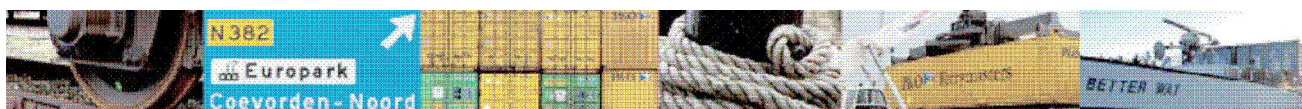




3

There are 10 different Europark - Facts-publications. Each provides you with specific information on a certain topic involving the Euro-park 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.

Strategy, development and planning



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. In these EuroparkFacts: Information about strategy, development and planning of the Euro-park.

Strategy

The difference between the Europark and other industrial estates is (the combination) of four main factors.

1. The unique multimodal concept: The industrial estate can be reached by road, water and rail and it has public handling facilities available for containers and bulk.
2. The availability of very large lots, if required even more than 50 hectares in total.
3. The border-crossing character: the step into one Europe.
4. And the maximum support of regional, national and European authorities.

The strategy of the Europark is based on the above facts. These are well-founded arguments for entrepreneurs to settle here.

You can read more information about the unique selling points in our different Europarkfacts. (Listed on the back page).

Space

The Europark is planned for companies which need a lot of space. Therefore the smallest lot which can be available will be 1 hectare.

Target groups

The particular combination of location, logistical supply and the park concept make the Europark an ideal location for companies needing large lots and which are extremely dependent on logistical facilities.

For which kind of companies are these important settlement factors? The Europark concept is especially suitable for companies which deliver goods as raw materials or semi-finished products, work, assemble or add worth to it, maybe pack it and transport it further as transit cargo: „value added logistic“.

One branch of industry from the sector “value added logistic” for which this is very important is the food- and food-processing as well as agricultural business.

The Europark is naturally interesting for assembly companies (for example the electronic, automotive- and clothing industries), packaging industry, distribution companies and logistic service companies.

Sustainable chains

The Europark Ltd. intends to a collaboration between the companies. This co-operation has the aim to achieve sustainable developments which benefit the environment, the companies and the humans. Example: waste from one company can be a raw material for the other one. The Europark Ltd. thinks that the bio-industry has good possibilities for such a sustainable chain where the power supply is in the center.

EUROPARK COEVORDEN- EMLICHHEIM

Taking business beyond borders

At the junction of rail, road and water • Extremely large lots available • Industrial harbor and container terminal
• Train connections to various European destinations

DEVELOPMENT PLANNING

The development of the Europark runs in phases from the north to the south or from Coevorden (NL) to Laarwald (D).

Phase 1: until 2004

The first phase could be finished in 2004. This includes 83 hectares on Dutch federal territory and the first 20 ha on German federal territory ready for building.

In addition:

- The first main road opening on to the B 403
- The beginning of a road opening from the harbor
- The industrial harbor with approx. 18 hectares factory premises

Phase 2: 2005 – 2009

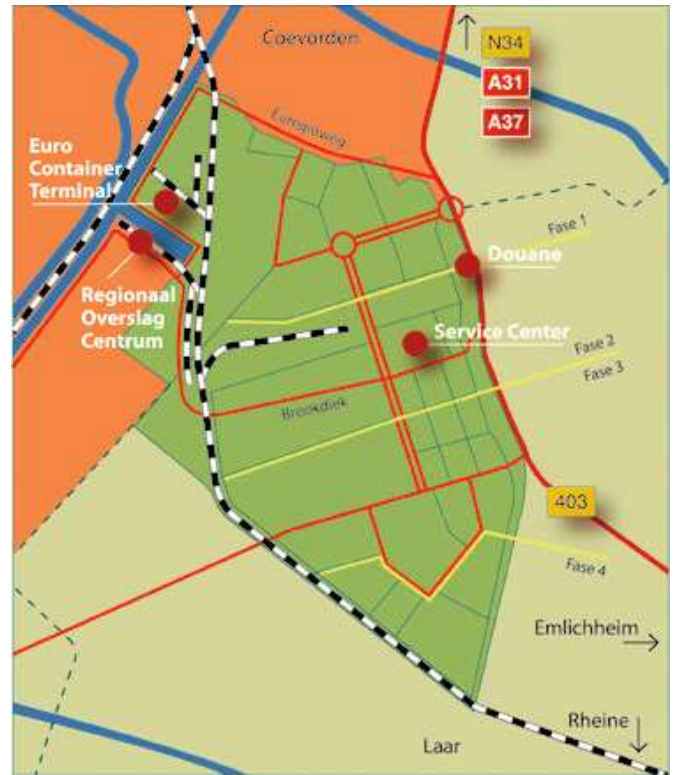
- 92 hectares to make ready for building
- Open up road from the harbor across the “Brookdiek” to the B403
- Extension of the rail container terminal, rail up to the harbor quay (extend the capacity from approx. 20,000 up to 60,000 TEU)

Phase 3: 2009 and further

- 80 hectares to make ready for building
- Third road opening onto the B403 (This road maybe continued to the Dutch N34 (Hardenberg-Emmen). This has not yet been decided.)

Phase 4:

- 80 hectares to make ready for building
- In this last phase, the industrial estate will be continued to the railway station in Laar (Laarwald)



Service centre / Pittstop

On the German part of the park, a service center is targeted, providing from a pittstop for truck drivers, garage, cashpoint to a day nursery, catering facilities, hotel facilities, or call center, entirely depending on the requirements of the entrepreneurs.

ESTABLISHED COMPANIES

- ✓ De Vries Transport Group
- ✓ IAMS (animal feed)
- ✓ Bannink (packaging)
- ✓ Henk Hentzen (logistics)
- ✓ Bentheimer Eisenbahn
- ✓ Euroterminal Coevorden
- ✓ Harbor company Coevorden
- ✓ BBE (concrete products)
- ✓ ENS (disposal of lightly radioactive contaminated clothes)
- ✓ CIC (feed and feed additives)
- ✓ Knijnenburg (metal)
- ✓ Nijhof Wassink (logistics)
- ✓ Material Service Coevorden (automotive assembly plant)

You will find more information about the Europark-companies in Europark-fact no. 10.

CONTACT AND INFORMATION

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Please ask for EuroparkNewsMail (monthly by email) or one of the *Europark facts*

- Nr. 1 The Europark-Concept
- Nr. 2 The Organization
- Nr. 3 Strategy, development and planning
- Nr. 4 Logistic services
- Nr. 5 The Europark & Europe: the joint council and the removal of border barriers
- Nr. 6 Subsidies for businesses
- Nr. 7 Zoning plan, building and environmental codes
- Nr. 8 Lots, prices and procedures
- Nr. 9 Social-economic facts about the region
- Nr. 10 The partners and companies of Europark