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10

2015

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Jenišovice 59
468 33 Jenišovice u Jablonce nad Nisou
tel.: 00420 483 346 060
location@vgpparks.eu
www.vgpparks.eu
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editors → Jan Van Geet, Petra Roušarová
authors of texts → VGP,
FleishmanHillard Germany GmbH
photography → archiv VGP, www.profiimedia.com,
Foto RAF, www.fotoraf.cz
Pavel Horák, www.phph.cz
copywriting in English →
English Editorial Services, s.r.o.

design → Markéta Hanzalová, www.colmo.cz
print → ASTRON studio CZ, a. s.

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DEAR READER,

Welcome to the tenth edition of our VGP Location³ magazine, which we are issuing on the occasion of the Transport and Logistics fair in Munich. VGP is pleased to participate for the first time in this fair, and we hope that many of you will visit our stand.

On the back of the rapidly improving economic environment, VGP is looking to further expand its activities both in our traditional markets where VGP has now been active for many years as well as by entering and expanding into new markets.

We hope to provide you soon with details of our expansion plans and our new locations which could be attractive to you as logistic companies or service providers.

We look forward to welcoming you at our stand for a chat and a drink, or, if you are not able to visit the fair in Munich, we hope to hear from you soon.

Best regards,
Jan Van Geet

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DO YOU NEED SPACE?

VGP LOOK BACK ON A SUCCESSFUL 2014

Germany remains growth leader of the VGP Group

The company achieved profits of € 49.4 million, nearly doubling the € 25.1 million earned in the previous year. The market value of the investment portfolio also rose from € 225.8 million (as at 31 December 2013) to € 416.1 million (as at 31 December 2014). This equates to 84.3% growth in value and stems from investment properties as well as projects currently under construction.

Annualised rent income rises by 117.4%

The project development company successfully advanced the expansion of its businesses in all core group activities. Along with the acquisition of new land and development of new commercial parks, the long-term lease of buildings is one of VGP's core activities. The committed annualised rent income grew by 117.4% to € 22.6 million as at the end of 2014 compared with €10.4 million as at 31 December 2013. In square metre

terms, the VGP Group was leasing 404,732 m² in its active markets as at the end of 2014. The average term of the committed leases currently stands at 7.8 years, while the occupancy rate of the real estate portfolio is a very good 94%.

Germany leads the way in new lease agreements

In 2014, the German market successfully developed into the growth leader for the VGP Group. With newly signed lease agreements worth € 9.3 million, Germany was the main driving force among VGP's international markets in continuing to advance the company's growth strategy. VGP saw further positive growth in project development and the leasing of commercial buildings in countries such as Estonia, Romania and the Czech Republic. The value of the newly signed lease agreements outside of Germany amounted to € 2.9 million. The majority of acquired development land was located in Germany and totalled 842,000 m². In all, VGP acquired 943,000 m² of new development

land in the past business year. Furthermore, the VGP Group secured an additional 863,000 m² under option to reinforce the pipeline for further development projects. Subject to the ongoing permits processes, these land parcels can be acquired during 2015. Of this amount, 162,000 m² is located in Germany, 637,000 m² in the Czech Republic and 64,000 m² in other countries.

Positive outlook for 2015

The positive trend of this past business year has continued through the beginning of 2015. Companywide, VGP Group delivered 10 projects during 2014 with total lettable area of 132,645 m². In addition, 14 projects with total lettable area of 171,455 m² were under construction as at the year's end. Five additional projects with total lettable area of 96,000 m² will commence in the first half of 2015. More than 90% of these properties yet to be developed are already pre-leased.

Of the 10 completed projects, VGP finalised 2 in Germany: 1 building each for VGP Park Bingen (6,400 m²) and for VGP Park Hamburg (24,404 m²). VGP is developing half of the projects under construction as at the end of 2014 in the German market: 3 new buildings in VGP Park Hamburg, 2 buildings in Rodgau, and 1 building each in VGP Park Höchststadt and VGP Park Berlin.

"We have invested heavily in new properties over the past two years to ensure the long-term growth of our group," remarks Jan Van Geet, CEO of the VGP Group. "At present, we are especially successful in Germany. This is coupled with distinctly increased demand over the past year for strategically located commercial areas that we are able to offer our customers in Germany, the Czech Republic and other countries. The strong demand for buildings in our commercial parks is persisting in the first weeks of the new year. We thus expect that we will be able to continue our growth course company-wide in 2015, providing, of course, that the markets as a whole continue in their stable development." ☺



VGP Park Hamburg

VGP PARK MALACKY ACQUIRES NEW LESSORS

In the first quarter of this year, VGP acquired four important clients for VGP Park Malacky in Slovakia. Committed lease contracts concluded in this period represent 34,730 m² of lettable area. One of the new clients is Volkswagen, for which a distribution centre will be developed with an area of more than 20,000 m². It is possible this may be expanded in future by a further 5,000 m². The distribution centre will employ 230 people and be tailored to suit Volkswagen's requirements. Its purpose is to achieve the objective of consolidating warehouse space and to optimise transport for Volkswagen Logistics GmbH & Co. The distribution centre will be used for receiving and transshipment of Volkswagen Genuine Parts. The plan is for the distribution centre to be completed and handed over to the company for use this December. From April 2015, IKEA Components is leasing 5,415 m² of storage area in Hall C. This lease extends an existing production plant in Malacky located in our park's immediate vicinity. Another company to begin operation in the same building from December

is FROMM, a subsidiary of the Swiss FROMM Packaging Systems, producer of packaging technology and machinery. FROMM will lease 3,851 m². Another important lessor in the Malacky Park will be the Danish Tajco, the world's leading manufacturer of high-quality exhaust trims, which are delivered around the world to the largest vehicle manufacturers. Exhaust trims from the Malacky factory will be designated for Bentley, Lamborghini and Porsche vehicles. To optimise its supply line, Tajco has

decided to move some of its stock and production from its Chinese facility in Ningbo to the new location in Malacky. The first phase of development consists of approximately 5,000 m² of warehouse and production area and approximately 1,000 m² of offices and services premises. The warehouse will be used to store finished and semi-finished products manufactured in Ningbo. These goods will be stored for the European market. In future, the premises will be extended to include another 5,400 m². Tajco will employ a total of 330 people, of which 80 will be employed during the first phase. Due to high demand, VGP has decided to start speculative development of building B with 18,000 m² of lettable area. ☉



VGP Park Malacky

VGP GROUP INITIATED CONSTRUCTION OF PRODUCTION PLANTS FOR SSI TECHNOLOGIES AND FAIVELEY TRANSPORT

In the Přestanov Park just outside Ústí nad Labem, construction of a production hall for SSI Technologies was initiated at the end of April. SSI Technologies is a US manufacturing company established in 1982 with headquarters in Janesville, Wisconsin. It produces instrumentation for the automotive and engineering

industries. The company will lease a hall with 3,515 m² of production space and 1,820 m² of administrative space. Production is planned to start in the third quarter of 2016, and in its first phase the company will employ more than 250 people. You will find an interview with the production manager of SSI Technologies

on page 6. In early April, construction was also begun on a production plant for Faiveley Transport, which will transfer its production from its current space in Blovice to VGP Park Pilsen in Bručná. Faiveley Transport will lease 18,200 m² of production space, more than 3,000 m² of administrative space, and facilities for 450 employees. Faiveley Transport is a French company which is a leading manufacturer of components for railway vehicles. The plan is for the space to be completed and handed over for use at the end of October. Both of these investments are supported by CzechInvest, the Investment and Business Development Agency of the Czech Republic. ☉

VGP PARK ÚSTÍ NAD LABEM

LOCATION WITH MANY ADVANTAGES

The US-based company SSI Technologies, specialised in components for vehicles and industrial applications, will open a plant in the Czech Republic. After the ground-breaking ceremony at the end of April, Frank Jassner, Director of Operations at SSI Technologies, talked about what had influenced the site selection and about its importance for the further development of the company.

