

CFL multimodal

ECOlogistics – for our future



1. CFL multimodal
2. CFL multimodal freight corridors
3. CFL multimodal transport solutions
4. Poland - Luxembourg connection
5. Terminals

1. CFL multimodal





RAIL

- Pan- European Conventional rail freight
- Pan- European Combined rail freight
- Regional train feeder services in Luxembourg & Lorraine greater area
- Maintenance workshop

LOGISTICS

- Road transport FTL / LTL
- Regional road distribution
- Parcel services / Express
- Warehousing
- Customs clearance
- Air- & sea-freight commissioning
- Container sales & rental

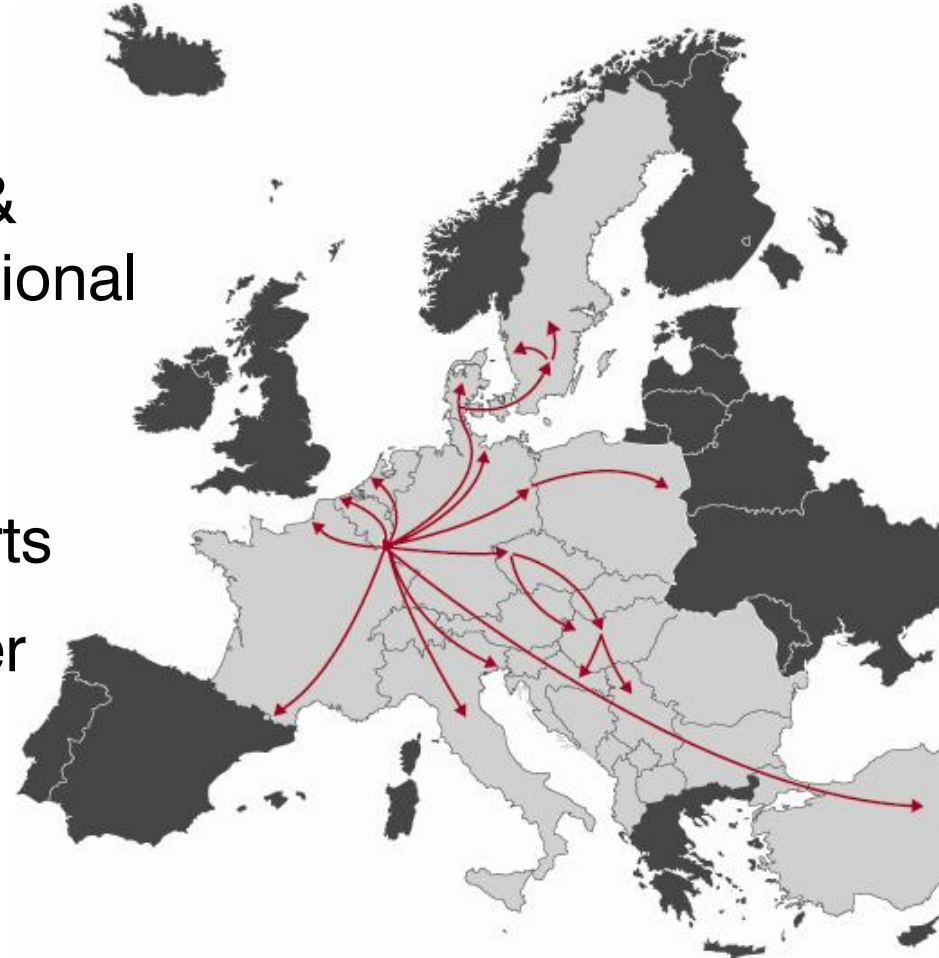
INFRASTRUCTURES

- Intermodal terminal operator
- Modalohr terminal operator
- Shunting yard operator
- Warehouses
- Cross dock facilities

Market strategy

Develop Bettembourg as

- ❖ Multimodal European hub & spoke terminal with international feeder services
- ❖ Logistics platform for the Hinterland of North-Sea ports
- ❖ European distribution center



Market values

- Offer high-quality services to customers
 - ❖ ISO 9001
 - ❖ ISO 14001
 - ❖ OHSAS 18001
- Respect environment & promote sustainable development



2. CFL multimodal freight corridors



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- Authorized trucking on Sunday, no bank holiday restrictions
- 44 tonnes allowed in intermodal transports
- 100 % international transports, no cabotage restrictions

