1. Mode
- Rail
- Wagon number (optional):
- Road
- Vehicle registration (optional):

2. Date and location of occurrence
- Year: 2005
- Month: 02
- Day: 28
- Time: 12.45
- Station
- Shunting/marshalling yard
- Loading/unloading/transhipment site
- Location / Country: Ledsgård, passing point (station) at double track line
- Open line
- Description of line: Gothenburg – Malmö
- Kilometres: 25

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:

According to the timetable freight train 5525 was approaching a loop at the station of Ledsgård (25 km south of Gothenburg) in order to be overtaken by an express train. At the end of the loop there was a signal at danger where the train could not stop. The train was switched via a trap point and crashed into a buffer stop and four chlorine tank-wagons derailed. The accident led to a 17 day rescue service action.

The train consisted of one electric locomotive (class Rc4) and twelve loaded chlorine tank-wagons. The double track line (180 km/h) is equipped with ATC (Automatic Train Control)

The Swedish Accident Investigation Board carries out an accident investigation. The cause of the accident is not yet established. The adjustment (loaded/unloaded) of the brake is the main focus of the investigation.

The 12 tank-wagons built around 2002 were all loaded and virtually in conformity with future requirements in RID 2007 regarding the protective shield and energy absorption elements.
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>1017</td>
<td>2</td>
<td>–</td>
<td>–</td>
<td>7</td>
<td>Steel</td>
<td>4 (minor)</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 → x** Evacuation of persons for a duration of at least three hours caused by the dangerous goods involved
- **x** Closure of public traffic routes for a duration of at least three hours caused by the dangerous goods involved
- No