



*Turntable for Europe and the Baltic Sea -  
logistic-HUB in new dimensions*



## **Railhub Lübeck**

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Lübecker Hafen-Gesellschaft mbH**

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## Who we are

**Owner:**



74,9 %  
Hanseatic City of Lübeck



25,1 %  
RREEF Pan-European Infrastructure Two Lux S.à r.l.

**Employees:**

ca. 1,000 (incl. subsidiaries)

**Premises:**

ca. 170 ha

**Cov. Warehouses:**

ca. 22 ha

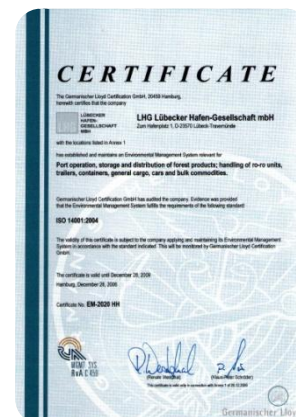
**RoRo-berthes:**

21

**Group turnover 2010:** 150 Mil EURO

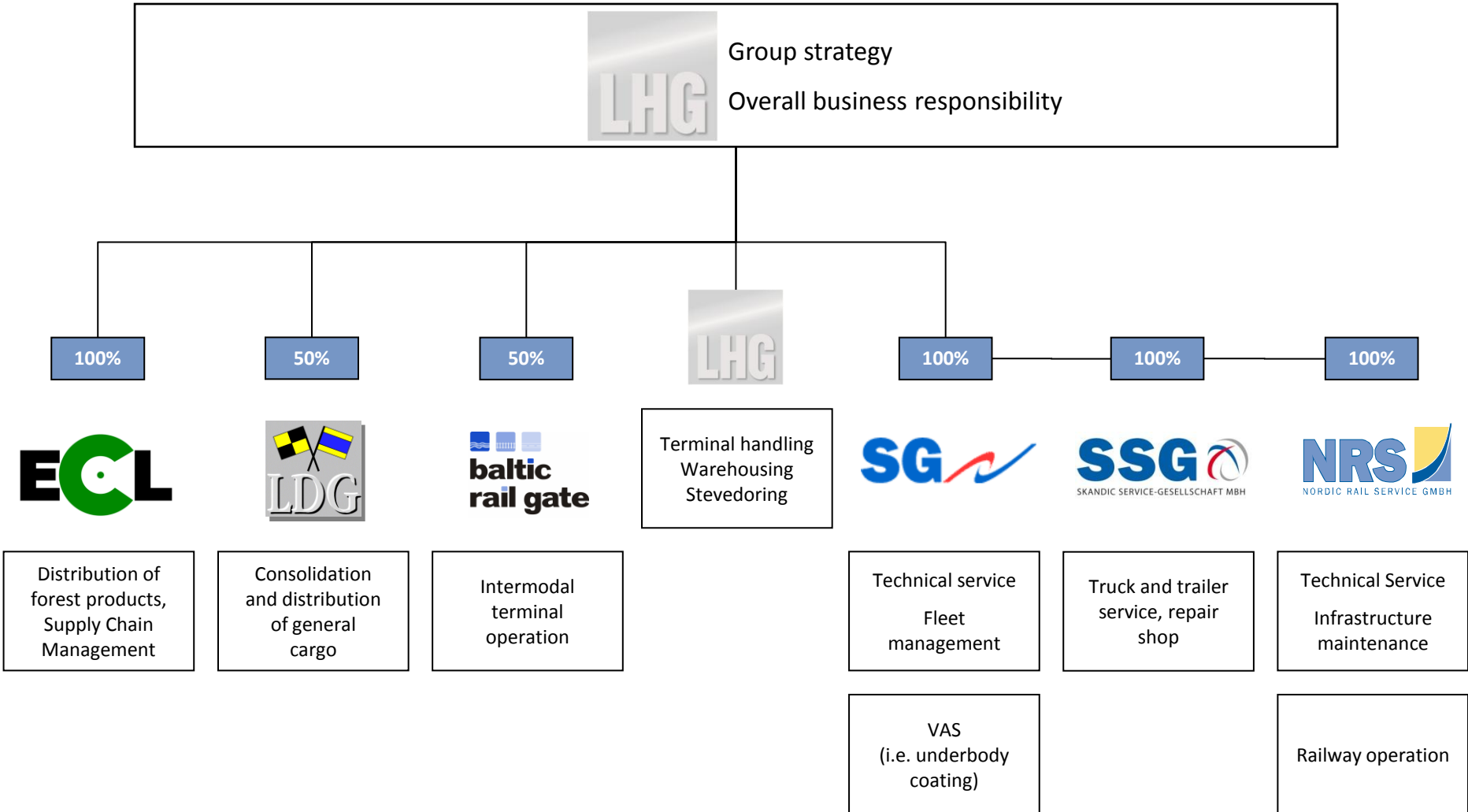
**Cargo handling 2010:** 24.48 Mil ts

(26.74 Mil ts Ports of Lübeck)