Q Mr Jassner, why would a US company build a plant in the Czech Republic?

For SSI Technologies, coming to the Czech Republic is a major step. It is our first location outside of the United States. We have chosen the Czech Republic, and specifically Ústí nad Labem, for a variety of reasons. The criteria included the proximity to our customers as well as an easy access to the motorway and airports. Workforce availability plays a role, too. Once the first construction phase is completed, we expect to employ up to 200 people at the site, thus increasing the current headcount of SSI Technologies by roughly 40%. Since we are building a complete assembly plant, the workforce will include semi-skilled employees, specialists in mechanical engineering, electrical engineering and electronics, as well as engineers from the relevant disciplines. In addition, there will be other professions such as accountants and business managers. As Director of Operations, I am responsible for ensuring close and smooth co-operation between the parent company in the USA and the plant in Ústí nad Labem.

Q What is important for you as regards the co-operation with project developers?

Since my primary tasks are to build an efficient team and ensure a

smooth start of co-operation in accordance with strict specifications, I put a high value on proper execution of the construction while meeting all regulatory requirements. This is not so simple at the moment, because we are not yet particularly well acquainted with the Czech legal and regulatory requirements. Moreover, some plans are not yet sufficiently detailed. At the beginning, we commissioned consultants to identify a suitable site for us. When the selection was narrowed down, project developers with their very specific plans contributed to the selection of the optimal location.

Q Which car components will SSI Technologies in VGP Park Ústí nad Labem deal with?

Let me give you an example: Several years ago, SSI Technologies began manufacturing ultrasonic sensors that measure the liquid level in a diesel tank very precisely. The ever-tightening emissions standards (the Euro 6 standard) now also require that AdBlue consumption be monitored. AdBlue is a high-purity urea solution that is easy to handle. In this application, we can use the ultrasound technology to measure the level as well as quality of AdBlue. This also contributes to the compliance with emission limits. We have already signed firm contracts with some OEMs and key suppliers. We are discussing possible applications with other potential clients. Since we are still in the construction phase, I can give you no definitive statement on final volumes as of now. Some products will be delivered to car manufacturers, and this should translate into seven-digit annual volumes.



Groundbreaking Ceremony of SSI Technology Production facility. From the left: Ivan Dzido (CzechInvest), Pavel Kouhout (VGP), Frank Jassner (SSI Technologies), Petr Kovařík (VGP), Dalibor Zikmund, Michal Žižlavský (both CzechInvest)



VGP Park Ústí nad Labem, visualisation of SSI Technologies

Q Where will SSI Technologies source the components it will use? And where will they be sent afterwards?

In the beginning, most components will come from the United States. We have already initiated the first promising contacts with local suppliers which should replace our U.S. suppliers as soon as possible. Moreover, we are exploring ways to add more value internally with additional activities at the site. The products will be delivered to our European customers which operate a variety of plants, and some sensors will remain in the Czech Republic to be integrated into tank systems.

Q When is the scheduled start and end of construction? When does SSI Technologies plan to start operating in VGP Park?

Ground was broken on 24 April 2015. Based on agreement with VGP, we will be able to start working on interior fittings in October. The first part of machinery will be delivered at the end of this year so that we can kick off production in mid-2016. Of course, this has to be preceded by prototype inspection in co-operation

with customers, product validation as well as training of new employees.

Q How did you find working with VGP?

Setting up the location in VGP Park Ústí nad Labem was the first joint project by SSI Technologies and VGP. It was made possible thanks to PWC and CzechInvest. VGP provided

excellent services and convinced me and my colleagues to opt for Ústí nad Labem. In short, you have done an excellent job. SSI Technologies has no other similar project in the pipeline as of now. Should there be an opportunity one day, though, we can say that VGP has created a very favourable position so that I can imagine our future co-operation. ☺



Ústí nad Labem



PROJECTS IN THE BALTIC STATES

In the last issue of this newsletter, we informed you about the planned acquisition of additional land for VGP Park Nehatu in Tallinn, Estonia. Acquisition of the land was successfully completed and VGP Group can develop on this land up to 22,000 m² of additional storage and production space.

Currently, more than 45,500 m² is leased in halls A, B, and C. Hall D, with more than 10,400 m², is currently under construction. Construction of the final building, Hall E with just under 11,000 m², will be initiated following the successful lease of Hall D, but Andrejs Konstantins, commercial officer for the Baltic States, expects that VGP will begin construction of Hall E even within this year. Another Baltic project is VGP Park Kekava in Latvia. The site is strategically located at the intersection of the important A7 highway (also known as the Via Baltica) and

the A5 highway (the so-called Riga Circuit). Kekava lies just 20 km from Riga, the capital of Latvia, and has very good public transport connections. Of the park’s planned 60,000 m² of total lettable area, VGP will initiate speculative construction of ca 10,000 m² as part of Building A in the third quarter of this year. “As demand grows significantly, we believe we will be successful in renting out that part and continue with construction of the remaining part of Building A,” reports Andrejs Konstantins.



Building	Tenant	Leased area (m ²)
A	Boomerang Distribution OÜ	4,754.10
A	CF&S Estonia AS	12,935.30
A	Comforta OÜ	1,715.30
A	NT Logistika AS	2,401.50
A	Freselle OÜ	2,401.50
B	ANOBION HULGIMÜÜGI OÜ	2,324.00
B	SIRELDUS OÜ	1,148.20
B	Freselle OÜ	2,826.90
B	Lemoine Estonia OÜ	7,498.80
C	Estonian Ministry of Defence	7,409.90



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View over Mosel loop near Kröv

DOWN TO EARTH AND OPEN-MINDED

Rhineland-Palatinate, the westernmost federal state of Germany, has much to offer, ranging from dense forests and green vineyards to a dynamic, middle-class economy.

Rhineland-Palatinate is young, and like many other of the federal states it was reconstructed after World War II. Today it includes parts of the former Rhine region, the region of Rhenish Hesse, the former Province of Hesse-Nassau and other areas along with the Palatinate and the administrative regions of Koblenz and Trier. Modern-day Rhineland-Palatinate has this to thank for its heterogeneity and its diversity, ranging from the romantic Rhine Valley and vibrant Mainz, through the Palatinate Forest and the Wine Route, and to the industrial plants of Ludwigshafen.

