

Loading units and gauge requirements technical data for railway service between Bettembourg and Le Boulou

1. PURPOSE

This addendum describes the safety commitments that Lorry-Rail Clients must comply with, as well as the types of loading units that are to be carried on the Lorry-Rail railway wagons between Bettembourg and Le Boulou, taking into account the access controls that will be carried out in order to guarantee the continuity of the service.

2. DIMENSIONS OF THE TRAILERS

The Modalohr NA wagons can carry standard semi-trailers, provided they meet with the requirements of the European Directive 96/53 and with the following restrictions:

- Semi-trailer identification system in place
- Weight to be less than or equal to 38 tonnes (road units 44 tons GCW)
- Weight on the kingpin less than or equal to 13 tons
- Maximum tri-axle load, 9 tons
- Width equal to or below 2.60 m (refrigerated or controlled temperature trailers)
- Maximum height of 3.97 m at the external angle when the pneumatic suspensions are deflated (this corresponds, for instance, to a maximum height of 4.04 m (4.00 m ± 1%) on the road corner with a 70 mm deflation height of the pneumatic suspension)
- Maximum lengths as measured from the coupling pin: 2.05 m towards the front and 12 m towards the rear
- Ground Clearance in excess of 0.25 m from the ground in normal running conditions
- Kingpin (fifth wheel of the tractor) to be at a height between 0.95 m and 1.25 m
- Landing gear to be located between 2.05 m and 2.65 m from the coupling pin
- Wheel base (distance between the kingpin and central axle of tri-axle) between 5.5m and 9.00 m
- Maximum length of 10.3 m between the kingpin and the final axle
- Minimum length of 4.2 m between the kingpin and the first axle
- Minimum width between the inside flanges of the tyres, 1.10 m
- Overall width at tyre level to be between 2.50m and 2.55m
- The landing gear should bear the uncoupling of the semi trailer at full load. The convenient setting for the railway loading gauge shall be indicated on the landing gear.
- The trailer should have an automatic parking brake (this should be indicated on the trailer). Otherwise it should have a manual brake with a purge valve on the brake system that will be painted with an agreed colour.
- The trailer must have a reachable deflating control for the pneumatic suspension that will be painted in an agreed colour.

The rolling vehicles shall be limited to the same top and low gauges as the semi-trailers.

A weighbridge, installed at the site entrance, will

allow the limit weights and their good distribution inside the trailers to be checked (weighing the tractor and the trailer connected with the distribution, rear and front, and right and left).

Similarly, a gantry gauge at the entrance of the site shall verify that the trailer (the tractor or rigid lorry) does not hit the railway gauge in the upper part and that it is compatible with the Modalohr NA wagon in the lower part.

3. DIMENSION DATA OF CONTAINERS AND SWAP BODIES

The containers and the swap bodies can be carried on our lines provided the requirements of the European Directive 96/53 and the constraints of the railway lines used are complied with, as well as the following specifications:

- Weight less than or equal to 38 tons
- The dimensions must be in the limits of the authorized gauge on the railway lines used.
- Maximum length, 45 feet

4. EXTERNAL ASPECT OF THE LOADING UNITS

In order to avoid any operating problem that may generate more or less significantly delayed on train arrivals, the outside aspect of the carried vehicles shall be checked. The Clients agree to comply with the requirements that shall be checked at each arrival at the boarding sites:

- The semi trailers do not have any obvious default, particularly on the accessories or on the items fixed on, or under, the semi trailer. There is no leakage in the motor compartment or in the tank of the vehicle
 - The tanks and the containers do not show any evident crack or default or leakage
 - The dome covers and the valves shall be properly locked
 - The access ladders and the upper walkway are set in the travel position and are properly fixed and locked
 - The tarpaulins should not be torn and are safely secured and strapped
 - The loading of the goods, seen or not, on or in a loading unit, is to be wedged or secured so as to avoid any side or lengthwise movement that would compromise stability on the road or on the railway
 - The cross load differences should not exceed 35%
 - The TIR cable must be installed on the loading unit
- Should one of these requirements not be met, the loading unit shall be rejected at the reception desk. The doors of the loading unit shall not be opened. Consequently, any wedging or any securing default of the loading inside the loading unit will be of the responsibility of the Client.

The loading unit will only be accepted if the shipping documents and the loading unit marking are in accordance professional standards.

LORRY-RAIL :	Customer :
--------------	------------