

VGP

location³

08

2013

PARFUMS.CZ –
SCENTS THE HALLS OF VGP
ESTONIA, ROUND TWO
SAXON SILICON VALLEY
TWO-WHEELED JEWEL

⊙ Light intensity 500 lux

⊙ Suspended acoustic-panel ceiling

⊙ Vertical clearance 2,800 mm

⊙ Painting to suit tenant needs

⊙ Multi-pane aluminium windows

⊙ Cooling

⊙ One- to three-level structures

⊙ Heavy-duty carpets

⊙ Floor load-bearing capacity 200 kg/m²

VGP **location**³

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TIMES ARE CHANGING

Welcome to this 8th edition of our VGP Location³ magazine. The content has evolved a bit as our focus has shifted through the years. Among other developments, we have expanded geographically. Germany is now becoming a very prominent market for us, and we have already four quite promising locations there upon which to develop substantial new VGP parks.

Moreover, there is increased emphasis on e-commerce, which is a motor driving new growth in our markets.

In times of crisis, when consumers start to hold onto their money instead of spending it, our industrial infrastructure tends sharply to reduce its inventories, and that has a direct negative impact on the logistics sector.

Nevertheless, demand for logistic premises has been very stable even though our economy is only now beginning slowly to recover. There have been few or no vacancies at our top locations.

We think that is due to the combined direct and indirect impacts from changing attitudes towards e-commerce. The space that e-commerce players occupy in our own portfolio is becoming more and more prominent.

In recent months, the strategic players in our market have been able to raise significant amounts of money to acquire positions in this rapidly growing market.

We have generated new funds, too, as a successful new bond issue drew € 75 million. It is mentally refreshing and gratifying to think positively about the future. This keeps one optimistic.

I look forward to meeting you personally in the near future at one of our many VGP Parks.

Sincerely yours,
Jan Van Geet

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A LOOK BACK AT 2012

The year 2012 was a very challenging one for the industrial and logistics market in the Central European region. In spite of the difficult economic environment, the VGP Group posted a net profit of € 11.6 million for the financial year ended 31 December 2012. Through the year, more than 200,000 m² of new or renewed leases were signed, representing € 10.8 million of committed annualised rental income, of which 152,587 m² (€ 8.3 million) was on behalf of associates. The signed committed lease agreements encompass

a total 99,731 m² of lettable area with weighted average term of the committed leases at 9.8 years as at the end of December 2012. Following the sale of VGP Estonia assets, the investment property portfolio consists of six completed buildings constituting 73,378 m² of lettable area and another six buildings under construction representing 71,485 m² of lettable area. In addition, VGP partially owns through its associates another 55 buildings, which comprise 601,217 m² of lettable area and for which property



Leipziger Messe is one of the world's oldest exhibition grounds

BONDS HELP US TO DEVELOP

VGP Group decided to acquire funds for further development – primarily for investments into land in Germany – by issuing retail bonds maturing on 12 July 2017 with a fixed interest rate of 5.15% (gross) per annum. We issued the bonds in nominal value of € 1,000 and investors

could subscribe to them from a minimum amount of € 10,000. The subscription period was launched on 24 June 2013, and already on the first day the demand surpassed the maximum possible offering by 2.5 times. The bonds were issued on 12 July 2013 and are traded on the NYSE Euronext Brussels stock exchange. KBC Bank NV is the exclusive administrator and lead insurer of this issue. The prospectus in English, as well as shortened versions in French and Flemish, is available at VGP's website. ☺

and facility management services are provided by VGP Group. The Group's property portfolio had an occupancy rate of 94.9% as at the end of December 2012 (excluding associates). The occupancy rate of the associates' portfolio stood at 94.5% as at the end of 2012. During the year, VGP completed the sale of an 80% equity interest in VGP CZ IV and finalised the sale of the newly constructed (40,000 m²) logistics properties of VGP Estonia in Tallinn. Moreover, VGP distributed a € 15 million capital reduction to its shareholders in August 2012. Last but not least, VGP laid solid foundations in 2012 to enable the Group's expansion and growth in Germany. VGP has been able to secure two first-rate locations in Germany: one 218,000 m² land plot located near Frankfurt Airport, which allows the Group to develop some 100,000 m² of lettable area, and one 108,000 m² land plot located near the Leipziger Messe, on which 50,000 m² of lettable area can be developed. In addition, VGP is currently negotiating a number of additional custom-build projects in Germany. The new land acquired in the Czech Republic and Germany should start to generate additional development profits and rental income in the next 12–18 months. VGP believes that it is therefore well-positioned to launch a new development cycle, which should generate continued significant income from development activities over the next several years. ☺



Brussels Stock Exchange

CHARACTERISED BY EXPANSION

The year 2013 is one of further development for VGP. We have acquired land in strategically significant locations and countries. One such location is Tallinn, Estonia. In 2012, the Group succeeded in selling its first and at the time only park in Estonia to the real estate fund East Capital Baltic Property Fund II, managed by East Capital. As Estonia remains attractive for VGP, we were looking for a suitable place to develop another industrial park. And we found it! The 110,000 m² parcel is located near the Peterburi Tee motorway that leads to Saint Petersburg, Russia. It is also adjacent to the Estonian harbour. This new acquisition will allow VGP Group to develop another 50,000 m² of semi-industrial real estate. Another country that VGP decided to enter in 2012 was Germany. VGP also completed the necessary steps to acquire lucrative land there for



VGP Park Rodgau

the construction of semi-industrial parks. After the acquisition of parcels in Rodgau, we purchased land of the LogPark Hamburg logistics park with an area of 80 ha, which is located 20 km from Hamburg on the A1 Hamburg – Bremen motorway near the Rade exit. LogPark Hamburg, which had been created conceptually by Habacker Holding, is enjoying great success. All parcels have zoning permits and are provided with the necessary infrastructure allowing VGP to develop ca 210,000 m² of semi-industrial real estate. Upon its completion, LogPark Hamburg will be one

of the largest commercial logistics areas in Germany. Jan Van Geet, CEO of VGP, adds that, "This transaction will provide us with a solid base in Germany, and it will present VGP as a strong local developer. Along with our quickly developing German team, we are looking forward to seeing our first tenants at the new locations soon. In the meantime, VGP Group continues actively to seek further opportunities for development activities in pursuit of its strategy to acquire, as possibilities allow, top locations in the vicinity of large, economically strong agglomerations in Germany." ☺

NEW CONTRACTS WITH BOUQUETS OF OIL AND PERFUME

During 2013, we concluded a number of important signed and committed lease contracts. It is always a delight to carry on in successful co-operation, and so we much appreciate the prolonging of existing lease contracts. We believe the ensuing lease period will continue to bring success to these companies. Just as gratifying, of course, are entirely new contracts. It is a pleasure to report that Van Moer Group and Quehenberger Logistics Rou have joined or soon will join our current tenants, and that they will settle into the B1 hall in Timișoara (Romania). In Győr (Hungary), we will welcome Gebrüder Weiss Szállítmányozási, which will diminish

the area available for lease there to 2,300 m². Horní Počernice, the largest VGP park, can also boast several new tenants: HSW Signall, Conkline, Pivovar Protivín, BM Pack Servis, Penny Market, Trost Auto Service Technik,



