
7. Tank-wagon
8. Tank-vehicle
9. Battery-wagon
10. Battery-vehicle
11. Wagon with demountable tanks
12. Demountable tank
13. Large container
14. Tank-container
15. MEGC
16. Portable tank

(4) Indicate the appropriate number

1. Loss
2. Fire
3. Explosion
4. Structural failure

### 7. Cause of occurrence (if clearly known)

- Technical fault
- Load security
- Operational cause (rail operation)
- Other: ............................................................................................................

### 8. Consequences of occurrence

#### Personal injury in connection with the dangerous goods involved:

- Deaths (number: ......)
- Injured (number: ......)

**Loss of product:**
- Yes
- No
- Imminent risk of loss of product

**Material/Environmental damage:**

- Estimated level of damage ≤ 50,000 Euros
- Estimated level of damage > 50,000 Euros

**Involvement of authorities:**

- Yes →  Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved
- Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved

- No
Damaged tank-wagon immediately after the accident

Damaged tank-wagon immediately after the accident
A tank-container damaged in the same accident. It contained a substance which is not subject to RID (butylcarbitol).
Damage (rupture) to the tank (after clearing work was completed)
Damage (rupture) to the tank (after clearing work was completed)
Scene of the accident once the contaminated soil had been excavated