

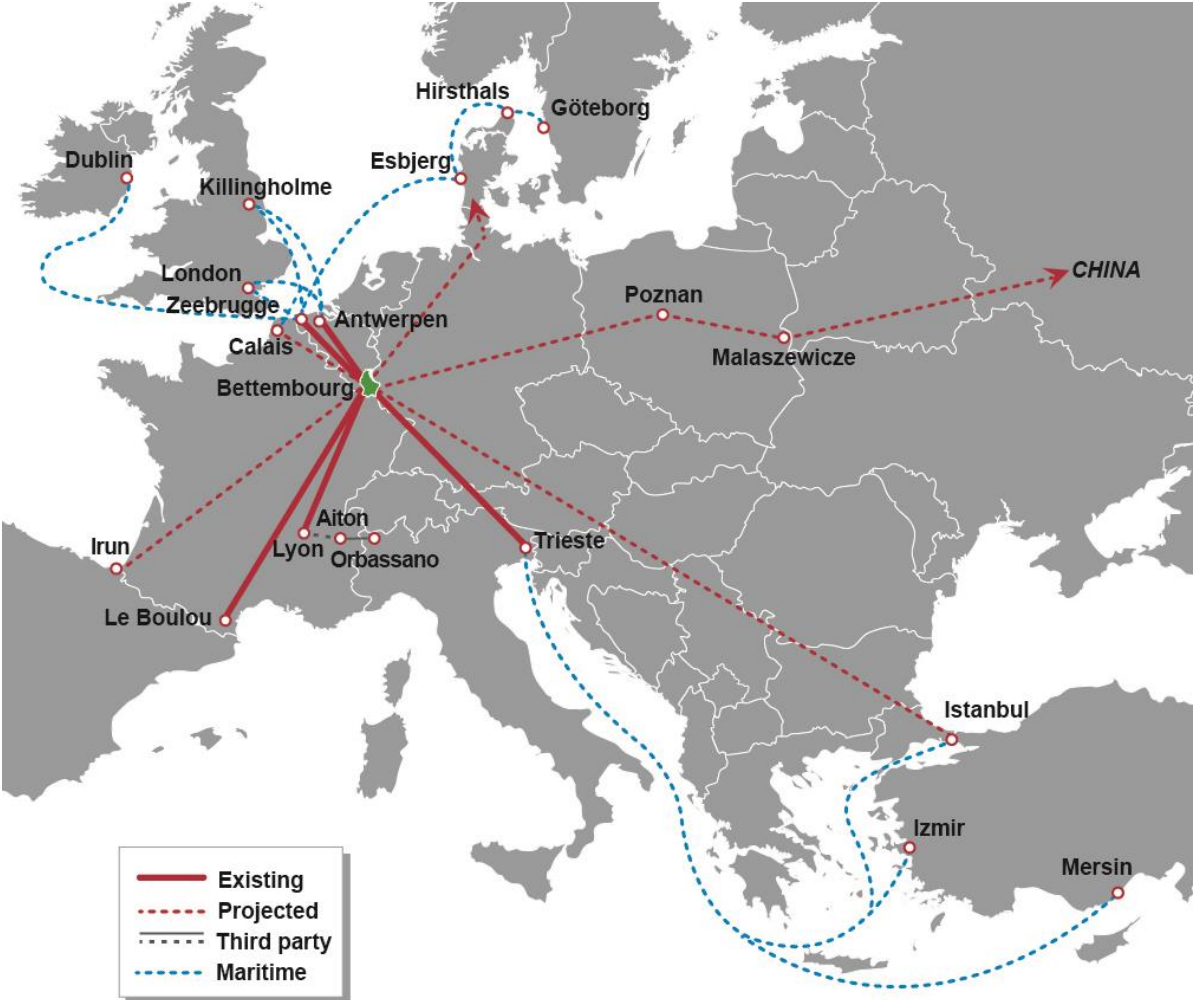
**Characteristics and conditions of accessing corridor terminals**

**Characteristics of INTERMODAL TERMINAL**

**General Information**

Owner property	State-owned
Terminal operator	CFL terminals (formerly Terminaux Intermodaux Bettembourg s.a. (TIB))
Contact	<a href="mailto:info@cfl-terminals.lu">info@cfl-terminals.lu</a>
Address	Container Terminal, Z.I. Riedgen, L-3451 Dudelange
Geographic coordinates	N 49.5 E 6.1

Mode	Bimodal
Modes served	<input checked="" type="checkbox"/> Road <input checked="" type="checkbox"/> Rail <input type="checkbox"/> Ship
Opening hours	Monday to Sunday from 00:00 to 24:00
Reachability/Location	<b><u>Railway lines*</u></b> :



*\*Subject to changes*

**Road:**  
Highway A3/A13

Handling of	Container 20"– 45", swap bodies, trailers (craneable and non-craneable)
Customs office available	within a distance of 10 km (mid-2017: on-site)
Service/specials	1) Dangerous goods handling: all ADR/RID classes except 1, 2.1, 2.3, 5.2, 6.2, 7 2) Repair shop for containers on-site

### Infrastructure Parameters

Handling capacity <sup>1</sup>	approx. 300,000 UTI at the Container Terminal
Storage capacity <sup>1</sup>	approx. 3,425 TEU
Portal cranes (number/load in t)	2 x 41 t load (for containers) / 45 t load (for craneable trailers)
Reach-Stackers	2 x 46 t load
Other technical systems	Rail Motorway Platform (Lohr Railway System technology) for loading/unloading of non-craneable trailers, with an additional handling capacity of approx. 300,000 UTI per year
Rail tracks (number/usable length)	Rail Motorway platform: 2 x 700 m Combined rail tracks: 4 x 700
Rail equipment	
Electrification	No
IT infrastructure	Modern terminal operation system covering all terminal functions

### Development / Special Features

Good position near of the border between DE/BE/FR.

Logistics platform close to the terminal, with extensive warehousing capacity.

Open-access terminal.

<sup>1</sup>Capacities may vary according to the mode of operation, traffic/transshipment volume, wagon length and types of loading units; further advice is required to determine operational feasibility.