Brewery Protivín

Sparkys, VZV Group, Jovimer CZ, BITO skladovací technika, Ehrmann Praha, and once again IKEA Česká republika. We closed an important lease agreement with NIKA Chrudim for an area of 9,500 m² in the Liberec park. Among VGP's important clients is now also Custom Chrome Europe in Bingen (Germany). On pages 18 and 19, we bring you an interview with Andreas Scholz, the CEO of this company which manufactures and sells replacement parts for Harley-Davidson motorbikes. The Tuchoměřice park has also found new "residents". These are Gecko International and Caamano CZ International Glass Corporation. More than 230 km from Tuchoměřice, close to the Moravian metropolis of Brno, there is another VGP park. In addition to Hartmann Rico, it is also leased for the fragrant goods of Internet shop, which specialises in selling perfumes. You can read a conversation with its founder, Michal Zámec, on pages 8 and 9. ☺

ESTONIA, ROUND TWO

VGP is beginning to develop the new VGP Park Nehatu, which will offer space for both logistics and manufacturing purposes. “We obtained excellent references in Estonia due to our previous project, which will make it easier for us to acquire new tenants,” says Andrejs Konstantins, country manager for the Baltic states.

Estonia is the smallest of the three Baltic republics, with 1.5 million inhabitants living in an area of 45,000 km². Due to its location between the technologically highly advanced Scandinavian countries and north-western Russia with its rich natural resources, Tallinn is attractive for investors from neighbouring countries as well as from more distant regions. Moreover, the Port of Tallinn is the third largest in the Baltic Sea and additional investments into this future expansive and important connection between East and West are being planned.

Estonia, too, was hit by the economic crisis a few years ago. In 2009, unemployment increased sharply to 13.8%, while gross domestic product fell by 14.1% versus 2008. This recession was caused mainly by shrinking domestic demand (down by 26%) and weakening exports. The drop in domestic demand also influenced imports, which declined by 33% in 2009 (i.e. more substantially than did exports, which fell by 24%). In spite of this unfavourable development, the economy managed to remain within the bounds established for adopting the euro. Estonians have been using the common currency since 2011.

Already in 2012, however, economists were writing that other euro zone countries could learn from Estonia. “According to Statistics Estonia, industrial production has increased by 8% year on year. This number is driven mainly by developments in electronics,” comments Andrejs Konstantins on the country’s success. The situation in Estonia can be assessed as stable and positive also for this year. Forbes magazine



even put Estonia in an excellent 22nd place in a ranking of the top 25 countries in business, right after Germany. “Eurostat announced that Estonia now has the lowest public debt in proportion to gross domestic product, at 9.6%. At the same time, along with Latvia and Lithuania, it is among the countries with the most rapidly decreasing annual unemployment in the European Union,” adds VGP’s country manager.

First foray into the market was a success

VGP Group entered the Estonian market in 2008 when it began building an industrial park of almost 40,000 m² in the town of Tännassilma, just less than two kilometres from the Estonian capital, Tallinn. The site was more than favourable, as VGP Park Tallinn went up in the vicinity of the Baltic region’s most important road, VIA Baltica (E67), and near Tallinn’s city ring. It was not the first acquisition in the Baltic region, however, as

the company had bought a parcel in Latvia the previous year.

The complex of two buildings with areas of 25,920 and 13,248 m² was built to suit for tenants from light industry and logistics. It was tailored right down to the project’s final so-called turnkey form. As a matter of course, construction standards were high while facility management was right on the spot and attending to every need from cleaning the parking lot to resolving emergencies and potential construction alterations.

VGP Park Tallinn changed ownership

In February 2012, VGP decided to sell the Tallinn park and signed a binding agreement with East Capital, according to which the property was to be taken over by East Capital Baltic Property Fund II, which is a newly established fund managed by East Capital. The transaction valued at approximately € 24 million closed in May 2012. Nevertheless, the sale of



VGP Park Tallinn definitely did not mean that VGP would withdraw from Estonia. On the contrary, it planned immediately to use part of the funds from the sale to develop new projects in Estonia.

A new park is on the rise

Already in autumn, we secured an attractive new parcel of 110,000 m² in the suburbs of Tallinn. It is in the immediate vicinity of the Saint Petersburg motorway. This parcel will allow VGP Group to construct an additional 50,000 m² of lettable area in an area that has strongly recovered from the

recent economic crisis. A complex of three buildings suitable for both logistical and manufacturing purposes will be constructed here. “VGP Park Nehatu has an excellent public transport connection from Tallinn, so we can assume that the tenants can count upon sufficient access to a qualified workforce,” describes Mr Konstantins.

We concluded the first lease contract already in June. It is a space of 3,650 m² for Boomerang Distribution, which is based in Estonia and works in the distribution of promotional materials. They dispatch 25 million consignments per year,

principally for Scandinavia and Central Europe, where most of their customers are based. Boomerang Distribution will take over the space at the beginning of 2014.

VGP has earned a very good reputation in Estonia due to the high-quality services it provided at VGP Park Tallinn. “We are pleased to have a reputation in this country as a reliable, inventive and flexible partner providing high quality standards. Therefore, we are hopeful that more lease contracts will follow. Promising negotiations are now ongoing,” adds Mr Konstantins. ☺

MICHAL ZÁMEC

WE DO A FRAGRANT BUSINESS

Every day, up to 80,000 fragrant parcels will depart for several European countries from the Brno-based VGP Park, where Internet Shop, operator of the online shop Parfums.cz, is building its logistics centre.

If someone had told him a few years ago that selling perfumes over the internet would one day make him successful, Michal Zámec would probably have just shaken his head. The entrepreneur started out selling electronics online, but then perfumes won him over. Today, his company has a turnover of more than CZK 2 billion, has expanded into a number of other countries, and, in the second quarter of the year, will open a new logistics headquarters in Brno. Thanks to his company, already six foreign markets, primarily in Central Europe and the Balkans, are smelling better and better.

Q Which fragrance do you wear?
My favourite for a number of years has been Lacoste Red Style in Play. From time to time I switch to something else, but after a while I come back to it again.

PARFUMS.CZ AND VGP

A new logistics centre will open at VGP Park Brno in the autumn. The company plans to open new warehouses also in connection with its international expansion, as it operates perfume shops on six foreign markets located primarily in Central Europe. It will be able to send up to 80,000 fragrant parcels daily from Brno to all of these countries. Parfums.cz has rented 4,000 m² of equipped warehouse space at the logistics park at a cost of CZK 30 million.

Q You started out selling electronics but later switched to perfumes. How exactly did all that come about at the time?
I had sold mobile phones through my father's company while I was still in secondary school. Later, I opened my own small business. As the mobile business gradually moved over to the operators, I started to be on the lookout for new opportunities. I was familiar with selling over the internet and knew a perfume supplier, and so it occurred to me to set up Parfums.cz.

