The Eurohub Sud
in Bettembourg / Dudelange (L)

Logistics services connected to the rail-road hub of Bettembourg

LAMBERT Eric, Senior Business Development Manager
Performance and quality of service: reliability, efficiency, flexibility

Continuous improvement through competency development

Responsible approach: safety, sustainable development, compliance

Employees: more than 1,180 | Turnover 2016*: 202 M€
Targeted Activities

- Gateway from/to and through Europe
- Cross-dock hub for European land transport
- European and regional distribution center
- Logistics center for value added services
- Traffic flow management services
Location

- Ideally located for global business, right at the heart of Europe, on the crossroad between the North-South & East-West axes.
- Connected to major ports of the North Sea, the Baltic Sea & the Mediterranean, as well as to the main European industrial regions.
- 40% of EU GDP in a 500 km radius.
Efficient infrastructures (1)

- Intermodal terminal
- Rail motorway platform
- International marshalling yard
- General infrastructure and logistics site management
Efficient infrastructures (2)

Management & operation of intermodal terminal in Bettembourg

- 24/24, 7/7
- Combined terminal
  - Capacity: 300,000 ILU / year
  - 4 railway-tracks of 700 m
  - 2 gantry cranes, 2 reach stackers
- Rail motorway
  - Capacity: 300,000 trailers / year
  - 2 Lohr platforms of 700 m
- Technical services - maintenance of installations & equipment
Connect main ports & European economic Centers

- Combined transport network

- Connection to North-Sea ports, Baltic ports and Mediterranean ports as well as main European industrial centers

- Using the RFC 1, 2, 4, 6 and 8

- Focus on quality, reliability, frequency & transit time
Connect main ports & European economic Centers (2)

Antwerpen
Zeebrugge

Transfert rail – rail
Transfert road - rail

Le Boulou
Lyon
Trieste

BETTEMBOURG
Point of attention

The continuously increase of the Combined Transport volume will remain a reality by tackling following obstacles (not exhaustive):

• Maritime Market (bigger Container Ships)
  -> Longer detention and demurrage time to avoid urgency transportation by road and allow the draining of more container by train
  -> Flexible train path to better connection with the vessel’s arrival

• Management of the RFC
  -> Better coordination of the construction works within and between the RFC’s
  -> Avoid the border issues (driver language, tail light, etc.)
  -> Coordination of the implementation of ERTMS

• Threshold technical values of the Infrastructure
  -> Implementation of the TEN-T Parameters all through the RFC’s
  -> P400 – Gauge all through the RFC’s
  -> Development of horizontal technology Network, for non-cranable trailers

• Digitalization all through the entire logistics chain
  -> Coordination between the actors / shareholders
Thanks for your attention!

**LAMBERT Eric**  
Senior Business Development Manager  
Tel: +352 4996 0202  
Mail: eric.lambert@cfl-mm.lu