3. CFL multimodal transport solutions



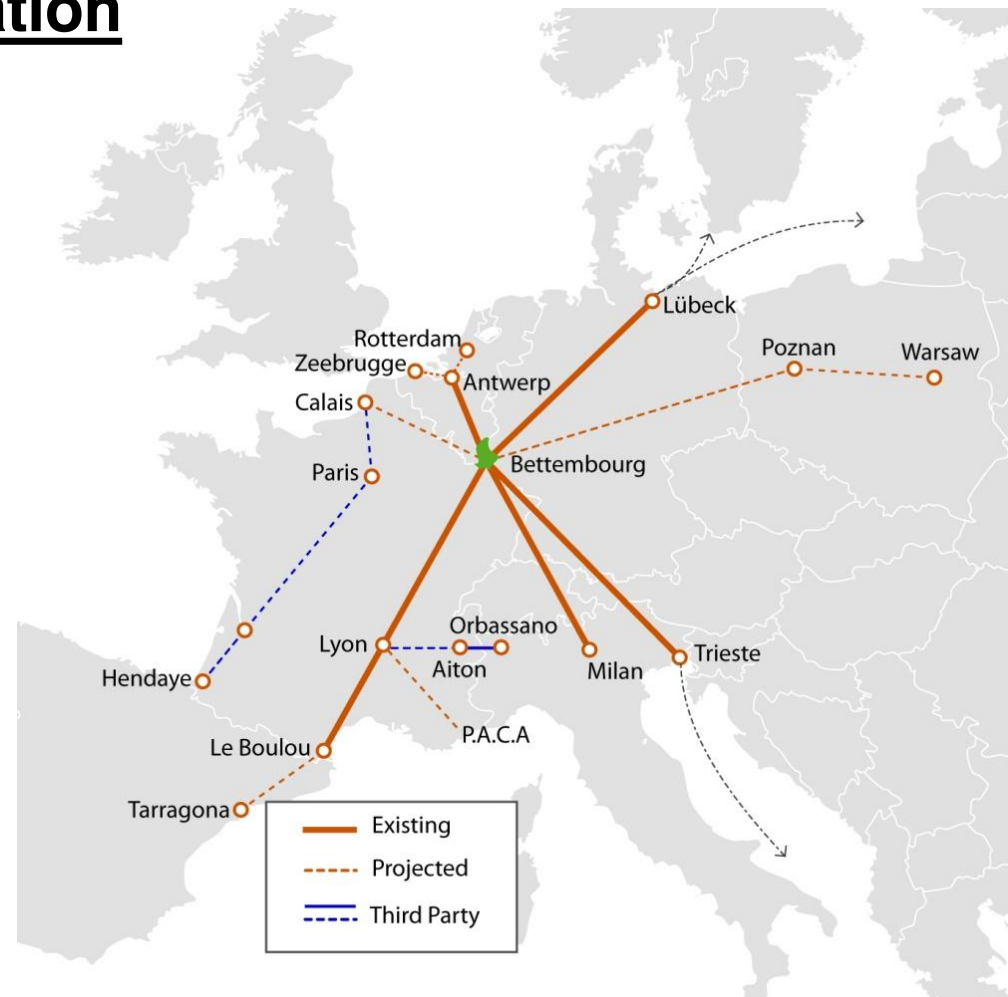
Conventional Rail Services

- International long distance rail freight transport
- Regional rail freight trains & feeder services
- Single wagonload services
- Shunting & marshalling yard operations



Intermodal rail transportation

- Positioning of Bettembourg in the heart of a European Rail Motorways network
- Combined transport connections from Bettembourg to the main European industrial centers



Multimodal network 2014

- Bettembourg – Le Boulou
- Bettembourg – Antwerpen
- Bettembourg – Lübeck-Helsingborg
- Bettembourg – Lyon
- Bettembourg – Duisburg
- Bettembourg – Trieste
- Bettembourg – Lodi