Q So, when you founded the e-shop Parfums.cz in 2004, did you think that it would take off the way it did?
Definitely not; it was a side project at the start. When it proved itself to be viable, I discontinued all other activities and focused only on perfumes.

Q That sounds like a risky step into the unknown.
It wasn't your typical e-shop. In this case, there were huge price differences between a brick-and-mortar shop and an e-shop. Where perfume in a classic shop might cost CZK 3,000, for example, it was possible to buy it for less than half of that on the internet. This difference was very motivating at the start.

Q How do you remember the company's beginning?
I employed friends and acquaintances, we worked nights and

weekends, and growth was very fast. I guess it was that way for most internet businesses in those days. We gradually became more professional. A central management department was created and individual divisions began to take on lives of their own. Today, Parfums.cz is a company with a standard structure.

Q How is it possible that people came to like buying perfume over the web? They can't even smell the fragrance!
People know what they want. At least that's how it was in the past. Today, it's not even just a matter of people knowing what they want – they also try unknown fragrances. If it doesn't suit them, perhaps they can give it away as a gift.

Q Now you are expanding to other countries. Where are your branches already, and what is your goal?
Our shops can be found in the Czech Republic and Slovakia, as well as in Poland, Hungary, Romania, Ukraine and Bulgaria. Not long ago, we opened one in Slovenia. We aren't planning further significant expansion in the future, though, as we'd rather solidify our position in those markets where we already are.

Q And aren't western markets beckoning you?
Western Europe is a demanding and expensive market that we don't really want to enter. In France and Italy, for example, people cannot imagine buying perfume on the internet, so we wouldn't be able to catch on there. But if we go after markets outside of the EU, then Russia and Asia offer immense potential. We wouldn't want to go there, though, without a partner who knows the local environment.

Q So, are you looking for an investor?
We already have quite a lot of offers. In most cases, however, such deals follow a scenario of buy the company, pump in money, then sell it. This doesn't really correspond to my vision.

Q You say that the internet shop market in the Czech Republic is already saturated. Are you looking for new challenges for your enterprise? Other types of goods, for example?
Not really. I'd rather concentrate on one thing while trying to make the very most of it. I like that more than to have several projects running and then not being fully focused on any of them.

Q Do you differ as a company from others?
Like other greenfield internet shops, we still have a relatively informal atmosphere at several levels. We don't have loads of directives on everything, we don't maintain a dress code, and we're not partial to big presentations. We give people freedom wherever there is even the slightest possibility to do so.

Q Is Parfums.cz a member of any associations?
We became one of the first members of the Czech Association for Electronic Commerce and were the first internet perfumery awarded a Consumer Audit of Business Conditions certificate (in Czech, SAOP), which is granted by the Consumer Defence Association of the Czech Republic. We also have participated significantly in the development of a code for non-discriminating entrepreneurs.

Q How has the recession impacted sales?
Practically not at all. In fact, sales have even increased. People always want their favourite products, and they think about where to buy them and at what price.

Q What do you offer relative to your competitors when prices in brick-and-mortar shops and e-shops are comparable?
Price is of course the fundamental advantage, followed by the product range offered. Today, we offer more than 18,000 products. No brick-and-mortar shop can offer you that; there are currently around 1,500 to 2,000 products in brick-and-mortar shops.

Q You say that price is an advantage, but on the other hand, prices are not that much lower than in brick-and-mortar shops. Isn't that so?

18,000

That's how many types of products Parfums.cz offers. The company aims to boost turnover from perfume and cosmetics sales to CZK 2.4 billion. People spent CZK 40 billion on the internet last year. According to forecasts, domestic spending on the internet could rise to CZK 50 billion this year.



WHO IS MICHAL ZÁMEC?

The 30-year-old entrepreneur graduated from secondary school in Kroměříž, at which time he was already selling mobile phones through his father's company. In 2001, as soon as he came of age, he started his own internet-based business. He founded the internet shop Parfums.cz three years later. That has been his main activity to date and nothing has changed that, not even a brief diversion to university. Parfums.cz is now the largest network of internet perfumeries in Central Europe.

Yes, the price differences are not so striking anymore. In particular, the suppliers have acted to equalise the prices, making those in brick-and-mortar shops a little bit cheaper and those of e-shops, on the other hand, slightly more expensive.

Q Will you have just your warehouse at the VGP Park in Brno, or also something more? Your headquarters, for example?
There will be only a warehouse at VGP; the headquarters will be elsewhere. It's a logical step considering that warehousing and office demands can change independently of one another, and this provides us with greater flexibility.

Q Why Brno? What do you consider to be the advantages of this location?
Brno is strategic in terms of its geographic location, human resources and infrastructure. All of that is available there at reasonable cost. This year's development confirmed the correctness of our decision to invest CZK 30 million into a separate logistics centre. We will continue in the trend of investing from our own sources into further advancing the power and competitiveness of the company on a European scale. ☺



Main railway station in Leipzig

HI-TECH SAXONY

Saxony is definitely no longer just a battered state from the former Eastern Bloc of Germany. It is a technologically highly advanced and internationally competitive state. This is evidenced by the local technology parks and the fact that the most important automotive plants are concentrated in the vicinity of Saxony's important cities.

It was no accident that VGP chose Leipzig as the place to construct a new logistics centre. The city is in north-west Saxony, has half a million inhabitants, and is the largest city in the state. Not only is it known as a trade fair city but Leipzig is now also a technology centre. While Saxony has a long tradition of heavy industry and crafts, recently it has been associated with research, new technologies and manufacturing machinery. The typical textile and heavy industry have been replaced by robots, nanotechnologies, scientists in white coats and computers. It has excellent



Railway in Leipzig

structures in place for such fields as microelectronics, electrical engineering, media, finance, mechanical engineering and the automotive industry. All this of course supports logistics, which benefits from the locally increasing order volumes.

Land of universities and economic growth

Saxony has its share of superlatives – it is the largest state of the former Eastern Bloc and, with 226 inhabitants per km², has the greatest population density. It is one of the most dynamic German states. Between 2000 and 2011, Saxony's economy grew by almost 16.2% in real terms and economic growth reached 2.7% in 2011. Saxony has the highest level of GDP among the new states including Berlin and can also boast the second highest GDP per capita. Five economic areas with three urban centres constitute the driving force behind the local economy. There are five universities and ten vocational tertiary schools in Saxony, ensuring that higher education is multidimensional and turns out a plentiful supply of graduates.