Land of hidden champions

Nestling conspicuously on the Rhine is one of the economic centres of Rhineland-Palatinate. The chemical giant and global player BASF and Boehringer Ingelheim shape the industrial face of the land. Yet this massive industry ultimately plays a rather minor role in the federal state, where the middle class is king. A bastion of innovation, it is an ideal hotbed for hidden champions, for companies who are global market leaders in their fields despite their modest size. The state can now boast nearly 100 such hidden champions. The

spectrum ranges from road building machinery to baked goods and all the way up to high-tech surveillance systems. The gemstone and jewellery industry also plays a significant role here. The Rhineland-Palatinate economy's export rate also makes it a champion: at around 46% it is the highest among all the federal states.

Mecca for wine and nature lovers

The name Rhineland-Palatinate brings wine to mind. In a land that gave the juice of the grape a road of its own, viticulture naturally has a special significance. The six

wine-growing regions have some 64,000 hectares under grape cultivation – more than two-thirds of Germany's entire vineyards area. The harvests yield more than six and a half million hectolitres per year, a mere one-quarter of which is exported. This makes Rhineland-Palatinate wine-growing country and a mecca for wine lovers and connoisseurs. Although the growing regions span a vast geological spectrum, the interplay between loose, sedimentary and igneous rock and the mild, sunny and protected climate compose an ideal terroir everywhere – and one that cannot be imitated anywhere else in the world.

Wine, wilderness and the top of the world – the Rhineland-Palatinate makes one want to experience and enjoy the advantages of the federal state with all of the senses. It is no coincidence that tourism is an important economic factor for Rhineland-Palatinate. It continues to draw people to its breath-taking landscapes and the many small and mid-sized cities that have retained their charm through the centuries. Visitors come to hike, bike and camp; to go to the spa or embark on a wellness trip; to partake in extensive wine tastings; but also to attend the myriad events ensuring there always are new attractions.



Porta Nigra in Trier

© Tourist-Information Trier

Inspiration and recreation for all

Diversity is the rule, and it is a rule that applies equally to all ten regions in Rhineland-Palatinate. With their unique landscapes and settings, each region indeed has its own special allure – be it the Red Wine Trail of the Ahr Valley, the maars of Eifel, the nature walk in the Hunsrück, the historic cultural sites along the Lahn, or the striking river valleys of the Mosel. The Naheland offers its own special gems with its precious stone workshops, while the

Palatinate is best discovered along the Wine Route and through the seemingly endless Palatinate Forest. Wine and urban history intertwine in Rhine-Hesse, and the Romantic Rhine offers – as the name implies – among the most fascinating sceneries in all of Germany. Last but not least, the Westerwald-Steig invites one to follow the proverbial miller of poetic fame and indulge in wanderlust without inhibition. Whatever the visitor's inclination, anybody seeking inspiration and recreation here



View over Rheinstieg

© Dominik Kez / Rheinland-Pfalz Tourismus GmbH

has found the right place indeed. Not slowly, but calmly; not cautiously, but attentively and with determination, that is the life one observes here in the city centres of Koblenz, Trier, Kaiserslautern and of course the state capital of Mainz.

History and urban life

Although the population density in Rhineland-Palatinate is rather moderate, cities play an important role. In many of them, nearly every stone breathes with history. As the largest preserved Romanesque church in Europe, Speyer Cathedral ranks among the most significant historic buildings of the Romanesque era. The burial place of Salian, Staufian and Habsburg rulers is a symbol of imperial rule in the Middle Ages. Alzey and Worms are closely tied to the Nibelungs and boast a well-preserved historic structure.

Trier is a chapter in history in and of itself. The home of Karl Marx and the world famous Porta Nigra was founded more than 2000 years ago as Augusta Treverorum. This makes it the oldest city in Germany. In the 3rd century AD it became a bishop's see and the temporary residence of the Roman anti-emperor Tetricus I. Many famous works of architecture arose several centuries later under Constantine the Great, including

the Basilica of Constantine and the Imperial Baths. With its nearly 100,000 residents, Trier was by the end of the 4th century the largest city north of the Alps. Over the following centuries it had a chequered history, as it belonged to France and to Prussia and was severely damaged during World War II. Today, Trier is a university town and the administrative seat of the Trier-Saarburg district. As a mini-metropolis on the Mosel, it offers a multitude of historical and cultural attractions.

Where culture is at home

Culture is generally written in Rhineland-Palatinate with a capital C. The world has one of the land's native sons – Johannes Gutenberg of Mainz – to thank for the printing press, one of the greatest inventions of mankind. In the mid-15th century, Gutenberg began printing the first books in his hometown, and a loan from the merchant Johannes Fust made it possible to publish an early edition of the Bible. Gutenberg lived close to the house in which he was born until his death, and he was buried in Mainz in 1468.

And yet, culture is omnipresent in Rhineland-Palatinate beyond such incredible achievements. As the home of ZDF (Second German Television), the state is an important media

hub. With its ZDFkultur channel, the broadcaster offers a broad array in the way of music, the performing arts and cinema, but also internet culture and gaming as a reminder that we are in the 21st century after all.

Like the very land of Rhineland-Palatinate itself, the local culture, too, has many facets. Visitors will find a rich programme of events of all sorts throughout the state. The capital offers the FILMZ international feature film festival, for instance, and cinema lovers also are drawn to the Festival des deutschen Films in Ludwigshafen and to the film festival in Hachenburg. The events spectrum includes the Rock am (Nürburg-)Ring music festival, the theatre festivals Nibelungen-Festspiele and Burgfestspiele in Mayen, the largest wine festival in the world at Bad Dürkheim, and the State Garden Show in Landau. Then, too, there are wholly unique concepts like the renowned Kino Vino, a series of events combining cinema and fine wines since 1995.

Variety shapes every aspect of Rhineland-Palatinate. The state has something for everybody, making it a region that seeks to be rediscovered bit by bit. Economically prosperous, open-minded and yet down to earth, it is definitely worth visiting more than once. ☺

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Reichsburg Cochem



TOMAS VAN GEET:

Today, Germany is our most important market

Chief Commercial Officer Tomas Van Geet is responsible for commercial activities at VGP. In this interview, Tomas explained trends in the market, what is VGP's strategic approach and who are the customers in Germany.

Q VGP has seen an increase in demand for rental space since the second half of 2014. What do you attribute this to?
In 2014 overall, you could state that the revival of the economy and accompanying recovery in consumer confidence was the motor driving the increased take-up in our sector. Otherwise, the reasons differ a little from country to country and park to park.

If I were to point to some factors in particular, though, it would be due to growth of the internet retail market, further relocation of production from West to East due to cost savings and logistical optimisation and consolidation of activities.
In the Baltics, for example, we had an influx of Scandinavian companies and capital using Estonia as an entry point to Europe and to take advantage

of the positive economic climate in that country. Meanwhile, Romania seems to have finally established itself as a low-cost production centre for many European companies. We've noticed heightened interest for distribution premises in the west of Slovakia which is strongly related to the automotive sector. The same can be said for the Czech Republic, although both those countries also are further developing their manufacturing capacities. In Germany, the focus was more on consolidation of logistics and a need for high-end warehousing premises.

Q Last year was very successful for VGP. What are the biggest growth markets and what are you most proud of?
VGP's overall portfolio did really well last year. As the majority of our parks and land bank are in Germany and the Czech Republic, these should be the biggest growth markets. Even though we entered the German market only from 2012, we already have been able to establish a network of 10 parks, a German team of dedicated people, and a portfolio of premium tenants with strong growth potential.

