

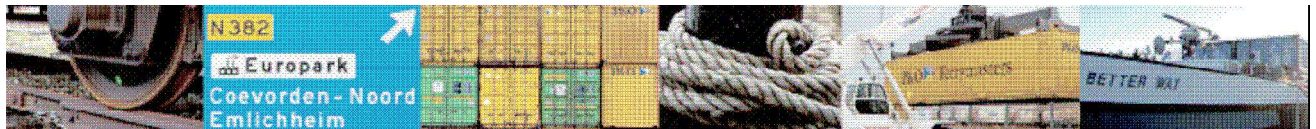


# 1

There are 10 different Europark - Facts-publications. Each provides you with specific information on a certain topic involving the Europark international industrial estate located between Coevorden and Emlichheim. The *EuroparkFacts* are factual and to-the-point. A list of these publications is provided on the back page.

## The Europark concept

Dutch-German industrial estate, a powerful concept in logistics



*The Europark is a large industrial estate on the Dutch-German border located between Coevorden (NL) and Emlichheim (D). Two-thirds of the park is located on the German side of the border, and one-third is located in the Netherlands. The location and logistics facilities are Europark's strong points.*

### FEATURES:

Europark ....

- is an initiative of the municipalities of Coevorden and Emlichheim;
- is strategically located where canal, rail and motorways meet;
- is being developed in phases to encompass a total of 350 hectares;
- is capable of supplying extremely large lots;
- 21 hectares are available immediately, 11 hectares are in option; further lots in phase 3 are in development
- has an attractive energy-concept;
- is home to international, logistics-oriented companies;
- is particularly well-suited for companies in the food and food processing, logistic services, agri-business, electronics and assembly sectors;
- has a Regional Transshipping Centre with a public rail terminal, the Euroterminal and a harbour (look also at Europarkfact no. 4). The Euroterminal is the logistic platform of the region. Modern logistic facilities arrange storage and transshipping for bulk cargo and containers;

- has a train shuttle service from/to Rotterdam 4 times per week an 1 to 2 times per week from/to Amsterdam and from/to Ludwigshafen;
- is involved in a cooperative effort together with the Municipal Port Authority of Amsterdam to develop the flow of goods (with 'value-added logistics') to the European hinterland;
- The Euroterminal Coevorden is part of the international network of Kombiverkehr. Trains go to the cross point Ludwigshafen each day. It is the daily departure point for train transport to major European economic centres including Berlin, Hamburg, Poznan, Warsaw, Moscow, Prague, Verona and Budapest;
- Is in the regional development plan adopted by Lower Saxony reported as important logistical point;
- is a pilot project for the European Community: removing country borders.

### *Doing business without borders*

The Europark puts the idea of a Europe without borders into practice. Due in part to this concept, the project receives financial support from the European Community's Interreg Programme.

Europark Coevorden-Emlichheim  
*Taking business beyond borders*

Junction of rail, road and water •Extremely large lots available •Industrial harbour and container terminal •Train connections to various European destinations

## THE ORGANISATION

The Europark is a joint project of the Dutch municipality of Coevorden and the German Samtgemeinde (municipality) of Emlichheim. The project organization has a German legal form: the **GmbH**, whose task is to further develop and promote the industrial estate, to actively seek companies to set up their facilities at the park, and to sell the property.

Other participants in the Europark project include: the province of Drenthe, the Northern Development Company (NOM) and the county of Bentheim. Delegates from these organizations and from the federal estate of Lower Saxony as well as both municipalities together form the 'Aufsichtsrat (Supervisory Board)' of Europark GmbH.

By order of both countries' governments, the Europark partners have formed a "parity council" which investigates the border barriers which still exist. Barriers of a legal and administrative nature. The parity council advises how these barriers may best be removed so that they work to businesses' advantage. Further information in the *Europark Facts* nos. 3 and 5.

