Driver Instructions

GRT Intermodal

Adress:

GRT Intermodal

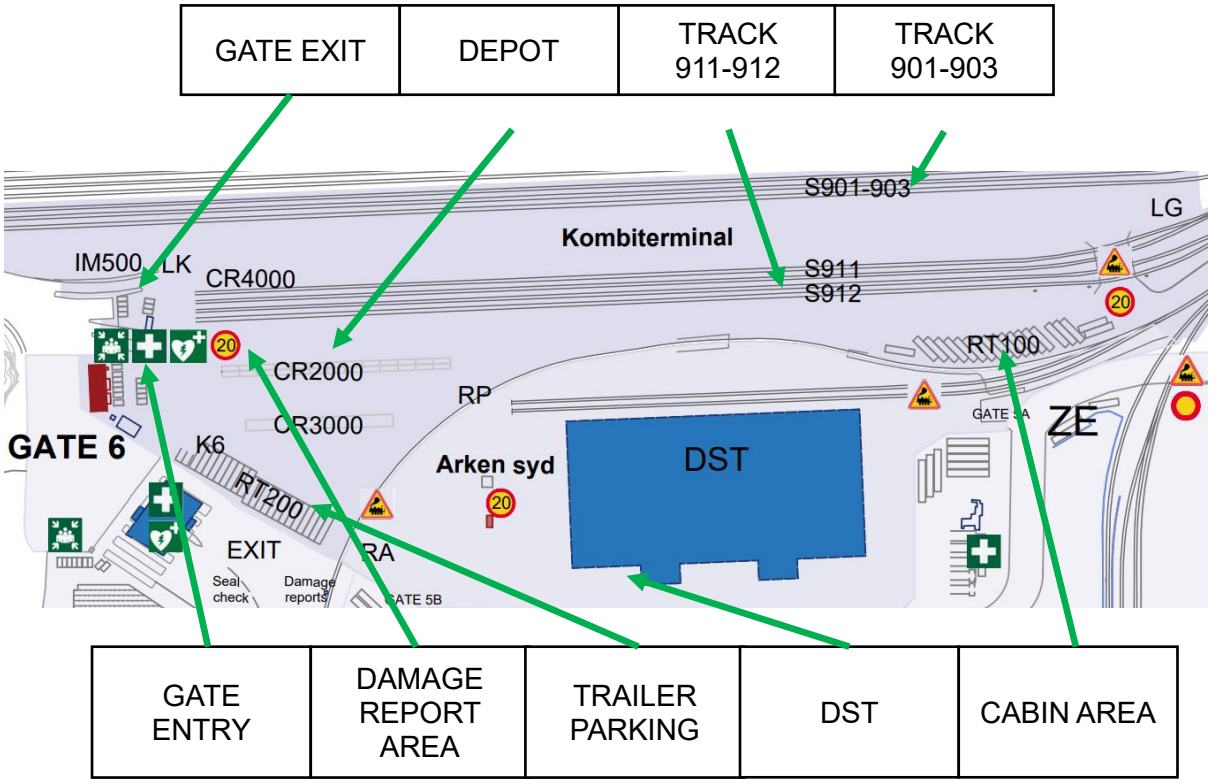
Nordatlanten 101

418 34 Gothenburg

57°41'45.0"N 11°49'49.8"E

GOTHENBURG RORO TERMINAL

TERMINAL MAP



General Rules

- Walking in the area is prohibited.
- Always use the designated protective clothing.
- 20 km/h speed limit.
- Reach Stackers always have the right of way.
- Passing behind a forklift is prohibited.
- Keep a safe distance from parked units/equipment.
- Maintain a minimum distance of 4 meters from trains.
- Safety zones must be respected and must not be entered, either by vehicle or on foot.
- MAX 2 cars per train – wait your turn.
- Leave sufficient manoeuvring space for forklifts near tracks and depots.
- Rail wagons must NOT be accessed or climbed onto.
- After loading – leave the track/depot.