Q There is always room for improvement. Where do you now see the weaknesses?
VGP is a developer of premium warehousing and production facilities – always with a strong focus on the needs of our tenants. In other words, we don't offer invariable, modulated buildings. Rather, while working within a standard building concept, we custom tailor units for our individual tenants. As we are growing strongly in terms of geographical location and volume, we also are rapidly expanding our team of people and it always takes some time to get new people integrated into the VGP structures and philosophy. We are a little stretched at the time being, but we are rapidly improving this.

Q Germany is traditionally a strong market, but one where there is also a lot of competition. Isn't there an intense struggle over customers?

Customers always choose a location first and then they start comparing the alternatives, so finding the right locations can give us a certain advantage over our competitors. We remain very faithful to our VGP concept of premium-quality buildings at excellent locations, and then we try to offer conditions at market level or slightly below. We sometimes see that competitors focus more on volume and market share than on the principles that I've mentioned, but you encounter this in all markets. In general, I would say there is a healthy rivalry out there.

Q Can you say that customers in Germany need something different than elsewhere?

Not essentially, no. They all want to have the best building at the best rates in the right location. We find that Germans require a professional partner, and they are quite demanding in terms of being provided a quality solution. It is also necessary to communicate in German. Germans like their partners to be Germanic thinking or at least German-speaking.

Q Do some customers have requirements which you're not able to satisfy?

Not really. We once had a request for a location as a warehouse for fireworks, and we declined that. Otherwise, we have always been able to integrate each client's activities into our building and to obtain the final user permits related to those activities.

Q What clients are among the most challenging, and what, for example, do they demand?

I would say that the nature of the planned activities defines the complexity of the client. VGP always provides a building suitable for the needs of the client, so we need to understand the planned activities and then formulate a comprehensive building solution in order to have premises with the proper permits and a happy tenant. Clearly, the production of baby diapers, with all the ventilation and hygienic norms that that entails, or the storage of perfumes (which

can be highly explosive and flammable) is much more demanding than say to supply a standard warehouse. For some clients, we invest additionally many millions of euro into fitting out the building, so we need to have the requisite technical knowledge, a purchasing department that can handle what is requested, and a technical team that can implement what is agreed upon while doing so in a timely manner and with the requested quality. This presents some challenges from time to time.

Q VGP will participate in the Transport Logistics Fair in Munich. What can visitors expect to find at your stand?

They'll find a great stand, a motivated, dynamic team and a portfolio of premium locations where we can build semi-industrial real estate at market conditions.

Q There long has been talk that trade fairs are an anachronism in the Internet Age. Is a fair still conducive to concluding contracts and new business collaborations?

The advantage of trade fairs is that they consolidate a great number of suppliers of a particular service at a single place. When people wish

to decide about leasing premises of some sort, it is very beneficial to have all competitors lined up and be able to understand the options available. We're talking about annual rental amounts ranging from around € 100,000 up to several million for a rented unit, depending on the size and type of activities, so I think it makes sense in cases like these.

Our focus is not so much on signing certain deals. It's more of a marketing concept. In Germany, we are also expected to have some presence at the main fairs, and, as we are becoming an established developer which is progressing rather dynamically, it is good that our potential tenants are informed about the solutions we can offer.

Q VGP currently is building 14 projects. Where and when will these open?

We have actually 17 projects running currently. All of these are to be delivered by year end.

Q What are VGP's plans for 2015?

We plan to further expand our land bank, develop our existing parks and to grow annual committed leases well above the level of € 35 million within this year. ☺

Park	Building	Under construction (m²)	Status
VGP Park Brno	I	12,149	speculatively
VGP Park Pilsen	B	21,815	fully leased
	C	9,542	fully leased
VGP Park Olomouc	G2.1	10,325	partially leased
	G2.2	10,064	Speculatively
VGP Park Malacky	D	35,683	fully leased
VGP Park Timișoara	B2.2	7,375	partially leased
VGP Park Hamburg	A3	9,500	partially leased
	D1	2,502	fully leased
	B1.1	32,300	fully leased
VGP Park Rodgau	B	43,660	fully leased
	C	19,510	fully leased
	D	6,992	partially leased
	E	8,498	fully leased
VGP Park Höchstadt	A	15,140	fully leased
VGP Park Berlin	A	23,040	partially leased
VGP Park Borna	A	13,886	fully leased
TOTAL PROJECTS	17	281,982	

NEW PEOPLE IN THE VGP TEAM



HOLGER FELDSCHEN, HEAD OF FACILITY MANAGEMENT GERMANY

Holger Feldschen started his career 18 years ago in the hospitality sector. After working in several family businesses, he took courses to become a certified electrician and assumed responsibility for building management of the Event Hotel Group in Germany. He made a career jump to logistics in 2015, becoming the first employee of the new Facility Management Department in VGP Industriebau. Born in Krefeld, he is married and has two children.

CHRISTOPH GOTTHILF, PURCHASING DEPARTMENT

Christoph Gotthilf has been working in VGP's Purchasing Department since January 2015. Previously, the business administration graduate worked for 5 years in purchasing and marketing of construction equipment for engineering structures and in the steel industry. After graduating from a secondary technical school and studying business administration in Düsseldorf and Newcastle, he had begun his career nine years ago in purchasing and marketing of wine. In his free time, Christoph enjoys travelling, playing football and jogging.



CHRISTOPH SEBASTIAN, PURCHASING DEPARTMENT

This Düsseldorf native has been working as a purchasing agent for six years. He completed his studies in business administration in the summer of 2013. Christoph has been working at VGP since October 2014. In his free time, he enjoys sports and is a die-hard fan of FC Bayern München. He dreams of visiting all the continents.

MICHAEL JOHANNSEN, PROJECT MANAGER

In the last eight years, Michael Johansen has worked as a construction manager at various architectural studios. Like many of his colleagues at VGP, he studied architecture in Düsseldorf. After that, he first worked as a planner. Michael likes to relax by going fishing or riding his motorbike. He is married and has one child



SIMONE SCHOENEIS, PROJECT ASSISTANT

Simone Schoeneis has extensive experience in real estate and construction. For almost seven years, she worked as a project assistant at SPM Projektmanagement GmbH and in December 2014 she took up the same position at VGP. In 2014, she became a certified paralegal and after her studies worked for two years in various law firms. She loves sports and lives in Düsseldorf with her husband. She likes running in the countryside, going to the gym or skiing in the picturesque South Tyrol.



STEFAN FALK, PURCHASING DEPARTMENT

Stefan Falk has been living in Düsseldorf only since 2014 and just recently joined the local VGP team. He studied architecture and acquired experience as a project manager in a variety of commercial, private and public construction projects. After finishing his studies, Stefan Falk lived for one year in China, where he worked as an architect. His hobbies include travelling and photography.

THORSTEN MILDES, PURCHASING DEPARTMENT

Before joining VGP's Purchasing Department in December 2014, Thorsten Mildes worked as project manager on various projects for financial institutions and providers of rental space. He studied architecture and worked for seven years in retail. Thorsten lives with his family in Düsseldorf and likes to cook.