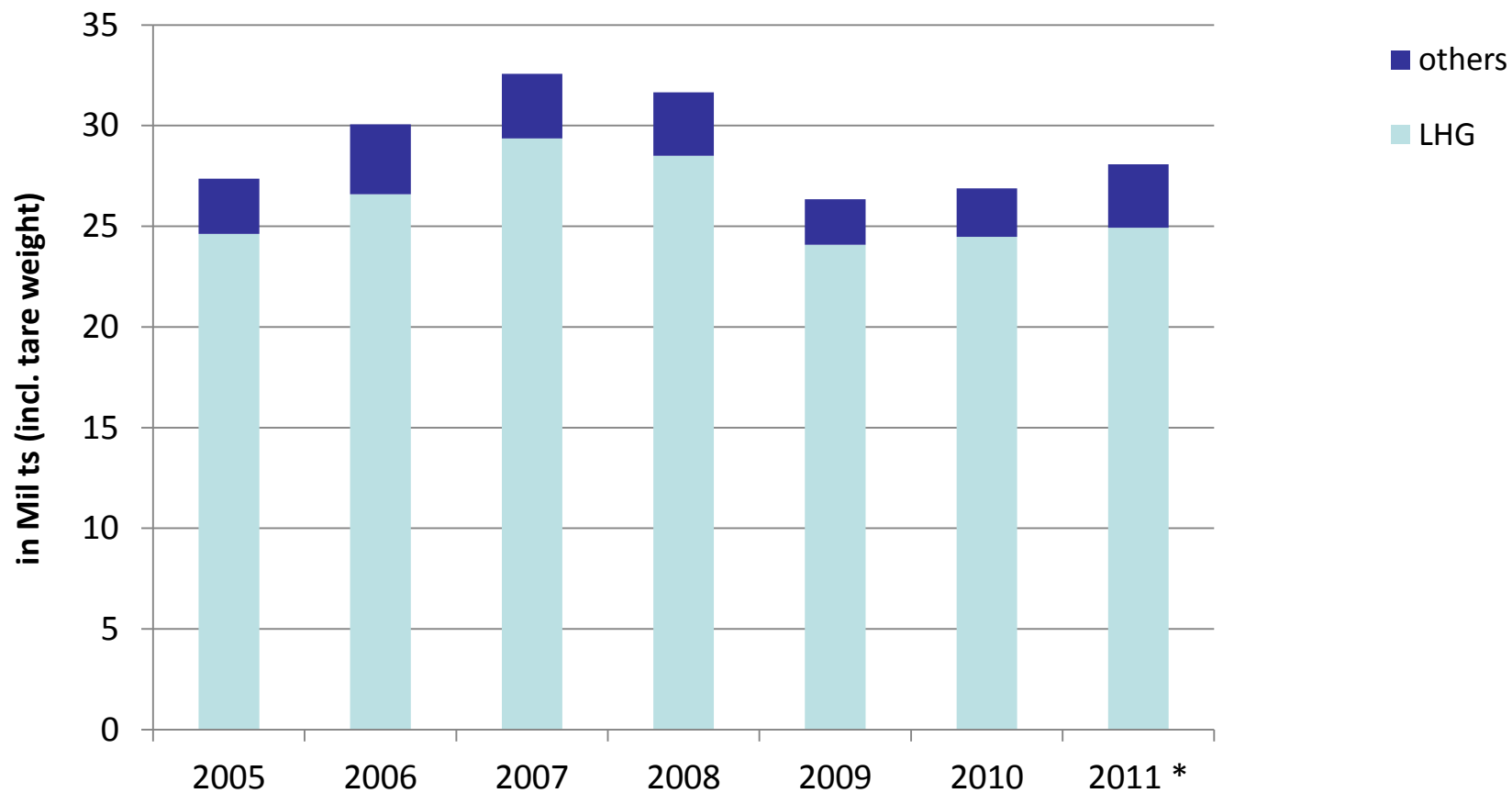


# LHG and affiliated companies





## Cargo development in Lübeck



References: Hansestadt Lübeck, except \* - Projection LHG

# Main cargo flows via Lübeck



- 29 departures / week
