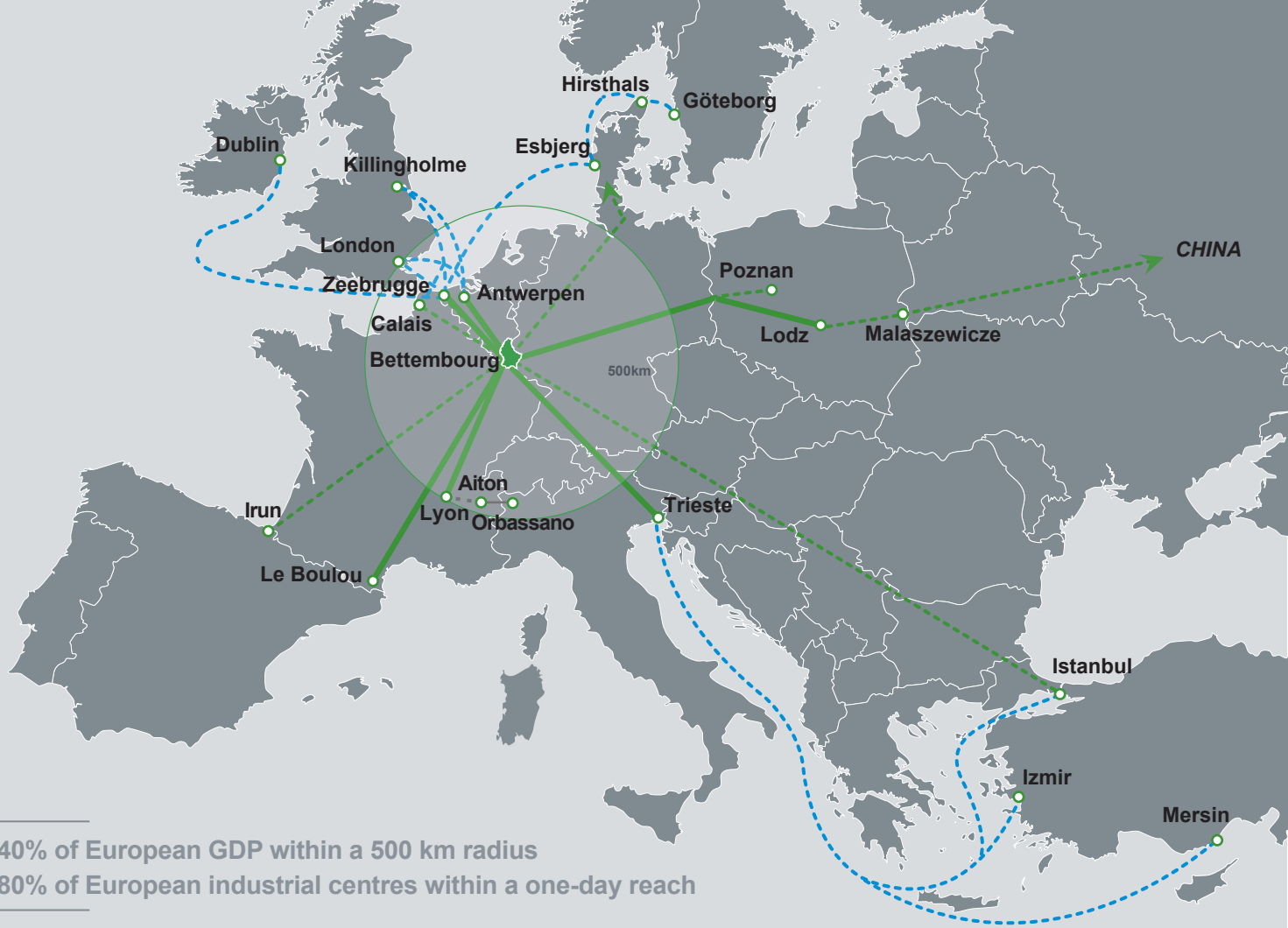


An aerial photograph of a large intermodal terminal. In the foreground, a semi-truck with a 'MAERSK SEALAND' container is on a road. To the left, multiple railway tracks run parallel. The background shows a vast area filled with numerous shipping containers and several large gantry cranes. A green semi-transparent rectangular box is overlaid on the lower half of the image, containing white text.

