

Joint Network Secretariat Normal Procedure Task Force
Great Belt bridge Accident/Incident

Final report

Annex 2 : Terminal Instructions - Operational rules for semi-trailers in combined transport terminals

Terminal Instructions

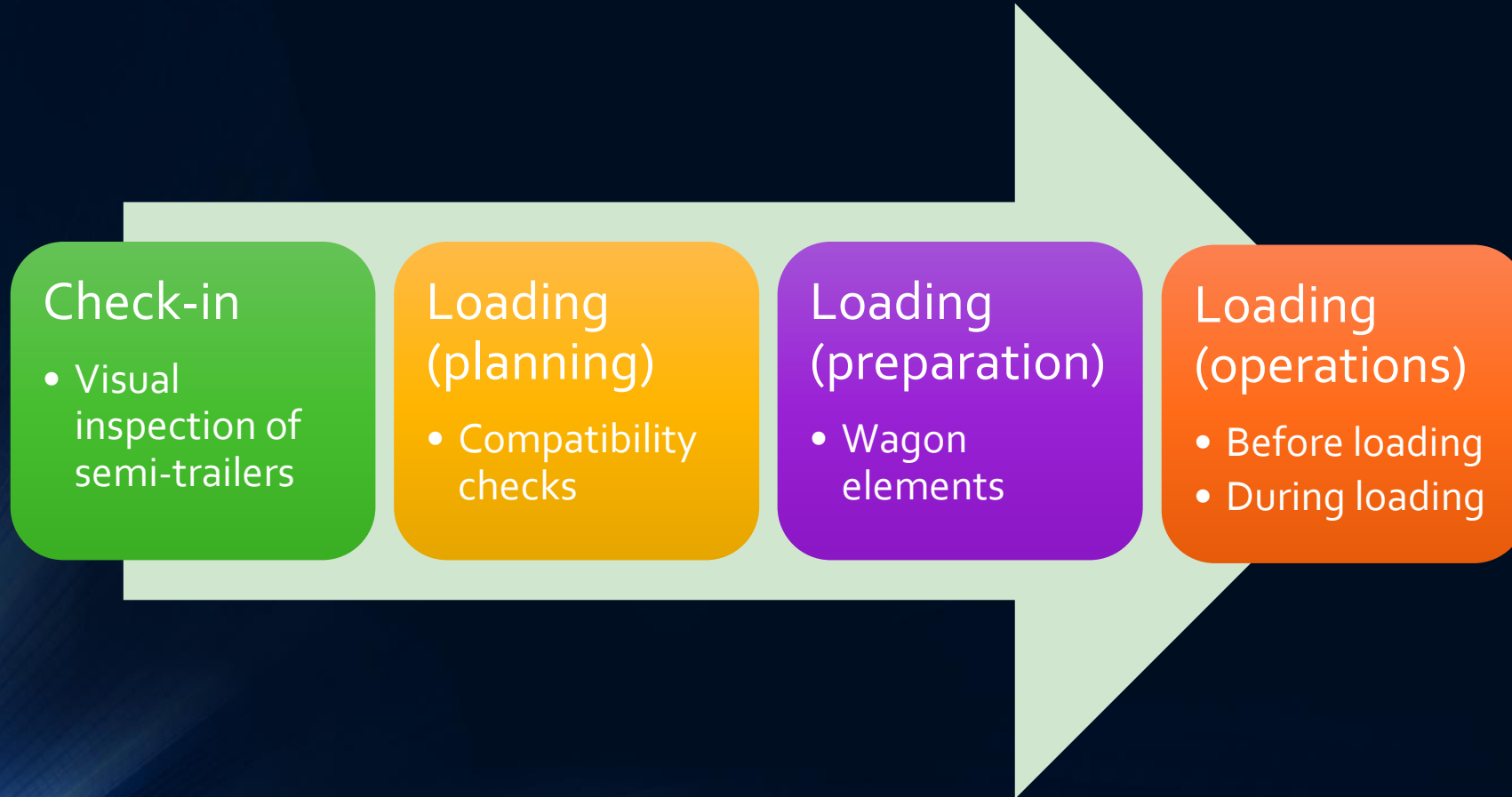
OPERATIONAL RULES FOR SEMI-TRAILERS IN CT TERMINALS

Scope

- Set of working rules related to the safe operations of craneable semi-trailers in a CT Terminal
- Focus only on vertical lifting capabilities (gantry cranes, mobile equipment)
- Focus on terminal checkers, crane operators and ground staff



