

STUDY “FUTURE FOR LOGISTICS” – Nov. 2012

EUROHUB Luxembourg

The EUROHUB LUXEMBOURG must be multimodal and intermodal and offer to the market competitive services as:

- Gateway from/to and through Europe
 - Cross-dock hub for European land transports
 - European and regional distribution centre
 - Logistics centre for value added services
1. Develop existing traffics on markets in Europe, and develop new traffics with BRICS countries and Turkey
 2. Define the most likely opportunities for Luxembourg among the focused products transiting through Luxembourg;
 - a. focus on container traffics
 - b. focus on part loads
 - c. focus on loads changing their corridor
 - d. take in consideration the modal action range
 - e. offer value added logistics services
 3. Consolidate existing markets and traffics flows based on the existing national industry and develop new markets for logistics in Luxembourg after a deeper analysis:
 - a. Food
 - b. Chemicals
 - c. Pharmaceuticals
 - d. Textile
 - e. Electronics
 4. Benchmark Luxembourg with its potential actual and future competitors.
 5. Develop partnerships with other European and International logistics locations, port, airports, inland ports, and rail-road terminals.
 6. Promote EUROHUB on a national level as a neutral platform for the cargo community to improve global competitiveness
 7. Try to develop EUROHUB in a regional concept with Athus, Trier, Metz and the Illange project.
 8. EUROHUB must become an international reference as efficient, safe and sustainable logistics hub.
 9. EUROHUB must be developed as a centre for international and European freight management

EUROHUB: A master plan for Luxembourg as international logistics hub

Airport strategy

1. Create an administrative one-stop-shop to improve organization and service of governmental administrations in order to optimize the processes at the airport.
2. Fine-tuning of the application of actual rules for the night curfew in order to make them more flexible within a long term commitment.
3. Implement a long term scheme of competitive landing fees based on the newly introduced landing fees scheme.

Inland port strategy

1. Develop Merttert as a bulk port, specialized on regional construction materials
2. Develop Merttert as a regional recycling collection station.
3. Position Merttert and Bettembourg/Dudelange as part of the “Extended Gates” strategies of Antwerpen / Zeebrugge and Rotterdam aiming to shift a maximum of containers in the Hinterland of the sea ports on the background of raising container transports.

Rail-Road strategy

1. Develop the rail-road terminal of Bettembourg/Dudelange inside a pan-European network in partnership with other rail-road-terminals.
2. Offer full door-to-door services packages for freight handled through Luxembourg.
3. Incentivise technological pilot projects in multimodal transports and the launching of European new rail-road lines of interest for Luxembourg

Regional green distribution strategy

1. Reduce the number of truck trips to city centres, make use of less polluting vehicles.
2. Use the Bettembourg/Dudelange platform as neutral platform for delivery in the city centres delivery and offer cross dock handling and regional distribution.

Value added logistics services

1. Specific infrastructure must be built after the definition of the targeted products to offer value added logistics services for:
 - a. temperature controlled goods: food, pharmaceuticals
 - b. dangerous goods: chemicals
 - c. high value goods: arts, jewellery
 - d. standard commodities: electronics, textile, general cargo
2. Warehouses with small surfaces should be available for short term projects or the start-up of long term projects. These areas should be managed by Soleil.
3. Develop EUROHUB as an international and European freight management centre

The options to strengthen Luxembourg's EUROHUB

Infrastructure

1. Road works on motorways have to be performed at night-time or on weekends to avoid congestion and minimize economic and environmental damages it causes.
2. Use the emergency lane on motorways as additional lane during peak hours and in the long run widen the motorways to six lanes.
3. The truck parking for the logistics park must be a safety truck parking and offer all facilities for drivers. Access must be allowed for all trucks having loaded or unloaded at one of the three national platforms.