Toplift

To trains:

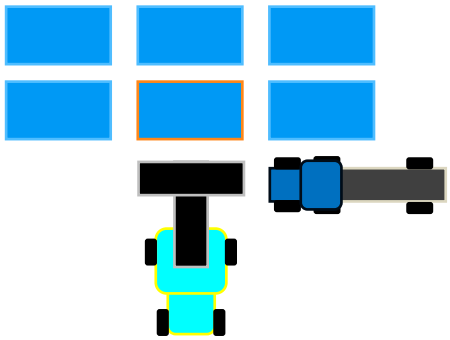
- Drive to the designated track.
- Prepare the unit – remove any debris, unlock twistlocks if necessary.
- Drive to the railwagon designated by the RS operator.
- Stop at the signal.
- Leave the track.

To depot:

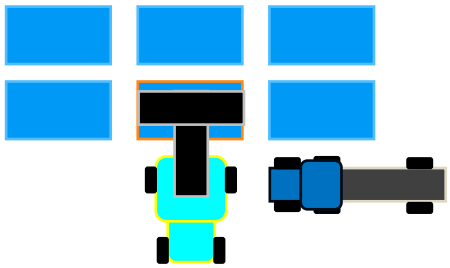
- Drive to the designated storage location (e.g. 912/IM/RT/RP).
- Prepare the unit – remove any debris/gravel if necessary.
- Drive to the storage location designated by the RS operator.
- Stop at the signal.
- Leave the depot.

Toplift from Depot

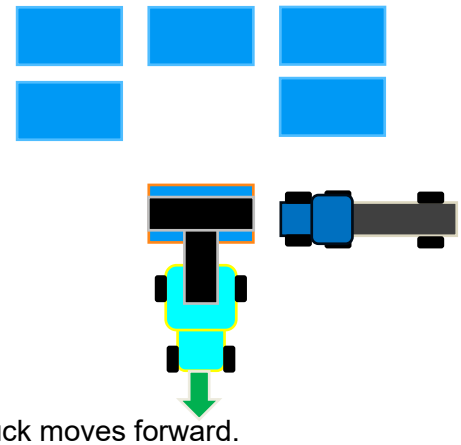
- Wait your turn at the respective depot row.
- Position according to the instructions below:



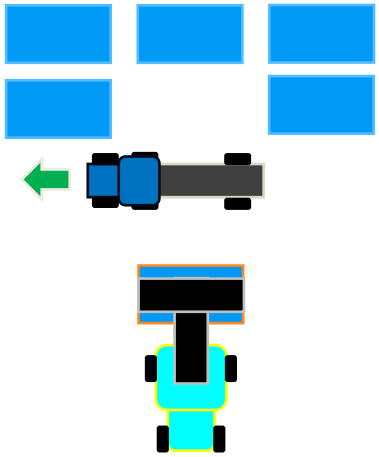
- RS collects the unit from in front of the tractor unit.



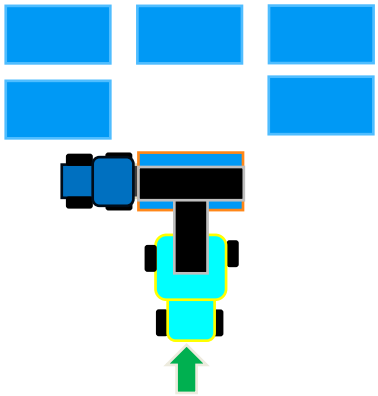
- RS backs up to allow space for the tow truck.



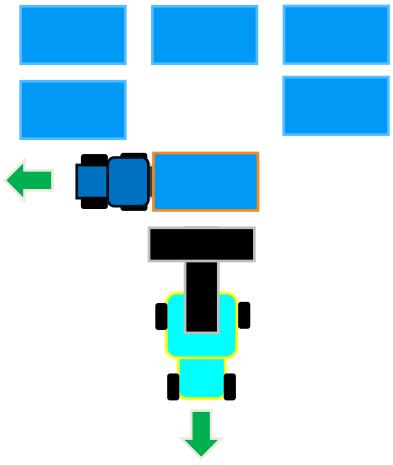
- The tow truck moves forward.