Processes



- In case of negative = refusal to enter the terminal

Check-in

Check-in gates (1)

- Codification plates visible and correct (double codifications are permitted)
- If available, check of total weight (based on manufacturer's indications or weight equipment of the terminal)
- Valid ILU-Code (and plate number)
- Visible damages
- TIR cord (e.g. sealed on the doors)
- Locking of doors / tarpaulins
- Lighting pictogram (in case of ladders)



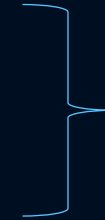
 KRONE		Fahrzeugwerk Krone Beteiligungs-GmbH	
		e1 *2007/46*0232	
Typ		WKESD0000	
L: 13860 mm		kg 39000 kg	
W: 2550 mm		0- kg 0- 12000 kg	
b/b _{max} : 12000 mm		1- kg 1- 9000 kg T	
b _{min} : mm		2- kg 2- 9000 kg T	
		3- kg 3- 9000 kg T	
<small>Plate relating to dimensions pursuant to 96/53/EG</small>		<small>Manufacturer's statutory plate pursuant to CR (EU) 19/2011</small>	

Check-in gates (2)

- The load cannot protrude in any directions
 - In case of uncertainties => contact the technical responsible
-
- *Control of correct distribution of goods (balanced repartition of the goods)*
 - *Control of the cargo loading securing (if lacking or bad = semi-trailer is refused)*

Selection of the right pocket wagon

- Semi-trailers with normal envelope
- Semi-trailers with higher envelope



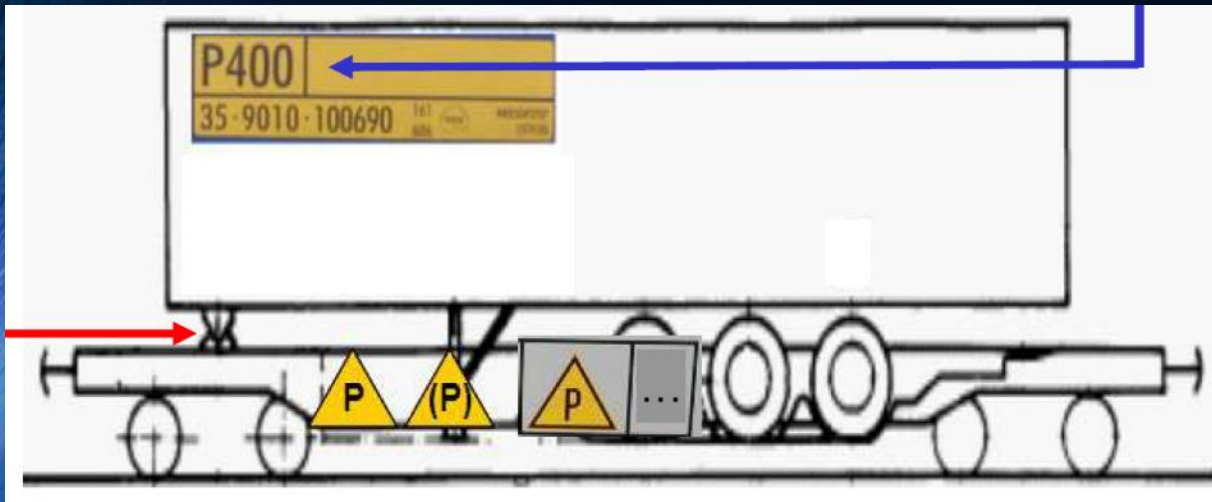
Heights of the hitches

- See attached matrix for all possible combinations
- See possible loading schemes