- 8.5 Mil ts
- 217,000 trucks / trailers
- 112,000 passengers

Finnland



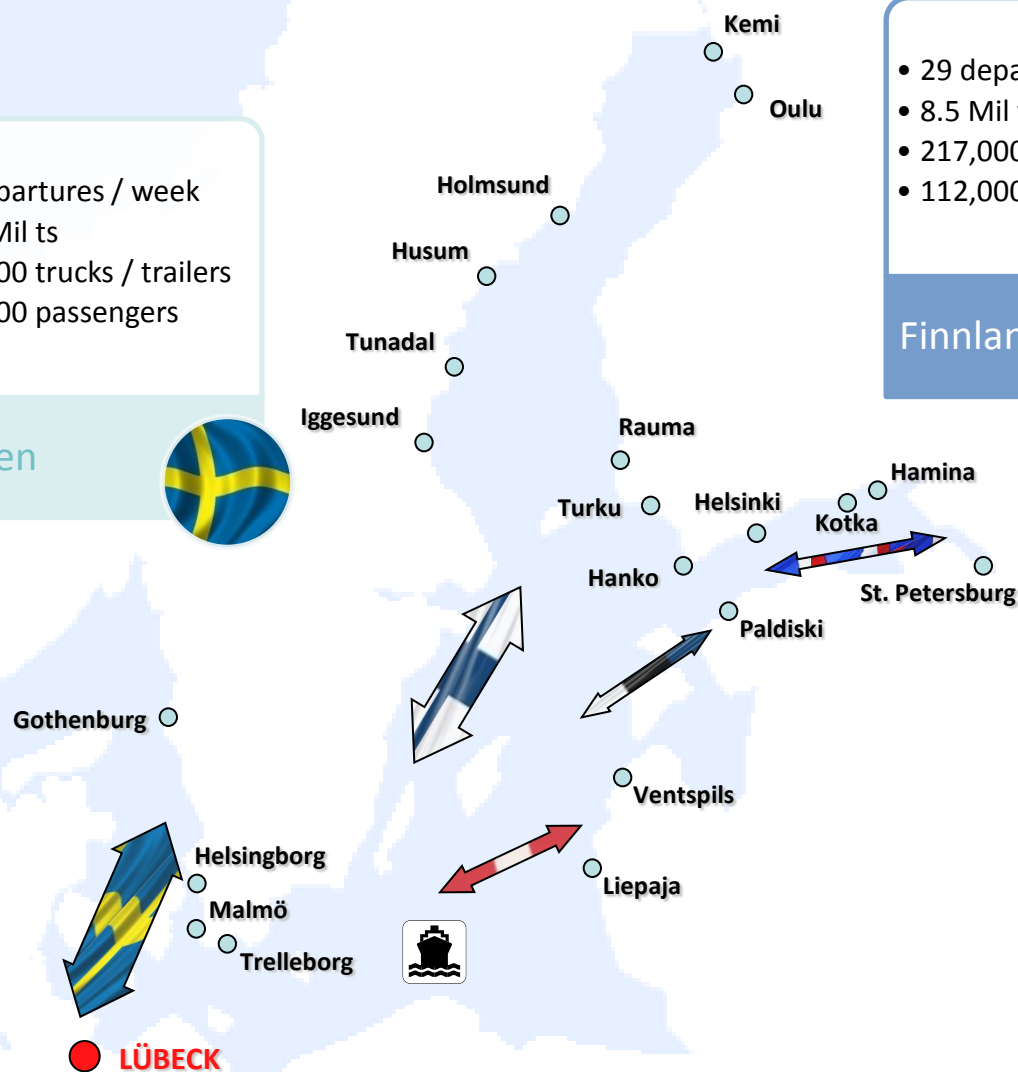
- 61 departures / week
- 15.2 Mil ts
- 456,000 trucks / trailers
- 278,000 passengers

