

LIEGE

Liège

A New Ultramodern Station and District in Full Expansion



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►►► With a Majestic Station Symbolizing its Development, Liege is Moving Forward

From the end of 2006, Liege will have a station the like of which few European cities can boast. Followed up by Euro Liège TGV on behalf of SNCB, the Belgian Railroad Company, which put in more than 300 Million Euros, this infrastructure will welcome international trains, such as Thalys and the ICE, as well as all internal traffic. Designed by Santiago Calatrava, it is the latest in a range of beautiful constructions by the Catalan architect including the Olympic complex in Athens and Manhattan station at Ground Zero.

Construction of this new station also coincides with major improvements to both international and national lines. Travel times to England, France, Germany, the Netherlands, and of course Brussels, will be cut tremendously, moving Liege even closer to Paris, Lille, Berlin, Cologne, Frankfurt, and also Amsterdam and London.

An immense urban real estate complex will arise in front of the new Liege station. Due to its extremely favorable strategic position,

this area will attract new economic, business and tourist activities, as well as new apartments. It may even provide a home for your own project.

This is a wonderful symbol for the whole region...



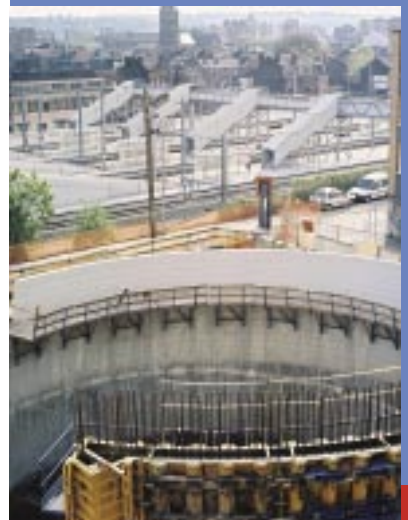
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▶▶▶ A Unique Development Center Open to the World



©Meuse Rhine Triangle

Carrying the label of a world renowned and experienced architect, this majestic, original, intriguing and provocative station for Liege has gained universal acclaim. The almost transparent construction is one of the most ambitious architectural projects in recent years.

Unique in Europe, direct access from the A602 motorway enables travelers to join the station and to enter car parks (800 places) directly connected to the station platforms. And like all international sta-

tions, Liege enjoys a network of public transport and taxi companies. Additionally, the station draws upon the proximity of Liege Airport.

Open to both the city and the world, the station expects almost 40,000 passengers per day. National and international trains via this railway jewel will connect directly to major Belgian, French and German cities in record times. This will push Liege even further to the center of the European Meuse-Rhine region.



▶▶▶ Les Guillemins – a Totally Reinvented Center for Unique Development

This new station represents a true window of opportunity for the region. The City of Liege has profited from this opportunity by working out an urban plan that allows both remodeling and restructuring of all the district on a fast track towards development.

The aim of this plan is to offer a mixed business, residential and commercial real estate extension of 1.5 hectares (3 acres) from 2006/2007.

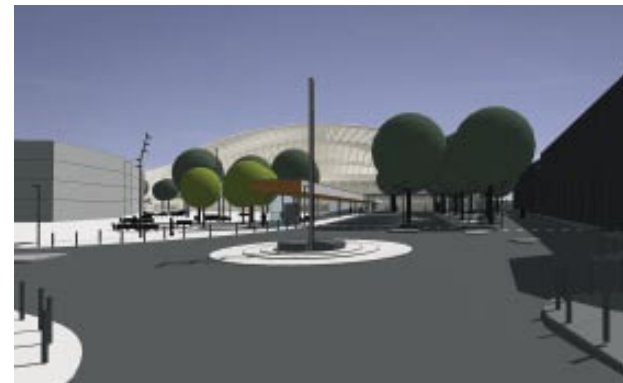
Commercial real estate projects (services, administration, etc.) will benefit from a truly strategic location, both close to the city center and major railway lines (40 minutes to Brussels, one hour to Cologne and two hours to Paris), motorways and main industrial zones in the Golden Triangle between Amsterdam, Frankfurt and Paris.

One of the new buildings in front of the station could welcome a hotel project. Ideally located it would allow the clients to join the station by foot.

New residential possibilities will benefit from the above mentioned access facilities but also from the proximity of shopping areas as well as parks that will breathe new life into the district.

Finally, the commercial development should also provide a major boost to the whole district on the basis of local business.

In this way, the whole district will undergo a fundamental transformation from 2006. It will become a center for development of Liege and its area.



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▶▶▶ The Guillemins District Between Modernity and History

The station is constructed on the former Guillemins convent, founded in the thirteenth century by monks of the Saint Guillaume order. When Liege entered the railway age, a first – wooden - station was built in 1842. Other more modern stations followed, notably in 1905 with the World Exhibition held at Liege. The present station that was built in 1958 will be demolished soon.