## ACCESSIBLE BY:

### Road:

- A37: Zwolle - Hoogeveen - Coevorden - Meppen ([G](#))
- A31: Ruhrgebiet - Meppen - Emden - Bremen/Hamburg
- N34: Zwolle - Hardenberg - Coevorden - Groningen
- N36: Enschede - Almelo - Hardenberg
- B403: Nordhorn - Neuenhaus - Emlichheim - Coevorden

### Rail:

- NS: Zwolle - Marienberg - Coevorden
- Bentheimer Eisenbahn: Rheine- Coevorden
- DB: Rheine-German/European rail network

### Water:

- Coevorden-Almelo Canal (currently 800-tonne capacity, expansion is running)

### Telecommunication:

- Connection to the European telecom connections network
- Fibre-optic cable is in preparation

## SUBSIDIES

On the Dutch area of the park there are no subsidies available at the moment. The so called "IPR-Subsidy" expired on September 01st, 2006. On the German part of the park is since January 01st, 2007 a capital investment up to 15 % of the amount invested for small companies and for mid-size companies an investment grant up to 7.5 % of the possible. In 2009 there are higher subsidy tariffs for establishing companies (20 % resp. 10 %). In addition, there are various specific incentive regulations. Europark GmbH would be pleased to inform you in this regard, and if desired, guide you through the subsidy application process. Further information in *Europark-Fact* No. 6.

## LOTS AND PRICES

Europark supplies tailor-made lots. If desired, these lots may be fitted with extra facilities such as cables and/or a connection to the railway. Particularly unique is that even parcels measuring more than 50 continuous hectares are available. The prices are conform to market rates and are dependent upon location, quality and any agreements made regarding additional supplied infrastructure. As a guide, on the Dutch side, a maximum price of approx. € 65 applies (to the harbour area) with a minimum price of approx. € 40 per m<sup>2</sup> ex VAT. The price of land on the German side is € 18,50 ex. VAT (price level 2009). You will find more information about this matter in *Europark-fact* No. 8.

## TARGET GROUPS:

The Europark is ideal for large, space-extensive companies which are highly dependent upon good logistic services for the operation of their business. For this reason, Europark's acquisition activities are primarily geared toward the following industry sectors:

- food- and food processing,
- agri-business,
- transport and logistics,
- electronics,
- assembly.

### Energy concept

The settlement of several energy producers in the Europark has led to the development of an interesting energy concept for entrepreneurs. If you wish more information please do not hesitate to contact us.

## DEVELOPMENT PLANNING

The development of the Europark proceeds by 4 phases and from north to south. The first phase is planned up to 2004 and comprises the infrastructure of the 83 hectares of the Dutch and the first 20 hectares of the German section. Included in this site are the industrial harbour and the expansion of the rail container terminal (ready in summer 2007). Meanwhile is the second phase - 92 hectares - ready for settlements. This will be approached in three phases: 92, 97 and 40 hectares. The intention is that a service centre will be set up, among other facilities, in the German section providing general services for the companies established there. The infrastructure of the industrial estate will be completed around 2010. Further information in *Europark Fact* no. 3.

### Education

There are several schools in Coevorden and Emlichheim, among others a grammar school. In Emmen (20 km), Zwolle (40 km) and Nordhorn there is a large selection of upper trade schools among others technical, trading, logistics, economy and administrative-juridical.

## CONTACT AND INFORMATION:

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Request the **EuroparkNewsMail** (monthly e-mail newsletter), or one of the **Europarkfacts**:

- No. 1 The Europark concept
- No. 2 The organization
- No. 3 Strategy, development and planning
- No. 4 Logistic services
- No. 5 The Joint Council: removal of the border barriers
- No. 6 Subsidies for businesses
- No. 7 Zoning plan, building and environmental codes
- No. 8 Plots, prices and procedures
- No. 9 Socio-economic facts about the region
- No. 10 The partners and companies of the Europark