Saxon Silicon Valley

"In the beginning of the 1990s, few people predicted success for Saxony. Traditional enterprises were collapsing, and no one was sure what would come next," recollected Peter Nothnagel, Managing Director of the Saxony Economic Development Corporation, in *Hospodářské noviny*. Today, Germany is the second largest exporter in the world, for which Saxony's technology centres deserve much of the credit, and especially the area between Dresden and Freiberg. This region has been dubbed the Saxon Silicon Valley. Today, most of the microprocessors produced in all of Europe are manufactured here. Perhaps only Grenoble, France, can compete with it. Saxony is rightfully proud of its success. Local entrepreneurs claim that it is their own doing. While they say that West Germany had benefited from the US Marshall Plan, due to which Bavaria was transformed from an agricultural region into a technology centre, there was not such massive aid in the former DDR. That meant Saxon companies had to fend for themselves on the market. After a massive brain drain and departure of young people in the 1990s, the government stabilised the market and patched up the labour market using various forms of support. Meanwhile, working people



Neue Messe Leipzig draws crowds

returned and the Saxon government invested in education. That helped start up growth in technology and the economy generally.



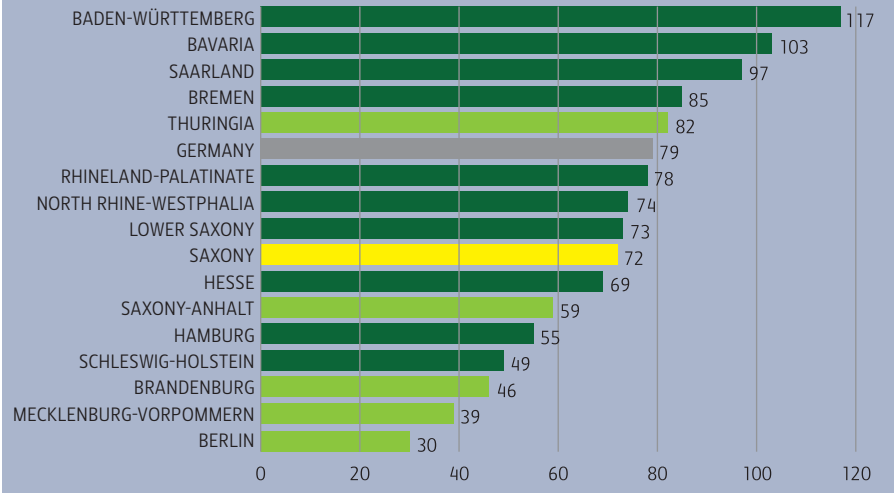
Freeway network

Saxony full of cars

Saxony, an automotive superpower, has been supplying the world with cars for more than a century. The pillars of production are in the Chemnitz-Zwickau-Erzgebirge area and the Dresden, Leipzig, Zittau and Plauen regions. Companies and institutions within Saxony's automotive industry are proficient in developing and manufacturing components and vehicle-production technologies of all kinds. With its share exceeding 25% of turnover from industrial production and about 36% of exports, this segment drives the manufacturing sector in Saxony. The heart of Volkswagen beats in Dresden, with branches in Mosel and Chemnitz. The automotive industry offers thousands of jobs in Leipzig, where the car companies Porsche and BMW have plants. And let us not forget buses. Neoplan buses have been manufactured in the Vogtland city of Plauen since 1992. In addition to cars, research and development in the local industrial zones focuses on office machines, optics, the food industry, tobacco processing and the metalworking industry. Microelectronics and biotechnology, too, have become important fields in recent years. Saxony has been invigorated by large investments in microprocessors. AMD invested € 2.4 billion to build a chip production plant in Dresden. ☺

DENSE INDUSTRY

Saxony has the second highest concentration of industry among the former Eastern states in the new, unified Germany. Data from 31 December 2011 show how many employees per 1,000 residents work in the manufacturing sector and pay social insurance. The dark green bars are the former West German states, light green the former East German states. Source: Bundesagentur für Arbeit





DARIUS SCHEIBLE: Leipzig is attracting more investment

"We anticipate great demand coming from firms supplying the automotive industry. BMW and Porsche manufacturing plants are located in the immediate vicinity, and they are to expand in Leipzig," says VGP manager Darius Scheible, responsible for the newly constructed VGP Park in Leipzig, Saxony.

Q In what phase is the project for the new VGP Park in Leipzig?

We only purchased the building site in late 2012, so the project is at a very early construction phase. Nevertheless, we have a valid construction plan showing the buildings and that displays what offices and what warehouse areas can be used in the individual buildings. We have also developed several concepts that are currently being discussed with potential customers.

Q What is the time schedule for the overall construction?

The design phase will take about 12 to 18 months. Construction of the first section of buildings will take in more than 10,000 m² and their construction is planned for the spring of 2014. According to this schedule, the first building is to be opened in the third quarter of 2014. We have already established there to be great demand for state-of-the-art manufacturing and logistics facilities at the location.

Q How did you choose the location? Why Leipzig?

Along with Frankfurt am Main, Hamburg and Berlin, Leipzig is part of one of the five largest industrial and logistics regions in Germany. In recent years, it has acquired prominence as an international location. The important companies BMW and Porsche are constantly expanding and thus attracting more investment to Leipzig. DHL selected Leipzig as its central flight hub and created thousands of new jobs there.

Q What else makes Leipzig special?

Its excellent infrastructure, the Leipzig/Halle Airport, about 37,000 local students, a qualified workforce and, last but not least, its cultural diversity put Leipzig in the spotlight for its high standard of living and economic importance. In terms of the selected location itself, VGP Park Leipzig fulfils all of VGP's fundamental, general requirements.

Q Let's come back to the Park – how big will it be and how many halls will there be?



VGP Park Rodgau

VGP Park Leipzig is located on Maximilianallee, very near to the Leipziger Messe. It has an area of 105,000 m². We can build there three to five halls that will occupy an area of about 50,000 m² and offer our customers flexible solutions from 1,000 to 30,000 m² of space.

Q What do German companies require and what do they consider as standard?

German companies demand precise technical parameters, which is what VGP designs and builds: a minimum of 10 metres of headroom, floor loading capacity of 5 tonnes per m², lighting intensity of 300 lux, and so on. We also have noted that questions about sustainability and long-term impacts are standard for German companies. We have been offering our customers efficient and intelligent heating and lighting systems, energy-saving

lamps and alternative energy sources for a number of years, so we are also able to guarantee extensive experience in this area.

Q What companies will be in VGP Park Leipzig? Have any signed contracts yet?

We have not yet signed any contracts for Leipzig. The project is still at too early a stage for us to take such steps.

Nevertheless, potential customers have expressed their interest. We expect strong demand from firms supplying the automotive industry. The BMW and Porsche production facilities are in the immediate vicinity, and these companies intend to continue expanding their activities in Leipzig and its surroundings. We strive to serve a combination of sectors, as is the case for all of our VGP Parks. ☺

DARIUS SCHEIBLE

Aged 38, has been working for VGP since 2007. He serves as local manager for Romania. While he is mainly concerned with development of the Timișoara park, he is now also developing the VGP site in Leipzig, Germany. Mr Scheible formerly worked for Romanian developer Arca East Invest and for German architectural offices RKW and HPP. He earned an M. Arch. at the Peter Behrens School of Architecture in Düsseldorf. Mr Scheible speaks Romanian, English and German, and his pastimes include tennis, fitness, travel, skiing and theatre.