VERENA RICHTER, ACCOUNTING DEPARTMENT

After studying business administration and law and passing a tax law course in Marburg, Verena Richter launched a career in the finance, controlling and tax department of a large Japanese company. Since March 2015, she has been part of the Accounting Department of VGP Industriebau. Verena is responsible for accounting, international (IFRS) reporting, taxes and controlling.

KATEŘINA TEPLÁ, FACILITY MANAGEMENT SPECIALIST

Kateřina takes care of the Facility Management at the VGP Park Horní Pocernice in the greater area of Prague. Kateřina is a construction technical school graduate. Originally born and grown up in Prague, she also spent some time studying in Sydney, Australia. She is an enthusiastic sportswoman. She did not abandon sport even after ending her competitive career as a floorball player and continues in squash and tennis. She also likes skiing and, if time permits, Kateřina would like to get back into windsurfing.



MAREK KOPP, ARCHITECT

Before joining the VGP team, Marek worked as an architect in his own name. In this period, Marek obtained his authorisation in architecture. Marek graduated in architecture in Bratislava, and after several work-and-study stays abroad, including in Sweden, Greece and Romania, he ended up in Prague. Even though Marek is from Slovakia and his wife from Armenia, they both so much fell in love with Prague's cosmopolitan spirit that they decided to settle here. His interests include travel, hiking, and history. He also enjoys skiing, ski touring, and bouldering. His greatest interest and pastime, however, is his 2-1/2-year-old daughter.

FRANK MÄURER, HEAD OF LUXEMBOURG OPERATIONS

Before Frank joined VGP, he was responsible for the European real estate portfolio of a German/Swiss-based family office. He also worked over three years as Head of Corporate Treasury for Corestate Capital, where he led the Luxembourg-based financial team. Frank is married and has two children. He spends his leisure time with his family or playing golf on his club course in Luxembourg. Within VGP, Frank will be responsible for the Luxembourg-based structure and investment vehicles.



INTEGRATED PROPERTY AND FACILITY MANAGEMENT is essential for the future

Since VGP acquired its first development sites in Germany two years ago, the German market has become a growth driver for the group. Meanwhile, our subsidiary VGP Industriebau GmbH has developed and maintained eight industrial parks, spread out from Hamburg to Munich.

Since February 2015, Holger Feldschen has begun building the corporate facility management on the German market. In an interview with Location³, he explains the strategy and development prospects of the new department which will significantly expand the range of services for the customers in Germany.

Q Which tasks in building management are performed by VGP Industriebau today?

We already can offer to our customers various services in the area of facility management. These are

infrastructure facility management, energy management, as well as commercial and technical facility management.

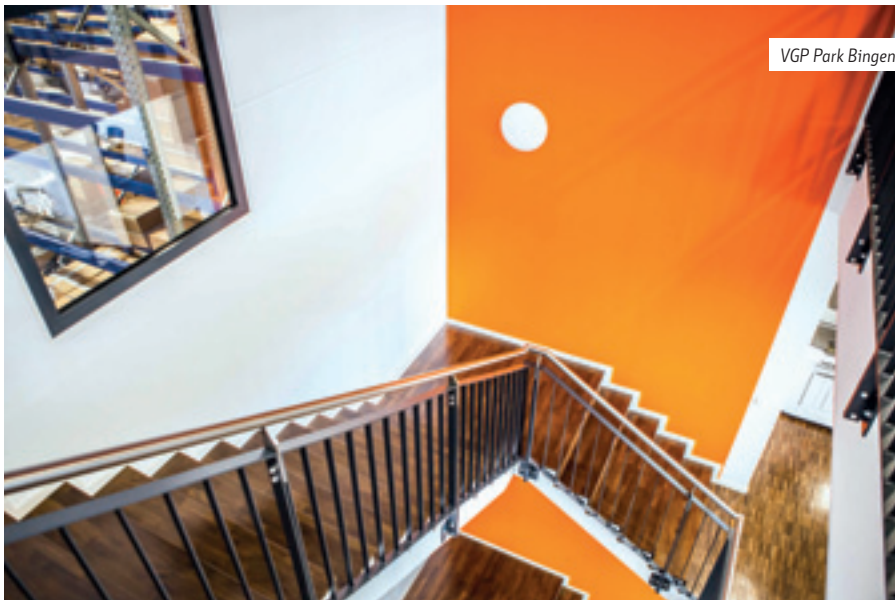
In the management of infrastructure facilities, we currently provide care for the green and grey areas as well as winter services. In future, we will extend the range to include maintenance and disposal services. In the energy management field, we are currently concentrating mainly on energy purchasing. Energy costs comprise a key component in managing the costs of a property, amounting on average to 20% of the

total. Therefore, we want to keep this cost as low as possible from the start or to reduce it further during the use of the property. At each VGP Park in Germany, as many synergies as possible have been created in order to provide all the resulting benefits for the customers.

As for technical facility management, we were looking for a strong and experienced partner and found Sauter Facility Management. This is a pilot project at VGP Park Hamburg. Sauter's responsibility encompasses the technical facility management, the janitorial service, upkeep, and



VGP Park Hamburg



maintenance of a property. This currently relates to two properties, and from May and June additional buildings will be involved.

Q What is VGP’s strategy in the field of facility management?

Our goal is to offer our customers throughout Germany comprehensive facility management through the entire rental period. We know our properties and the market for FM services, and we understand the needs of our tenants as these relate to dealing with the technical, organisational and infrastructure issues of building management. If we take over the all-round support for the property on a market-oriented basis, our customers can be relieved of these tasks. The bottom line for our tenants is less responsibility, less risk, and especially lower costs.

Q What makes for efficient building management?

Efficient building management is characterised by professional, tailor-made service packages. The requirements of a property must always be considered individually and are entirely specific to the given property. We don’t offer our customers strictly standardised services, since every building has its very own requirements. Often, these are very specific to the customer. Therefore, we develop customised services for every

customer, so that a property’s availability, usage and user-friendliness are always at a constant level.

Q What are the benefits for a customer who is provided with building management services from VGP?

Comprehensive facility management makes things easier for the tenant, and that is associated with permanent cost optimisation as part of the lease. Since we offer our customers a complete range of services in the facility management area, they receive maximum quality improvement and process optimisation. Our comprehensive approach means we can maximise cost optimisation, too.

Q What is your role as the head of facility management at VGP Industriebau?

Currently, I am working on setting up facility management for the whole Germany. This first phase is very demanding because premises with a total area of over 250,000 m² are to be

HOLGER FELTSCHEN

Prior to joining VGP, Holger Feldtschen worked for 17 years in the hotel industry. There, he was involved with two large family companies dealing with property management and was responsible for management of properties in all of Germany.

handed over to tenants in the coming months. The biggest challenge I face is the implementation of strategic objectives. In addition to my daily tasks, which are related to the implementation of VGP standards, I am engaged in project development business.

Q What is a normal working day for you?

Normally, I start working between 8:00 and 8:30 a.m. My finishing time varies, though. These days I often work from Hamburg and assist in completing, accepting and handover of three projects. The last of these properties will be handed over on 1 July, and a fourth one is scheduled for 1 September. You could say that my office is currently located in Hamburg

Q Property and facility management was established recently as a science of its own and is taught in Germany at 22 universities. Is this the future for commercial real estates?

