1. Mode

<table>
<thead>
<tr>
<th>Rail</th>
<th>Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wagon number (optional): No information</td>
<td>Vehicle registration (optional):</td>
</tr>
</tbody>
</table>

2. Date and location of occurrence

<table>
<thead>
<tr>
<th>Year:</th>
<th>Month:</th>
<th>Day:</th>
<th>Time:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>05</td>
<td>09</td>
<td>01</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station</th>
<th>Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shunting/marshalling yard</td>
<td>Built-up area</td>
</tr>
<tr>
<td>Loading/unloading/transhipment site</td>
<td>Loading/unloading/transhipment site</td>
</tr>
<tr>
<td>Location / Country: Schärding (Austria)</td>
<td>Open road</td>
</tr>
<tr>
<td>or</td>
<td>Location / Country:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description of line: track 2</th>
</tr>
</thead>
</table>

3. Topography

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

4. Particular weather conditions

- Rain
- Snow
- Ice
- Fog
- Thunderstorm
- Storm

Temperature: 13 °C

5. Description of occurrence

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

Additional description of occurrence:

When trains 42950 and 43919 met in the area of the “Taufkirchen an der Pram 2” automatic block point, the driver of train 43919 gave warning of a fire on the oncoming train 42950. Train 42950 was stopped at platform 2 of Schärding station. The driver became aware of a fire in the first tank-container loaded onto the fifth wagon. The fire was dampened with the fire extinguisher carried on board and was extinguished by the fire brigade. The tank-container was cooled until the circumstances of the fire could be established. None of the load escaped.

Note by the competent authority: The tank-container has a heating device with a thermal oil as the heat conductor, which, slightly contaminated, had a flashpoint of +140°C and self-sustaining burning at +170°C. As the investigation showed, this device was not in use, but was overfilled. The hot load (+190°C) caused the thermal oil to expand and ultimately to leak, and this was then ignited by sparks caused by braking.

For the investigation report, see:

http://versa.bmvit.gv.at/uploads/media/Tankcontainerbrand_Z_42950_im_Bf_Schrding_am_09.05.06_07.pdf
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>3256</td>
<td>3</td>
<td>III</td>
<td>–</td>
<td>14</td>
<td>–</td>
<td>2</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: Note by the competent authority: overheating of the tank heating device

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