Security, safety and quality

1. Define automatism in goods clearance processes for AEO to develop Findel as a 100 % AEO platform.
2. Support specific certifications in niche activities

Single windows for logistics

1. Implement a single window IT solution to facilitate trade by providing cheaper, easier and faster goods clearance processes between economic operators and governmental authorities.
2. Reduce the cost of trade documentation by sending the data for automated processing to the various authorities in a 100 % paper less environment.
3. Extend the single window solution to the cargo community network allowing all logistics operators to share data related to common logistics services.

Innovation and research

1. CITA must be upgraded to Intelligent Transportation Systems (ITS) to make road transportation more intelligent, save time and money by reducing congestion.
2. Build up a common IT clearing centre of shipments transiting through the Luxembourg logistics platforms by:
 - a. Supporting a common procurement platform allowing to convert customer orders into transport missions in a common format
 - b. Providing track-and- trace information to the customers by converting the common data format in the format of the customers
 - c. Storing transport documents to be shared between operators and their customers thus allowing a paperless invoicing
 - d. Clearing invoicing between customers and logistics operators and logistics operators between themselves
3. In order to avoid this peak-oil scenario, the development of existing alternative propulsion technologies should be encouraged by incentives form governmental authorities are required.

Workforce

1. Get rid of self-imposed legal and regulatory competitive disadvantages.
2. Increase the flexibility of work time to take into consideration the high volatility of activity in transport and logistics.
3. Install a general regime of 6 month work time account (“période de reference”) for logistics activities.
4. Exempt the logistics sector form the obligation of a “Plan d’organisation du travail”

Education

1. Develop specific programs for the integration of the unemployed persons in logistics especially for low level educated people.
2. Promote the dual education system allowing student to have first professional experiences during their studies of logistics.
 - a. Implement a “technicien” level education for operational and operational linked staff.
 - b. Implement a “BTS” level education for middle management staff.
 - c. Link education in Luxembourg with existing education programs in the greater region.
3. Develop specific training for white collar jobs in the middle part of the education pyramid.

Legal and regulatory framework

1. Together with key governmental administration assess the current legal and regulatory framework; check the compliance of the existing framework with the requested framework for the EUROHUB project and develop legal and regulatory measure to reinforce Luxembourg position.
2. Analyse the impact of the European rules related to mobile non Luxembourg resident workers, drivers and administrative staff, to avoid the loss of jobs in road transports by 2020.
3. Create a centre of competence for customs clearance in Luxembourg, allowing to clear goods in Luxembourg even if the goods are not physically in Luxembourg.

Environmental protection

1. Create a national label for green logistics, based on international criteria.
2. Support by incentives the upgrade of logistics technologies to an environmental friendly level and help financially the operators during the launching of new green programs.

The implementation of future actions

The Cluster for Logistics, the catalyst of the cargo community

1. The Cluster represents the interest of all logistics operators and industry by providing common position papers in relation with the future development of logistics in Luxembourg.
2. The Clusters organizes and manage specific task forces limited to a precise topic and targeting to propose a detailed action plan related to this particular target.
3. The Clusters benchmarks the Luxembourg logistics hub with other European and International hubs for the different transport modes and logistics infrastructures.

Common marketing strategy

1. Promote Luxembourg as logistics hub on all levels, public and private, national and international organization of forwarders and industrials.
2. Develop the global brand awareness of Luxembourg as logistics hub to put Luxembourg on the shortlist of supply chain managers when it comes to reengineer logistics solutions.
3. Organise direct meetings outside Luxembourg with national and regional forwarding agencies, handling agents, global sale agencies. Not only target the big international forwarders but also middle sized European and international actors having freight volumes able to be diverted to Luxembourg.

The implementation and coordination with the Government

- 1. Create a private-public-partnership fixing priorities and coordinating all efforts and activities during the implementation and further development of the present action plan. In order to address all these challenges to upgrade Luxembourg to a state-of-the-art logistic hub, collaboration and sharing of expertise and experience should be encouraged in this private-public-partnership.**
- 2. All the initiatives targeting to develop logistics in Luxembourg, will require more coordination between all the involved ministries. An inter-ministerial commission should be established and a commissioner should be appointed to lead this commission.**