Sweden



- 12 departures / week
- 2.2 Mil ts
- 46,000 trucks / trailers
- 25,000 passengers

Russia, Latvia,  
Estonia





## Main cargo LHG



### Forest products

2010: 3.46 Mil ts

### Trucks and trailers

2010: 710,000 units

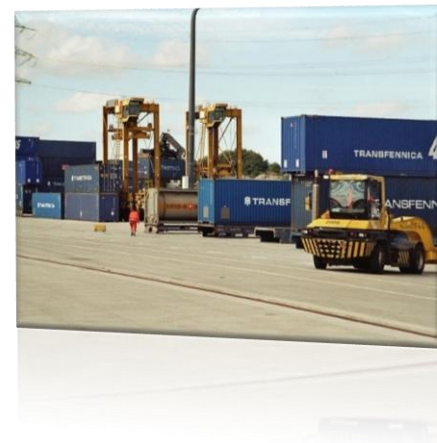


### Vehicles

2010: 92,000 units

### Containers

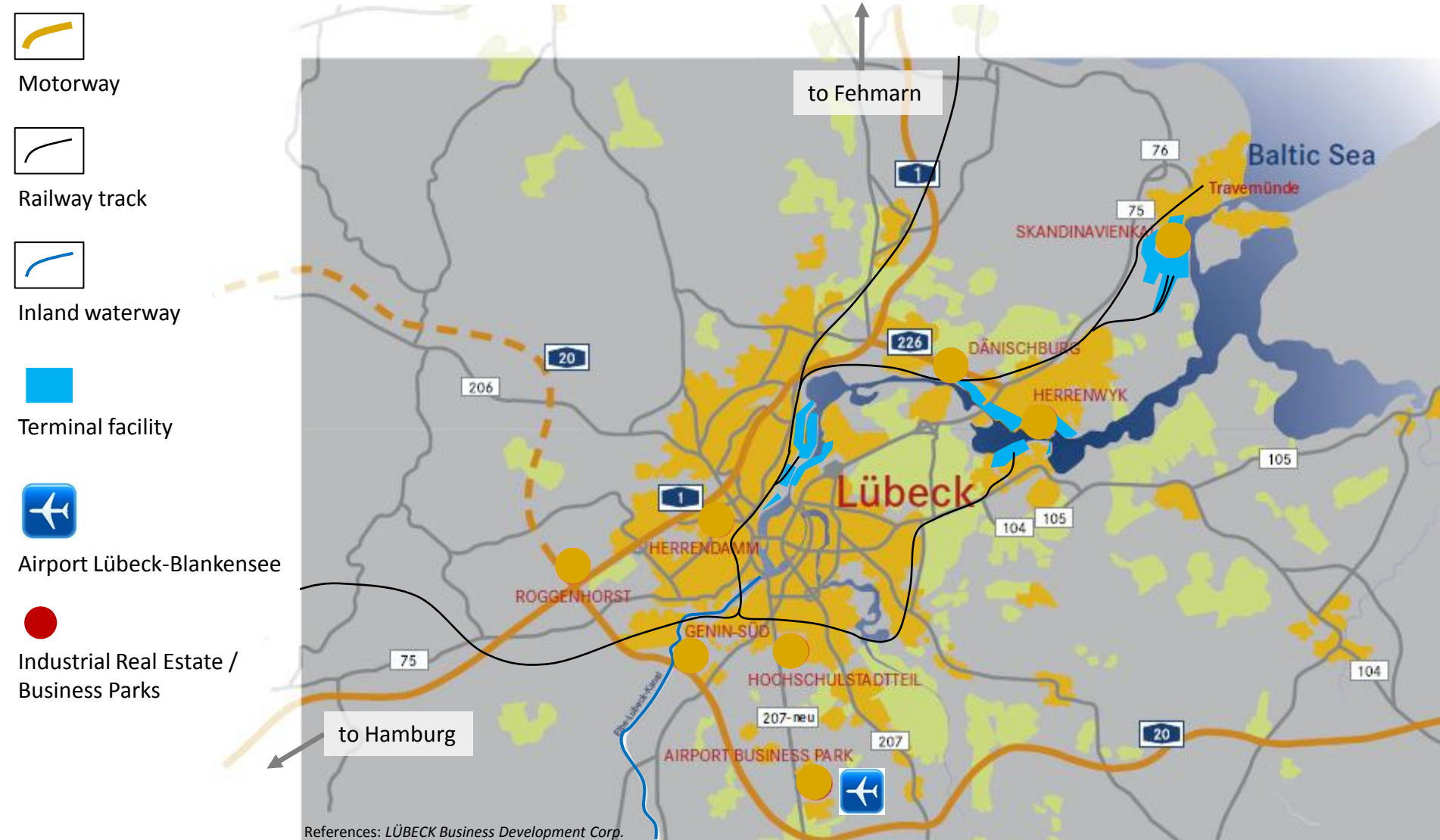
2010: 126,000 TEU







# Lübeck - the logistics HUB



**Marshalling yard „Skandinavienkai“:**  
- 11 tracks, 7 electrified

**Marshalling yard „Lübeck Vorwerk/Nordlandkai“:**  
- 6 electrified tracks

**Marshalling yard „Lübeck Hafen“:**  
- 15 tracks, 4 block train length