3. Poland <=> Luxembourg link



Poland – France

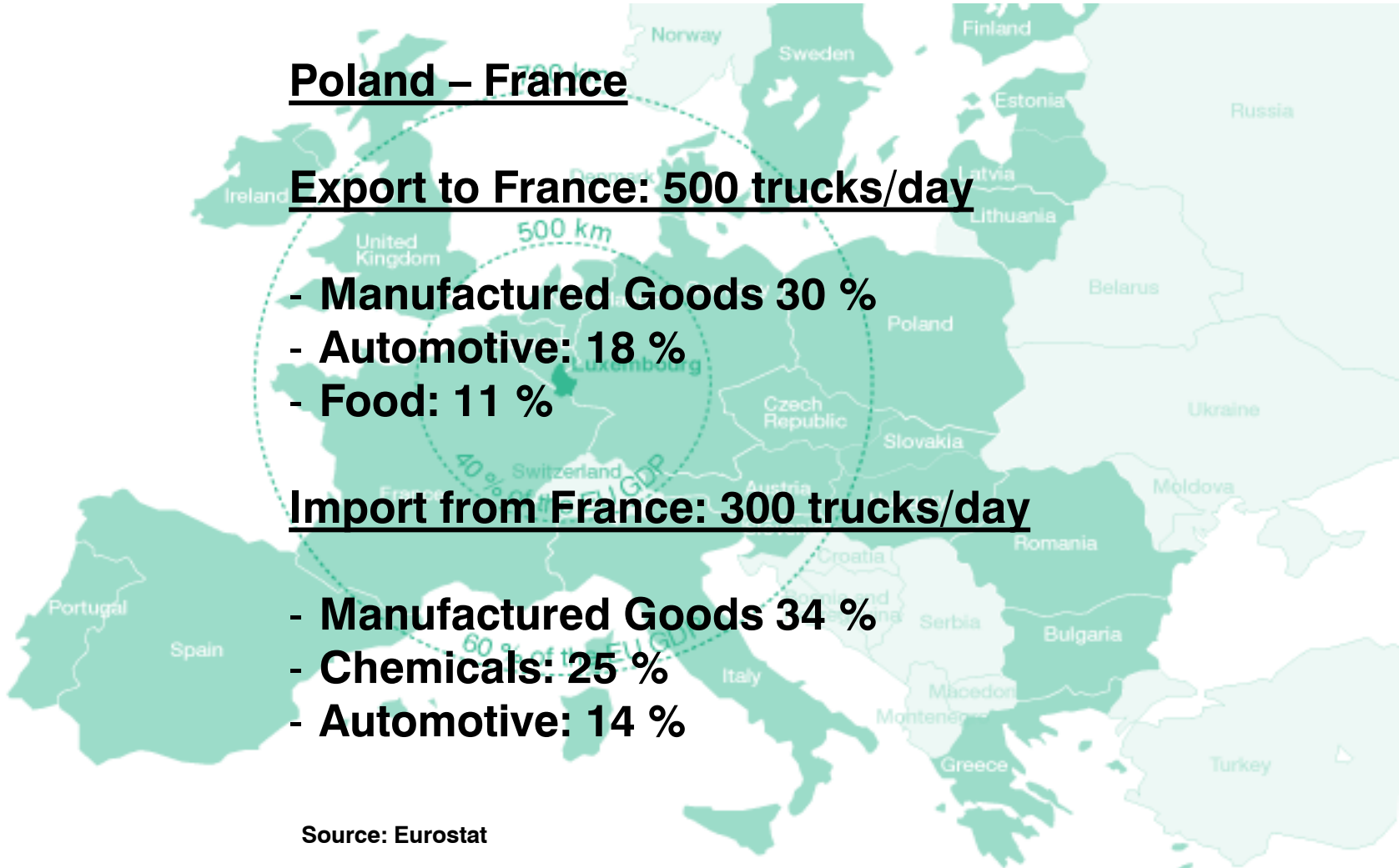
Export to France: 500 trucks/day

- **Manufactured Goods 30 %**
- **Automotive: 18 %**
- **Food: 11 %**

Import from France: 300 trucks/day

- **Manufactured Goods 34 %**
- **Chemicals: 25 %**
- **Automotive: 14 %**

Source: Eurostat



Poland – Spain

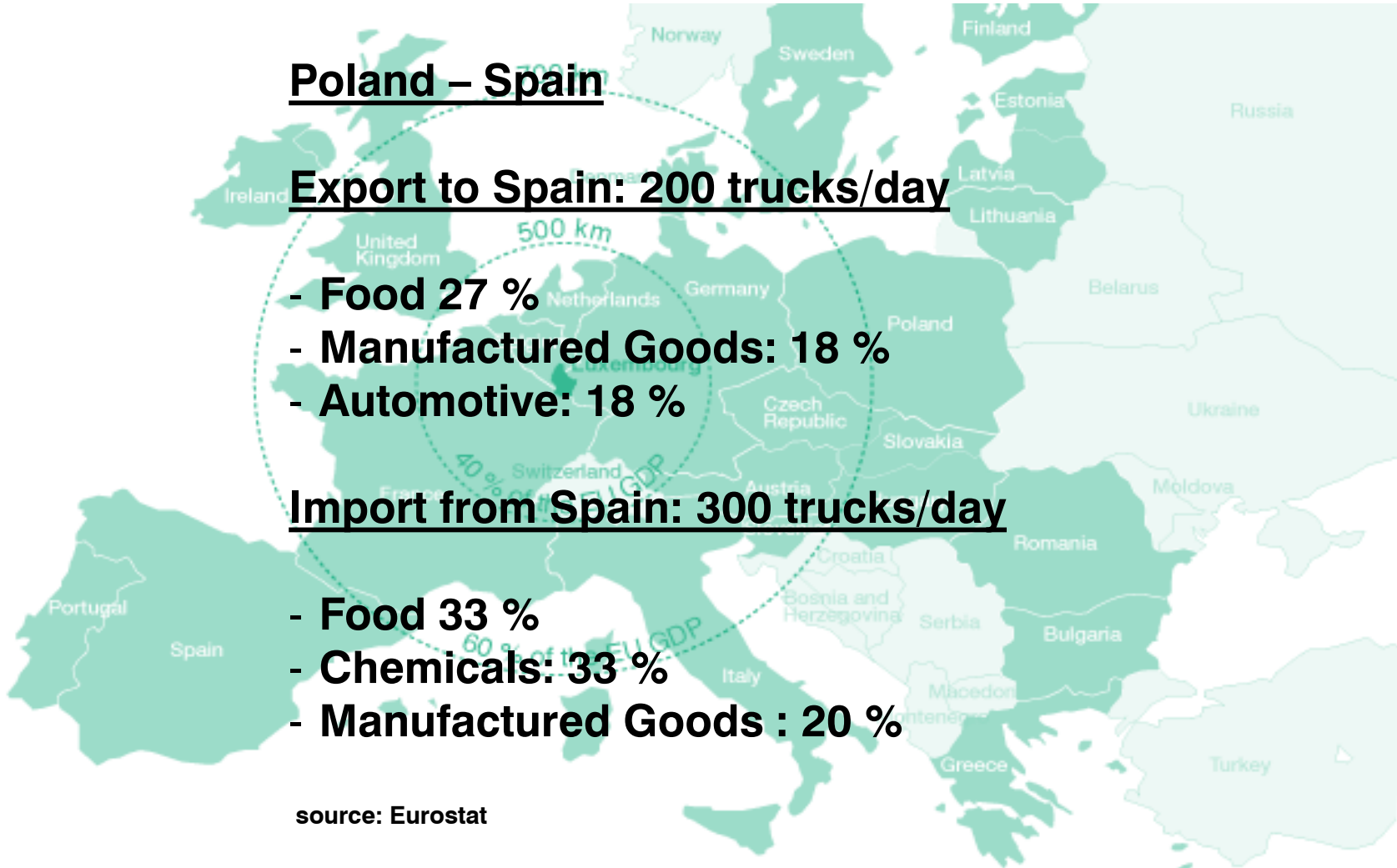
Export to Spain: 200 trucks/day

