

# CONDITIONS OF CARRIAGE

2022 EDITION



24/7 online booking:

<https://reservations.ralpin.com>

# GENERAL CONDITIONS OF CARRIAGE 2022 EDITION

Dear Customers

The «Rola» rolling highway provided by RAlpin AG offers a stress and congestion-free transport experience through the Swiss Alps for trucks and their drivers; it is also free of customs controls for intra-European transit traffic. To ensure the comfort and safety of the rolling highway experience, a number of important points need to be borne in mind. These are listed in this document. These terms and conditions of carriage inform you about the technical requirements for trucks transported in open wagons and their cargo. They contain the rules that you must observe throughout the entire process – from check-in at the dispatch terminal, during transport to unloading at the arrival terminal.

In case you have any questions, please contact our Sales & Dispatching office or our terminals. We thank you for choosing our rolling highway service for your transit through Switzerland and wish you a pleasant and relaxing journey.

  
Ludwig Näf  
CEO

  
Simone Croci Torti  
Sales & Dispatching

## Our locations and days/times of opening:

### RAlpin Sales & Dispatching

Phone: +41 58 822 88 22      Monday–Friday      07.00 – 20.00  
dispo@ralpin.com      Saturday      08.00 – 12.30

### Freiburg i.Br (D) Terminal

Phone: +49 761 887953 08      Monday      06.00 – 02.00  
terminal.freiburg@ralpin.com      Tuesday/Wednesday      07.00 – 02.00  
Thursday      07.00 – 24.00  
Friday      00.00 – 24.00  
Saturday      00.00 – 14.00  
Sunday      09.30 – 21.30

### Novara (I) Terminal

Phone: +39 0321 69 70 84      Monday–Friday      00.00 – 24.00  
terminal.novara@fidia-spa.it      Saturday      00.00 – 14.00  
Sunday      14.00 – 24.00

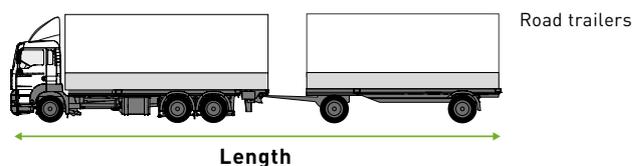
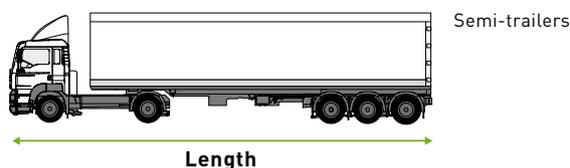
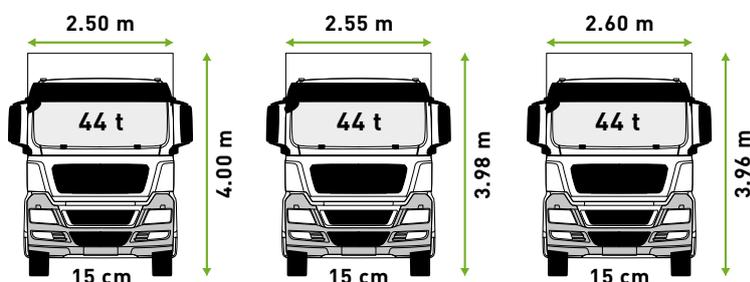
Customers will be informed of any changes to these opening times.

24/7 online booking at: <https://reservations.ralpin.com>

## General requirements

Trucks transported by the rolling highway must be accompanied by their drivers. The drivers are conveyed in the sleeping car. A second driver may be conveyed on the rolling highway, provided he/she is licensed to drive the relevant truck and there is enough space on board. A reservation must be made for this second driver at the time of booking. Other persons and animals are not permitted. RAlpin can accept any truck authorised for Europe's roads, provided the following dimensions are observed.

Semi-trailers and road trailers



- › **Corner height:** the corner height is the dimension measured from the ground to the highest point of the truck (lowered air suspension). Moving parts that could cause this dimension to be exceeded, such as tarpaulins, must be secured.
- › **Vehicle width:** the vehicle width is the maximum side-to-side dimension not counting side mirrors.
- › **Vehicle length:** 18.60 meter, in exceptional cases maximum 19.00 meter.
- › **Weight:** depending on the type of wagon, the maximum permitted weight is 42 or 44 metric tonnes and includes the entire loading unit (truck and goods being transported)
- › **Ground clearance:** the ground clearance, i.e. the distance between the ground and the lowest point of the truck, must be a minimum of 15 cm (driving position / when embarking or disembarking).

