

YOUR INTERMODAL HUB AT THE HEART OF EUROPE

THE LUXEMBOURG INTERMODAL TERMINAL



40% of European GDP within a 500 km radius
80% of European industrial centres within a one-day reach

A HUB AT THE CENTRE OF EUROPE

The Luxembourg Intermodal Terminal, located on **Rail Freight Corridor 2** (North Sea-Mediterranean) and situated at the crossroads of the **North-South and East-West transport routes**, is ideally positioned as an **international hub for the consolidation of multimodal transport flows** across Europe and beyond.

Combined train shuttles connect the Luxembourg Intermodal Terminal to the **main industrial regions** and the **ports of the North Sea as well as the Baltic Sea and Southern Europe**.

WHY LUXEMBOURG?

- Strong government support in logistics to promote & develop supply chain infrastructures
- Stable business environment
- Simplified import/export procedures – Single Window for Logistics
- No VAT pre-financing on imports

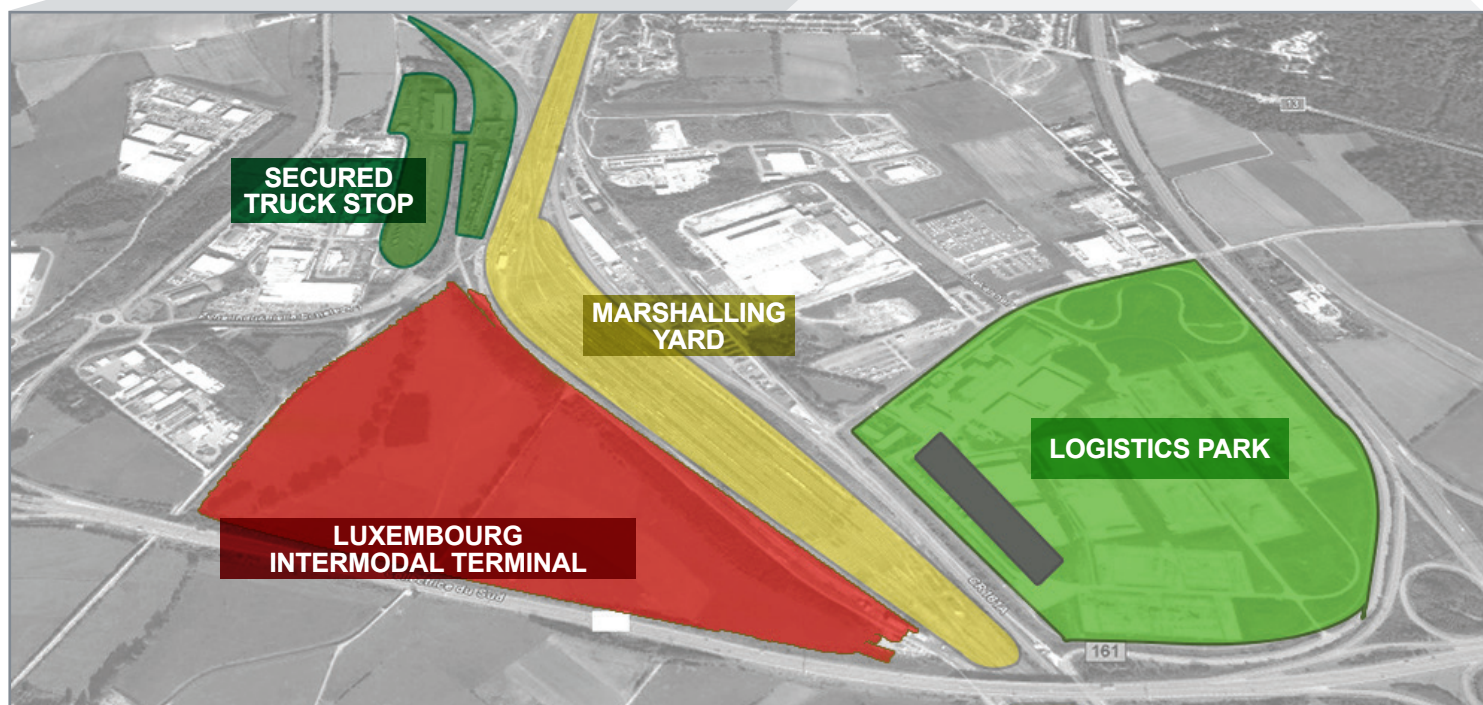
A WELL-CONNECTED HUB

Through our partners and a **flexible and reliable train shuttle network**, we can connect your train to almost any destination in Europe.