Selection of the right pocket wagon

Semi-trailers with normal envelope

- Pocket wagons marked with a yellow triangle with black letter P

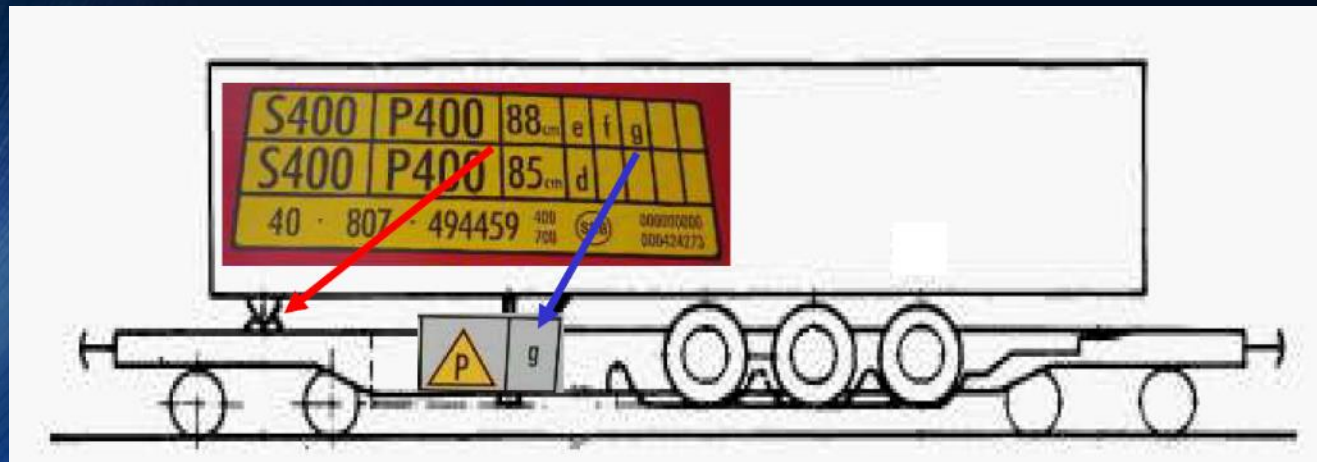


- Only possible to load on wagons marked without compatibility letters
- Height of the hitch = always 113 cm

Selection of the right pocket wagon

Semi-trailers with higher envelope

- Pocket wagons marked with a yellow/white triangle + at least one compatibility letter (with/without corrective figure)



- Only possible to load if codes are the same of the semi-trailer and on the wagons
- Height of the hitch = indicated on the codification plate – if no indication = 113 cm

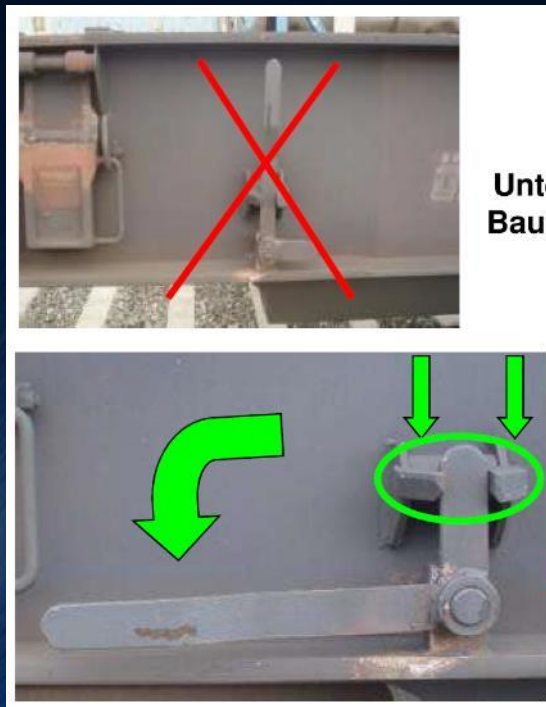


Means that height of the hitch = 98 cm

Preparation of the pocket-wagon before loading

Loading
(preparation)