## Reservations and check-in

You will find information about the online booking on our website at [www.ralpin.com](http://www.ralpin.com) and in the «Timetables and Prices» brochure. You are asked to supply RALpin with correct and, wherever possible, complete information when making a booking. This helps us in our logistical planning.

Drivers are requested not to arrive at the dispatch terminal earlier than 90 minutes before the closing time for their particular departure; parking rules within and around the terminal are to be respected. You are entirely responsible for the parking of trucks outside the terminal premises on public land.

To ensure a speedy check-in process, please have the following documents ready for inspection:

- › Transport documents (CMR, etc.)
- › Other goods-specific accompanying papers (e.g. for dangerous goods, waste material)
- › When transporting dangerous goods: specification of all data relevant to the transport of dangerous goods according to ADR 5.4.1.1.1 f
- › Shipping ID (if available)
- › Driver's identification document (passport or ID card)

Before each journey, truck drivers must confirm that they have read the safety data sheet. The safety information sheet is an integral part of the contract in addition to these Conditions of Carriage, the ticket and the General Terms and Conditions.

## Dangerous goods / goods with particular requirements

RALpin undertakes to accept transport units containing dangerous goods which are approved under the European Agreements Concerning the International Carriage of Dangerous Goods by Road and by Rail (ADR/RID). Trucks carrying authorised dangerous goods must comply with national and international statutory and regulatory requirements for the forwarding of such goods by road and rail. Particularly applicable are the ADR provisions and the regulations governing the international transport of dangerous goods by rail (RID = Annex C to COTIF). Vehicles with incomplete or incorrect labelling will be turned away.

RALpin requires prior notification of the intention to present a truck carrying dangerous goods. Also applicable are the statutory provisions of the relevant countries in respect of the notification requirement for particular groups of substances or transports defined under waste management legislation. RALpin requires at least 72 hours' advance notification of the intention to transport pyrotechnic goods falling with Class 1 and bearing UN numbers 0334, 0335, 0336, 0337, 0428, 0429, 0430, 0431, 0432 and 0461, as well as for the transit through Switzerland of goods requiring authorisation. Customers are responsible for preparing Transport Emergency Cards (trem-cards), notification letters and authorisations in respect of the import, export and/or transit of goods requiring authorisation. These must be submitted to the relevant authorities of the relevant countries along with the freight documentation.

## Dangerous goods prohibited from carriage

Dangerous goods as defined under RID paragraph 1.1.4.4 (piggyback transport) and certain other dangerous goods will not be accepted for carriage by RALpin (see following table)

	Defined under ADR/RID 1.1.4.4	Defined under RALpin's GTCs
<b>Class 1 compatibility group A</b>	0020, 0021, 0074, 0113, 0114, 0129, 0130, 0135, 0224, 0473	
<b>Class 2</b>	2421, 2455	1005, 1008, 1017, 1032, 1040, 1048, 1050, 1061, 1075, 1076, 1079, 1741, 2186, 2188, 2196, 3083
<b>Class 3</b>		1218, 1280, 2398
<b>Class 4.1</b>	3097, 3231–3240, 3533, 3534	
<b>Class 4.2</b>	3127, 3255	
<b>Class 4.3</b>	3133	1340
<b>Class 5.1</b>	3100, 3121, 3137	
<b>Class 5.2</b>	3111–3120	
<b>Class 6.1</b>	2249	
<b>Class 6.2</b>		all
<b>Class 7</b>		all
<b>Class 8</b>	1798	1829
<b>Class 9</b>		2315, 3432

## Transport of waste

For those of you intending to transport hazardous or non-hazardous waste on the ROLA must respect the following regulations:

- › For waste included in the **Green List**, the corresponding CER numbers and estimated annual volumes must be provided to RALpin before the start of any new waste traffic. Following the acceptance of the transports by the rail carrier, each single transport request must be accompanied by the pre-filled Annex VII 48 working hours in advance of the planned departure.
- › For **amber-listed** waste, which is subject to notification by the competent authorities, the complete documentation regarding the notification must be provided at least 10 working days before the scheduled departure date. In particular:
  - › Copy of the authorisations issued by the competent authorities of the different countries involved in the transport (dispatch, transit and destination);
  - › Details of the complete itineraries authorised in the different countries, including the relevant border crossing points, set out in the annexes to the notification;
  - › List of carriers authorised to take part in the notified waste transport;
  - › Chemical characterisation analysis of the waste with an indication of the hazardous characteristics.