Located right next to the country's major **transnational highway network**, the Luxembourg Intermodal Terminal is closely connected to the Luxembourg **cargo airport** and the Luxembourg **river port**, as well as the neighbouring countries and their **international highway networks**.

The Luxembourg Intermodal Terminal is located at the **Eurohub South**, which includes the following **infrastructures**:

- international marshalling yard
- logistics service providers
- customs office
- bonded warehousing
- warehouses offering value-added services
- secured truck stop



HANDLINGS PER YEAR (CONTAINERS & TRAILERS)

2018: 200,000

Max. capacity: 600,000

UP TO 28 TRAINS PER DAY

Up to 12 combined trains / day

Up to 16 rail motorway trains / day

TRANSIT TIMES

8 hours Bettembourg - Antwerp

9 hours Bettembourg - Lyon

13 hours Bettembourg - Le Boulou

24 hours Bettembourg - Trieste



6 RAIL TRACKS OF 700 M

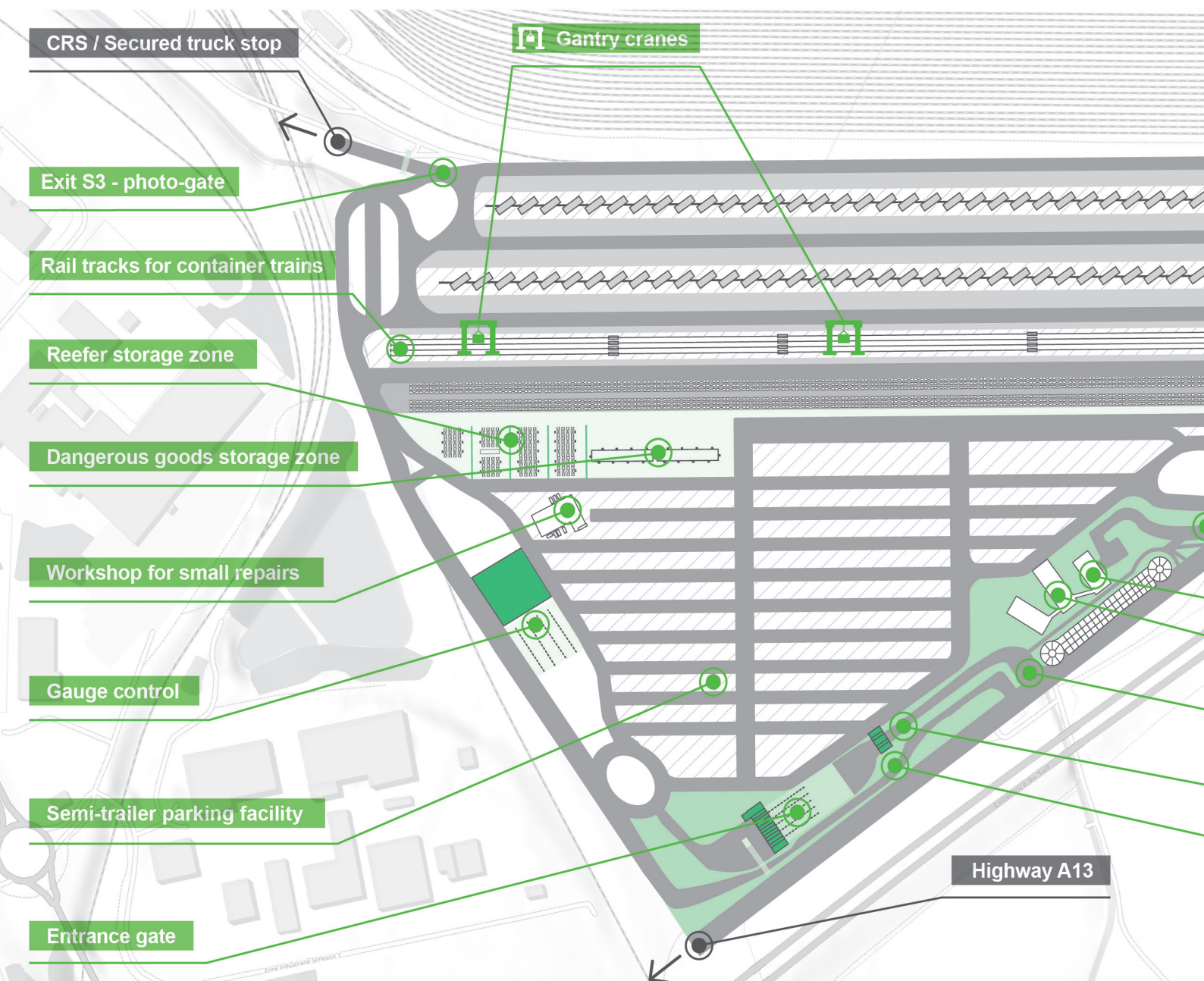
4 train tracks (containers & craneable trailers)

