

# Railport in Grâce-Hollogne

'Plaine de Cubber', Grâce-Hollogne (BE)

**Complete stability mission and project coordination**



Owner  
LIEGE CAREX asbl

Architect  
AM BAG-Altiplan

Cost of the works  
€ 32,9 M excl. vat of wich  
€ 6,3 M for the structure and €  
9,5 M for the civil engineering

Studies  
2013 - 2014

Execution  
Stand-by



Liège Carex is part of the Euro Carex network that is developing multimodal platforms for handling freight between road, air and high-speed rail. The Liège Carex Railport will be the world's first high-speed rail freight station and from 2018 onwards will link up with future railports in London, Paris, Amsterdam and Lyon. Carex trains will emit at least 17 times less carbon than current trains and trucks.

Bureau Greisch is responsible for all civil engineering and infrastructure studies for the railport and the two rail links, for stability of buildings and general project coordination within the project's joint venture SM Greisch-BAG-Altiplan-Tractebel.

The Railport comprises a 15,100 m<sup>2</sup> rail terminal with two tracks (extendible to three), a 6,240 m<sup>2</sup> hub (freight marshalling and handling shed), a 850 m<sup>2</sup> two-storey office building, a guard post for controlling truck access and accommodation for the station manager and train drivers.

The terminal, 252 m long and 60 m wide, is covered by a steel

canopy with a 15 x 12 m grid of columns.

The marshalling shed (Hub) has a prefabricated concrete structure with a 18 x 30 m grid of columns.

The two new rail links, each approximately 1 km long, will link up with existing lines 36 (Brussels-Liège-Cologne) and 36A (direction Kinkempois).

The project also includes 700 m of access roads and around 8,000 m<sup>2</sup> of truck parking and turning areas.