- Stop on signal.
- Unit is loaded onto the trailer:



- RS releases the yoke and backs away.

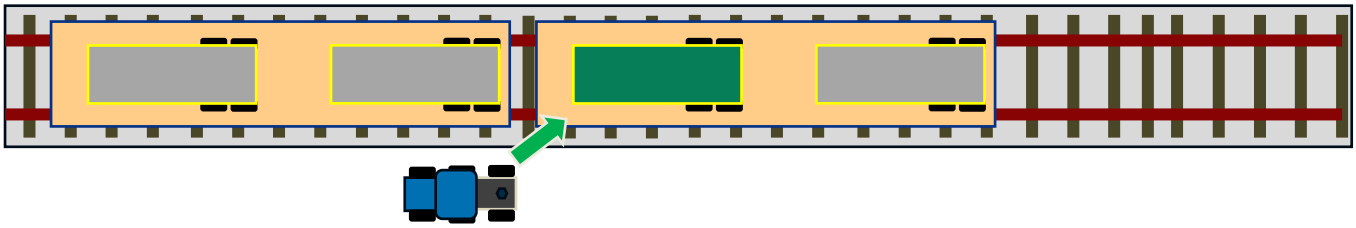


- The towing vehicle leaves the depot.

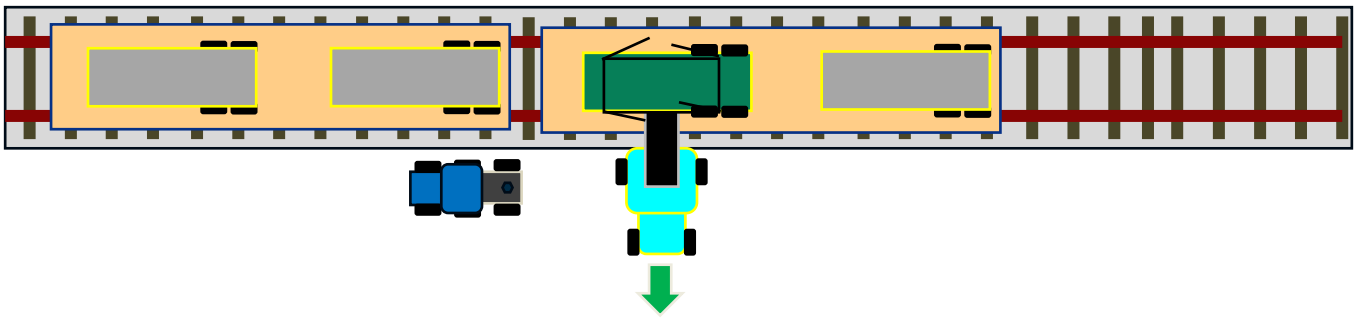
Arm-lift Trailer from Train to Truck

From train:

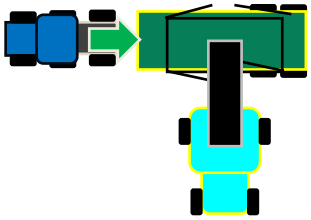
- **Drive to the designated track**
- **Wait for available space at the track**
- **Position the towing vehicle in front of the desired unit**



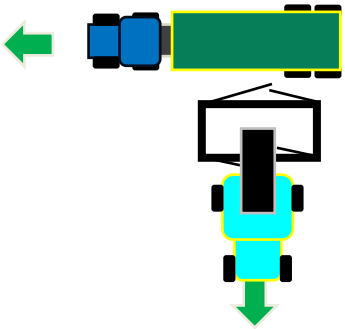
RS lifts the trailer and reverses



- RS lowers the trailer to an appropriate height.
- Once the trailer is hanging steadily, the towing vehicle reverses to connect the unit.