# YOUR INTERMODAL HUB AT THE HEART OF EUROPE

THE LUXEMBOURG INTERMODAL TERMINAL



## 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?

- Luxembourg ranking 2nd at the World Bank 2016 Logistics Performance Index
- 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



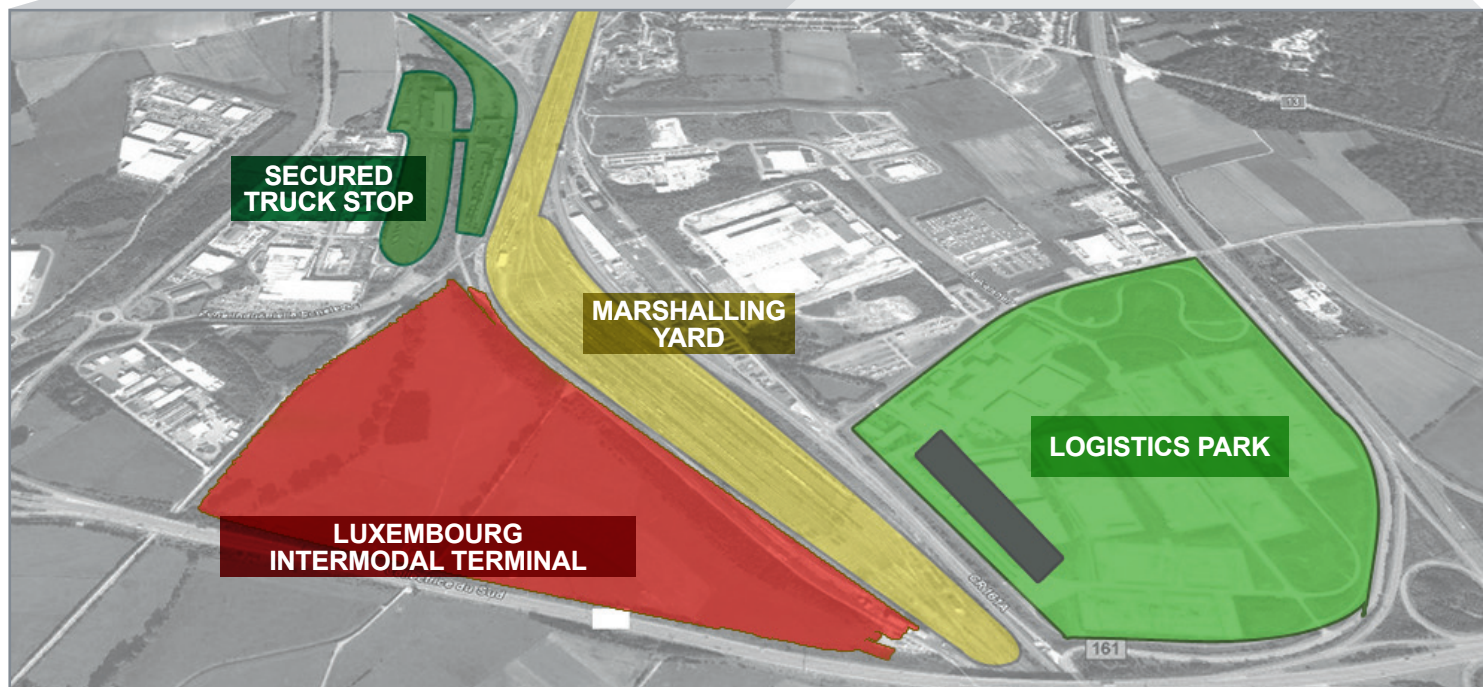
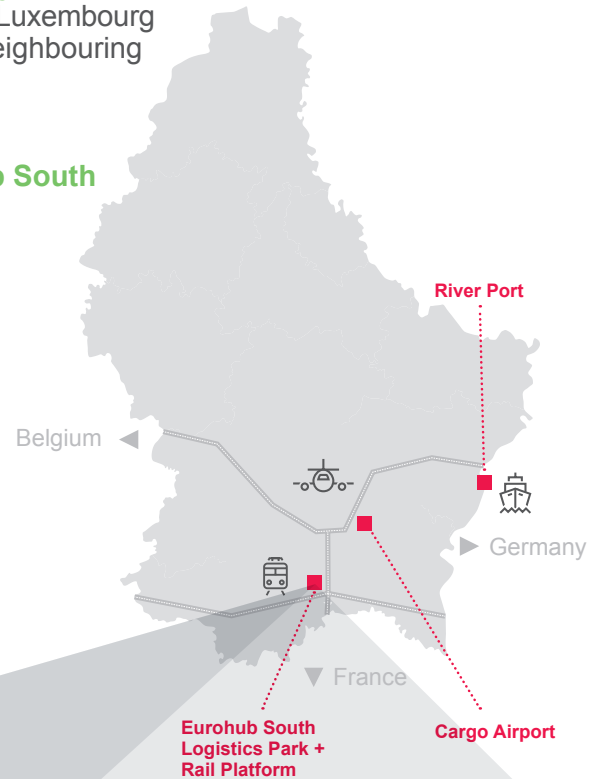
## A WELL-CONNECTED HUB

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 logistics park**, 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)