**Central freight railway station:**  
- 9 electrified tracks  
- additional shunting capacity

65 km of railway tracks in the port owned by LPA





# Railway traffic in Lübeck

Railway connections  
to **40 destinations**  
across Europe

More than **50 trains**  
per week

Railhub  
Lübeck

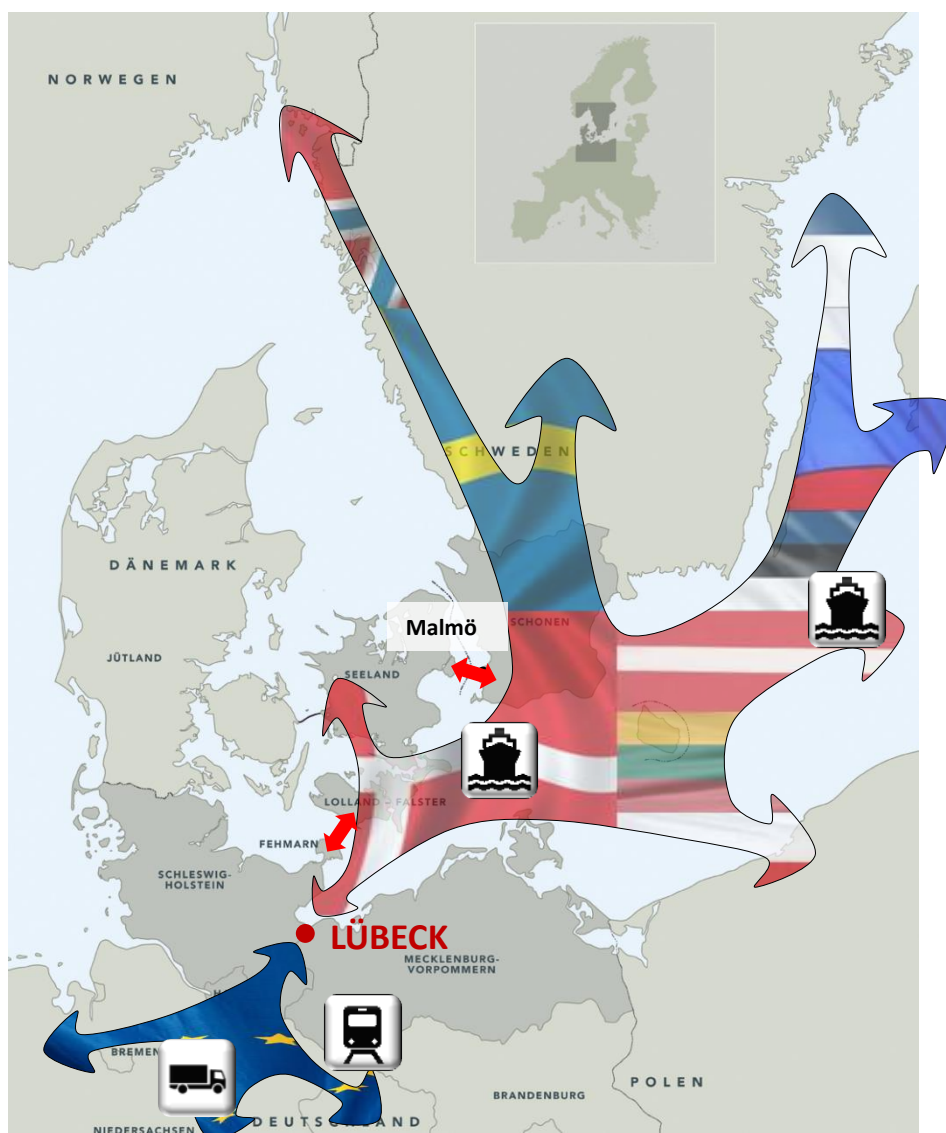
Modal split of **15 %**  
on rail

Dedicated railway  
infra- and  
suprastructure



# Lübeck as turntable to/from the Baltic Sea neighbouring states

## - Potentials

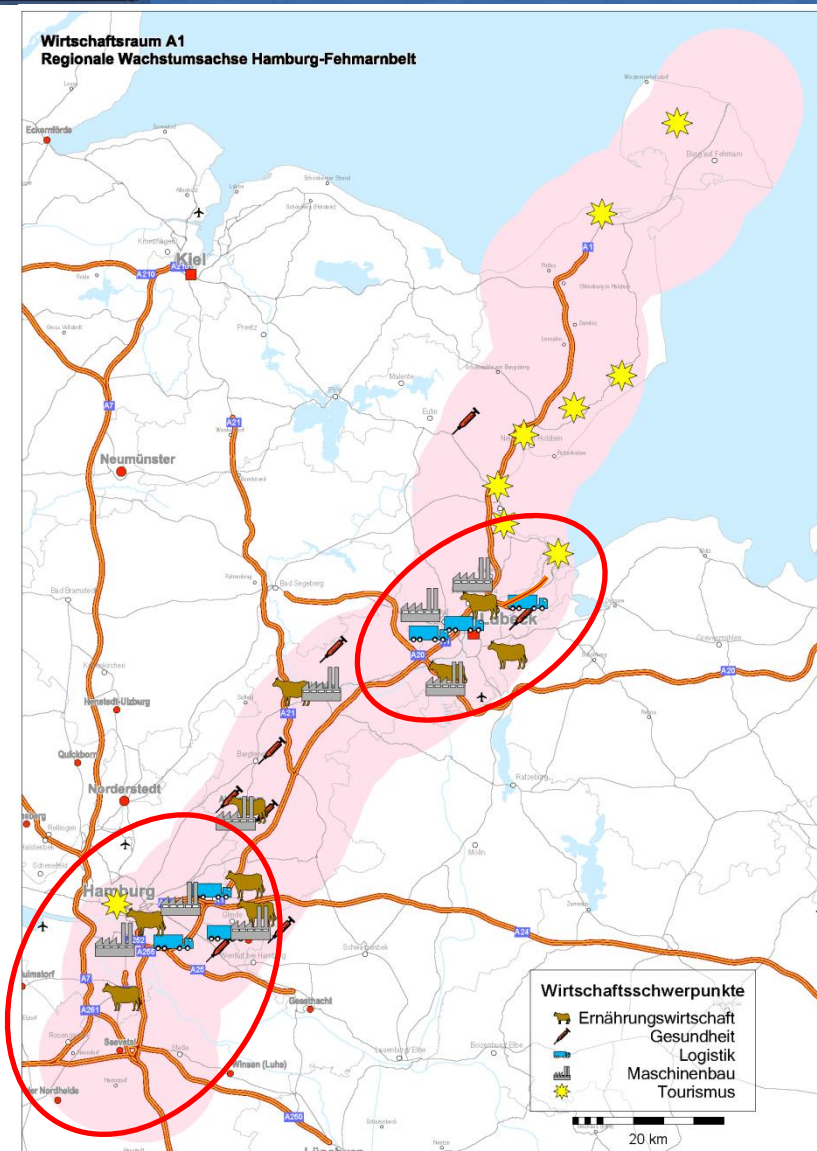


- Ferry links to various Baltic Sea destinations
- Direct railway and road connections to main industrial areas and focal points in Europe