- Food 27 %
- Manufactured Goods: 18 %
- Automotive: 18 %

Import from Spain: 300 trucks/day

- Food 33 %
- Chemicals: 33 %
- Manufactured Goods : 20 %

source: Eurostat





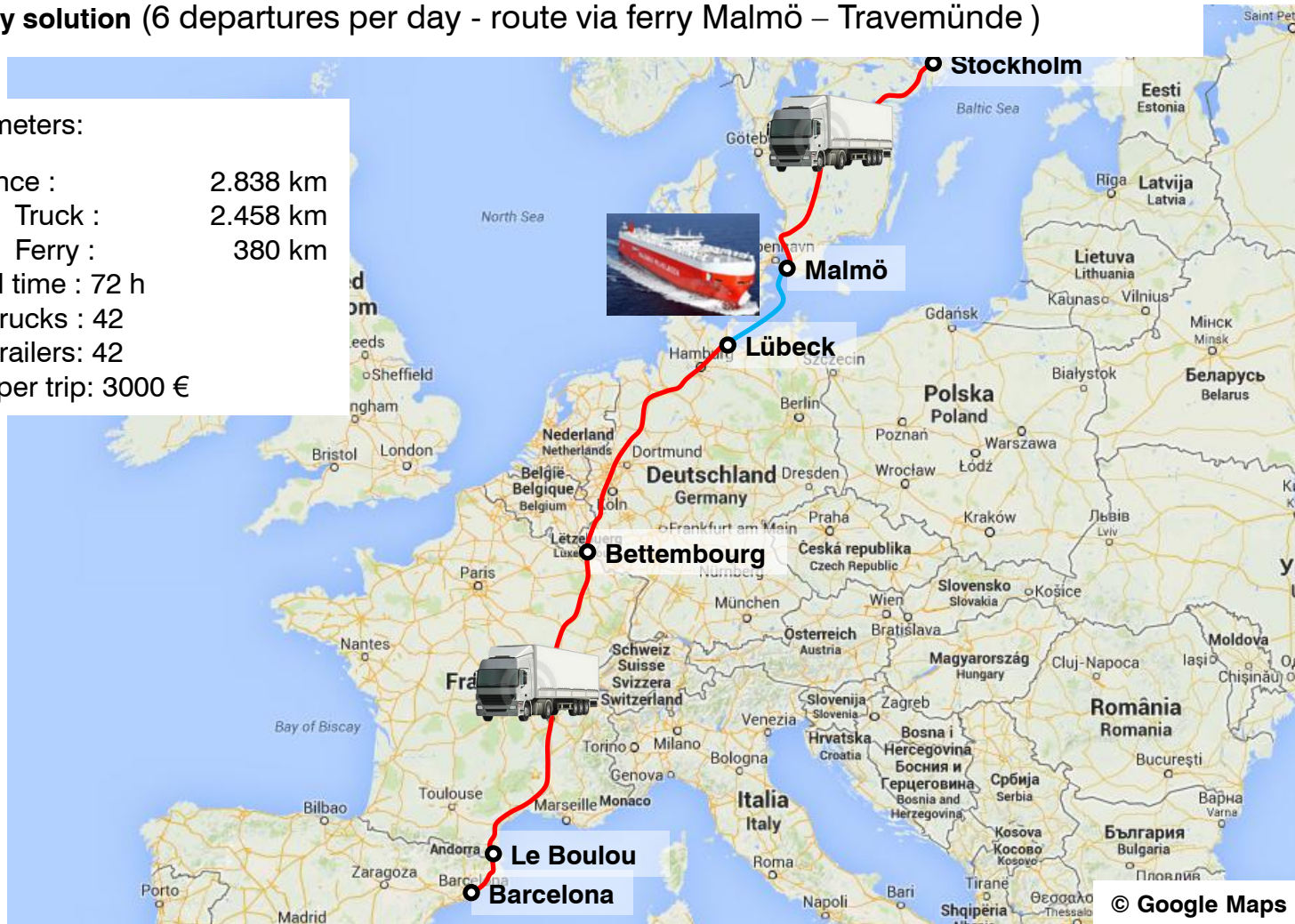
- Authorized trucking on Sunday, no bank holiday restrictions
- 44 tonnes allowed in intermodal transports
- 100 % international transports, no cabotage restrictions

Testimonial : Stockholm - Barcelona

Truck only solution (6 departures per day - route via ferry Malmö – Travemünde)

Key parameters:

- Distance : 2.838 km
 - Truck : 2.458 km
 - Ferry : 380 km
- Travel time : 72 h
- # of trucks : 42
- # of trailers: 42
- Cost per trip: 3000 €



Testimonial : Stockholm - Barcelona

Combined solution (6 departures per day - route via ferry Malmö – Travemünde)

Key parameters:

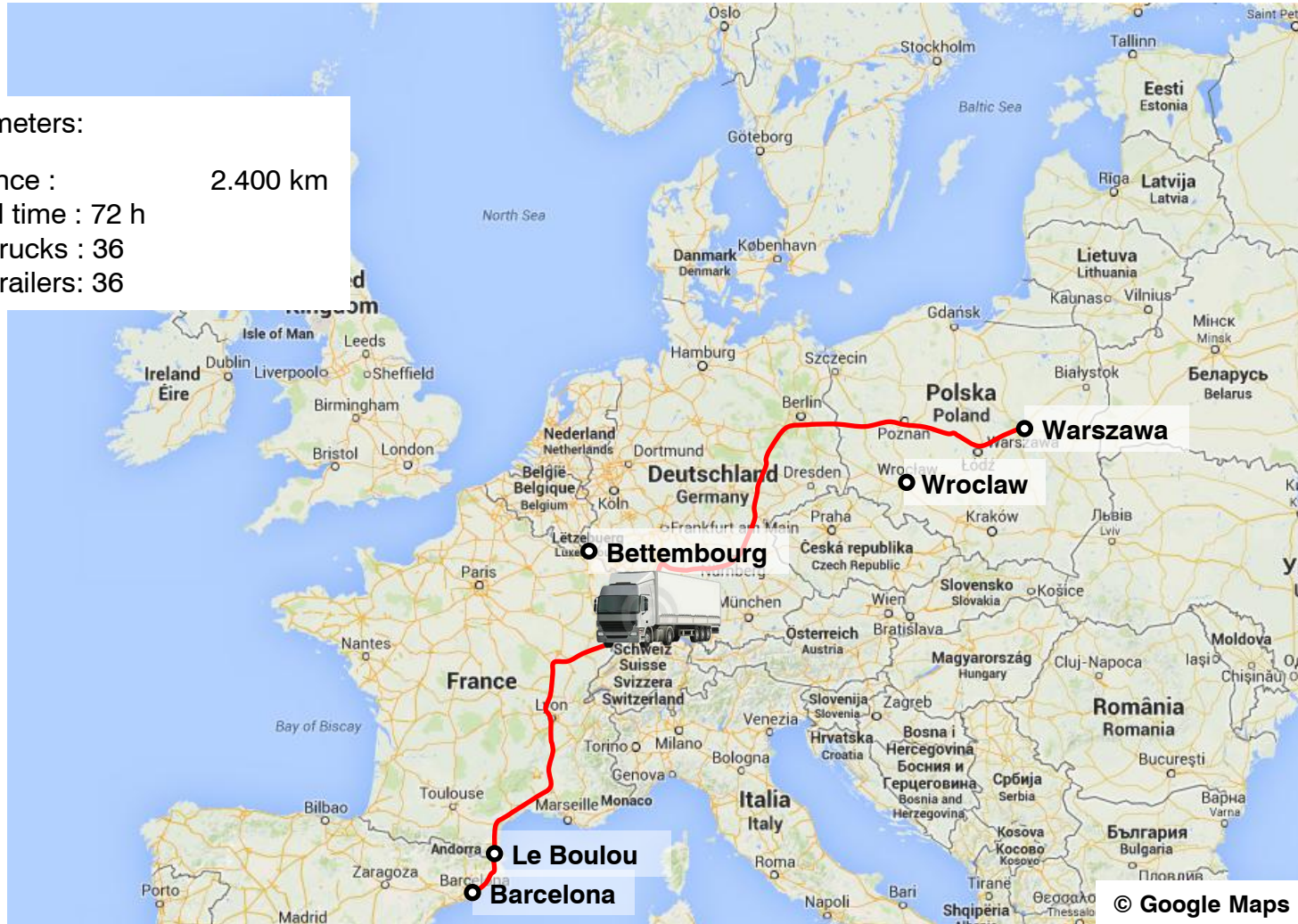
- Distance : 2.938 km
 - Truck : 791 km
 - Train : 1767 km
 - Ferry : 380 km
- Travel time : 77 h
- # of trucks : 18
- # of trailers: 42
- CO₂ savings : 58%
- Cost per trip : 2600 €
- Net profit : > 10 %



Truck only solution Warszawa - Barcelona (6 departures per day)

Key parameters:

- Distance : 2.400 km
- Travel time : 72 h
- # of trucks : 36
- # of trailers: 36



Combined solution Warszawa - Barcelona(6 departures per day)

Potential terminal locations: Wroclaw , Poznan,

Key parameters:

- Distance : 2.630 km
 - Truck : 530 km
 - Train : 2100 km
- Travel time : 60 h
- # of trucks : 12
- # of trailers: 30
- CO₂ savings : 61%
- Profit: > 10 %