2 rail motorway tracks (non-craneable trailers)

2 GANTRY CRANES (piggy back)

2 REACH STACKERS (piggy back)

OCR TRAIN-GATE





ENTRANCE / EXIT GATE

OCR photogate

Max. capacity: 1,500 trucks / day

Driver self-check-in or manned full-service check-in

GAUGE CONTROL GATE

5 lanes

Weighting station

SOLAS certificate on request

840 TRAILER PARKING SPOTS



33 HA SURFACE

TEU CONTAINER STORAGE CAPACITY

Phase 1: 2,250 TEU | Phase 2: 3,425 TEU

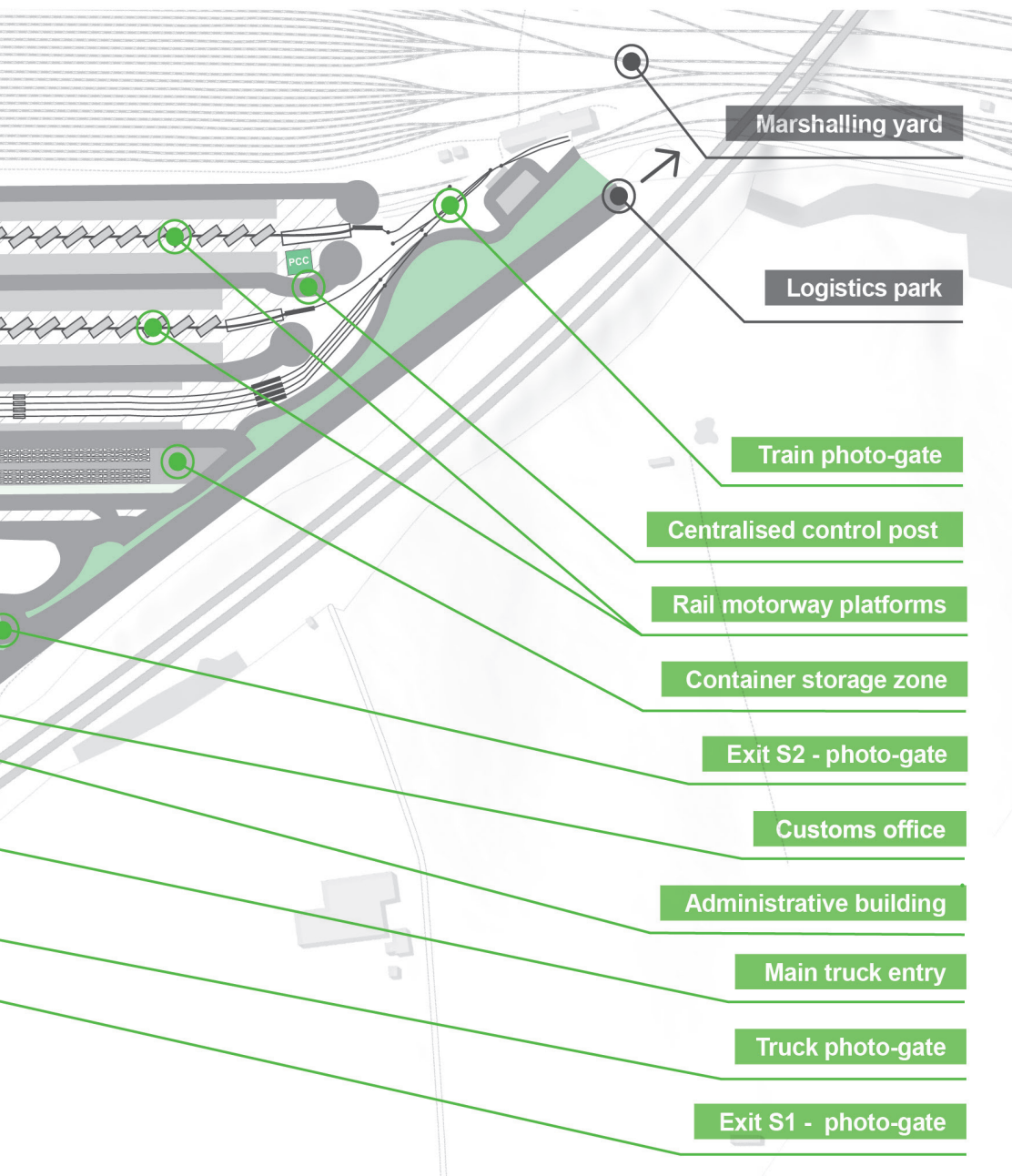
DANGEROUS GOODS STORAGE AREA

ADR / RID classes accepted: 2.1; 2.3; 3; 4.1; 4.2;
4.3; 5.1; 6.1; 8; 9

Max. capacity: 72 TEU

REEFER STORAGE AREA

Capacity: 24 TEU, expandable



To complete the offer, a **secured truck stop** (CRS - centre routier sécurisé) is available for CFL terminals customers and users of the Eurohub South logistics park.

The CRS project includes a secure parking area for 350 trucks & trailers, sanitary facilities, food services, a multi-card petrol station and truck cleaning station, as well as workshops for wagon and trailer repairs.

CERTIFICATIONS



ISO
9001

ISO
14001

OHSAS
18001

THE ADVANTAGES OF THE LOHR RAILWAY SYSTEM

LOHR railcars and platforms are specially designed for the **horizontal transfer of non-craneable trailers from road to rail** and vice versa. Each railcar pivots by 30 degrees and is able to transport 2 trailers.

The main advantages of this system are:

- Rapid loading and unloading, allowing for a higher train frequency
- Reliable and solid stowage on railcars, thus protecting the equipment
- Possibility of loading trailers that are up to 4 metres high

LOHR RAILWAY SYSTEM

- Unloading and loading of 40 semi-trailers within 1,5 hours
- Total time from arrival to departure: 3 hours





PROTECTING THE ENVIRONMENT

The development of alternative transport modes in order to reduce CO₂ emissions is a major challenge on a national and European scale. Multimodal transport provides a real response to this challenge, as it **reduces carbon emissions by an average of 70% compared to road transport.**