2017 (est.): 225,000

Max. capacity: 600,000

## UP TO 28 TRAINS PER DAY

Up to 12 combined trains / day

Up to 16 rolling motorway trains / day

## TRANSIT TIMES

8 hours Bettembourg - Antwerp

9 hours Bettembourg - Lyon

13 hours Bettembourg - Le Boulou

24 hours Bettembourg - Trieste



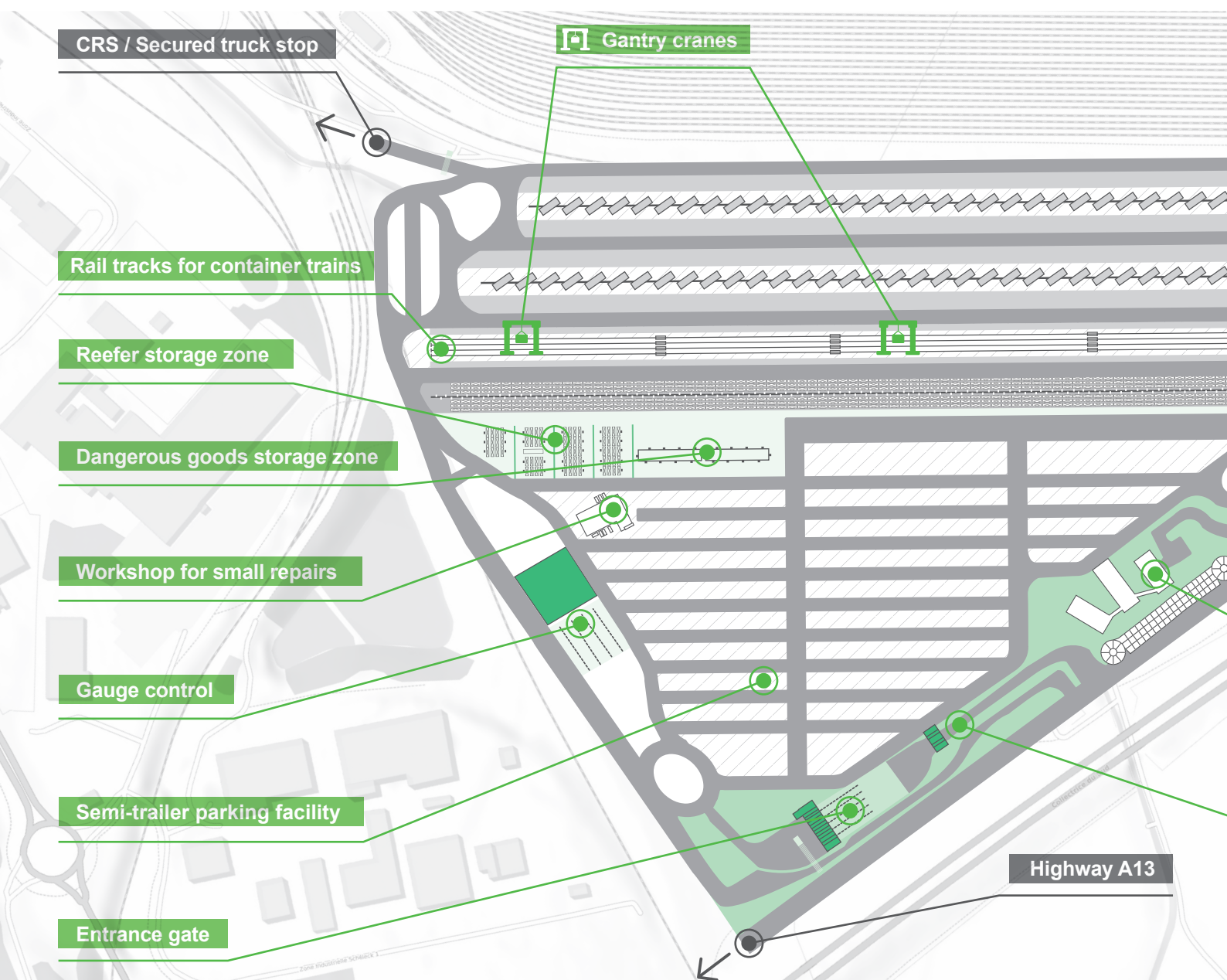
## 6 RAIL TRACKS OF 700 M

4 train tracks (containers & craneable trailers)

2 rolling motorway tracks (non-craneable trailers)