In addition to this documentation, 48 working hours in advance of the planned departure a copy of the accompanying form of the vehicle must be provided to RALpin for each individual request for the transport of amber-listed waste.

The above-mentioned documents must be sent within the above-mentioned notice period to [dispo@ralpin.com](mailto:dispo@ralpin.com).

## Safe on the rolling highway through Switzerland

The following explanations aim to ensure that the entire process is smooth, efficient and safe. In doing so, we distinguish between general information applicable to the process as a whole and specific information, e.g. regarding embarking, securing the trucks, preparing for disembarkation. The contents of the safety information sheet (which are condensed and use pictograms) are explained here in more detail. The guidelines and requirements given here are binding on the truck drivers.

### General information



#### Observing the instructions of terminal and railway personnel

- › The instructions of terminal, railway and safety personnel are to be observed both during the transport process itself and within the terminals.



#### Caution: high voltage – danger to life

- › The overhead lines carry high voltages (3000 – 15,000 volts). Live overhead lines or lines that are not earthed must not be approached or touched – danger to life.
- › Unless expressly permitted by authorised personnel on the scene, it is prohibited to enter the truck or make any adjustments to antennae, cargo lashing straps, etc. beneath overhead lines, either on the rolling highway or in the terminals.



#### Safety apparel

- › Drivers must wear high-visibility jackets. Due to the hazards posed by rail traffic it is essential for anyone in the vicinity of the tracks to be highly visible. Drivers must keep their high-visibility jackets with them in the sleeping car.



#### Video monitoring

- › RALpin deploys video cameras to monitor sleeping cars and terminals for vandalism and to preserve evidence in the event of damage. To inform persons who are subject to such monitoring, RALpin deploys clearly visible notices within the field of vision of the cameras.



#### Use of horn not permitted

- › Use of horns in the terminals is generally forbidden.

### In the departure terminal

#### Preparing for embarkation

Steps to comply with the maximum dimensions (gauge) and to secure the cargo should be taken prior to embarkation. These include:



- › Inspecting the trucks for loose and defective items and taking remedial measures, e.g. securing with lashing straps, and removing loose parts and storing them in the truck.
- › Securing air deflectors.



- › Tarpaulins, folding roofs and the tank hatches and bottom valves/outlets of tankers must be closed and made secure (securing them where necessary using lashing straps).
- › Removing or retracting all radio and other aerials.
- › Ensure the hazardous materials warning signs are visibly displayed to the truck.

Ensuring that trucks are designed to transport the cargo they are carrying (transport of coils, dangerous goods, etc.). The cargo must meet the requirements for the safe carriage of goods. Observing the rules applying to the loading and securing of the cargo (cargo to be secured in accordance with road transport provisions).

Exceeding the permitted loading gauges and inadequately secured cargo present a substantial safety risk while on the rolling highway and must be avoided at all costs. Aside from accidents, they cause operational delays during the journey due to the need for additional checks or the reloading or removal from service of vehicles along the way.

Due to limited space in the terminals, trucks will not be permitted onto the premises more than 90 minutes prior to the departure of the train.

## Embarkation

Embarkation is one of the most delicate phases of the entire transport process. There is a high accident risk if the following prescription are not being observed. Embarkation is initiated and supervised by authorised personnel.



### Air suspension set for maximum ground clearance

- › The embarkation process proper starts when the first axle of the truck is on the loading ramp.
- › When embarking, the air suspension must be placed in drive position to ensure ground clearance of at least 15 cm along the entire length of the truck (tractor plus semi-trailer/trailer) in order to avoid any contact between the truck and wagon. Trailer steering axles must be blocked.



### Driving at walking pace

- › The truck must be driven at no more than walking pace (max. 5 km/h).
- › Trucks with ground clearance of less than 17 cm must be driven onto the loading ramps and along the wagons with extreme care and very slowly.
- › An eye must be kept out for any obstructions on the wagons. The truck must stop and the supervising personnel be informed of the presence of unstowed wedges, open flaps, etc.



### Leaving one wagon length between trucks

- › When proceeding along the wagons, a gap equivalent to one whole wagon must be left between one truck and the next.
- › On reaching the final parking place, ensure the truck is centred on the wagon, select first gear and switch the engine off.

## Embarkation – final steps



### Adjusting air suspension

- › With the handbrake disengaged, adjust the air suspension of the tractor and trailer to ensure that no part of the truck exceeds the maximum permitted height for that truck.