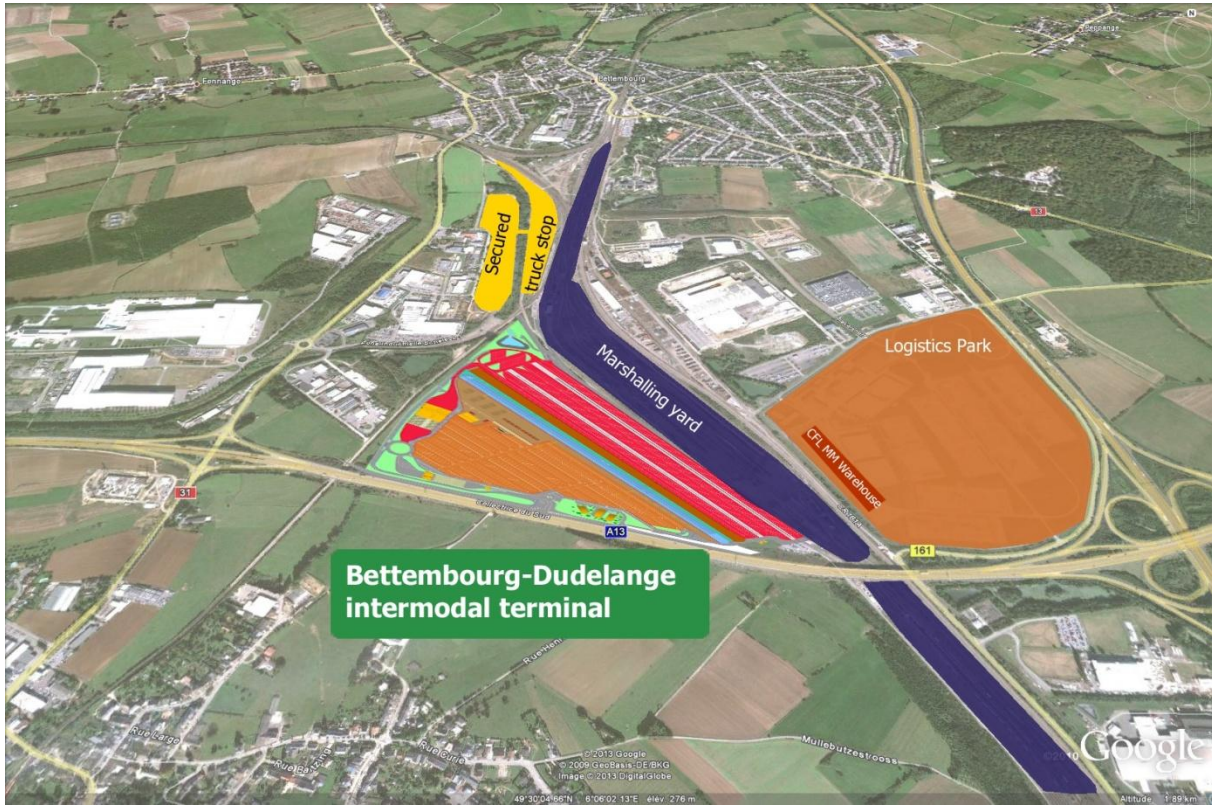
/// Economic advantages

- /// Railroad provides 44 t max weight to France, BeNeLux, Great Britain, Spain
- /// Reduces the level of overall investments
- /// Allows 24/7 pan European transports
- /// Less road tolls and staff costs
- /// Total cost calculation outperforms full road transportation on long distances

/// Operational advantages

- /// Railroad avoids congestions and border crossing waiting
- /// Railroad reduces the volatility on the whole supply chain productivity
- /// Railroad gives more flexibility for new projects
- /// Railroad reduces risks on truck and driver management
- /// Railroad is green, CO₂ consumption of railroad is 50% of truck

5. Terminals



Infrastructures 2014

- 350 m railway-track equipped with Modalohr technology
- Gauge control
- Simultaneous loading & unloading of 20 trailers
- Service 24/24, 7/7
- 4 trains per day between Bettembourg & Le Boulou



Infrastructure 2014

- Surface: 12,45 ha
- Loading & unloading tracks: 2 x 700 m
- 1 gantry crane
- 3 reach stackers

