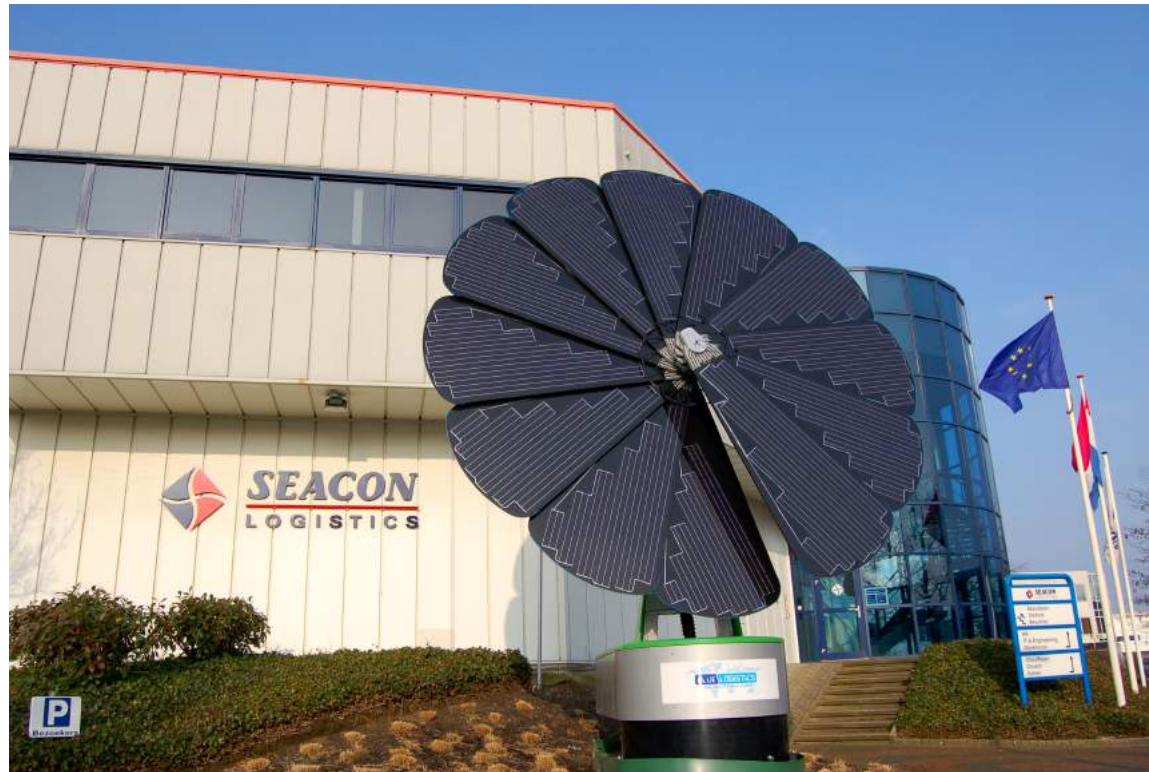


Sustainable development of multimodal chain management



Advanced logistics for a smaller world



The strength of Seacon as a family firm

- Building on our organization as a leading logistics chain director since 1985
- First multimodal inland terminal developed in Venlo in 1986 **in association with ECT Rotterdam**
- Reliability, innovation and long-term investment
- Family owned business
- Currently, Seacon Logistics **employs a workforce of over 800 in Europe**
- Our strength is in delivering tailored solutions

Slide no. 2



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People, planet, profit – Seacon's Blue Logistics

- Corporate social responsibility and sustainability
- We hold on to the strength of **our multimodal transport concept with which we reduce environmental impact and limit CO2 emissions**
- Investing in the development of better, cleaner, faster and more reliable logistics flows
- Social involvement



Slide no. 3



Advanced logistics for a smaller world





The idea behind Lean & Green

How can CO2 emissions be reduced in transport & logistics?

What do companies need?



A clear target (20% and more!)



