

EURO CAREX

The next High-speed European Rail Freight Service
connected to airport areas

EURO CAREX AISBL is an international non-profit-making organization under Belgian law, founded in March 2009 and that has its head office in Brussels.

It brings together the pre-existing Carex entities founded to support and implement the project at local, regional and national levels:

LIEGE CAREX, a non-profit-making organisation under Belgian law, LONDON CAREX, a company incorporated in England and Wales, LYON CAREX and ROISSY CAREX, non-profit-making organisations under French law, The Dutch company Schiphol Area Development Company (SADC) on behalf of HST Cargo Schiphol Group.

The Chairmen

Yanick PATERNOTTE,

Chairman of **EURO CAREX & ROISSY CAREX** ;
Member of French Parliament



Jean-Pierre GRAFÉ,

Chairman of **LIEGE CAREX** ;
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1st Vice-President of Liege Airport



Jacques GOUNON,

Chairman of **LONDON CAREX**
Chairman & Chief Executive Officer of
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Salvatore ALAIMO,

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A true European sustainable development project

EURO CAREX is a new European freight service on the existing high speed rail network.

It will enable the **modal report** of air freight, currently transported by trucks or short and medium haul flights, towards high speed trains.

During a first phase that runs until 2015, the EURO CAREX rail service will link the airports of Amsterdam-Schiphol, Liège, Lyon-Saint-Exupéry, Paris-Roissy-CDG, the London area and Germany (Cologne or Frankfurt).

In future, the network will be extended as far as Italy and Spain.



www.eurocarex.com

EURO CAREX
Cargo
Rail
Express



EURO CAREX, is...

A project launched in 2006 by public authorities, rail and airport managers, and major airfreight operators

A specific rolling stock:

In order to address the specific requirements needed to transport airfreight pallets and containers on high-speed trains (at speeds up to 300 kph), a competitive dialogue procedure was launched with the participation of Alstom and Siemens. The technical feasibility, the maintenance solutions and the cost and funding solutions were studied.

> Each Carex train will be able to carry more than 100 tonnes of freight

> 25 trainsets will be needed for the EURO CAREX service

1 CAREX TRAIN =

> 1 BOEING 747 CARGO

> 3 AIRBUS 310 CARGO

> 7 BOEING 737 CARGO

> 6 - 7 TRUCKS

or

Rail terminals designed to handle airfreight containers

Studies are currently underway to design a new type of terminal called «Railports Carex» and to organize the air/road/rail interfaces.

Connecting Carex sites to high-speed Lines

The future locations for CAREX Railports have been chosen on the basis of their proximity to high-speed rail lines, airport operations and good connections to the road network.

For each future location, rail infrastructure managers have already conducted studies in order to ensure the provision of rail connections.

Securing night-time slots to meet the needs of CAREX shippers

A European study on train paths (train slots), based on the future Carex clients' (GEC Carex) schedules and destinations

requirements is currently being carried out, under the leadership of Réseau Ferré de France (RFF) in coordination with its European counterparts : Infra-bel ProRail, Eurotunnel, HS1 et DB Netz.

A consolidated Euro Carex Business Case

In the near future, Euro Carex stakeholders will put forward a consolidated Business.



The CAREX European shippers Group – GEC CAREX

The GEC CAREX - CAREX European Shippers Group - brings together some major airfreight operators, cofounders of the various Carex entities, with the aim of facilitating discussions with those rail operators likely to be involved in providing the Carex rail service:

> Air France/KLM Cargo, FedEx, Groupe La Poste, TNT, UPS, WFS

The GEC CAREX will gradually welcome future users of the service as new members.



EURO CAREX A true European sustainable development project

The future White Paper of the Commission should make suggestions as to new policy orientations, aiming at rebalancing different modes of transport by revitalizing rail, promoting maritime and fluvial transport, and monitoring the growth in air transport. And all this with a sustainable perspective, by addressing the ever growing problems of energy costs, CO2 gas emissions, goods transport safety and congestion of major road axis.

> These European concerns are tackled by EURO CAREX.

A very good Carbon footprint

Air Freight is currently transported by trucks (50%) or by aircraft (50%).

The modal report towards future Carex trains will ensure an average of 35 times less carbon emissions than that produced by the trucks and planes that are currently used.

35 TIMES LESS CARBON EMISSIONS

The High-speed rail freight Euro Carex network

