Lorry-Rail: rail motorway Luxembourg - Perpignan

Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; Implementation of low emission technologies; Innovative vehicles, vessels and equipment; Business to business (B2B) solutions, cooperation; Competitive aspects: collaboration (cooperation with competitors), prioritisation (priorities on infrastructure and in nodes); Innovative operational solutions, Value added services, development (or extension) of services

Description
Lorry-Rail was created by a consortium of five companies which gathered their knowledge to offer a new intermodal transport service, fitted for transport operators and competitive.

Up to 8 trains are running by night (4 in each way), enabling a first carry over from motorways to rail, operating 7 days a week. 44 tons semi trailers are allowed which enables a weight increase of 17% compared to maximum authorized 40 tons on the highway. The main services are available on line: Customer account and Book online.

According to Lorry-Rail: “For the 1050km distance between Bettembourg (Luxembourg) and Le Boulou (Perpignan), CO2 gas emission reaches 1 ton by road transportation against only 0.2 ton by using Lorry-Rail service: 5 times higher by road! “

The Luxembourg - Perpignan line is part of an interconnected railroad highways network, contributing to the relaunching of the railroad freight, allowing the opening towards the markets of the Northern Europe, and contributing to the creation of the European corridors of freight

Solution
This multimodal transport service is based on the Modalohr technology whose reliability has already been successfully experienced since 2003. Railcars and terminals have been designed to be fitted to the semi trailer transport by rail. A train is made up of 20 special Modalohr railcars, each one able to carry 2 standard unaccompanied semi trailers (that is to say a capacity of 40 semi trailers by train). Loading and unloading are easy. They are controlled from ground level by operating personnel who monitor the truck transhipment operations.

The rail link is 1050 km between Bettenbourg and Le Boulou near Perpignan. With its extra low floor, only 22 cm above the rails, well below that of small wheel waggons, the MODALOHR wagon can easily carry standard 4 metre semi-trailers on UIC GB1 gauge rails, recognised as the French rail network’s development objective and as the minimum European gauge. Some engineering works were required to adapt the existing railway infrastructures, mainly by moving obstructions.

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Lorry-Rail is owned by five shareholders:

National Rail companies: Société Nationale des Chemins de Fer Français (SNCF 58.34% of shares) and Chemins de Fer Luxembourgeois (CFL 33.34%) supply their technical know-how. Group SNCF takes charge of operating the rail traction service, and CFL through its subsidiary CLB is responsible for building the northern terminal in Bettembourg and for operating the platform.

A manufacturing industry: Modalohr (8.32%, Groupe Lohr) is the designer of the railcars which were specially fitted for carrying semi trailers along the French rail infrastructure. Modalohr provides the train and therefore the technology.

The traffic growth is in constant progress with 56,000 heavy goods vehicles (or equivalents) transported in 2012 and a 9% growth on the first half of the year of 2013.