Yes, the real estate market in Germany has evolved over the past 15 years to such extent that the importance of property and facility management has increased considerably. Due to the fact that companies and investors own and operate properties throughout Germany, integrated facility management has now become indispensable. Integrated building management is especially very important for large and complex properties. In addition, green building has become a major issue and increases the need for professional facility management. At VGP, we always work in accordance with clearly defined technical standards for sustainable and energy efficient building. As a starting point, we offer our customers specific and energy-efficient systems.

Q What do you like about your job at VGP?

A new department was established and it is my responsibility to build it up. This challenge has particularly attracted me. After 17 years in the real estate industry working in the hotels area, at VGP I have an opportunity to switch to the logistics branch. ☺

VOLKSWAGEN

40 Years of Golf history

For people, 40 years means you are no longer young, but still far from old age – in a sense, it is the golden mean. But it is different for a car. In this case, a car that can celebrate its 40th deserves a closer look.

If it is not a special car with a name taken from the animal kingdom or an immortal socialist-era classic of plastic and rubber, then it must be a very special vehicle indeed. This is especially true when such a car has remained for decades both the benchmark of its class and at the same time in a class all its own.

With its VW Golf, Volkswagen has put just such a car on the road. For 40 years this car has written a global success story and has stood at the top of the German registration statistics. With its each new generation – and today's is the seventh – the Golf has proven itself with innovative technologies even as the fundamental concept that it be a compact, versatile, and timeless car has not changed.

In 1974, an early ancestor of the Golf family, the Golf 1, heralded a radical change in Volkswagen's model policy. It took over from the former classic, the VW Beetle, and ended the era of air-cooled, rear-drive engines. Volkswagen switched to engines with front-wheel drive. With its large rear door, Golf 1 was also a pioneer in the class of compact five-door hatchbacks.

The VW Golf set standards at the outset in other respects, too. Shortly after the launch of Golf 1, the compact car was given a particularly powerful engine and a decidedly sporty chassis. Henceforth, under the designation Golf GTI, it was recognised not only as a highly powerful car, but also it was regarded as the founder of a new, distinct class of vehicle. The GTI had and still has many

imitators, but it remains unmatched to this day.

Technical milestones in each generation

Then, always after a few years, the next successor of the first VW Golf contributed to the continuing success story, with each model featuring

numerous innovations not only stylistically but also technically. These were beneficial for the environment, among other things, such as the introduction of Formula E in 1978, the turbo-diesel in 1982, the Ecomatic in 1994, the dual-clutch transmission in 2004, and BlueMotion Technology in 2007. The current



Volkswagen Golf 2



New Volkswagen Golf 7

VOLKSWAGEN IN HAMBURG AND MALACKY

In mid-2014, Volkswagen rented an area of about 5,000 m² in VGP Park Hamburg, a facility offering warehouses, offices and outdoor storage. Volkswagen handles here vehicle components shipped from Asia. The part of the newly constructed building intended for Volkswagen has been adapted to the company's specific needs. Among other things, VGP supplemented the prescribed standard at the facilities for loading and unloading to provide more delivery options on the side of the building. The VGP Park Hamburg is located 20 km south-west of the Hanseatic city, just off the A1 to Bremen, with a direct connection to the Port of Hamburg. In addition, Volkswagen concluded with VGP a lease agreement for warehouse and office premises at VGP Park Malacky (Slovakia) totalling 20,000 m².

seventh-generation Golf model offers innovations focused on climate protection, resource conservation and health protection.

Talk of the nation: a new Golf

Immediately after being launched on the market, the Golf became the most popular car in Germany (and elsewhere), irrespective of how keenly the trade and general press awaited each new generation. The presentation of a new Golf became an event observed with excitement by almost the whole of Germany. Accordingly, the news was discussed in all its aspects, examined and assessed in the relevant press and in the pubs alike.

When a car attracts general attention on such a scale, it has to be something special. Volkswagen rightfully calls its vehicles “Das Auto”, as almost no other company has managed to continuously make its own vehicle the representative of its class. Whether it is the Beetle, Microbus or Golf generation, almost everyone who has grown up or was socialised in German culture knows these names exactly and can recognise them immediately.

From brand to symbol

The Golf’s exceptional success story also epitomises the success of the Volkswagen brand as a whole. It made the young West Germany mobile, provided advanced products, reliability, and trust from the very outset, and helped to reinforce the notion of “German quality workmanship” internationally.

With its Beetle, Volkswagen had put continuity first and foremost for its time. The Golf, on the other hand, combines sustainability in the model policy with the latest technologies. And this applies not only to individual technical components. The new Golf incorporates the “modular transverse matrix” (MQB), ensuring that the car can be updated with a variety of environmentally friendly technologies which are also used in other Volkswagen vehicles. These include, for example, active cylinder management (ACT), which, depending on the load, makes it possible to disengage two cylinders to further reduce fuel consumption. In addition, CO₂ emissions are reduced by 9 grams per kilometre.

The newly developed TSI and TDI engines provide greater efficiency, agility and economy. A combination of downsizing, fuel injection and turbocharging yields a substantial reduction in engine weight. Moreover, a significant reduction in sheet thickness and other intelligent solutions for seats, electronics and the instrument panel make the car even lighter. In connection with selecting



the optional driving profile (the “Eco” mode, for example, influences motor control, air conditioning, and other ancillary components to optimise consumption), the user is provided maximum performance with minimal environmental impacts. Last but not least, there is a new e Golf and a plug-in hybrid version GTE.

Volkswagen has sold around 30 million Golf cars over four decades, a figure few other models can match. The Golf has been successful in establishing VW as an absolute top brand. As a global leader with cutting-edge technology and distinctive in every way, Volkswagen is maintaining the status of the brand, expanding, and reaching for new heights. Although the Golf’s 40 years are only a chapter in the history of a company in business for more than six decades, the vehicle is a very important part of Volkswagen history. From the beginning, Volkswagen has promoted quality and mobility for everyone. In 2014, Volkswagen sold 4.6 million passenger cars. The plants in Germany and China have recorded particularly substantial gains.

As one of the few big players in the automotive industry, Volkswagen will remain the main brand of Volkswagen AG and will keep pace in terms of technology and design to remain a symbol for “Made in Germany”. ☺

GOLF: THE SUCCESS STORY OF A TOP BRAND

Founded in 1937, the internationally operating company Volkswagen is the largest car manufacturer in Europe and the second largest in the world. VW AG is the parent company of 12 brands including Audi, Seat and Škoda, as well as premium brands such as Bentley, Bugatti, Lamborghini and Porsche. In 2014, Volkswagen AG had almost 600,000 employees worldwide

THE RHEINISCHES LANDESMUSEUM TRIER

One of the most significant archaeological museums in Germany, the Rheinisches Landesmuseum Trier documents approximately 200,000 years of history and cultural development in the region. We bring you an interview with its director – Dr. Marcus Reuter.