VGP Park Rodgau



VGP Park Bingen

WHEN YOU SELL A SERVICE, YOU SELL YOURSELF

He took over the firm when it was drowning in scepticism. Within a year, however, he had resurrected it and boosted its turnover. He had a simple prescription for the crisis: offer additional services for which companies were willing to pay reasonable prices without trying to wring out every last price concession. Director Jiří Mejdrech's company SUTA offers comprehensive cleaning services, including management of buildings and business parks. It has been a part of VGP Group since May.

Q Your father founded the company in 1991. How did you start out?

My father established the company with Tomáš Kameník. My participation dates back to 2003. In those days, the mood here was not very optimistic in terms of possibilities for growth or to expand the services. But in the course of a single year we managed to set up new processes, spur our colleagues' interest in a new direction and increase turnover by 30%. My family was a huge support to me – and it is to this day.

Q You've been through various market fluctuations. Is there greater demand for your services than before, or are companies scrimping to save money?

The years 2009 to 2011 were a time of general panic. In the aftermath of the global crisis, companies focused only on price. Regarding development, it's almost impossible today to predict the future. We must work so as to continuously strengthen interest in our services, and only in that way can we look forward to the future.

Q Your references state that you do cleaning for giants such as ČEZ and Microsoft. How did you capture the interest of such large companies?

Through nothing other than absolute reliability, a fair price, flexibility and our employees' excellent communication at all levels. When you sell a service, you essentially sell yourself and your values.



Q Do you offer anything else in the area of facility management than just cleaning?

Within VGP Group, we are currently preparing close collaboration with Profa Management, which provides numerous professional services. Together, we will offer the full range of services for integrated facility management, which means management of companies' support activities. We are currently servicing the parks in Horní Počernice and Hradec Králové, Green Park and Green Tower, with a combined area of around 300,000 m².

Q In addition to cleaning buildings and offices, you also perform special work. What kind of services are you able to provide?

For example, we do final cleaning of construction sites prior to inspection for occupancy approval, deep cleansing of granite and marble, graffiti removal, and protection of surfaces using polymer waxes, as well as high-pressure cleaning, and more.

Q What has been the most complicated work you have performed?

I consider the cleaning of the Czech Embassy in Paris to be among the most complicated assignments. Dealing with its diverse materials structure and the strict supervision of conservationists advanced our expertise. The most arduous was cleaning of the Sazka Arena construction site. Because there was a very tight deadline, our employees were at the construction site 24 hours a day, and in the end our company was evaluated as the best supplier of cleaning services.

Q You have been a part of VGP Group since May. What does this partnership bring you?

A lot of work. But most importantly the opportunity to share in the success of the entire VGP Group. I'm very glad that we found common ground with VGP's representatives on the key questions of values, growth and sustainable quality. ☺

JIŘÍ MEJDRECH

Age: 37 / Education: SPŠ stavební / Family: married, children Matěj, Eliška
Upon graduating from secondary school, he joined the investments department of IPS. After a year within the SKANSKA Group, he moved to the project development division where he headed the marketing department. In 2003, he left for SUTA, which he manages to this day, even since it joined VGP Group in 2013. In 2009, he founded the advertising and marketing agency Comitas.

NEW PEOPLE IN THE VGP TEAM



WILM SCHWARZPAUL, TECHNICAL DIRECTOR FOR GERMANY

Joining VGP at the beginning of July was Wilm Schwarzpaul, a father of two, currently residing in Düsseldorf. Mr Schwarzpaul completed architectural studies at the Peter Behrens School of Architecture in Düsseldorf and earned a master's degree in advanced architecture from Universitat Politècnica de Catalunya in Barcelona. He has worked for several architectural firms as a planning engineer and project manager. At VGP he is responsible for locating new real estate, running tenders, project management, and communication with German officials and clients. In his free time he enjoys sports and spending time with his children.

MARTIN SPILKA, ARCHITECT

The development team was strengthened this April by the addition of architect Martin Spilka. Martin works in designing new parks, adjusting plans and visualising designs. He acquired experience while working in the MAC Studio and Atelier 6 architectural studios. Martin is a graduate of the Faculty of Architecture at the Czech Technical University in Prague. His interests include architecture, photography, sports (especially climbing), and, of course, family.



PAVEL PŘIBYL, OPERATIONS DIRECTOR OF THE PROFA MANAGEMENT SUBSIDIARY

A native of Doksy, Pavel worked his way up through various companies from maintenance worker to technical director. He has broad experience in and comprehensive knowledge of facility management. He has handled the maintenance for buildings such as Zlatý Anděl (Golden Angel) and Tančící dům (Dancing House). Married for the second time, he has three children aged 16, 14 and the youngest will soon be six months old. Pavel enjoys keeping up with new technologies and IT solutions.



Zuzana speaks English and is a great sportswoman. She enjoys cycling, yoga, hiking and mountain climbing, as well as cross-country skiing and snowboarding in winter. She also loves to travel.

ZUZANA KOLNEROVÁ, ACCOUNTANT

Zuzana comes from the picturesque town of Rovensko pod Troskami in Český ráj and graduated from the Business Academy at Vysoké nad Jizerou. She has worked as a telephone banker, invoice clerk and accountant, and she will be devoted to the latter role also at VGP.



LENKA STEJSKALOVÁ, RECEPTIONIST

The first person any visitor to VGP at Červený dvůr meets is Lenka Stejskalová. Lenka completed tourism studies at the University of Hradec Králové. She previously worked for Czech Airlines as a flight attendant and then went on maternity leave. While her family takes top priority, among other interests, she also leads gymnastics classes for children. She likes travelling and gardening. Lenka speaks English and Russian.



PROTIVÍN BREWERY

The golden beverage from plane tree lane

Its logo is recognised by everyone who knows beer. The distinctive leaf of the plane tree is not there by coincidence. In fact, entrance to the brewery in Protivín is only possible by passing down a lane of plane trees, and the large number of plane trees in the complex make it home to the majority of the Czech Republic's plane tree population. Protivín Brewery, VGP's new tenant, can boast a rich and interesting history. More importantly, it has collected many awards for the excellent taste of its beers.