- Lübeck is proposed to be part of the TEN core-net
- Femern Belt fixed link will improve Lübeck's position as transshipment HUB in the Femern-Belt-Region

# Probable effects on economic development along Hamburg – Lübeck route

- Increasing cargo/transport flows on rail and road
- Increasing passenger traffic on rail and road
- Demand for consolidation/de-consolidation

➔ **Necessitates improved rail and road HUB Lübeck**



# Preparing for the fixed link / Measures necessarily to be done



## Infrastructure investment rail

- Additional railway marshalling yard and intermodal terminal facilities located in Lübeck

New railhub for consolidation



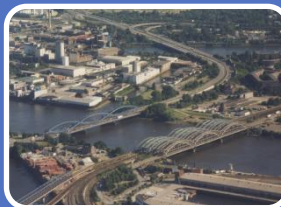
Terminals in Lübeck



Baltic Sea ferry links



## Optimising of bottlenecks



- Further improvement of today's rail bottleneck Hamburg (Elbquerung)
- Development Y-track Bremen / Hannover



## Conclusion

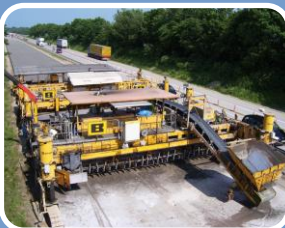
### What do we demand?

Port



Improvement and development of the railway infrastructure

- GROWING TRAFFIC FLOW TO BE EXPECTED



Improvement of the road infrastructure

- Completion of motorways A 20 / A 21



Fair Competition

- Tunnel toll has to refund the entire investment



# Thank you very much!

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