The museum today displays some 4,500 artefacts in a space of 3,500 m². Massive gravestones, the largest mosaic collection north of the Alps, and the world's largest assortment of Roman gold coins are among those items awaiting visitors here. Dr. Marcus Reuter runs the museum, which has been integrated into the Directorate-General Cultural Heritage of Rhineland-Palatinate since 2008. The provincial Roman archaeologist was involved in the Baden-Württemberg state exhibition

*"Only a person
who knows where
he comes from
can properly grapple
with the question
of where he should
go in future"*

"Imperium Romanum. Rome's provinces on the Neckar, Rhine and Danube", among others, and worked as a research consultant at the LVR RömerMuseum in Xanten. Dr. Reuter has directed the state museum in Trier since 2012. We spoke with this renowned scientist about his fascination with the past and its significance for the present.

Q Dr. Reuter, what do you find the most fascinating about your work as director



© Rheinisches Landesmuseum Trier, Thomas Zühmer

New permanent exhibition



© Rheinisches Landesmuseum Trier, Thomas Zühmer

Multimedia show

of the Landesmuseum Trier?
Most of all, I'm fascinated by the diverse tasks that never allow me to be bored. And, of course, the unbelievable wealth and quality of our Roman finds always captivate me. They are virtually unparalleled in Central Europe.

Q What do you find most interesting about Trier's history?
Trier is mainly known as a city from the Roman Period. Personally, I feel that the time in which Roman emperors resided in Trier is the most exciting.

Q What is the oldest historical site in Trier and which site is the best preserved?
I believe the oldest site is the Porta Nigra, the former Roman city gate. It may also rank among the best-known historical sites. By the way, the image of the Porta Nigra will be found on 30 million two-euro coins in 2017.

Q Aside from a visit to the Rheinisches Landesmuseum,

what would you definitely recommend to visitors?
It's quite clear – the Porta Nigra! But of course any visitor should see the world's largest collection of Roman gold at the Landesmuseum when they are in Trier.

Q What makes Rhineland-Palatinate an historically important federal state generally?
Both the Celts and the Romans left behind such a great legacy in Trier, one that can be found almost

nowhere else in Germany. I always find that very impressive!

Q In your opinion, which other cities in Rhineland-Palatinate also have an important history? And why?
Mainz, certainly, with its long Roman and medieval history. But Speyer also stands out with its cathedral. After all, the German kings found their final resting place in the church.

Q Were the Romans already producing wine in this



Rheinisches Landesmuseum Trier

region? How did they go about this?

Roman viticulture was very wide-spread along the Mosel, in fact. The production of wine functioned essentially the same way it does today. A series of antique Celtic buildings have since been excavated which prove this very vividly.

Q Was wine as important in the Roman Empire as it is today?

I would even take it one step further and say that wine was far more important to Roman culture than it is for us today.

Q Do you think that the discoveries of Roman history in Trier had – or have – an influence on the city’s development, or on the federal state of Rhineland-Palatinate as a whole? If yes, what was it?

The great Roman sites, which are also UNESCO Heritage Sites, continue to shape the city. The Roman legacy in Trier also strongly defines daily



Dr. Marcus Reuter

life in the city. Just think of all the tourists who come to Trier because of the Romans. One does not simply live here with Roman history, but from it as well.

Q How important to you is the examination of history and

culture – including its own – for the future of Rhineland-Palatinate and Germany as well as Europe?

I consider it very important to know one’s own history. Only a person who knows where he comes from can properly grapple with the question of where he should go in future.

Q The fundamentals for positive economic growth in Rhineland-Palatinate are sustainable economic activity, renewable energy, a secure supply of natural resources and power, and modernisation of the infrastructure with the objective of facilitating the growth of regional, mid-sized companies. To what extent can a look back, such as to the Roman Period, help put things on the right track for the future?

Reflecting on history is always a reminder to be cautious, as historical developments show that there are successes and there are also crises. But there are always ways out of a crisis. Sometimes something completely new even arises from it. One needs to know how to recognise the real potential in the given circumstances.

Q Are there perhaps even interdisciplinary projects of this sort regarding which you and other ambassadors of culture and history are being consulted as experts?

As far as our discipline of archaeology is concerned, it can help in a certain regard – such as in the architectural development of our cities. It can show which historical foundations a project is based on. And that is not meant symbolically, but rather is based concretely on the earth itself, the foundation of each construction project.

Q How can culture help preserve and strengthen the sustainability and innovation of the region?

I believe that question has already answered itself. I would like to summarise it as such: Without a basis in culture, a region is built on sand. ☉



Corpus of finds dated back to the Bronze Age, around 1600 BC



CARS THAT HAVE WRITTEN HISTORY

Elegant shapes, long front ends, tail fins. On all five continents legendary cars still fascinate people for their design and engines. Which models are most treasured by collectors and have written automotive history?

You will not find another such concentration of history and technology anywhere around. If you like vintage cars and sometimes looking under their bonnets, Olomouc's Veteran Arena is just the place for you. Unique in the entire Czech Republic, this museum features 160 exhibits that include cars as well as motorcycles, petrol pumps, chassis, engines and various restoration specimens.

At the heart of the collection are automobiles from pre-war

Czechoslovak producers, in particular Tatra, Zbrojovka, Praga, Aero and Škoda. The museum also is home to unique Wikov cars produced in nearby Prostějov. It is the only museum in the world where you can see such a large and comprehensive collection of these unique vehicles at a single location. The Wikov collection presently numbers 17!

Wikov is an acronym from the surnames Wichterle and Kovářík. The factory was established in 1918.

It originally produced agricultural machinery and only later turned to making cars. The company operated only until 1940, however, before the war shut down its production lines. In total, only 800 passenger cars and 100 lorries passed through the Wikov factory gates, and so vehicles of this brand are today highly prized among collectors. Most revolutionary was its Wikov 35, known as "Kapka" (Teardrop), the first aerodynamic vehicle made in Czechoslovakia and



Ferraris in the Auto & Technik Museum Sinsheim

one of the first in the world. However, only three were made in the company's entire history. Of course, you can find one of these three in the museum on Sladovní Street, which is open from Tuesday to Sunday from 10:00 to 17:00.

But Wikov was not the only Czechoslovak legend. Veteran Arena enables you also to admire the Aero 50, a legendary limousine with a long front end which replaced the even more legendary model 30. These cars were known as the "Czech Jaguar". The 50 never achieved the popularity of its older sibling, however. Between 1936 and 1940, just over 1,200 model 50s left the Prague factory gates, while nearly 8,000 model 30s were produced. This was probably due mainly to the 50's higher price and operating costs.

The museum also displays a Z4 from Zbrojovka Brno, the first domestic front-wheel drive vehicle. Its creators had been inspired by the German DKW.

Admirers of design definitely will appreciate such later legends as the

Tatra T87, made famous by the adventurers Hanzelka and Zikmund. The New York Times named this gem as the 2010 Collectible Car of the Year, winning over strong competition from 651 other cars. Tatra 87s were produced from 1937 to 1950. Their main advantage was in their ingeniously designed cooling, which the renowned travelers praised in the heat of Africa. The car could reach speeds of 160 kilometres per hour, which at the reasonable consumption of about 13 litres per 100 kilometres was not bad at all for its day. This model was followed by the famous "big shot" Tatra 603.

