

Liege Autonomous Port - Liege Trilogiport Multimodal Platform

by [Hélène Thiébaud](#) / 2019-06-14 15:26:10 / Belgique / 6220 / FR



Year of commitment : 2015

Sustainable mobility : Shipping Infrastructures, Greenways

Biodiversity & Ecosystems : / Urban Farming, Shared garden , Ecosystem restauration /



47 000 000 €

Manager / Dealer

DPW Liege Container Terminals, WDP , Jost Group
et Weerts Supply Chain

GENERAL INFORMATION

The Autonomous Port of Liège: a real citizen port

The first Belgian inland port (21 million tonnes in 2018) and the third inland port in Europe after Duisburg and Paris, the Autonomous Port of Liège (PAL) manages 33 ports (382 hectares made available to road users of water) spread out along the Meuse and the Albert canal in the province of Liège.

With a global traffic (water-rail-road) of 21 million tons of goods handled in 2018 - including 16 million tons by the waterway - and 20,000 jobs generated in the Liège region by the port activities, including nearly 10,000 direct employment, the Liège port area is becoming a leading regional economic hub.

The Port of Liège is currently developing a new port area "Liege Trilogiport" (120 ha) located in Hermalle-sous-Argenteau along the Albert Canal, 14 hours sailing from the Port of Antwerp and 24 hours from the Port of Rotterdam. The objective of this multimodal platform is to attract companies using waterways and major European distribution centers with high value-added activities and generating many new jobs.

In order to ensure the well-being of residents, a reflection of the development of the Liège Trilogiport multimodal port area was carried out by the Autonomous Port of Liège and the Public Service of Wallonia so that the project can be integrated as well as possible between the Albert Canal and the village of Hermalle-sous-Argenteau.

Of the 120 ha of Liège Trilogiport, nearly 40 hectares (39 ha more precisely, ie nearly 1/3) are devoted to this environmental integration zone.

Fruit of the exchanges and the permanent and constructive dialogue with the local residents, this zone of environmental integration contents:

- residents by creating orchards and community gardens;
- fishermen through pontoons specially made for fishing;
- walkers and cyclists with RAVeL;
- lovers of nature through waterways with footbridge and a wooded area of 4 hectares;
- protected calamine toads;
- and the local flora and fauna!

Progress Status

Delivered

Data Reliability

Self-declared

Funding Type

Public

Website Enterprise / Infrastructure

<http://www.portdeliege.be/fr/>

Sustainable Development

Attractiveness :

The first Belgian inland port (21 million tonnes in 2018) and the third inland port in Europe after Duisburg and Paris, the Autonomous Port of Liège (PAL) manages 33 ports (382 hectares made available to users of the waterway) spread out along the Meuse and the Albert Canal in the province of Liège.

With a global traffic (water-rail-road) of 21 million tons of goods handled in 2018 - including 16 million tons by the waterway - and 20,000 jobs generated in the Liège region by the port activities, including nearly 10,000 direct employment, the Liège port area is becoming a leading regional economic hub.

The Port of Liège is currently developing a new port area "Liege Trilogiport" (120 ha) located in Hermalle-sous-Argenteau along the Albert Canal, 14 hours sailing from the Port of Antwerp and 24 hours from the Port of Rotterdam. The objective of this multimodal platform is to attract companies using waterways and major European distribution centers with high value-added activities and generating many new jobs.

Well Being :

In order to ensure the well-being of the residents, a reflection of the development of the Liège Trilogiport multimodal port area was conducted by the Autonomous Port of Liège and the Public Service of Wallonia so that the project fits in best possible between the Albert Canal and the village of Hermalle-sous-Argenteau.

The development of this area obviously aims to favor the waterway and / or the rail. In terms of mobility, a new bridge has been built to ensure direct access between the port platform and the near motorway. The soft mobility also integrates the project thanks to the construction of a new RAVeL which bypasses this new port area and completes the already existing RAVeL network.

Preservation / Environmental Improvement :

An environmental integration zone has been created to best ensure the landscape integration of this new port area "Liège Trilogiport". It includes orchards, community gardens, a protection area for calamine toads ... We also aim for intermodality (optimal combination of different modes of transport) and the modal shift from the road to the waterway.

Of the 120 ha of Liège Trilogiport, nearly 40 hectares (39 ha more precisely, ie nearly 1/3) are devoted to this environmental integration zone.

Fruit of the exchanges and the permanent and constructive dialogue with the local residents, this zone of environmental integration contents:

- residents by creating orchards and community gardens;
- fishermen through pontoons specially made for fishing;
- walkers and cyclists with RAVeL;
- lovers of nature through waterways with footbridge and a wooded area of 4 hectares;
- protected toads;
- and the local flora and fauna!