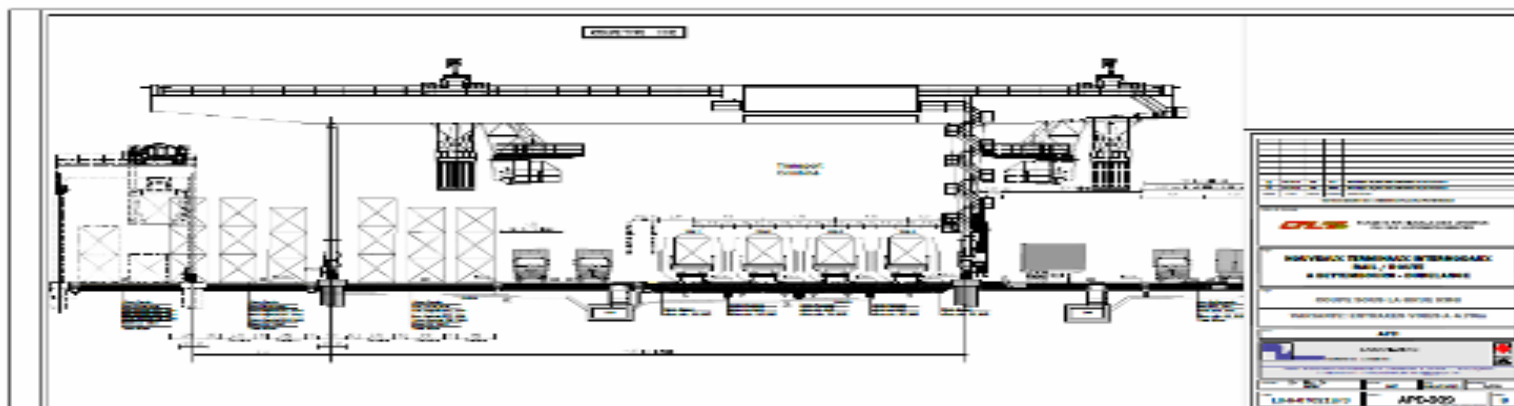


Infrastructure 2016



Terminal capacities in 2016

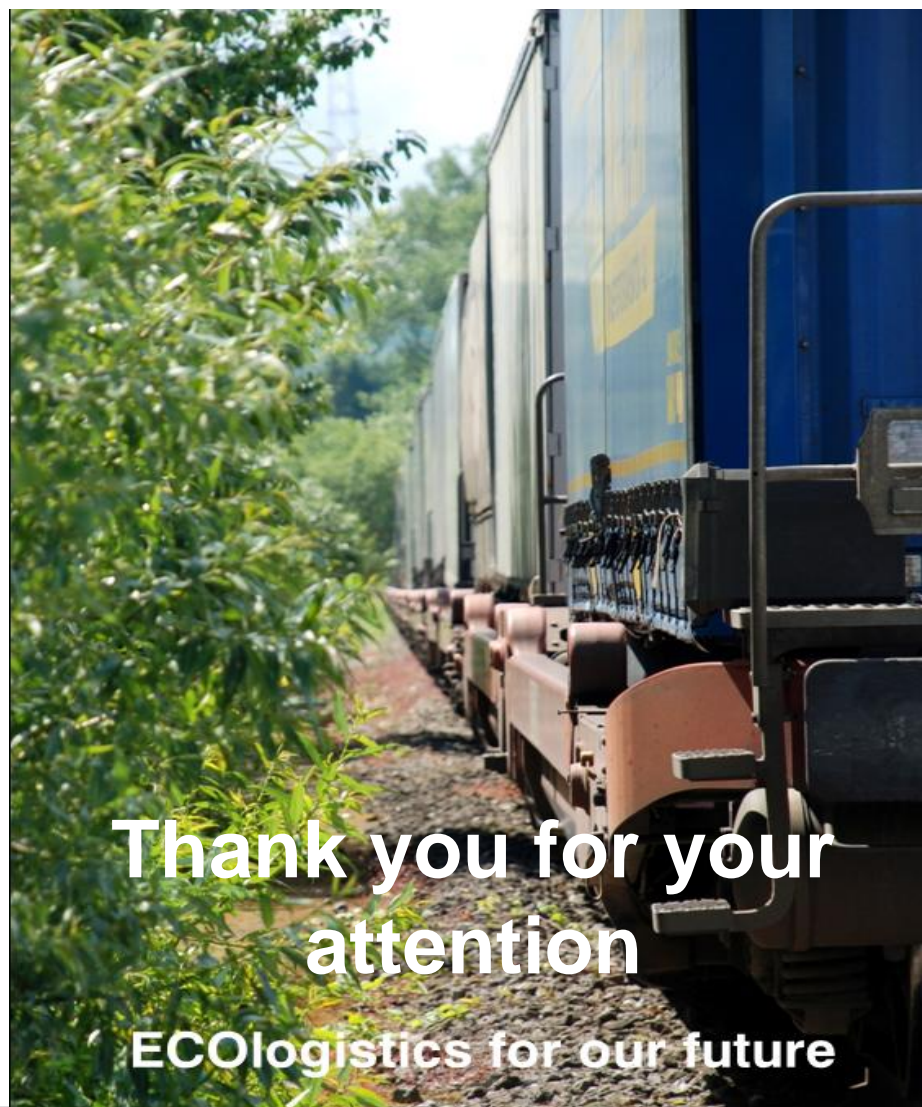
	CONTAINER TERMINAL		RAIL MOTORWAY	
	Existing	New	Existing	New
Rail tracks	2x700m	4x700m	1x350m	2x700m
Gantry cranes	1	2		
Capacity (units/year)	80,000	300,000	45,000	300,000



Terminal services

- Transshipments rail <-> road
- Transshipments rail <-> rail
- Deconsolidation/Consolidation of FTL / LTL
- Regional Feeder services
- Warehousing
- Value-added logistics activities
- Customs clearance





**Thank you for your
attention**

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