1. Fold and secure all intermediate supports and spigots (both lateral sides)



Preparation of the pocket-wagon before loading

2. Position the hitch at the right position (as indicated on the codification plate of the semi-trailer)



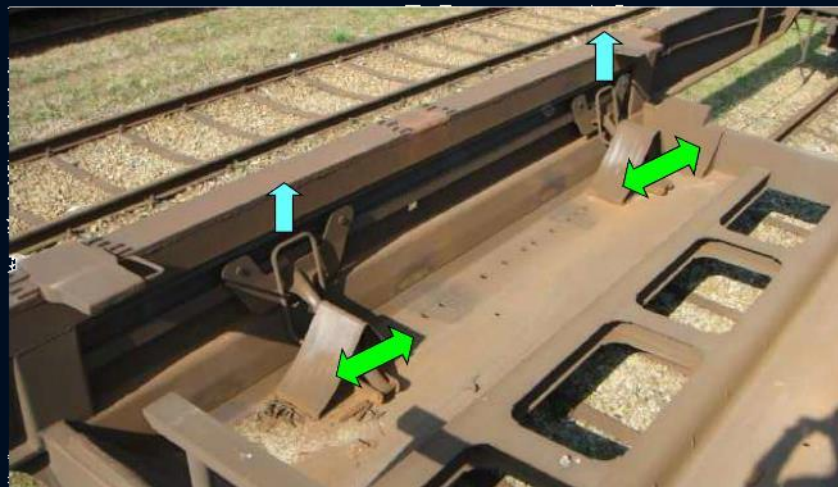
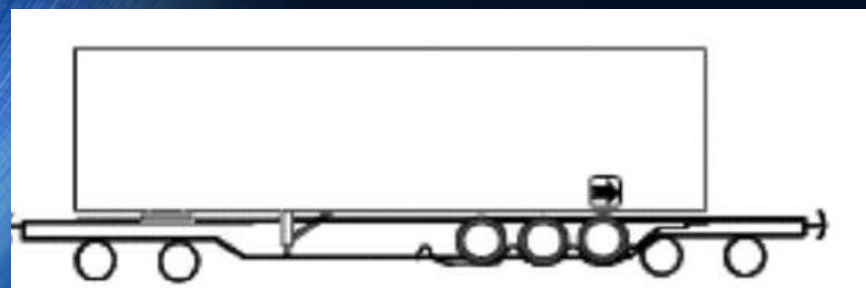
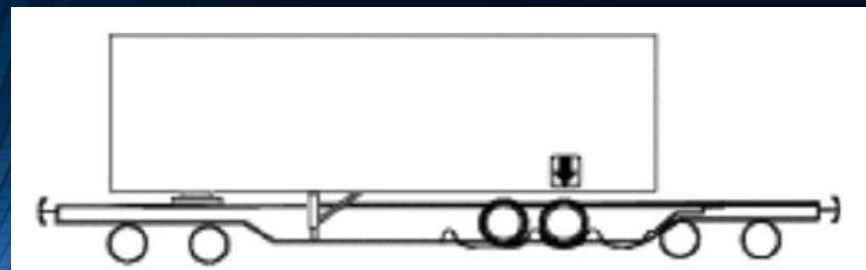
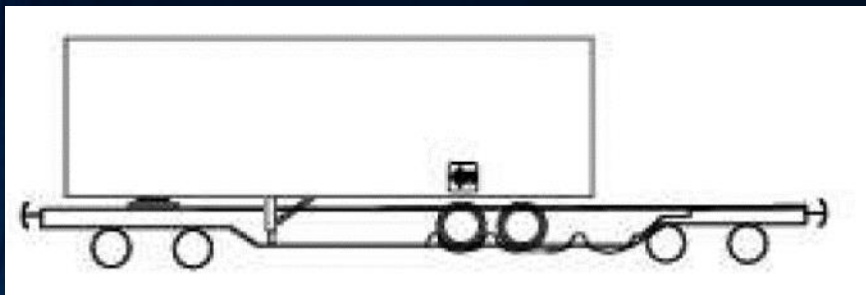
Preparation of the pocket-wagon before loading