2 GANTRY CRANES (piggy back)

2 REACH STACKERS (piggy back)







## ENTRANCE GATE

6 lanes

**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

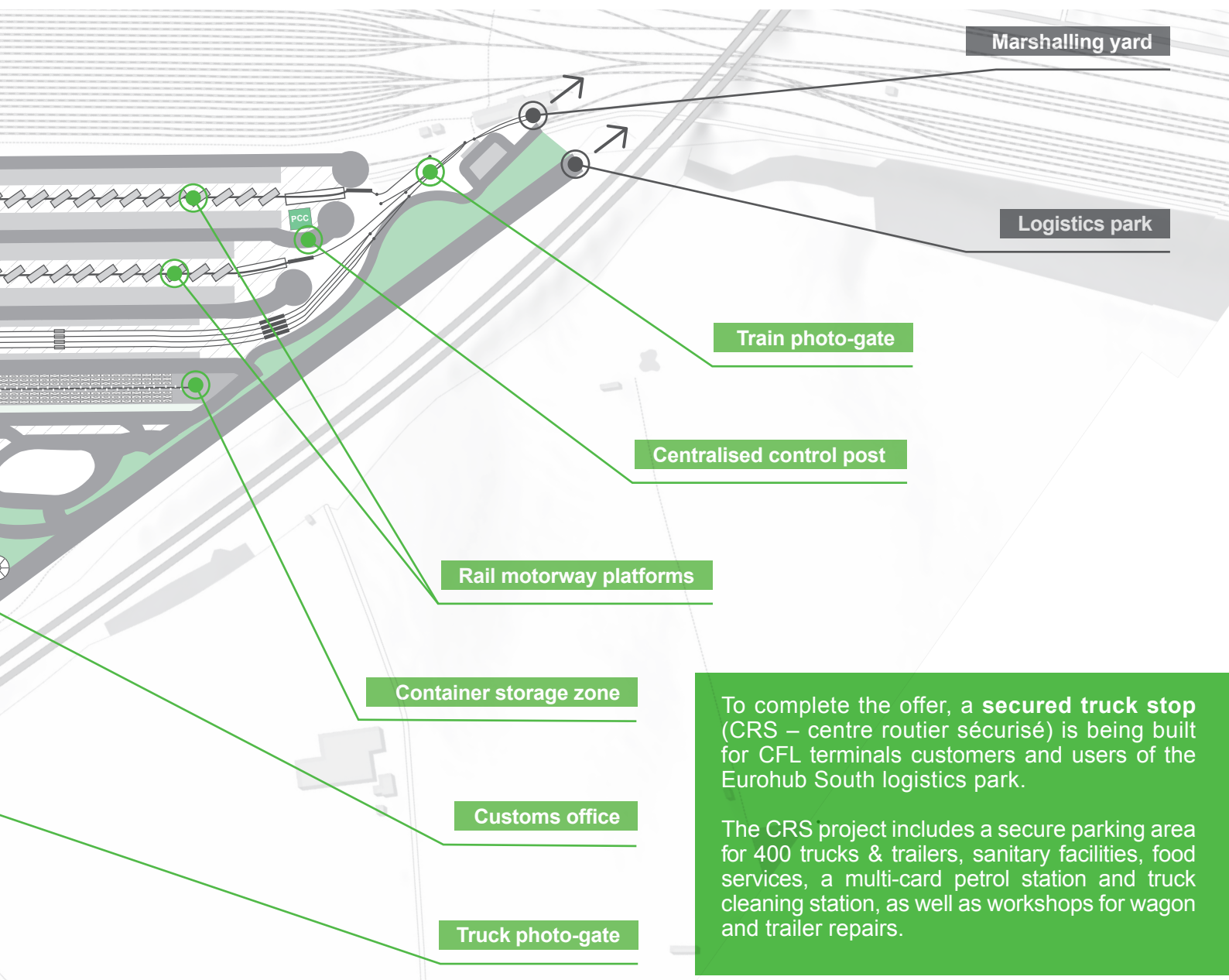
## DANGEROUS GOODS STORAGE AREA

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

**Max. capacity:** 50 containers

## REEFER STORAGE AREA

**Capacity:** 24 container, expandable



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

The CRS project includes a secure parking area for 400 trucks & trailers, sanitary facilities, food services, a multi-card petrol station and truck cleaning station, as well as workshops for wagon and trailer repairs.

## THE ADVANTAGES OF THE LOHR RAILWAY SYSTEM

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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

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- 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 CO<sub>2</sub> 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.**

## CO<sub>2</sub> SAVINGS OF COMBINED TRANSPORT



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



CO<sub>2</sub> consumption  
of 1 semi-trailer **by road: 1 843 kg CO<sub>2</sub>**



CO<sub>2</sub> consumption  
of 1 semi-trailer **by train: 256 kg CO<sub>2</sub>**

- ▶ CO<sub>2</sub> SAVINGS of transporting 1 semi-trailer by train: **1 587 KG CO<sub>2</sub>**
- ▶ CO<sub>2</sub> SAVINGS of transporting 1 full train: **63 480 KG CO<sub>2</sub>**

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V.05 | 2017