### Switching off instruments and electronic devices

- › Instruments and electronic devices must be switched off to avoid the risk of antennae moving of their own accord.



### Securing the truck

- › Apply the handbrake
- › Retract the side mirrors
- › Switch off ignition and isolation switch
- › Remove all valuables from the cab
- › Lock the cab
- › Secure the truck using at least four wedges:
  - › NOT at the front on the frontmost axle
  - › NOT between the axles of the tractor
  - › NOT behind the last axle of the trailer

### The journey on the rolling highway

To ensure that drivers experience the rolling highway journey as pleasant, relaxing and safe, everyone is requested to observe the following simple rules:



#### Trucks out of bounds during the journey

- › For safety reasons, drivers are not permitted to access their trucks during the rolling highway journey. Remaining in the cab during the journey is hazardous, e.g. risk of electric shock, reduced means of escape in the event of an incident in a tunnel, etc.



#### Using the intercom in emergencies and following loudspeaker announcements

- › If the need arises, drivers in the sleeping car can communicate with the train driver and the control centre. Safety advice or instructions must be followed.
- › In the event the rail personnel advise evacuation of the sleeping car, drivers must at all times remain extremely aware of the dangers associated with railways (oncoming trains, ruptured overhead lines, etc.).



#### Remaining in the sleeping car during the journey

- › The sleeping car may not be entered or left except at the terminals or if permitted by railway personnel. Interim stops during the journey and at stations may, without warning, be followed by starts, shunting or other operations. Drivers must wear high-visibility jackets whenever they are outside the sleeping car.
- › Out of consideration for others, drivers are asked to keep the sleeping compartments, seating areas, toilets and wash-rooms clean.
- › No prohibited objects (including, e.g. paper hand towels or rubbish) is to be disposed of in the WC pans or thrown out of windows.



#### Alcohol consumption in terminals and during journey

- › The alcohol limits are the same as those for road traffic. Drivers may be subject to checks.



#### General smoking ban in the sleeping car

- › Smoking or the making of fire is not permitted in the sleeping car.
- › For reasons of safety, each coach is equipped with a fire alarm system. If smoke or fire is detected, it disconnects all the power supplying the sleeping car (apart from the emergency lighting) and sets off an acoustic alarm.



#### Open flames in the sleeping car are prohibited

- › The transport and use of open flame stoves (e.g. gas stoves) is prohibited.

## In the arrival terminal

### Arrival

The arrival terminal is where the drivers drive their trucks off the train.



#### Waiting for permission before entering the trucks

- › Drivers must wait for permission from the terminal personnel to leave the sleeping car and enter their cabs. Drivers must wear high-visibility jackets whenever they are outside the sleeping car.



#### No erection of antennae beneath overhead lines

- › On arrival at the terminal, it is prohibited to enter the truck or make any adjustments to antennae, etc. beneath overhead lines.

### Preparation of disembarkation



#### Air suspension for maximum ground clearance

- › When disembarking, the air suspension must be placed in drive position to ensure ground clearance of at least 15 cm along the entire length of the truck (tractor plus semi-trailer/trailer). This is required in order to avoid any contact between the truck and wagon floor.



#### Removing and stowing the wedges

- › Remove all the wedges and stow them correctly in the designated holders on the sides. Wedges left lying around present a hazard to other trucks.

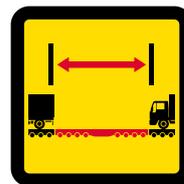
### Disembarkation

Disembarkation is initiated and supervised by authorised personnel. Once the railway personnel have completed the arrangements for unloading, drivers are required to drive their vehicles off the train without delay.



#### Driving at walking pace

- › The truck must be driven at no more than walking pace (max. 5 km/h) while on the train.
- › Trucks with ground clearance of less than 17 cm must be driven onto the unloading ramps and along the wagons with extreme care and very slowly.
- › An eye must be kept out for any obstructions on the wagons. The truck must stop and the supervising personnel be informed of the presence of unstowed wedges, open flaps, etc.



#### Leaving one wagon length between trucks

- › When proceeding along the train, a gap equivalent to one whole wagon must be left between one truck and the next.

The disembarkation process proper ends when the last axle of the truck leaves the unloading ramp.

Departure from the terminal must be effected immediately or within 15 minutes of disembarkation.

WE WISH YOU A PLEASANT AND SAFE JOURNEY.  
THANK YOU FOR CHOOSING THE ROLLING HIGHWAY FOR THE  
TRANSIT THROUGH THE SWISS ALPS!