3. Position the hitch in the longitudinal direction of the semi-trailer and secure the handwheel



Preparation of the pocket-wagon before loading

4. If necessary, position the wheel scotches (for certain types of pocket wagons)



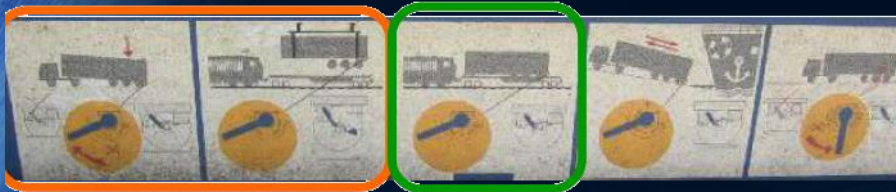
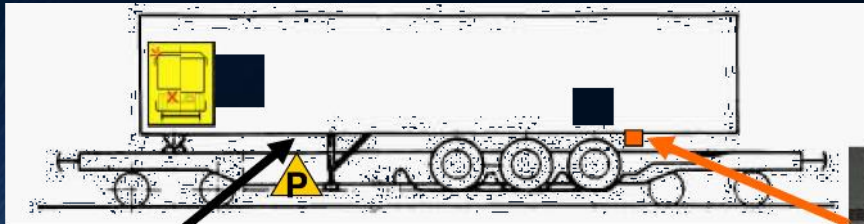
Tasks of the truck drivers

- Semi-trailer placed in parallel of the railway track and wagon
- Fold up and secure the lateral and back underrun protection (at check-in normally or underneath the crane)
- Release air pressure
- In case of non direct loading: (1) crank down of the support legs, (2) semi-trailer in brake position

Tasks of the terminal staff (before loading)

Loading
(operations)

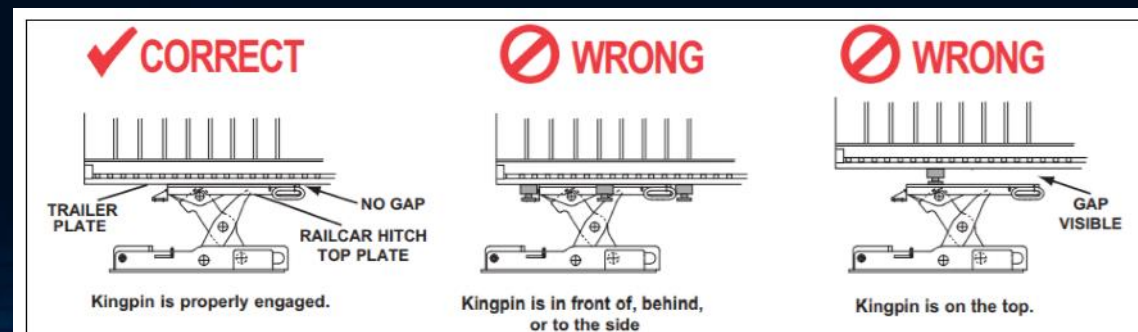
- Check the status of the hitch (no visible damages)
- Check of the lowered position
- Crank the supporting legs
- Verify the exact positioning of the grapple arms
- Lift until spring relief ('Federerentlastung')
- Release of the semi trailer's brake



Tasks of the terminal staff (during loading)

- Performed by the crane operator supported by a ground staff
- If necessary: repositioning of the hitch in longitudinal direction
- Check correct position of the semi-trailer in the pocket wagon
- Verify the position of the kingpin into the hitch – a clear sound will be a proof of correct positioning and locking of the kingpin – no gap should be visible between the hitch and the semi-trailer
- Verify (and secure if necessary) all related control elements (hand wheel for the hitch, cranks...)
- Control of the level of the air suspension
- Control the connecting points: semi-trailer can touch the wagon only at the hitch and wheel levels

- If one of the control is negative = communication with relevant actors (CT operators or RUs)



Tasks of the terminal staff (during unloading)

- Performed by the crane operator supported by a ground staff
- Unlock the kingpin from the hitch
- Control if the brake of the semi-trailer is released
- Control the positioning of the grapple arms
- Proceed with lifting and unloading
- Crank off the support legs (performed before lift or just before putting on the ground – depending on the types of wagons)

- The unloading with locked kingpin is strictly forbidden

END