The precise year when the brewery was founded is shrouded in mystery due to a lack of written records. The first batches of beer were most probably brewed in Protivín as early as the late Middle Ages. Let's proceed, however, from the first unambiguous written records. The founding year 1598 was officially stated for a long time, but records kept in the Schwarzenberg archive indicate that it is even older. On 29 November 1540, "Jan of Perštejn gave to Ondřej Ungnad of Sunek and his wife Bohunka the Protivín manor along with all appurtenances and with taverns from the Hluboká estate facing the Protivín Brewery." This is the first clear written reference to the Protivín Brewery. History became a bit tangled ten years later – as Bohunka had disappeared, but there was Ondřej's second wife Anna, to whose charms Ondřej Ungnad had surrendered and to whom



he left the Protivín manor along with the brewery. One of the first customer contracts appears just a few years later. When the couple sold the manor to Vilém of Rožmberk, they stipulated that the beer for several taverns in

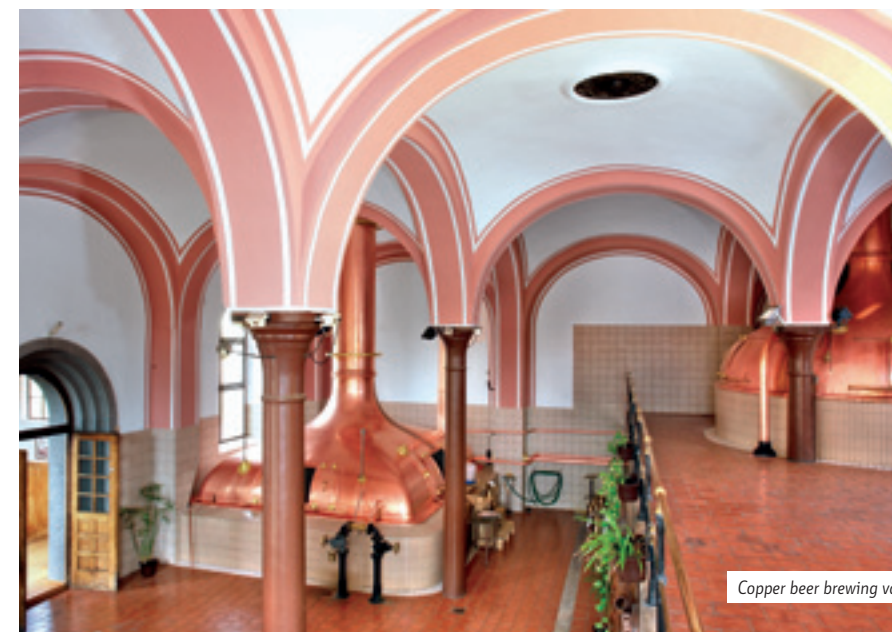
Hluboká must be purchased exclusively from the Protivín Brewery.

Schwarzenberg laboratory

An important phase in the history of the local brewery began in 1711, when it was bought by the House of Schwarzenberg. It remained under that family's ownership until 1948 and earned an excellent reputation. As the original operation gradually ceased to satisfy the requirements of the time, a new brewery and malthouse named after Prince Adolf Josef of Schwarzenberg (more precisely, the name was Protiwiner Brauerei Adolf Josef Fürst zum Schwarzenberg) were built during 1873–1876. At that time, it became one of the leading state-of-the-art breweries in Czech territory. It had its own railway siding and later a laboratory, where the first propagation station in Bohemia for growing pure brewing yeast cultures was also introduced. Later, in 1892, the former Protivín sugar refinery was transformed into a large malthouse, which produced over 2,500 tonnes of malt per year during the first years of its operation. This, however, was not a part of the brewery. The brewery had its own malthouse, which to this day still produces 2,000 tonnes of malt per year. It was here, too, that the brewers first tested the production method of Zurich's Professor Nathan. The brewery thus ranked among the best, not only in terms of the quality of the beers produced but also for its innovative technologies. The brewery's success was also evidenced



The brewery's founding year is shrouded in mystery



Copper beer brewing vats

by the fact that in 1893 it was already brewing 100,000 hectolitres of beer. The quality of Protivín beer thus conquered markets not only in Austria-Hungary but also in Germany, Chicago and New York. Especially popular was Protivínský granát, the taste and colour of which, according to advertisements of the time, treaded on the heels of the best beers from Munich. The brewery was also an innovator in distribution and in 1903 was the first brewery in the Czech lands to purchase an electric truck for distributing beer.

Warehouses in Zagreb and New York

Thus began one of the most glorious periods in the brewery's history, which was temporarily stifled by the First World War. The record annual production of 140,820 hectolitres during 1910–1911 was only surpassed 40 years later. The Protivín Brewery had its own warehouses in Prague, Pilsen, Vienna, Trieste, Zagreb, Berlin, New York and elsewhere. The golden era ended during the First World War, when the brewery lost its foreign customers. After World War I, the pre-war production capacity could not be renewed as the loss of markets in the former monarchy was too great. After the Second World War, an even darker period came to pass: nationalisation. Between 1950 and 1952, the brewery was included in the state-owned

company South Bohemian Breweries. One year later, it belonged to another enterprise, Šumava Breweries. In another three years, however, it was once again part of the state-owned South Bohemian Breweries, where it remained until the fall of the communist regime. Even afterwards, frequent changes of ownership took a toll on the brewery. "The history of the brewery is certainly no bed of roses. I don't know how many other breweries have had so many owners after the revolution. This cannot have had a good effect on its reputation, no matter how good the beer might be," says brewer Michal Voldřich in an interview for Pivni.info. He had begun his career in 1986 at Prague's Staropramen Brewery, where he was the master brewer in the 1990s,

BEER TENANT

VGP Group has concluded a lease agreement with Pivovar Protivín for 300 m² of office space and 2,100 m² of warehouse space in the Horní Počernice park. "At VGP Park Horní Počernice, we found high-quality storage and office space with an ideal layout for our needs. We also appreciated the very accommodating and professional approach of VGP's representatives," says Michal Pumprla, manager of the breweries group Pivovary Lobkowicz, which includes the Protivín Brewery, explaining the main reasons for his company's choice.

and he was present at the birth of Pivovarský dvůr Zvíkov in 1993.

The good name is back

The brewery was in a very dilapidated state after the revolution. In the late 1990s, in particular, it had suffered from poor logistics. "Even die-hard fans of our beer still remember it," adds Mr Voldřich. In June 2000, South Bohemian Breweries sold the enterprise to the city of Protivín, which became the brewery's sole owner. The brewery was saved through the city's purchase, as South Bohemian Breweries had intended to wind down the brewery's operations and gradually close it. Soon after its rescue, the city decided to sell the brewery to a group of entrepreneurs from Liberec in late 2000. The most recent chapter in the history of the Protivín Brewery began in February 2008, when the brewery was acquired by the genuinely Czech company Lobkowicz Breweries. It pledged that it would brew traditional Czech beer using traditional technologies, reinforce the brewery's position in the region and expand to foreign markets. This is further evidenced by its co-operation with VGP, as the lease of offices and warehouses in Horní Počernice is a direct consequence of the expansion.

Best lager of 2013

Today, the "brewery down the plane tree lane" brews full-flavoured light lager and light draught beers (Platan, Schwarzenberg), a full-flavoured premium lager (Lobkowicz), a special light lager (Prácheňská Perla), a semi-dark lager (Protivínský Granát) and a dark lager (Merlin) with the distinct flavour of coloured malts. The entire brewery is situated in a 14-hectare forest park that creates a beautiful backdrop with historical buildings. The area also includes a covered dance floor, tables for guests and a bandstand. Each summer, the grounds play host to beer festivals flowing with music and beer. In March, one of the local beers – Lobkowicz Premium – won the pale lagers category in the PIVEX Gold Cup – Beer of the Year 2013 degustation competition, which brewing experts regard as one of the most prestigious and significant beer-tasting events in the Czech Republic. ☺

ANDREAS SCHOLZ:

On his first Harley through the USA

Just like his bikes: he's one of a kind who didn't roll off the normal production line. The CEO of Custom Chrome Europe represents a company that manufactures and sells replacement parts and accessories for Harley-Davidson motorcycles and organises assorted rallies and competitions.