Collaboration between:
Distributors – LSP - Manufacturer



Best Practice Sharing



European Collaboration

Advanced logistics for a smaller world



Seacon's Inland Terminal Concept



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Seacon sustainable logistics model in a nutshell

- 90,000/200,000 sqm are Green Warehouses (100% electric supply from solar panels, LED lights, Lean&Green protocol)

VENLO (NL) + DUISBURG (DE) + MELZO (IT):

- 65% RAIL
- 30% BARGE
- 15% ROAD



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Infrastructures : multimodal inland ECT terminal in Venlo

Venlo Netherlands

TCT Venlo

General information

- Perfect inland hub for the Dutch region of Venlo and the German Rhine/Ruhr area
- 6 Times weekly barge shuttles between Rotterdam and Venlo
- 25 Times weekly rail shuttles between Rotterdam and Venlo
- Efficient and sustainable
- As of the 1st of May 2016, as a truck driver you will require a [CargoCard](#) for identification purposes. It is no longer possible to purchase a day pass.

Facts

- Total area: 9.0 ha
- Quay length: 155 m
- Rail tracks: 2 x 630 m

Available Modalities



barge



rail



truck



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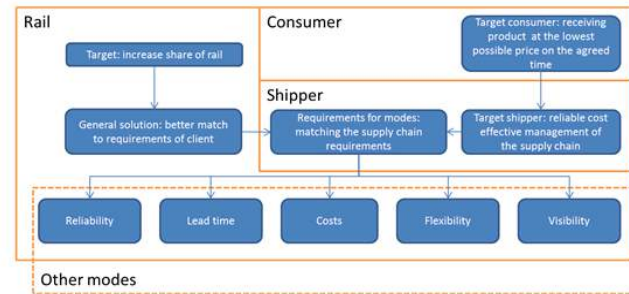


Seacon Logistics' sustainable logistics model - Shifting volumes from road to rail



SMART-RAIL Vision

To facilitate growth of freight transport in the coming decades, the White Paper of the European Commission indicates that 30% of road freight over 300 km long should shift to other modes of transport, such as rail and Inland Waterway Transport. To achieve the necessary modal shift from road to rail, the rail sector faces an unprecedented challenge of providing the capacity for affordable and attractive services required to enable this modal shift. Improvements are required on five main aspects that are important to shippers: reliability, visibility, flexibility, costs and lead time. This is summarized in the following figure.



The SMART-RAIL project aims to improve the freight rail services offered to the shippers by focusing on making improvements on the five main aspects. SMART-RAIL focuses on innovative solutions and their implementation in the rail freight sector. In order to achieve this, three important preconditions for operationalization will be addressed in this project. These preconditions are:

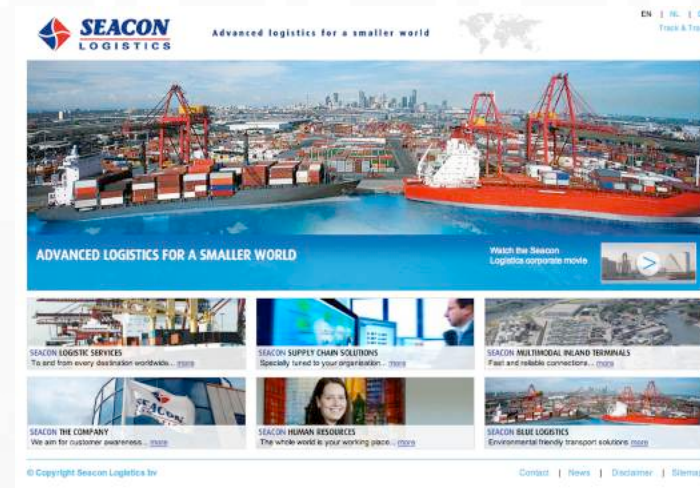
1. An alignment of the business models of the different stakeholders within the rail sector.
2. A mental shift of stakeholders towards a more customer- and collaboration-oriented approach.
3. Improved data availability from different public and private sources.

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More information: www.seaconlogistics.com

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