▶▶▶ Santiago Calatrava : One of the Leading Representatives of Contemporary Architecture

Santiago Calatrava is one of the most well-known and in demand architects of the current generation. A civil engineer by training, his reputation has grown on the basis of projects including bridges (Seville, Bilbao, etc.), stations (Lisbon, Zurich, Lyon, etc.) and more recently the Olympic stadium in Athens and other equally prestigious commissions. Aside from the Liege works, he is currently in charge of the construction of the Manhattan station at Ground Zero.

"For the Liege station," he says, "we completely reinvented the facade. Or better said, there is no longer a facade. You will only see large openings to which attention is drawn by metallic canopies overhanging the square that adjoins the building. It's more a question of an open area, with free access, that will be an example of the principles of communication and transparency to which a station is naturally committed."



©Euro Liège TGV

S. Calatrava, Architect
V. Bourlard, Managing Director
of Euro Liège TGV

▶▶▶ A Technical Exploit Made Possible by Liege Competence

The construction of such a building is not a simple matter. Euro Liege TGV has planned the different rail works phases so that they would be compatible with the activity of the station. For the major works, contracted to the CFE-Galère-Duchêne-Wust consortium, all the expertise of these Belgian companies, of which several are from Liege, has been needed to complete this risky part of the construction process. As for the metallic structure, contracted to the Spanish company EMESA, Euro Liege TGV has recommended that it would be assembled without interrupting rail traffic. This will not be easy as the structure weighs some 10,000 tons. The solution has been developed in collaboration with the Liege architects Greisch, responsible for the stability of the construction. The structure's 39 arcs will be assembled in groups of five on vertical scaffolding thrust crosswise over the tracks. This is one more achievement for architects who have already acquired an international reputation.

▶▶▶ Of Numbers, Trains and People ...

Almost 33,000 people pass through the Liege Guillemins station every day. The new station should increase this figure by some 30%.

Here are some of the main destinations leaving from Liege and the travel times from 2007/2008 when works will be completed between Brussels and Cologne.

With Thalys

Brussels Midi/South : 40 minutes
Paris : 2 hours 06 minutes
Aachen : 25 minutes
Cologne : 59 minutes

With Inter-City-Express

Frankfurt airport : 1 hour 59 minutes
Frankfurt : 2 hours 15 minutes

Changing at Brussels Midi/South for Thalys, Eurostar and TGV

London : 2 hours 55 minutes
Lille : 1 hour 28 minutes
Paris Charles De Gaulle Airport :
2 hours 03 minutes
Marseilles : 5 hours and 29 minutes

With the Intercities trains of the National Belgian Railways

Brussels Midi/South : 47 minutes



►►► Areas to be Reconstructed

Several areas to be reconstructed around the station will have purposes of different nature:

- ▶ a zone for public services and community installations (streets and squares) will be transformed or created by the City of Liege encouraged and supported by the Walloon Region and the European Union.
- ▶ a zone is reserved to private investors. It is divided in different ways into 4 blocks with a total surface ground of more than 15,000 square meters (150,000 square feet) for a surface floor of minimum 68,000 square meters (680,000 square feet). This is a district for ambitious projects.

From now on, position your project in this district with good prospects.

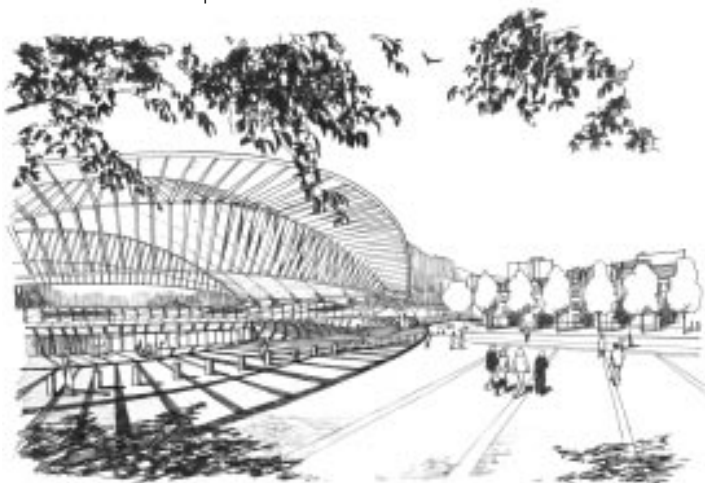


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Main characteristics of the blocks

- **Block 1**
Mixed zone (1)
Surface area: 4,250 m² (42,500 square feet)
- **Block 2**
-Mixed zone (1)
Surface area: 3,900 m² (39,000 square feet)
-Residential zone (2)
Surface area: 1,320 m² (13,200 square feet)
- **Block 3**
Residential zone (2)
Surface area: 3,170 m² (31,700 square feet)
- **Block 4**
Residential zone (2)
Surface area: 2,630 m² (26,300 square feet)

- (1) a mixed residential and hotel zone, with commercial, service and administration activities.
- (2) a mostly residential zone, with some small and local commercial activities as well as offices for professions.



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For any further information, please contact SPI+
The Economic Development Agency for the Province of Liege
11, Rue du Vertbois
B-4000 LIEGE BELGIUM
Tel. ++32(0)4 230 11 11 • Fax ++32(0)4 230 11 20
<http://www.liegeonline.com> • investinliege@spi.be



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