"Motorbikes are my passion, and I'm thankful that I found a way to connect them with a profession," says 47-year-old Andreas Scholz. The European branch of the renowned American company Custom Chrome has its logo in every proper garage where original bikes are assembled. And now it is the new tenant of a VGP park in Germany.

Q Custom Chrome Europe is among the largest companies in the supply and manufacture of replacement and custom-made parts for Harley-Davidson motorcycles. Do you also provide them for other brands?

We offer parts for Harley-Davidson as well as unique components for custom-made bikes. That is our ultimate focus. But that doesn't mean you can't use our parts for bikes from other American brands, such as Victory. We see a surprising number of our components on metric motorcycles and on machines appearing at events we organise throughout the year, including the European Championship. Approximately a quarter of our portfolio is produced under our own trademarks RevTech, MotorFactory, Santee and Jammer, and we purchase about three-quarters of our parts from all around the world and distribute them throughout Europe.

Q Custom Chrome Europe is the European branch of an American parent company. What are your most important historical milestones?

First and foremost, the acquisition by the Californian parent company in

1997. Since then, Custom Chrome Europe has grown as a brand, and we've reached the leading position on the market in the so-called Harley-Davidson aftermarket and custom business in Europe. There are plenty of milestones I could mention, but the move to our new European headquarters in a VGP park is certainly a highpoint in the company's history.

Q Your catalogue weighs four kilograms and it is a bible for every true follower of the chopper and cruiser culture. It gets bigger and bigger by the year. Will it continue to put on weight?

Well, actually, our catalogue already weighs four and a half kilos! That is essentially the limit for postal services in its weight class. It adapts to and is affected by trends and fashions; the various parts change or we add to the existing chapters. I like your comparison with the Holy Book – in fact, many

of our customers call the catalogue the Biker's Bible. When we visited the Gutenberg Museum in Mainz with our suppliers from the USA a few years ago, they could see that the Gutenberg Bible was actually the same size.

Q How many items are there?
There are about 25,000 various active components, precisely organised into 20 chapters. In addition to things for maintenance, such as oil, oil filters, sparkplugs, brake pads and so forth, we sell mainly handlebars, wheels, seats, exhaust systems and electrical components. We also serve as a motorbike manufacturer. Since the year 2000, people have been able to order components for a complete bike in the Kitbikes section. And finally, RevTech manufactures complete engines and various drivetrains to fit Harley-Davidson models, or you can order them for custom bikes, which means models made to order.



Flames are a bikers' classic

Q How big is your dealership network, and how has your business been during the economic recession?

We serve about 2,000 sellers in Europe. Fortunately, our business is relatively stable even during economic recessions because we sell in multiple markets. But of course, we are aware of the recent difficult situation in southern Europe. We try to support marketing activities that involve the entire market in the custom-bike business.

Q And how is business faring now? How is dealer interest in your products? Do people want to build new bikes or rebuild the ones they have?

Since the past winter on important European markets was really long, the year started out quite slowly. We've been catching up since April, though, and we are really pleased with the new catalogue that we issued in late March. Even though we still produce many custom parts, we perceive a stronger trend in modifications to existing Harley-Davidsons. And that's a good thing.

Q What do you think attracts people to build or rebuild motorbikes?

I think the driving force is the mega trend toward individuality. The owners of custom bikes or rebuilt Harley-Davidsons want to express their personalities through their machines. Building a unique motorbike has an emotional rather than rational motivation. Customers buy new or used Harleys and want to customise these to their needs and tastes. And we have everything in stock they need to give their machine its own unique look.

Q How long does it take for a replacement part, let's say a tailpipe, to go from design on paper to being delivered to a shop?

As we co-operate closely with the best manufacturers, such as BSL in Austria or Rinehart in the USA, believe me, sometimes it goes very fast!

Q Are you a biker yourself? How many and what kind of machines do you have at home?

Yes, I am. I've been riding bikes since I was allowed to. I was 18 when I got my driver's licence in Germany. That was almost 30 years ago. It was and still is my passion. I am profoundly grateful that I found a way to connect this passion with a profession. I bought my first Harley-Davidson in Houston, Texas, 24 years ago for a trip around the south-western USA. Since then, I've been afflicted by the "motorcycle virus". My current machine is a Harley-Davidson based on the Night Train model. I've already sold my Harley-Davidson V-Rod, which was of course customised with our parts, and next winter I'll build a bike with a really special look.

Q The public associates bikers on choppers, custom bikes and cruisers with gangs. Have you ever been a member of a gang?

Yes... I'm a member of my family gang, but I have never been its head. If you have a wife, two daughters and a son, you might know what I'm talking about...



On a steep slope, but everything is firmly in hand

Q What does a typical Harley owner look like?

I am tempted to say it's a man, 45 to 50 years old, above-average income... But I don't like stereotypes. Individuality is very important for this market. So, in the end, it takes in a wide range of people who like riding a bike and feeling the wind in their hair.

Q The last questions are about the VGP park. Which one are you using?

We'll be located in the newly constructed park at the intersection of the A60 and A61 motorways in western Germany. This position is perfect for rapid distribution and for receiving cargo, and it's only a 30-minute drive from the largest airport in Germany, at Frankfurt am Main.

Q Why is a good logistics park important for a company like yours?

The position in Central Europe, fast transport, internet and telephone connections, and a well-educated workforce with many years of experience – these undoubtedly are extremely important. That is precisely why we are associated with VGP. Speed is much more important than ever before, as we guarantee next-day parts delivery in many European countries. And, as if that's not enough, don't forget the 25,000 pieces of international heritage in our catalogue, for which we will always want the best warehouse rates! We appreciate that VGP is a competent, professional and flexible partner, that it is able to execute our new European headquarters in a short time frame, and so we are looking forward to our successful co-operation. ☺



The world looks its best from the seat of a genuine hog

MOTORBIKE AS A GEM

When a finely tuned chopper passes by, the ground trembles. At that moment, a fantasy comes over you – how it would feel to have such a bike. The rider on the custom motorbike knows that you envy him. That's what it's all about. He expresses his personality through his machine, and he possesses it like a precious jewel. Rebuilds and wholly unique motorbike creations have their enthusiasts all around the world, while those in each nation have their own tastes and preferences.

Personality is the engine

CVO means Custom Vehicle Operations and it is a special department of the Harley-Davidson factory in Milwaukee, Wisconsin. Since 1999, its task has been to pamper the most demanding clientele with limited series of premium models. These exclusive creations then carry the individualised flavour of dream or custom bikes. Their owners purchase them directly from the factory, where only a few dozen are manufactured for enthusiasts, or they have them custom built in specialised



workshops. "There is one other option. To have your old bike customised. Leave it at a workshop for half a year and radically change its appearance using various parts," remarks Andreas Scholz, CEO of the European branch of Custom Chrome, producer and seller of replacement and custom parts for Harley-Davidsons.