- Once connected, RS lowers the yoke and releases the arms reverses back.



- The towing vehicle then leaves the track immediately

Arm-lift Trailer from Truck to Train

From truck:

- Drive to the designated track
- Proceed to the wagon marked by the RS operator – pay close attention to the kingpin box position and choose the correct approach direction
- Stop on signal
- Disconnect air hoses and electrical connections
- Ensure all air is released from the suspension and release the brakes
- Release the kingpin
- Give a signal/hand sign to the RS operator indicating that it is clear
- Position yourself visibly for the RS operator
- The RS operator slides off and lifts
- The driver enters the cab and immediately leaves the area

Guidelines – Trailer to Depot

- The trailer must comply with the requirements established by the railway operators(Tågföretegen) and the Swedish Transport Agency(Transportstyrelsens).
- After the completed gate inspection, entering the unit is not permitted.
    - *If there is a need, for example, to retrieve documents or secure cargo, this must be communicated to the gate personnel, who will escalate the matter further.*
- Rear underrun protection must be raised when entering GRT Intermodal.
- Side underrun protection should be raised whenever possible.
- The trailer must be placed in the designated area, with sufficient space to allow passage between previously parked units.

Question 1
What is the maximum permitted speed within the area?
A) 10 km/h
B) 15 km/h
C) 20 km/h
D) 30 km/h

Question 2
Which statement is correct regarding forklifts within the area?
A) Reach Stacker must always give way to passenger cars
B) Reach Stacker always have the right of way
C) Reach Stacker have the right of way only at the depot
D) Right of way applies only when indicated by signage

Question 3
What is the minimum safety distance that must be kept from trains?
A) 2 meters
B) 3 meters
C) 4 meters
D) 5 meters

Question 4
What should the driver do after the trailer has been lifted from the truck to the train using an arm lift?
A) Remain by the track until loading is complete
B) Walk behind the RS and check the lift
C) Get into the cab and leave the area immediately
D) Wait for clearance from Gate

✅ **Correct answers:**

1. C) 20 km/h
2. B) Reach Stacker always have the right of way
3. C) 4 meters
4. C) Get into the cab and leave the area immediately

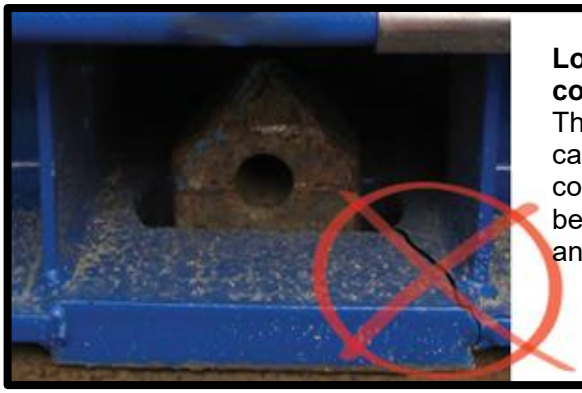
TERMINAL CHECK IN



Rear and side doors, including flaps and any access hatches
All doors, flaps, and hatches must be closed, locked, and the handles must be secured.



Hinges on doors and flaps
Must be in fault-free condition.



Lower corner castings, container, and swap body
The four lower corner castings must be in fault-free condition and must not be bent, missing parts, or have any visible cracks.



Holes and tears / swap bodies
The tarp must be in a roadworthy condition.
Small holes and tears less than 3 cm must be taped.
Larger holes and tears greater than 3 cm must be welded or glued.



Upper corner castings on containers and certain swap bodies
The four upper corner castings must be in fault-free condition and must not be bent, missing parts, or have any cracks.



Transport securing for landing legs
The transport securing device must be locked and in the secured position.
The landing legs must be fastened and not extendable.



