New Service: Rail transport between Trieste and Bettembourg

**Infrastructure and Technology:** Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment

**Operations and Services:** Innovative operational solutions; Value added services, development (or extension) of services

This service (1.137 km) provides three round-trips per week from the port of Trieste, via Villach/Salzburg/Munich until Bettembourg terminal, in Luxembourg from where the traffic will be forwarded to final destinations. Market analysis showed the potential of the semitrailers traffic generated by the Ro-Ro services between the Port of Trieste and Turkey, that due to its dynamic growth could assure a relevant critical mass of demand for the development of new rail service for semitrailers. This new link adds to other existing services from Trieste to Southern Germany and Central Europe.

**Benefits**
- Affordable services (new affordable services)
- Reduced emissions (It enable a reduction of CO2 of 13,000 tonnes representing a reduction of 75% of CO2 emissions in comparison with the equivalent transport via road).
- Quality of services
- Reduced congestions
- Better Transit time

**Starting point/objectives/motivation:**
What was the main problem, idea or motivation that led to the development and introduction of the new practice?
More than 150 trucks per week went by road from the Port of Trieste to Central/North Europe (Luxembourg, Belgium, the Netherlands, UK, France, Germany mainly)

What was the common practice before the implementation?
The transport between these two areas was made by road before the introduction of this new service.

What was the purpose and the sustainability objective of the case?
The main objective was to shift the transport of 10,000 “Mega” semitrailers from road to rail with a reduction of CO2 of 13,000 tonnes

**Solution**
This service provides three round-trips per week from the port of Trieste, via Villach/Salzburg/Munich until Bettembourg terminal, in Luxembourg from where the traffic will be forwarded to final destinations and vice-versa

**Success factors**
- This service allows to carry more than 150 semitrailers per week. The implementation plan states that the capacity in 2013 will arrive at of more than 300 units per week, about 15,000 semitrailer in one year.
- Average transit-time from Trieste to Luxembourg has been reduced to 25/26 hours

**Supported strategic targets**
Public actors: Competitive logistics and transport system
Private actors: Increased company profitability
For both: Reduced emissions
This service provides a new rail service for semitrailers, swap bodies and containers from September 2012. It is organised in close cooperation between CFL Multimodal and Alpe Adria, while handling operations are carried out by EMT (Europa Multipurpose Terminals, a company established by Parisi Group) in Trieste and by TIB (Terminaux intermodaux de Bettembourg) in Bettembourg. These lorries arrive in Trieste from Turkey with Ro-Ro vessel from Izmir, Istanbul, Mersin.

Contact details of the implementing actor:
Mr Eric Lambert – Directeur Transport Combiné
CFL Multimodal
Eric.lambert@cfl-mm.lu

Mr Loris Dudine
Società Alpe Adria – Logistics and Intermodal Services
loris.dudine@alpeadria.com

Person responsible for filling the inventory format and the quick info: Alberto Milotti, Gruppo CLAS srl, Italy
a.milotti@gruppoclas.it (checked on 11 June 2013)

More Best Practice cases and information about BESTFACT can be found at:
www.bestfact.net