Responsible use of resources :

Testimony / Feedback

Governance

Autonomous Port of Liège

Holder Type : Public Local Firm

DPW Liège Container Terminals, WDP , Jost Group et Weerts Supply Chain

Manager / Dealer Type : Private

Business Model :

The development of the Liège Trilogiport platform in a few key dates:

- 2003- 2006 Development of the Liège Trilogiport concept
- 2006 - 2013: Administrative process of the file (procedure for acquisition and management of land by Wallonia, organization of public information meetings, environmental impact study, granting of planning permission, realization of first preparatory works of the Liège Trilogiport area ...)
- 2013 - 2015 Development and construction of the multimodal platform (development of the Liège Trilogiport multimodal platform and its road and rail access)
- November 14, 2015 Inauguration by King Philippe of Belgium
- Spring 2016 Start of container terminal managed by DP World
- 2016 Construction of the first logistics hall developed by WDP
- September 2016

Home of the first user company Tempo Log Belgium - 18.000m²

- 2017 Construction of the first second logistics hall developed by JostGroup- 44.000m²
- 2018 Start of JostGroup's commercial activities on the Liège Trilogiport site

Today, the Port of Liège represents an essential economic engine for the whole of our territory, since its creation in 1937. With a hundred companies representing more than 20.000 jobs, its 382 hectares of port lands put at the disposal of the companies, its leading port facilities, its position in the heart of Europe, the PAL has become a leading river port and an essential platform for European logistics.

Autonomous Port of Liège

Holder Type : Public Local Firm

Sustainable Solutions

- Governance :
- Mobility :
- Economic development :
- Biodiversity :
- Urban project governance
- Citizen participation
- Business parks
- Soft transportation
- Infrastructure
- Citizen-awareness

Company (es) Website :

Photo credit

Autonomous Port of Liège

Contest

Reasons for participating in the competition(s)

Fruit des échanges et de la concertation permanente et constructive avec les riverains, cette zone d'intégration environnementale contient:

- les riverains par la création de vergers et de jardins communautaires ;
- les pêcheurs grâce à des pontons spécialement réalisés pour la pratique de la pêche ;
- les promeneurs et les cyclistes grâce au RAVeL ;
- les amoureux de la nature grâce à des plans d'eau avec passerelle et une zone arborée de 4 hectares ;
- les crapauds calamites protégés;
- et la faune et la flore locale !

Caractère innovant de Liège Trilogiport :

- La proportion de la zone d'intégration environnementale par rapport à la superficie totale (39ha sur 120 ha !)
- La zone d'intégration : il ne s'agit pas d'une simple zone –tampon -> il s'agit d'une zone d'accueil de la population qui a permis aux riverains de s'approprier le projet

- Le lien avec l'enseignement est important.

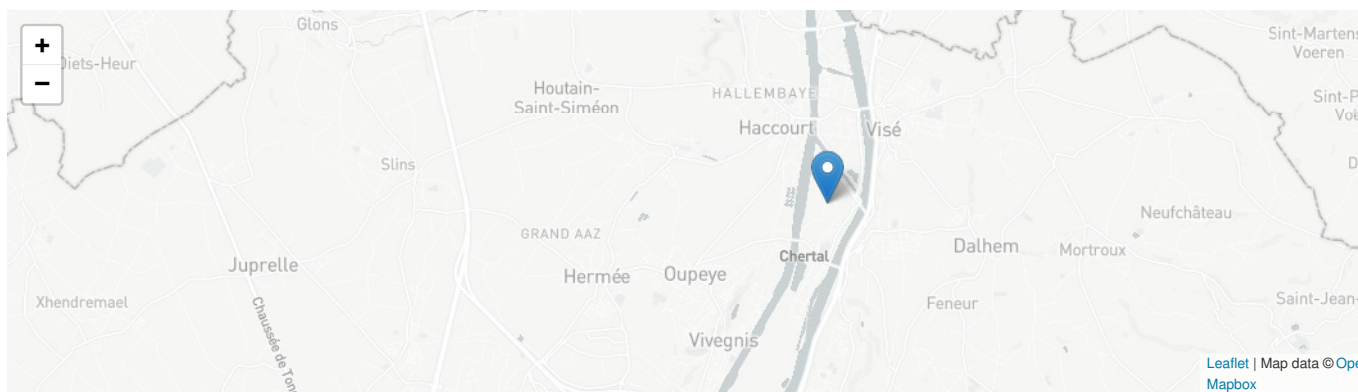
Building candidate in the category



Grand Prix Infrastructure Durable



Prix du public



Date Export : 20230414112541