Pendulum securing for landing legs
The pendulum securing device must be functional and in the active, lowered securing position.

GOTHENBURG RORO TERMINAL

TRAILER (valid plates on both sides)



Yellow coding plates according to EN 13044.



Trailers that require a rail wagon with the kingpin box in the 98 cm position.



MEGA trailers that require a rail wagon compatible with the indicated compatibility letters.



Standard trailers with yellow coding plates.



Load shifting/Cargo Displacement
The cargo must not rest against the tarp.



Holes and tears
The tarp must be in a roadworthy condition.
Small holes and tears less than 3 cm must be taped.
Larger holes and tears greater than 3 cm must be welded or glued.



Vertical lashing straps
Must be threaded through all eyelets.
If an eyelet is missing (max. **1 per vertical strap), the strap must be secured with steel wire or plastic ties.**



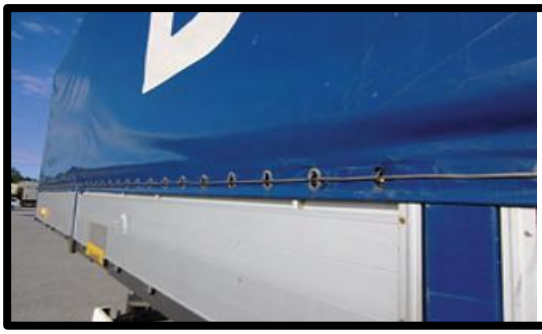
Rubber tensioners
Tarpaulin superstructure with rubber tensioners is only permitted when the TIR line is threaded through the eyelets (no hooks).
One skipped/missing eyelet (if damaged) may be accepted.



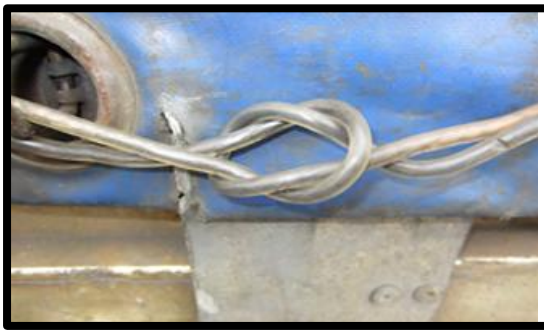
Zigzag lashing
Tarpaulin securing with zigzag lashing is not permitted.
Exception: It is permitted when a TIR line is threaded through the eyelets.
One skipped/missing eyelet (if damaged) may be accepted.



Tarpaulin eyelets
The distance between eyelets may be a maximum of 20 cm in the pillar areas and 30 cm in the door-closing area.



TIR line
The TIR line must be threaded horizontally through all eyelets.
A maximum of 3 eyelets per side may be missing (they must not be missing consecutively).
An unthreaded TIR line is only permitted due to damaged or missing eyelets.



Knotted TIR line
A horizontally knotted TIR line may be accepted using a double knot or reef knot, provided that the TIR line is threaded through all eyelets of the unit. Knots connecting sections from other securing lines or from other parts of a unit are not permitted.



Trailer with full curtain side
All tension straps used for fastening must be secured to the unit's longitudinal beam.
They must be tightened and properly secured.



Aluminium tension bar
The tension bar used to secure the curtain side at the front and rear must be correctly fastened at both the upper and lower points and run parallel to the end wall.
The tension bar must be correctly tensioned and secured. It must also be free from defects and must not be bent.





Convertible top frame
Deformed or bent convertible top frames are not permitted.



Vertical posts
Curved or bent vertical posts are not permitted.



Horizontal slats/boards
Fewer than three slats between all posts of the superstructure (on all sides and end walls) is not permitted.



Lifting rails
Must be in faultless condition, free from visible cracks and deformations.
Above the lifting rail, there must be an approximately 100 mm high yellow or contrasting marking.