CO₂ SAVINGS OF COMBINED TRANSPORT

Example of 1 ITU of 21t transported for 1 045 km from Bettembourg to Le Boulou

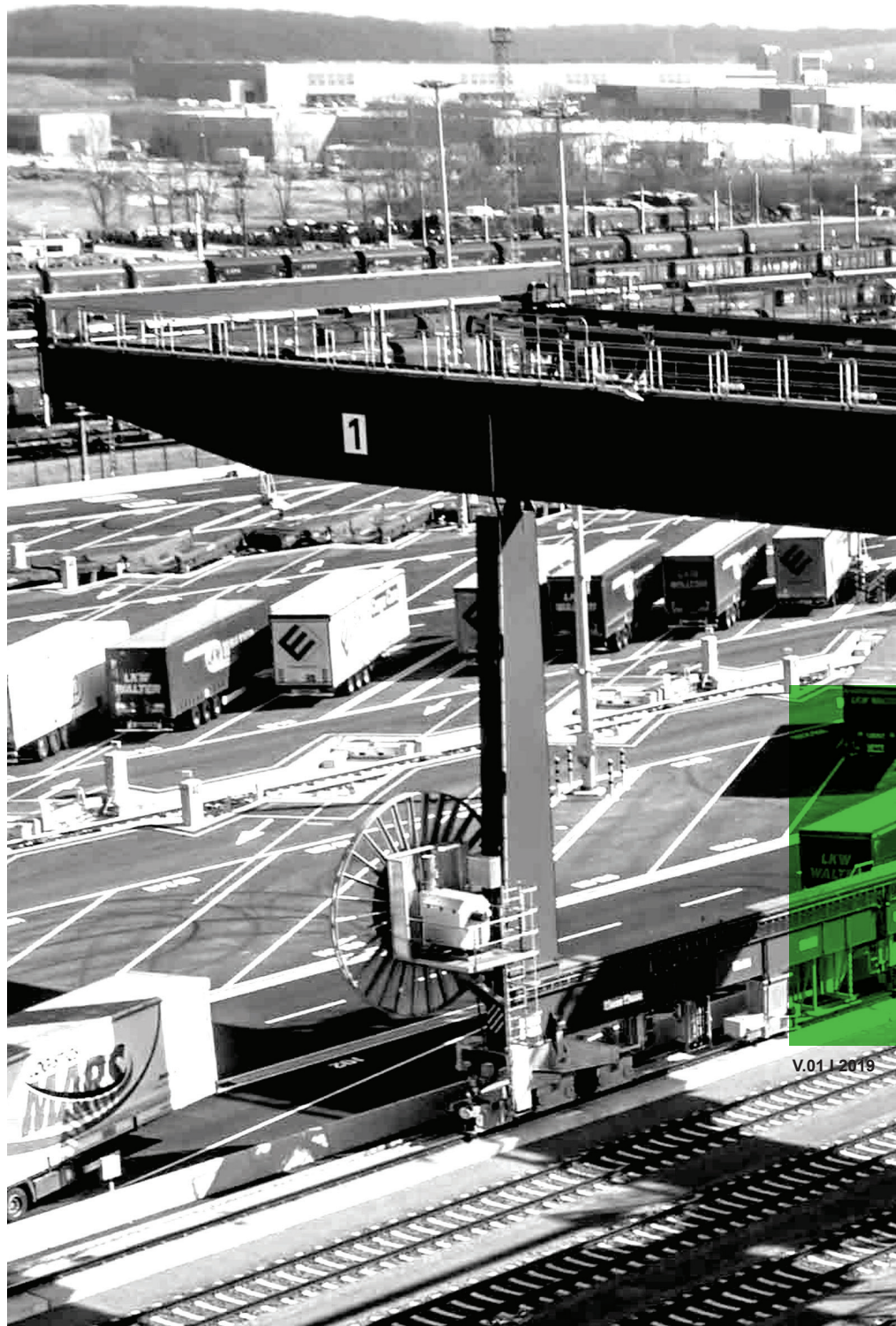


CO₂ consumption
of 1 semi-trailer **by road: 1 843 kg CO₂**



CO₂ consumption
of 1 semi-trailer **by train: 256 kg CO₂**

- ▶ CO₂ SAVINGS of transporting 1 semi-trailer by train: **1 587 KG CO₂**
- ▶ CO₂ SAVINGS of transporting 1 full train: **63 480 KG CO₂**



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