No list of the most famous vintage Czechoslovak cars could ever be complete without Škodas, in particular the Popular, Rapid and Superb models. Also noteworthy are such Praga models as the Mignon and Alfa. Then, too, the 750 by Jawa was one of the most successful sports vehicles of 1935. And the most expensive Czechoslovak car was the Walter Royal, produced in the 1930s

in Prague's Jinonice District. Only three of these cars ever saw the light of day. This infernal limousine consumed 25 litres per 100 kilometres. How could it be otherwise? Its 12-cylinder engine had 6-litre displacement, and the car made a publicity trip from Prague to Paris and back in 18 hours.

AUTO & TECHNIK MUSEUM SINSEIM

Not all fascinating technologies of historical interest move on four wheels. The Auto & Technik Museum Sinsheim proves there is much more to the technologies of days gone by. Conveniently located near the A6 / E50 highway between Mannheim and Heilbronn, the museum offers a wide range of exhibits and themes from classic cars and motor sports to aircraft, locomotives, machinery and tractors as well as musical instruments and bicycles.

If old technology evokes a more leisurely pace, then the likes of the Formula 1 racer on display will prove just the opposite. So, too, will

the Concorde supersonic jet and its Soviet counterpart, the Tupolev TU-144, which once swished above the clouds faster than sound. Some may still remember the typical, piercing sound when one of those superbirds cut through the skies, but few people have had the privilege to inspect one from inside. Now you have that opportunity, because the museum in Sinsheim exhibits a fully accessible replica of each of the two models. The feeling is truly authentic authentic – if only you could just take off...

Any such disappointment will soon fade, because the exhibits are so rich that every technology buff can get a real kick from exploring them. For example, there are high-profile classic cars like the Mors chain-drive vehicle, an original Tin Lizzie by Ford, and the DeLorean DMC-12 that rose to eternal fame in Back to the Future. Admirers of the finest in cars will marvel at the splendid Mercedes and Maybach collections. If you have a predilection for extremes, do not miss such speed record-breaking vehicles as the Blue Flame and Brutus.

Special exhibitions and 3D cinema

Exhibits such as the giant steam locomotive and agricultural machines show just how diverse the history of technology can be and that people were able to accomplish truly exciting things many decades ago. Finally,



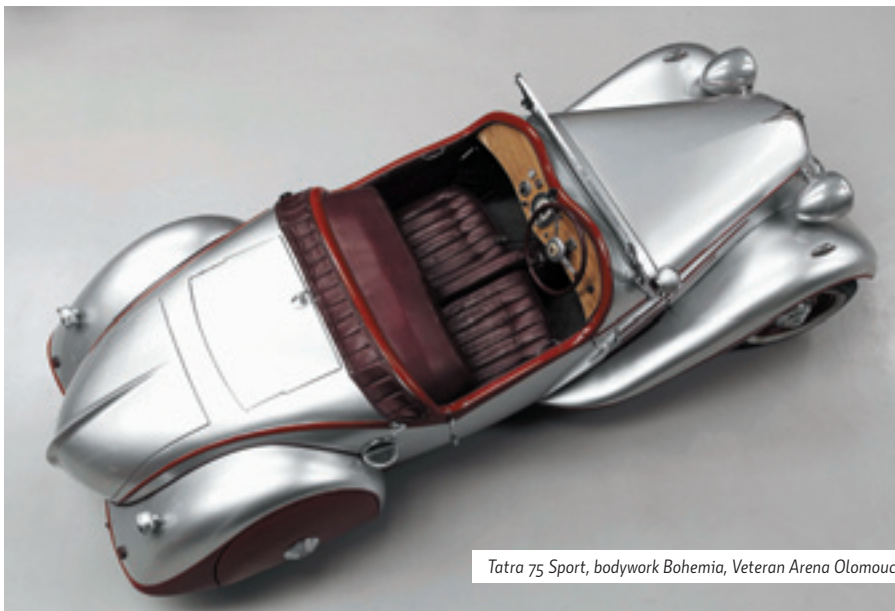
Bugattis in the Auto & Technik Museum Sinsheim

WHAT ABOUT THE REST OF THE WORLD?

If we stick to the 1920s to 1940s, some additional global legends are worthy of note. One of the first and most powerful cars, for example, was the Jaguar SS100 with a 3.5-litre engine and 93 kW output. And few vintage cars continue to excite such emotion as the BMW 328. Manufactured between 1936 and 1940, this roadster was one of the most successful sports cars of the 1930s and a milestone in automotive history. Similarly noteworthy were the Cadillac V-16 and Bugatti Royale.

visitors to the Auto & Technik Museum Sinsheim will enjoy a special exhibition on military history as well as two special collections. The first is dedicated to the famous Simson Schwalbe, a moped manufactured in the former GDR, while the second shows the bicycles of famous cycling stars who have made history.

The Auto & Technik Museum Sinsheim has much to offer beyond its exhibits. The 3D cinema with a large projecting screen promises an impressive viewing experience. Moreover, the museum provides accommodation facilities, conference rooms, restaurants, a special programme for children, and an e-shop. ☺



Tatra 75 Sport, bodywork Bohemia, Veteran Arena Olomouc

FAMOUS CARS IN OLOMOUC

- **TATRA 700**
of Josef Lux, minister of agriculture
- **PRAGA PICOLLO**
of Ferenc Futurista, actor during the First Republic
- **TATRA 75 SPORT**
with Bohemia body of Hugo Haas, actor during the First Republic
- **PRAGA GRAND**
of Jan Masaryk, ambassador to Great Britain during the First Republic
- **TATRA 17 SPORT**
of the Hungarian count Török
- **PRAGA PICCOLO**
with Sodomka body of Josef Sodomka
- **OTHER CZECH JEWELS**

PROJECT IN HUNGARY	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK GYŐR	B2	500	9,800
PROJECT IN SLOVAKIA	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK MALACKY	B	built to suit	18,000
	E	built to suit	25,000
PROJECT IN ROMANIA	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK TIMIȘOARA	A1	built to suit	17,500
	A2	built to suit	17,500
	B2	built to suit	7,250
PROJECT IN ESTONIA	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK NEHATU	D	built to suit	10,400
	E	built to suit	11,000
PROJECT IN LATVIA	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK KEKAVA	A	built to suit	34,560
	B	built to suit	25,920
PROJECT IN GERMANY	BUILDING	OFFICE AREA (m²)	WAREHOUSE AREA (m²)
VGP PARK HAMBURG	A.1	200	10,000
	A2.2	built to suit	11,500
	A.3	built to suit	5,750
	A.4	built to suit	12,500
	B.2	built to suit	35,000
	B.3	built to suit	4,900
	B.4	built to suit	9,750
	C.1.1	built to suit	10,250
	C.1.2	built to suit	8,750
	C.2	built to suit	2,000
	E.5	built to suit	6,700
	E.6	built to suit	2,100
VGP PARK RODGAU	A	built to suit	20,000
	D	built to suit	3,648
VGP PARK LEIPZIG	A1	built to suit	8,500
	A2	built to suit	8,500
	B1	built to suit	24,500
	C1	built to suit	2,250
	C2	built to suit	2,250
VGP PARK BERLIN	A	built to suit	17,128
VGP PARK FRANKENTHAL	A1	built to suit	23,700
	A2	built to suit	23,700
	B	built to suit	30,000



VGP location³

VGP © 2015