Protective plates above the lifting rail on units with curtain sides
Must not be loose, protrude above the lifting rail, or be bent or damaged.



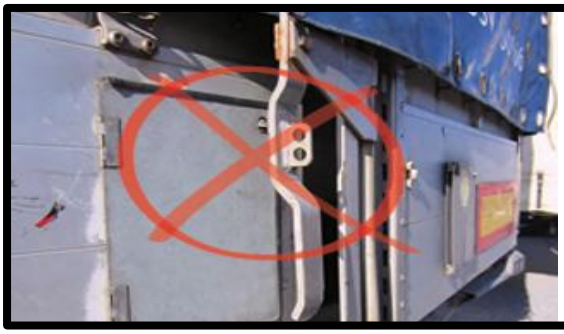
Load securing equipment (e.g. hooks on tension straps)
Must never be attached to the lifting rail.



Load securing equipment
It is not permitted to secure cargo where the fastening device is located on the **outside of flaps or posts**.



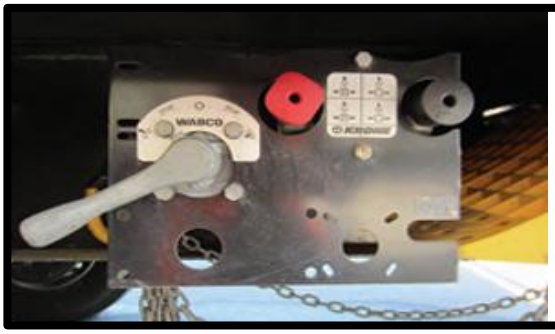
Roof, sliding roof
The roof and sliding roof must be closed.



Rear and side doors, including flaps and any access hatches
All doors, flaps, and access hatches must be closed, locked, and properly secured.



Hinges on doors and flaps
Must be in fault-free condition.



Trailer with air suspension
During lifting and rail transport, trailers equipped with air suspension must be lowered and depressurized (air released) and the brakes released. This must be carried out by terminal personnel during transshipment/loading.



Trailer with landing legs
Rail transport of trailers is only permitted with fully raised or folded landing legs.
Damaged landing legs must be secured.



Rear underrun protection
The rear underrun protection must be folded up and secured by the driver upon arrival at the terminal.



Side underrun protection
The side underrun protection must be folded up and secured by the driver upon arrival at the terminal.

TANK CONTAINERS (standardized)



ISO containers (sea containers)
May be marked with height designation “high cube”.



Domestic container – Class 2
Maximum dimensions: 2500 mm width and 2600 mm height



Domestic container – Class 3
Maximum dimensions: 2600 mm width and 2600 mm height

Approved CSC plate must be installed



DATE OF NEXT EXAMINATION
The date must not be expired (next inspection).



ACEP
Container included in an approved program for continuous self-inspection.



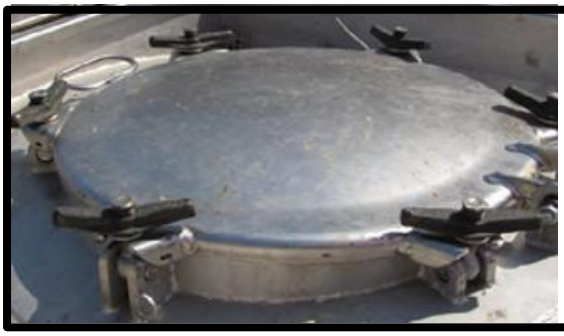
Valves
All valves must be **in the closed position and locked**.



Lock / blind flange
Locks and blind flanges must be **securely bolted in place**.



Protective covers and hatches above, for example, valves
All protective covers and hatches must be **in the closed position and locked**.



Manhole cover
The manhole cover must be **in the closed position and locked**.



Tank cladding / cover plates
The tank cladding / cover plates must **not be loose or missing**.



Tank load-bearing frame and the tank itself
The load-bearing frame and the tank itself must **not show any deformations or cracks**.