From fringes to design

You can fulfil your dream in a special workshop. Those interested can also order parts made directly or just

distributed by Custom Chrome Europe at the Prague-based company Pro-Perform, where they have been building and rebuilding bikes since 1995. "We started out as the first company in the Czech Republic working only with Harley-Davidson. I really don't know how many bikes we've built since that time, but there have definitely been a lot. We've promoted a sportier approach to Harleys from the start; our bikes are made for riding, not just as show bikes," says Jakub Petr from Pro-Perform. According to him, bikers in former Eastern bloc countries already had their own views on Harley-Davidsons in the 1990s. "At that time, the majority of bike owners decorated them with fringes, eagles and other such jewelry," he recalls. The Harley was already recognised as a classic in what was then still Czechoslovakia, as well as in Hungary, Poland, Romania and the Baltic states.

It must be made to ride!

The prescriptions of those building original custom bikes do not vary so much. They generally promote the idea that the machine should be given a spirit that is attuned to its owner. In fact, the art is not to build a show bike from extravagant parts and make a wild, flashy design. The goal is quite different – to build a bike that is made to ride. Another respected builder, Jan Sklenička from HS-Choppers, has a similar view. "In terms of style, there are two types of client. Some want shiny machines, while others prefer a darker style. I have to confess that we prefer less shiny and more functional machines. It's even clear from our company name – Hard Style Choppers – which style we're inclined to," he says. Chrome accessories are more for serial bikes, while rebuilt bikes are generally without chrome. "As far as styles go, we see that there are many of them and that they differ from country to country," says Andreas Scholz of Custom Chrome Europe. He discerns a trend, however, in that people are tending to add more electronic gadgets to their bikes. One of these, for example, is an add-on control unit for adjusting the air-fuel mixture and ignition. "I'm often utterly amazed not

only by the creativity of the builders but also by their skills," he adds.

As an expensive piece of furniture

Building the two-wheeled jewel of your dreams is really a very individualised process. There are a great many variables. It depends on whether you want a custom-ordered original frame, tank, fenders and other parts, or whether you decide to order most parts from various companies. The time of year in which you put in your order also plays a role. "In winter, when it's not so busy

with service jobs and repairs, we of course have more space to dedicate 100% of our time to construction," says builder Jan Sklenička. Over the ten years he has been building bikes, many machines have passed through his garage that is crammed with technology. He regards Custom Chrome Europe as an important supplier. It is interesting that Andreas Scholz, as the CEO of this replacement and custom parts company, has a slightly different perspective on design than do the builders themselves. "The rideability is not always the essence



Harley-Davidson motorbike in the factory



Harley-Davidson Knucklehead from 1940



Michael Schumacher on a Harley-Davidson Bobber

of the bike. Some rebuilds go to the maximum of what a builder can do in order to catch people’s eye. I know bike owners that have their machines in their living rooms and don’t even ride them. They keep them like pieces of furniture, only to be admired.”

He fell in love with Kawasaki

There are enthusiasts who have several such historical jewels, as well as several of their own custom machines. When you own three pieces of anything, that makes you a collector. But when you own 300? Then you are a hard-core collector, body and soul. For example, Taner Talat from Turkey managed to collect 300 Z1, H1 and H2 models from the Japanese manufacturer Kawasaki during his time in Houston, Texas. His collection even impressed Kawasaki’s management so much that it asked that the new Vulcan model be officially presented at his home in 1993.

When feeling melancholy, he takes the Devil

If you have several bikes as a collector, it would be a sin not to alter-nate them. “Not everyone is so lucky, but I can ride out of the garage with a bike according to my mood and

HARLEY TO CELEBRATE 110 YEARS WITH MOTHER-OF-PEARL

At the end of the summer, Harley-Davidson celebrated its 110th anniversary with limited-edition machines bearing copper logos and new mother-of-pearl finishes. Each of the anniversary models has a serial number and commemorative mark on the tank. It is bronze on a black nickel plated basecoat. The shiny H-D logo is made in a golden tint and patterned using the cloisonné metalworking technique.

especially my purpose. When I go to a rally, I usually pick a representative machine, and for an evening ride downtown, my black custom devil, which I wouldn’t want to take for any longer rides. It has an old, stiff, historic seat that makes my butt hurt,” laughs bike collector Gyula Gotz. “Bikes really are like jewels. Each machine is suitable for a different occasion. Some are trinkets; others are diamonds to be admired by everyone.” ☺



Live to Ride, Ride to Live – the Harley-Davidson motto

DO YOU NEED SPACE?

Do you need space for your business? If so, you might be interested in what options are currently available to you. We have prepared a brief overview of the current offer for leasing warehousing, logistics and manufacturing space in our parks. Please do not hesitate to contact us in case of any additional questions and to arrange a personal meeting with our colleagues.

PROJECT	BUILDING	OFFICE AREA (M²)	WAREHOUSE AREA (M²)
VGP PARK HORNÍ POČERNICE	D1	built to suit	1,152
	D1	built to suit	1,730
	C2	1,330	8,560
	C3	494	3,456
	C4	540	8,976
	I3	190	1,950
	F	3,820	5,740
	A1	217	—
	L	built to suit	5,548
	M	built to suit	17,492
	N	built to suit	4,888
	VII	built to suit	11,232
	VIII	built to suit	11,232
	IX	built to suit	12,096
	X	built to suit	12,096
VGP PARK PŘÍŠOVICE	B	built to suit	3,271
VGP PARK NÝŘANY	A1	built to suit	8,322
VGP PARK HRADEC KRÁLOVÉ	H5	built to suit	5,500
	H2	built to suit	4,614
VGP PARK LIBEREC	H3	900	5,038
	H6	built to suit	6,720
VGP PARK OLOMOUC	C	300	2,168
VGP PARK TUCHOMĚŘICE	A	built to suit	1,728
	B	built to suit	19,130
VGP PARK MLADÁ BOLESLAV	B	built to suit	14,400
	C	built to suit	3,672
	D	built to suit	4,752
	A	built to suit	8,800
VGP PARK PLZEŇ	B	built to suit	19,300
	C	built to suit	9,680
	D	built to suit	3,845
	I	built to suit	11,700
VGP PARK BRNO	II	built to suit	7,920
	P1	built to suit	5,148
VGP PARK ÚSTÍ NAD LABEM	P2	built to suit	5,148
	P3	built to suit	9,234
	P4	built to suit	9,234
	P5	built to suit	9,234
	P6	built to suit	8,712
	P7	built to suit	1,944
HUNGARY			
VGP PARK GYŐR	A	300	2,000
	B2	built to suit	9,800
SLOVAKIA			
VGP PARK MALACKY	B	built to suit	17,100
	C	built to suit	14,400
	D	built to suit	20,520
	E	built to suit	20,520
ROMANIA			
VGP PARK TIMIȘOARA	A1	built to suit	10,870
	A2	built to suit	10,870
	B1	built to suit	13,900
	B2	built to suit	15,260

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VGP location³

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